

**FY2020-2023**  
**Transportation Improvement Program (TIP)**

Prepared for:  
Auburn-Opelika  
Metropolitan Planning Organization  
(AOMPO)

Prepared by:  
Lee-Russell Council of Governments  
Opelika, AL

August 7, 2019

Auburn-Opelika  
Metropolitan Planning Organization  
(AOMPO)

**FY2020-2023 Transportation Improvement Program (TIP)**

This document is available at [www.lrcog.com](http://www.lrcog.com)

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## MPO Resolution 2019-12

### Auburn-Opelika Metropolitan Planning Organization (AOMPO) Adopting the FY2020-2023 Transportation Improvement Program (TIP)

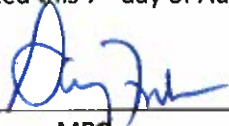
**WHEREAS**, the Auburn-Opelika Metropolitan Planning Organization (AOMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (as amended by FAST Act, Sections 1201 and 1202, December 2015); 42 USC2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

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

**WHEREAS**, consistent with the declaration of these provisions, Lee-Russell Council of Governments (LRCOG), as staff to the AOMPO and in cooperation with the Alabama Department of Transportation, has prepared the FY2020-2023 Transportation Improvement Program (TIP); now,

**THEREFORE, BE IT RESOLVED** by the Auburn-Opelika Metropolitan Planning Organization (AOMPO) that the same does hereby adopt the FY2020-2023 Transportation Improvement Program (TIP).

Adopted this 7<sup>th</sup> day of August, 2019:

  
\_\_\_\_\_  
Chairman, MPO

8-7-19  
\_\_\_\_\_  
Date

ATTEST:

  
\_\_\_\_\_  
Transportation Planner, LRCOG

8-7-19  
\_\_\_\_\_  
Date

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## **1.0 - Introduction**

## **1.1 - Purpose**

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Auburn-Opelika Metropolitan Planning Organization (AOMPO). This document is the FY2020-FY2023 TIP. The projects in the FY2020-2023 TIP are taken from the Auburn-Opelika 2040 Long Range Transportation Plan (LRTP) with the exception of safety, system maintenance, transportation enhancement, and state-funded projects. The TIP is a four-year document that is amended as detailed in section 1.8 of this document.

The Alabama Department of Transportation (ALDOT) is responsible for the federal and state roads in Alabama and controls the federal transportation dollars allotted to the state, which comprise the vast majority of available transportation funding. Through the 3-C Planning Process (Continuing, Cooperative, and Comprehensive), local governments set the priority of their Metropolitan Planning Organization (MPO) projects. The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and the planning area. Based on funding availability and project priority, LRTP projects are moved into the TIP and submitted to ALDOT, where they are programmed into the State Transportation Improvement Program (STIP). TIP project selection is based on priorities established by AOMPO member governments and the availability of funds through the Surface Transportation Attributable program.

The AOMPO is comprised of three member governments: the City of Auburn, the City of Opelika, and Lee County. The AOMPO is assisted in the local transportation process by ALDOT and the Federal Highway Administration (FHWA).

## **1.2 – MPO History**

An MPO is a federally-mandated body charged with administering the federally-funded transportation planning activities in a defined area. Each Urbanized Area (UA) in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish an MPO.

The AOMPO was formed in 1982 after the 1980 Census established the population of the Auburn-Opelika Urbanized Area at 51,823. The 2000 Census established the population for the Auburn-Opelika Urbanized Area at 60,137 and the 2010 Census established the population for the Auburn-Opelika Urbanized Area at 74,741. The Auburn-Opelika MPO is categorized as a midsize MPO with less than 200,000 in population. MPOs with urbanized area populations greater than 200,000 may be designated as Transportation Management Areas (TMAs). Geographically, MPOs comprise an Urbanized Area and a Planning Area, which are depicted in section 3.2.

Urbanized Areas are designated decennially by the United States Census Bureau and are a reflection of urbanization without regard to political boundaries. For this reason, MPOs are

responsible for the federally-funded transportation planning process at the local level and which may include more than a single political entity. 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, federally-funded transportation planning is intended to be regional in scope because transportation systems transcend political boundaries.

Planning Areas serve a dual purpose: (1) they represent the geographic area in which MPO funds can be expended, and (2) they define the area that is expected to become urbanized over the next 20 years. Planning Areas are established by individual MPOs but require the approval of the Governor. The AOMPO Planning Area is completely within Lee County, Alabama and contains portions of the City of Auburn, the City of Opelika, and Lee County.

## **1.3 – Regulations and Laws for the TIP**

The FY2020-2023 TIP was developed in accordance with *Fixing America's Surface Transportation (FAST) Act*, signed into law December 4, 2015. The FAST Act continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

In accordance with FAST Act project visualization requirements, all planned MPO projects have corresponding maps in the TIP showing the full project extent within the existing roadway network.

### **1.3.1 – Consistency with Other Plans**

There are general and specific directions under the FAST Act for the consistency requirement. For regulatory guidance, MPOs rely on 23 CFR 450.208 *Coordination of planning process activities*, for direction in considering related activities by other agencies and groups. This section provides for multistate and local system planning efforts, federal agencies with land management jurisdictions, local government and elected officials responsibilities, Tribal government jurisdictions, coordination of data collection with public transportation operators, programming priorities, and so on. There is significant scope to the 450.208 section and it should be given considerable weight when assessing whether the planning process is being properly conducted.

The spirit and intent of the *Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* and the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)* is carried forward to the FAST Act. In accordance with its 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 and Pedestrian Plans, Public Participation Plans (PPP), and Environmental Plans (NEPA).

### **1.3.2 – Conformity Determination**

Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and 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 AOMPO area is not presently in non-attainment status. However, the EPA is considering lower thresholds for attainment which could impact the MPO in the future. Should the AOMPO to fall into non-attainment status, the additional planning and support tasks needed to comply with existing EPA regulations would place considerable strain on MPO planning and project budgets if additional funding were not provided.

## **1.4 – Scope of the Planning Process**

The Planning Factors from SAFETEA-LU are carried forward to the FAST Act and as specified in that document, the MPOs shall provide for consideration of projects and tasks that meet the objectives of the eight planning factors of the *Scope of the Planning Process*. All projects considered for inclusion into the TIP are reviewed by AOMPO staff for consistency with the following provisions:

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

## **1.5 Planning Emphasis Areas**

On March 18, 2015, the FHWA and the Federal Transit Administration (FTA) jointly issued the following Planning Emphasis Areas for FY2016 Unified Planning Work Programs (UPWP) in order to reflect the renewed focus on transportation planning brought about by MAP-21.

1. MAP-21 Implementation - *Transition to Performance Based Planning and Programming:*

MAP-21 includes a mandate for performance based planning and programming within the transportation planning process. Currently, the UPWP includes the *Livability Principles and Indicators* performance measure, which was developed by FHWA prior to MAP-21 being signed into law, as the first in a new series of legislated performance measures. The AOMPO will fully implement the MAP-21 performance management approach as performance based planning and programming measures are developed and published.

In addition, safety performance measures are mandated in MAP-21. The AOMPO will fully implement the MAP-21 safety performance measures as they are developed and published.

2. Models of Regional Planning Coordination - *Promote Cooperation and Coordination Across MPO Boundaries and Across State Boundaries Where Appropriate to Ensure a Regional Approach to Transportation Planning:*

The AOMPO will work with transportation officials, staff and stakeholders to promote regional cooperation and coordination as the transportation planning process is intended to be regional in scope because transportation systems transcend political boundaries. Furthermore, the TIP and LRTP acknowledges consistency with other plans that include transportation elements and both document all *regionally significant projects* that are modeled in the MPO's transportation network.

3. Ladders of Opportunity - *Access to Essential Services-As a Part of the Transportation Planning Process, Identify Transportation Connectivity Gaps in Access to Essential Services:*

The entirety of the AOMPO's Metropolitan Planning Area is serviced by Lee-Russell Public Transit (LRPT), which is a demand response public transit system. In a demand response system, local citizens may schedule transit to and from any location in the service area for a small fee. LRPT operates 6:00A to 6:00P Monday-Friday. Therefore, the AOMPO area has no gaps in access to essential services such as housing, employment, health care, schools and recreation during the work week.

## **1.6 - Livability Principles and Indicators**

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

adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these **Livability Principles**:

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

As a measure of sustainability of these principles, the MPO has provided the following **Livability Indicators** in Appendix 3.4:

1. *Percent of jobs and housing located within one-half (1/2) mile of transit service*
2. *Monthly housing costs as a percentage of household income in the past 12 months*
3. *Percent of vehicles available per occupied housing unit*
4. *Percent of workforce living within a thirty (30) minute or less commute from primary job centers*
5. *Percent of population employed in production, transportation and material moving*
6. *Percent of industry engaged in transportation and warehousing; utilities*
7. *Percent of FY2016-FY2019 MPO transportation projects where more than one federal funding source is utilized*
8. *Work commute modal choice by percent*

## **1.7 - Bicycle and Pedestrian Consideration**

FHWA has put increased emphasis on modal choice within MPO transportation networks, particularly with regard to bicycle and pedestrian accommodations. The guiding document to date had been Title 23 USC 217, which states: “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and [the] state(s).”

However, an FHWA directive to ALDOT on June 12, 2009 has modified the actual policy language required in certain transportation planning documents, including the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The letter of June 12<sup>th</sup> states: “**...bicycling and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist,**” and defines “exceptional circumstances” as:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor. [This passage is not intended to be exclusionary in any way, but a recognition that design

elements, in this case high-speed interstate roadways and U. S. Highways with limited access features, prohibit bicycle and pedestrian traffic for safety considerations.]

- 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 a sparsity 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.

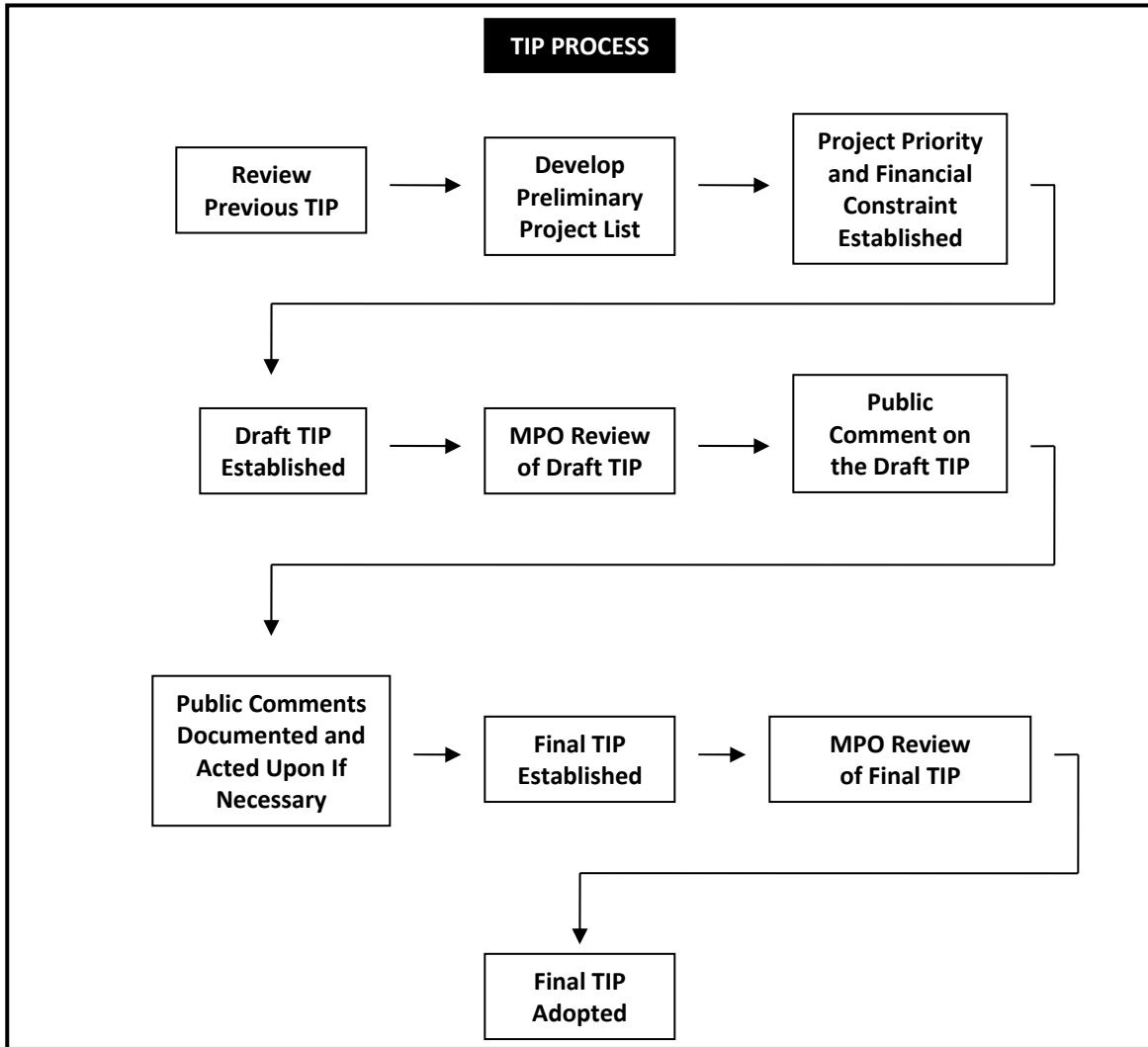
The FHWA letter of June 12<sup>th</sup> and the March 15, 2010 U.S. Department of Transportation (USDOT) mail out, effectively updates agency guidelines and ALDOT accepts this language as the definitive policy to be found in the planning documents, unless and until it is modified by FHWA.

Therefore, for the purposes of the TIP (and LRTP), it is assumed that bicycling and pedestrian facilities will be incorporated into all transportation projects. However, it is understood that each project will be fully analyzed during the environmental and design phase to determine if exceptional circumstances do exist and to determine the specific bicycle and pedestrian facility that will be included in the project, where applicable.

## **1.8 – TIP Process**

The development of the TIP is a cooperative process of the City of Auburn, the City of Opelika, Lee County, ALDOT, FHWA, and Lee-Russell Council of Governments (LRCOG) as the entity responsible for the management and eligibility of the AOMPO. It takes several months for the TIP to go from the development stage to its final form.

The first step in the TIP process is to review the previous TIP to determine if adjustments are necessary to deliver the current projects. Next, a preliminary list of projects is developed from the LRTP. Engineers from the City of Auburn, City of Opelika, and Lee County agree on project priorities and ensure the total cost of projects are constrained to the amount of available or anticipated funding. Following this, the TIP is developed in draft form and put before the MPO committees 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 developed in final form and put before the MPO once again for review and adoption. The following flow chart provides a graphic representation of the TIP process:



## **1.9 – TIP Amendment Process and Criteria**

The amendment process involves both a formal approval process and also a system for processing more modest or minor adjustments to TIP projects (23 CFR 450.104). FHWA – Alabama Division and ALDOT have agreed that a formal TIP amendment is required for a *highway-oriented* project when one or more of the following criteria are met:

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



When a change is made that meets one of these criteria, the change must be processed as an amendment, subject to approval of this procedure by the MPO Policy Board. FAST Act regulations include a provision for an amendment which includes the following definition:

*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 or changing the number of stations in the case of fixed guideway transit projects). 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 and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

A change that does not meet any of these criteria may be processed as an *administrative modification*, subject to approval of this procedure by the MPO Policy Board. FAST Act regulations include a provision for an *administrative modification* which includes the following definition:

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

For the FY2020-2023 TIP, any increase or decrease of \$1,000,000 (\$5,000,000 for Transportation Management Areas) requires an amendment to the TIP. That change will be based on the value of the last amendment, not administrative modification, and the MPO will be required to do a resolution when the total of those costs increases reaches \$1,000,000 or \$5,000,000. Regarding Level of Effort (LVOE) projects, a resolution is only required when the entire LVOE category increases by 20%.

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

The Auburn-Opelika Metropolitan Planning Organization is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the AOMPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. As a continuing effort by the AOMPO to provide public access and the

means by which to engage in the planning process, the AOMPO has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps and plans can be viewed at [www.lrcog.com](http://www.lrcog.com).
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- (5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects or plans.

Additionally, the AOMPO was and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d 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 794 which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act (ADA) 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.
- Language Assistance 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 Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA

that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the 2013 Public Participation Plan which can be accessed in Appendix 6.9 of the LRPT or at the following <http://www.lrcog.com/2013%20Public%20Participation%20Plan.pdf>.

The AOMPO assures, through an annual certification, that no persons or Disadvantaged Business Enterprise (DBE) shall on the grounds of race, color, sex, disability, or national origin, be excluded from participation, be denied the benefits of, or be otherwise subjected to discrimination in federally-assisted programs in which the AOMPO administers. It also assures that any federally-assisted programs, when formulated, were designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project area. The AOMPO will continue to comply with all applicable provisions of Title 23, 28, 29, 42, and 49 of the United States Code (USC) as well as all applicable rules and requirements found in the Code of Federal Regulations (CFR).

In order to further support the public participation goals of the AOMPO, the public is and was encouraged to participate in the development of the TIP. Once the Draft FY2020-2023 TIP is approved, it will be subject to a 14-day public comment period designed to obtain input from the public. A summary of the public outreach activities and results are included in Appendices. Also, all AOMPO meetings are open to the public. At these meetings, the AOMPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner at LRCOG should be contacted to coordinate an address to the MPO committees and to obtain unapproved draft and final documents.

### **1.10.1 – Environmental Justice**

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

### **1.10.2 – Americans with Disabilities Act (ADA)**

The AOMPO endeavors to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq.). Access to meetings by persons with disabilities is encouraged through selection of

venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The AOMPO further encourages an active role in TIP development and all transportation planning by the physically impaired through membership in the Citizen Advisory Committee (CAC).

## **1.11 – Public Participation Process**

Public participation is essential to the development of the TIP. The public is encouraged to participate in all advertised meetings and hearings. The AOMPO conducts all meetings in accordance with the provisions of the Alabama Open Meetings Law (Alabama Code §36-25A-1 et seq.), October 1, 2005. The following public participation efforts are made as a part of the TIP development process:

- Citizens Advisory Committee (CAC) - The CAC comprises citizens from each of the MPO's member organizations. CAC members are charged with the responsibility of formal citizen review of transportation planning documents and the local transportation planning process as a whole. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee (TAC) and the MPO Policy Board. Approval of Draft and Final versions are voted on and recommendations forwarded to the Policy Board.
- Public Comment Period – After the TIP is approved in draft form, the public is invited to offer comments. To announce the TIP public comment period several measures are taken: (1) a display ad is placed in the local newspaper with the largest circulation, (2) flyers are placed at municipal libraries as well as the LRCOG offices, and (3) the AOMPO website will have information on the comment period under the MPO News section. Copies of the draft TIP and comment forms are placed at municipal libraries and the LRCOG offices, and digital copies of the draft TIP and comment form are placed on the AOMPO website.
- MPO Staff Consultation – The public (including CAC members) is encouraged to contact AOMPO staff to discuss questions, comments, and concerns regarding TIP development.

## **1.12 – Certification Process**

23 CFR §450.334 requires that the Auburn-Opelika MPO (concurrent with submittal of the entire proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide Transportation Plan (STIP) approval), the state, and the MPO member governments shall certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;

- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 U.S.C. 7504, 7506 (c) and (d)], and 40 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 SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded 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) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The current self-certification process was fulfilled by the AOMPO in 2019. The executed MPO Self-Certification document is located in Appendix 3.7.

## **1.13 – Environmental Mitigation**

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

To satisfy this requirement, the AOMPO will, to the extent practicable, place emphasis on the environmental impact of federally-funded transportation projects in the region. In addition,

the AOMPO will continue to develop and maintain relationships with state and local governments/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

### **1.13.1 – Climate Change**

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

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

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

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

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

Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-conforming. The AOMPO area is not presently in non-attainment status. 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.

## **1.14 – 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 AOMPO area is not presently in non-attainment status. Therefore, no project-level air quality mitigation measures are present in the TIP at this time. However, those MPOs in attainment have tasks established in the UPWP for training in NAAQS

monitoring and possible outreach activities. AOMPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House, Senate, and Administration versions of the forthcoming transportation legislation which will replace FAST Act.

## **1.15 – Safety Planning**

SAFETEA-LU requires that ‘each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users.’ The AOMPO’s Safety Planning efforts are documented annually in the UPWP. The AOMPO’s Safety Planning objectives in the FY2019 UPWP are to incorporate transportation safety planning in the local transportation planning process and identifies the following proposed steps:

- The MPO will work and coordinate with the ALDOT on setting goals, objectives, performances measures, and targets required by the FAST Act concerning safety in the Metropolitan Planning Area.
- Hold any necessary Safety and Security Committee meetings to discuss safety and security issues and develop programs related to these issues.
- Utilize the Critical Analysis Reporting Environment (CARE) system to identify any hazardous areas that may need to be addressed.
- Staff will monitor accident data in the MPO Study Area.
- The MPO will work and coordinate with the ALDOT on setting goals, objectives, performances measures, and targets required by the FAST Act for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

## **1.16 – Regionally Significant Projects**

From 23 CFR 450.104, a *regionally significant project* means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.324) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

From 40 CFR 93.101, a *regionally significant project* means a transportation project (other than an exempt project) 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 at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

At this time, the AOMPO does not have any regionally significant projects planned or programmed for the 2020-2023 TIP timeframe that are not already included in the project listings.

## **1.17 - Level of Effort (LVOE)**

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

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects [Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others]
- Recreational Trails [Funds are transferred to ADECA]
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban] (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 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 include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the



MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

## **1.18 – Financial Constraint**

23 CFR §450.324(i) requires that the TIP be financially constrained. Therefore, the sum of all project costs in a given TIP year cannot exceed the available funding for that year. It should be noted that the available funding for a particular year comprises the sum of (1) the FY apportioned funds and (2) any available accrued funds.

The financial constraint requirement makes a further fundamental demand with regard to documentation. Projects in a TIP must include the sources or funding programs of all funds, dollar amounts, project identification numbers, termini descriptions, project phases to be funded, and the year of expected expenditure. In addition, all funding must be done in Year of Expenditure (YOE) dollars. The objective is to establish, at the project level, where funds are coming from, what they are spent on, and over what period of time.

MPO funding during the FY2020-2023 timeframe is uncertain due to an anticipated decline in Highway Trust Fund revenue. If current funding levels are maintained, and the required match is met, the AOMPO can expect to receive federal funds in the sum of:

\$1,889,452 in fiscal year 2020  
\$1,889,452 in fiscal year 2021  
\$1,889,452 in fiscal year 2022  
\$1,889,452 in fiscal year 2023

Federal funds received by the MPO will be combined with a 20 percent match from local governments for an annual total of:

\$2,361,815 in fiscal year 2020  
\$2,361,815 in fiscal year 2021  
\$2,361,815 in fiscal year 2022  
\$2,361,815 in fiscal year 2023

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 (City of Auburn, City of Opelika, and Lee County) are included in the financial constraint analysis.

In order for projects to be included in the STIP, they must first be in an approved MPO TIP. Once ALDOT has approved an AOMPO TIP, it is assumed that federal matching funds will be available for the projects. The expenditure of all Federal Highway Funds is controlled by the state.

## **1.19 – Project Selection and Prioritization**

Through the Continuing, Cooperative, and Comprehensive (3-C) Planning Process, the Auburn-Opelika 2013 Public Participation Plan (PPP), Long Range Transportation Plan (LRTP), and Transportation Improvement Plan (TIP) together comprise and define the project selection and prioritization process utilized by the MPO.

Public Participation Plan (PPP) - Public involvement is a key component of the transportation planning process and, subsequently, the project selection and prioritization process. To that end, the PPP documents and defines the process for providing citizens, public officials, transportation stakeholders, and other interested parties full and open participation in the metropolitan transportation planning process. The PPP details the methods and practices employed by the MPO to specifically involve and engage the public in the project selection and prioritization process as a part of the overall transportation planning process by:

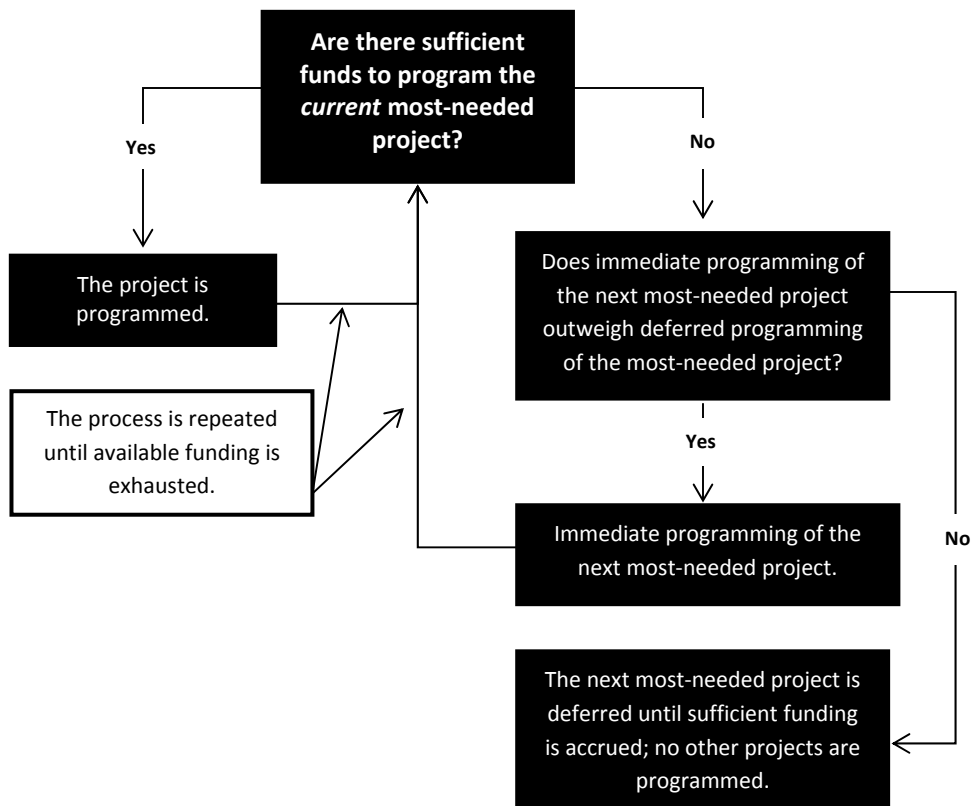
- Providing adequate notice of public participation activities and time for public review and comment at key decision points including, but not limited to, a reasonable opportunity to comment on the proposed transportation plan
- Providing timely notice and reasonable access to information about transportation issues and processes
- Employing visualization techniques to describe metropolitan transportation planning documents
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
- Holding transportation planning meetings at convenient and accessible locations and times
- Demonstrating explicit consideration and response to public input received during the development of metropolitan transportation planning documents
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services
- Providing an additional opportunity for public comment, if the final metropolitan transportation planning document differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts
- Coordinating with the statewide transportation planning public involvement and consultation processes with other planning entities and officials
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process

Long Range Transportation Plan (LRTP) - The project selection and prioritization process begins with the LRTP, which is developed with input from the public and transportation stakeholders

to develop a program of projects necessary to improve the local transportation network over the plan horizon. The process entails identifying the projected transportation demand of persons and goods in the metropolitan planning area over a 25-year horizon based on economic, demographic, environmental protection, growth management, and land use activities. Accurate identification of the needs and deficiencies of the MPO’s transportation network is achieved through involvement of the public, the Cities of Auburn and Opelika, Lee County, Lee-Russell Council of Governments, other stakeholders, and the current adopted planning documents; these data are compiled and analyzed to develop a high level of confidence in the conclusions derived from the data.

Transportation Improvement Plan (TIP) - The PPP and LRTP processes culminate in the development of the TIP where local governments coordinate with the public and transportation stakeholders to set the priority of the LRTP’s program of projects based on funding availability through the Surface Transportation Attributable program and agreement on project priority by MPO member governments. TIP project priority is a dynamic, organic, and temporal process which considers specific local factors such as traffic volume, traffic patterns, safety, demographics, development patterns, and land use in identifying project need. With input and advice from the MPO’s Citizen Advisory Committee (CAC,) and Technical Advisory Committee (TAC), the MPO Policy Board (PB):

1. Orders projects by need
2. Contrasts the list of needed projects with available transportation funds
3. Establishes project prioritization through the following sequence of questions and answers:



Once the TIP project list is established, the TIP is approved in draft form by the MPO, ALDOT, and the FHWA. Next, the TIP goes through the formal public review and comment process. Comments received are then documented, evaluated and acted upon before the TIP is approved in final form by the MPO, ALDOT, and FHWA.

## **1.20 – Performance Measures**

With the passage of the MAP-21, and following with the FAST Act in December of 2015, the USDOT has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 90 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

23 CFR 450.326 mandates that an MPO include performance-based planning in its TIP. More specifically, the TIP should include a systems performance report, a description of each measure and target, and the performance management agreement signed by each MPO (Appendix 3.7).

### **Systems Performance Report**

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

The MPO adopted safety, asset, system, and transit asset performance targets in FY2018 and FY2019 in accordance with the FAST Act regulations. In lieu of developing their own targets, the MPO elected to support the state's safety and transit targets as referenced in the tables below. ALDOT adopted the Statewide Freight Plan in November of 2017 and ALDOT's TAMP in July of 2018.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements

and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

Description of Performance Measures and Targets

PM1 Category (2019)	Performance Measure			Performance Target
Highway Safety Improvement Program (HSIP)	Number of Fatalities			932
	Rate of Fatalities			1.33
	Number of Injuries			8469
	Rate of Serious Injuries			12.08
	Number of Non-Motorized Fatalities & Injuries			394
PM2 Category (2019)	Baseline Score (2017)	2-Year Performance Target (2019)	4-Year Performance Target (2021)	Interpretation for Baseline Scores (2017)
% of NHS Bridges by deck area classified as in good condition	28.40%	No less than 27%	No less than 27%	The condition grade is based on the National Bridge Inventory (NBI) condition ratings for Bridge Deck, Bridge Superstructure, and Culvert
%of NHS bridges by deck area classified as in poor condition	2.00%	No greater than 3%	No greater than 3%	The condition grade is based on the National Bridge Inventory (NBI) condition ratings for Bridge Deck, Bridge Superstructure, and Culvert
% of Interstate in good condition	76.98%	N/A	Greater than 50%	Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once this data has been evaluated, the pavement will be placed in either good, fair, or poor condition
% of Interstate in poor condition	8.33%	N/A	Less than 5%	Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once this data has been evaluated, the pavement will be placed in either good, fair, or poor condition
% of non-interstate NHS pavement in good condition	66.23%	Greater than 40%	Greater than 40%	Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once this data has been evaluated, the pavement will be placed in either good, fair, or poor condition
% of non-interstate NHS pavement in poor condition	12.57%	Less than 5%	Less than 5%T	Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once this data has been evaluated, the pavement will be placed in either good, fair, or poor condition

PM3 Category (2018)	Baseline Score (2017)	2-Year Performance Target (2019)	4-Year Performance Target (2021)	Interpretation for Baseline Scores (2017)
% of Person-Miles traveled on the Interstate System that are Reliable	96.40%	96.40%	96.40%	96.4% of all Alabama interstate travel is reliable (where reliable is defined as 80% of travel times being less than 150% of the average travel time).
% of Person-Miles traveled on the Non-Interstate System that are Reliable	93.80%	93.70%	93.60%	93.8% of all Alabama non-interstate NHS travel is reliable (where reliable is defined as 80% of travel times being less than 150% of the average travel time).
% of the Interstate System Mileage providing Reliable Truck Travel Times	1.19	1.2	1.21	Across Alabama, the 95 <sup>th</sup> percentile Interstate truck travel times are on average 19% greater than the 50 <sup>th</sup> percentile (average) travel time.
Annual Hours of Peak Hour Excessive Delay		N/A		
Percent of Non-Single-Occupant-Vehicle (SOV) Travel		N/A		
Total Emissions Reduction		N/A		
Transit Category (2018)	Performance Measure			Performance Target
Transit Asset Management	% of Revenue Vehicles that Exceeded Useful Life Benchmark			Reduce by 10%
	% of non-Revenue Vehicles that Exceeded Useful Life Benchmark			Reduce by 10%
	% of Facilities with Condition Rating < 3.0			No more than 20% rated < 3.0

Projects in the MPO TIP contribute to achieving the adopted targets. As of May 2019, 100 percent of the projects listed in the TIP have a safety element. Addressing System Maintenance, 75 percent of the TIP projects are bridge replacements and pavement resurfacing. To enhance system performance, 75 percent of the TIP projects will improve operations, and 25 percent will increase capacity.

## **1.21 – Conclusion**

In conclusion and on behalf of the Auburn-Opelika Metropolitan Planning Organization, Lee-Russell Council of Governments would like to thank the City of Auburn, the City of Opelika, Lee County, and the Alabama Department of Transportation for their assistance in the development of the FY2020-2023 Transportation Improvement Program.

## **2.0 – The Portal**



## **2.1 – The Portal**

ALDOT utilizes the online Portal as a medium for information exchange Alabama's MPOs. The Portal is a fully-functional, integrated, computerized information management and decision-support system, designed specifically for metropolitan planning organizations and state departments of transportation. The main purpose of the Portal is to provide user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP), while meeting the planning and programming requirements of the FAST Act. ALDOT specifically employs the Portal which is a web-based version of its desktop and network-based platforms. Using the Portal platform, MPOs can use web browsers as an interface to available project information. The Portal reports detail project information such as Project Number, Project Description, Project Type, and Project Cost, among other items.

## **2.2 – Funding Category Descriptions (2.4.X Fund. Cat.)**

- 2.4.1 Surface Transportation Attributable Projects – This funding category is a subset of the Surface Transportation Program (STP). ALDOT distributes these funds to the MPOs based on a per capita formula. The MPOs have the authority to determine what projects are funded and the schedule. In the MATS area, the MPO generally uses this program to improve locally owned roads. In most cases, the local governments of the MPO provide the required matching funds. All of the eligibility rules for the STP program also apply to this category.
- 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 Highway Systems/Interstate Maintenance/NHS Bridge Projects - The National Highway System (NHS) includes the Interstate Highway System, as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Under the FAST Act, this category now includes Interstate Maintenance activities as well as the NHS bridges.
- 2.4.4 Appalachian Highway System Projects – TEA-21 provided funding under Section 1117 for funding of the Appalachian Development Highway System (ADHS) in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21. The category will remain in place until all program funds are expended and projects completed. There are no ADHS projects in the Auburn-Opelika MPO Study Area.

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

23 USC 213(b) should be reviewed carefully for eligible and ineligible *applications* under the TAP provision, and with particular attention to eligible project sponsors.

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 stormwater 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, and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

2.4.7 State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no federal funding available, a county or municipality

is participating with the state to proceed on a project rather than wait on federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, 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 is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives Program (TAP)** (see 2.4.5). The Enhancements Projects funding category remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities ***no longer covered*** under TAP 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 – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and typically appear in these documents as *funding actions*, and carrying an ALDOT project number.

2.4.10 System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation.

2.4.11 Safety Projects – MAP-21 retains the SAFETEA-LU and original TEA-21 Highway Safety Improvement Program (HSIP) to continue comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and projects must be included in the plan.

2.4.12 Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning

and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

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 the FAST Act. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. While High Priority funding continues under the FAST Act, Congressional Earmark funding remains only because some projects under this category have not been completed.

2.4.15 Authorized Projects – this is a category or listing of *Prior Year Projects* that have been approved for federal funding by FHWA or FTA. Construction of these projects may begin with authorization. A Prior Year listing is required in the Transportation Improvement Program (TIP).

## 2.3 - Project Report Format (Portal)

### 5 2.4.1 Surface Transportation Attributable Projects

Sponsor: AUBURN												
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
1972	100008575 STPOA 9059 ( )	DONAHUE DR FR N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	TURN LANES	2018	0.000	2		\$2,201,915 \$0 \$550,479	\$2,752,394
1972	100008577 STPOA 9059 (002)	DONAHUE DR FR N OF BRAGG AV TO BEDELL AVE	0.69	RW	P	TURN LANES	2017	2.000	1		\$1,245,301 \$0 \$311,325	\$1,556,626
1972	100033351 STPOA 9059 ( )	DONAHUE DR FR N OF BRAGG AV TO BEDELL AVE	0.69	UT	P	TURN LANES	2017	0.000			\$507,055 \$0 \$126,764	\$633,819
24518	100043913 STPOA 0147 (910)	FEASIBILITY STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-26 (BEEHIVE RD) TO SR-38 (US-280) @ MP-101.37. & WIDENING PREVIOUS ROADWAY	13.00	SP	P	UNCLASSIFIED	2016	0.000			\$221,161 \$0 \$55,290	\$276,451

- 1 – Sponsor, in this case, Auburn. Sponsor must be entered 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 STPOA – 3059.
- 4 – Route and Termini description (from – to).
- 5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).
- 6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.
- 7 – Project Status. ‘P’ indicates Planning, ‘A’ is Authorized.
- 8 – Type of work actually being performed, in this example Bridges and Approaches.
- 9 – Map ID, assigned to project maps and linked.
- 10 – Change in 2014: 10A: this field is for an assigned Project Priority number. 10B: the second field will be the year in which conformity must be carried out.
- 11 – FY or Fiscal Year 2016 is the year work will be performed.
- 12 – Funding sources and the total project costs in Year of Expenditure (YOE).

## **2.4 – Project Listings**

## **2.4 Project Listings**

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

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

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

2.4.1 Surface Transportation Attributable Projects

Sponsor: AUBURN													
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	
1972	100008577	ADD TURN LANE ON DONAHUE DRIVE FROM NORTH OF BRAGG AVENUE TO CARY DRIVE	0.47	RW	P	TURN LANES	2021	2.000		NA	\$407,878 \$0 \$101,970	\$509,848	
1972	100008575	ADD TURN LANE ON DONAHUE DRIVE FROM NORTH OF BRAGG AVENUE TO CARY DRIVE	0.47	CN	P	TURN LANES	2022	0.000		NA	\$1,947,343 \$0 \$486,836	\$2,434,179	
1972	100033351	ADD TURN LANE ON DONAHUE DRIVE FROM NORTH OF BRAGG AVENUE TO CARY DRIVE	0.47	UT	P	TURN LANES	2021	0.000		NA	\$522,420 \$0 \$0	\$522,420	
41002	100061106	RESURFACINGWIDENINGTRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREETSAMFORD AVENUE GAY STREET AND REESE AVENUE	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2020	0.000		NA	\$3,590,752 \$0 \$897,688	\$4,488,440	
<b>Totals By Sponsor</b>							<b>Federal</b>	<b>\$6,468,393</b>			<b>ALL FUNDS</b>	<b>\$7,954,886</b>	
Sponsor: TBD													
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	
41002	100065892	RESURFACINGWIDENINGTRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREETSAMFORD AVENUE GAY STREET AND REESE AVENUE	0.97	UT	P	WIDENING AND RESURFACING (RDWY)	2020	0.000		NA	\$107,878 \$0 \$0	\$107,878	
42914	100068460	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO GATEWAY DRIVE (SR-38/US-280)	0.00	RW	P	RESURFACING	2020	0.000		NA	\$20,402 \$0 \$5,101	\$25,503	
42914	100068461	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO GATEWAY DRIVE (SR-38/US-280)	0.00	UT	P	RESURFACING	2020	0.000		NA	\$51,005 \$0 \$0	\$51,005	
42914	100068462	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO GATEWAY DRIVE (SR-38/US-280)	0.00	CN	P	RESURFACING	2020	0.000		NA	\$1,371,014 \$0 \$342,754	\$1,713,768	
42914	100068464	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM WESTEND COURT (FIVE POINTS) TO GATEWAY DRIVE (SR-38/US-280)	0.59	RW	P	RESURFACING	2020	0.000		NA	\$20,402 \$0 \$5,101	\$25,503	
42914	100068465	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM WESTEND COURT (FIVE POINTS) TO GATEWAY DRIVE (SR-38/US-280)	0.59	UT	P	RESURFACING	2020	0.000		NA	\$51,005 \$0 \$0	\$51,005	

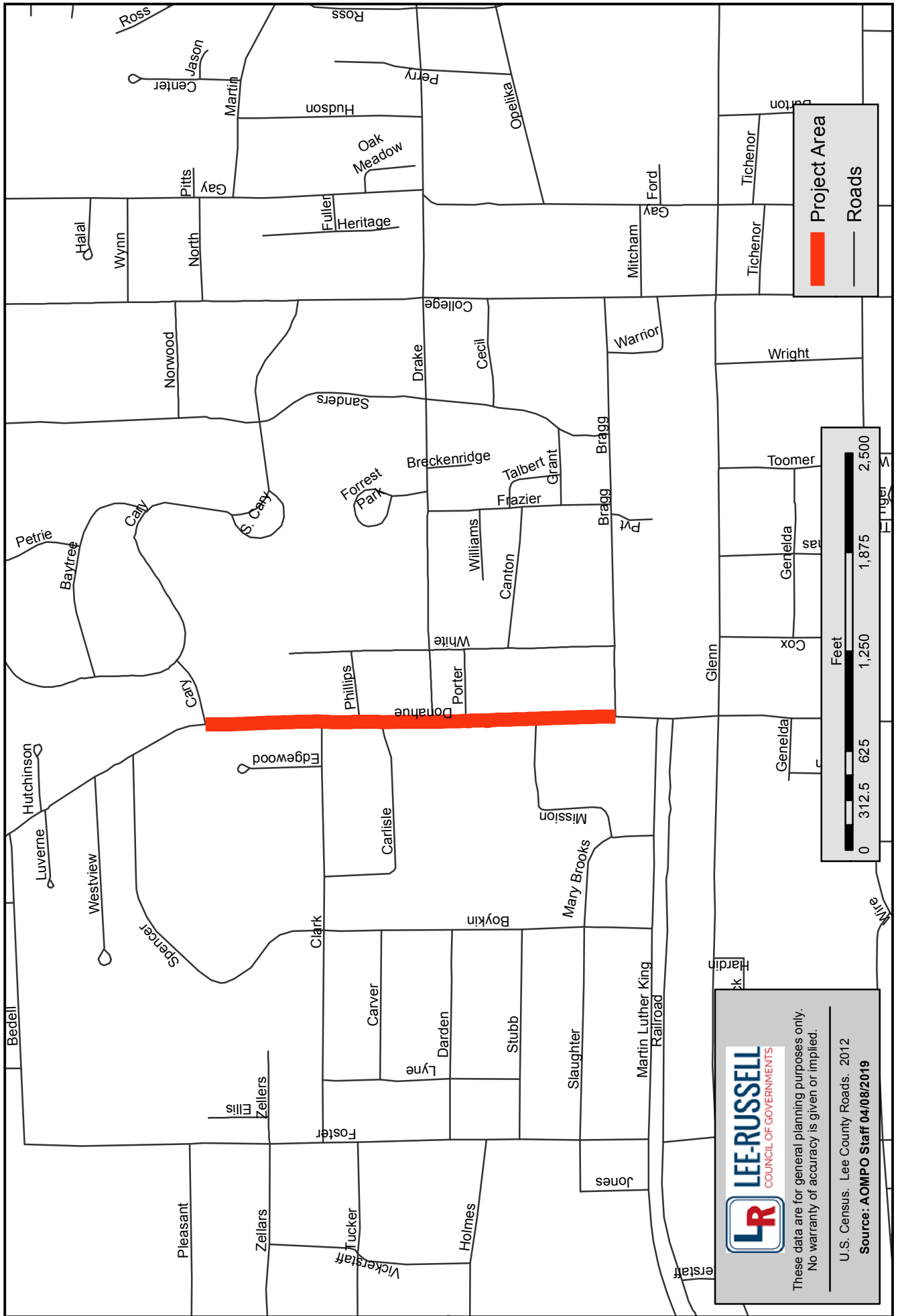


**2.4.1 Surface Transportation Attributable Projects**

42914	100068466 STPOA 4118 ( )	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM WESTEND COURT (FIVE POINTS) TO GATEWAY DRIVE (SR-38/US- 280)	0.59	CN	P	RESURFACING	2021	0.000	NA	\$1,071,513 \$0 \$267,878	\$1,339,391
44154	100070013 STPOA 4119 ( )	RESURFACING SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS	0.00	PE	P	RESURFACING	2022	0.000	NA	\$55,000 \$0 \$13,750	\$68,750
44154	100070014 STPOA 4119 ( )	RESURFACING SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS	0.00	RW	P	RESURFACING	2022	0.000	NA	\$52,030 \$0 \$13,008	\$65,038
44154	100070015 STPOA 4119 ( )	RESURFACING SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS	0.00	UT	P	RESURFACING	2023	0.000	NA	\$140,000 \$0 \$35,000	\$175,000
44154	100070016 STPOA 4119 ( )	RESURFACING SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS	0.00	CN	P	RESURFACING	2023	0.000	NA	\$1,356,921 \$0 \$339,230	\$1,696,151
44157	100070019 STPOA 1085 ( )	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 50 (COX ROAD)	1.00	PE	P	LIGHTING	2020	0.000	NA	\$80,000 \$0 \$20,000	\$100,000
44157	100070020 STPOA 1085 ( )	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 50 (COX ROAD)	1.00	CN	P	LIGHTING	2020	0.000	NA	\$880,000 \$0 \$220,000	\$1,100,000
44178	100070021 STPOA 1085 ( )	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)	1.00	CN	P	LIGHTING	2021	0.000	NA	\$888,800 \$0 \$222,200	\$1,111,000
11397	100070043 STPOA 4119 ( )	RESURFACING AND WIDENING ON CR-137 FROM THE MACON COUNTY LINE TO CHADWICK LANE	3.56	CN	P	WIDENING AND RESURFACING (RDWY)	2023	0.000	NA	\$836,604 \$0 \$209,151	\$1,045,755
44178	100070044 STPOA 1085 ( )	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)	1.00	PE	P	LIGHTING	2020	0.000	NA	\$80,000 \$0 \$20,000	\$100,000
<b>Totals By Sponsor</b>							<b>Federal</b>	<b>\$7,062,575</b>		<b>ALL FUNDS</b>	<b>\$8,775,746</b>

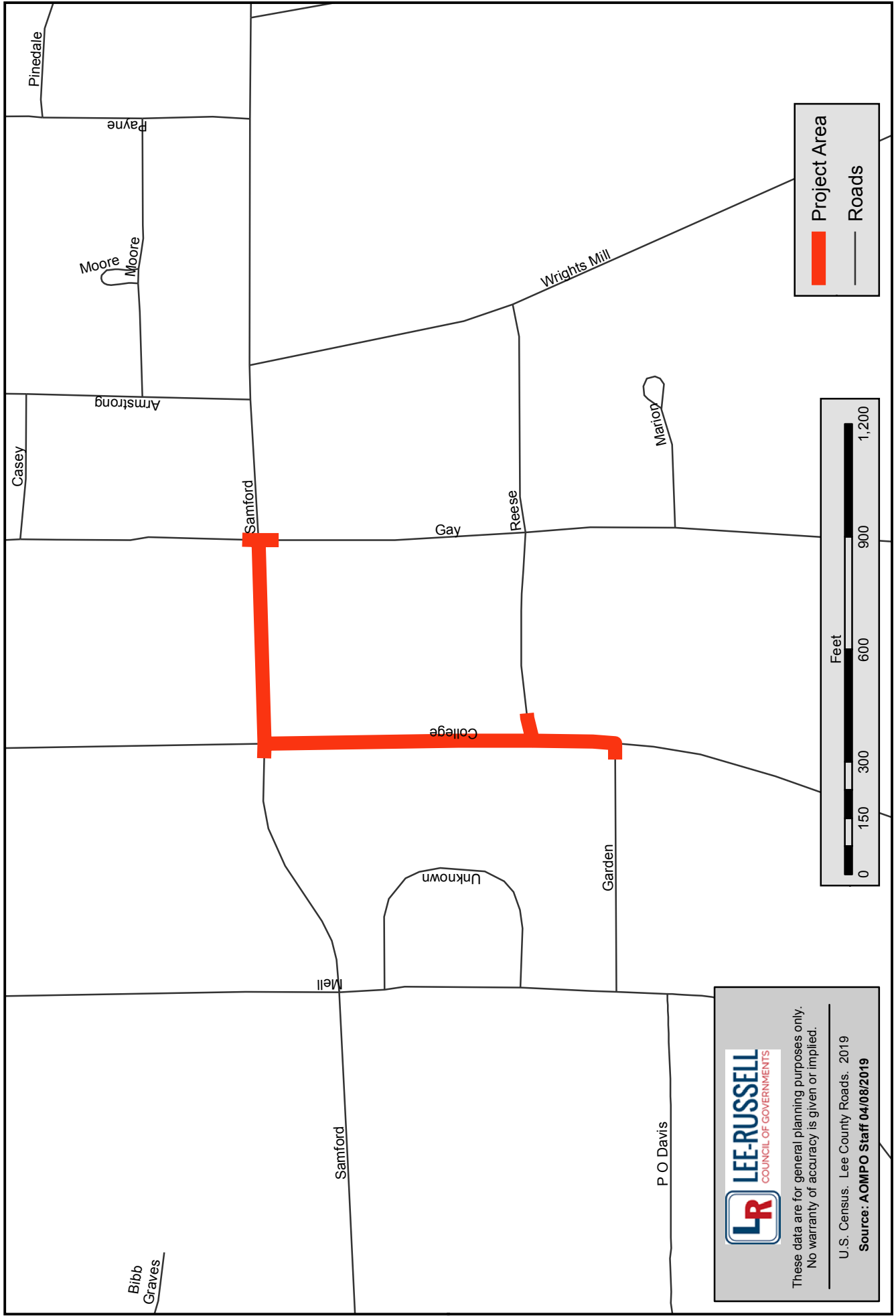
2.4.1.1 - Add Turn Lane on Donahue Drive from North of Bragg Ave to Cary Drive

RW #100008577 UT #100033351 CN #100008575



# 2.4.1.2 - Resurfacing/Widening/Traffic Signals And Drainage Improvements on South College/Samford/Gay/Reese

UT #100065892 CN #100061106



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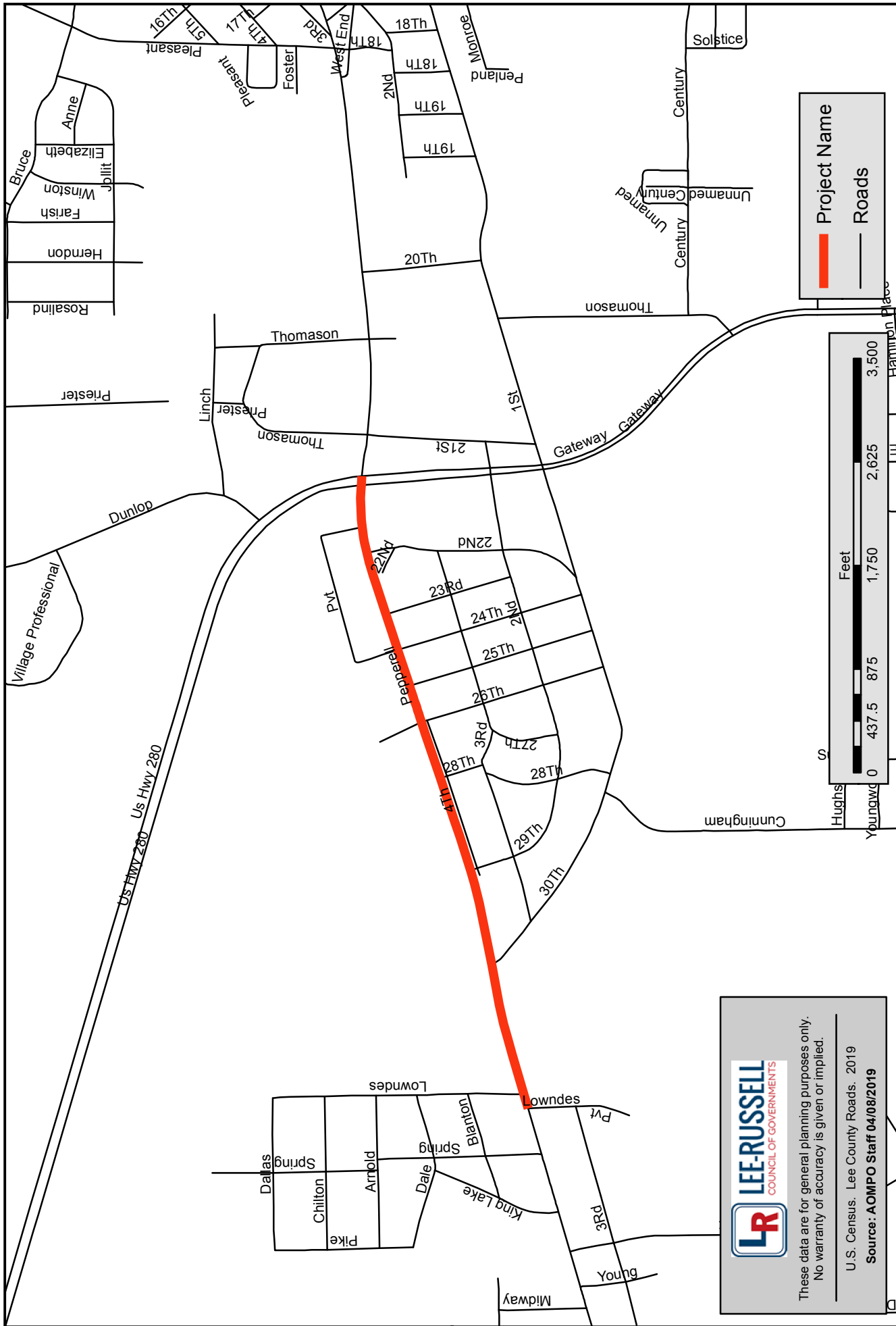
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No warranty of accuracy is given or implied.

U.S. Census. Lee County Roads. 2019  
Source: AOMPO Staff 04/08/2019



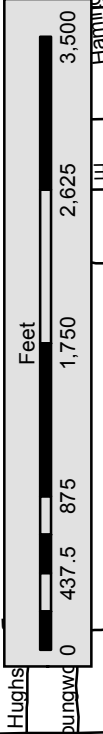
# 2.4.1.3 - Resurfacing/Milling/Pedestrian Sidewalks and Signals on Pepperell Parkway from Lowndes Street to Gateway Drive

RW-#100068460 UT-#100068461 CN-#100068462



**Project Name**

— Roads



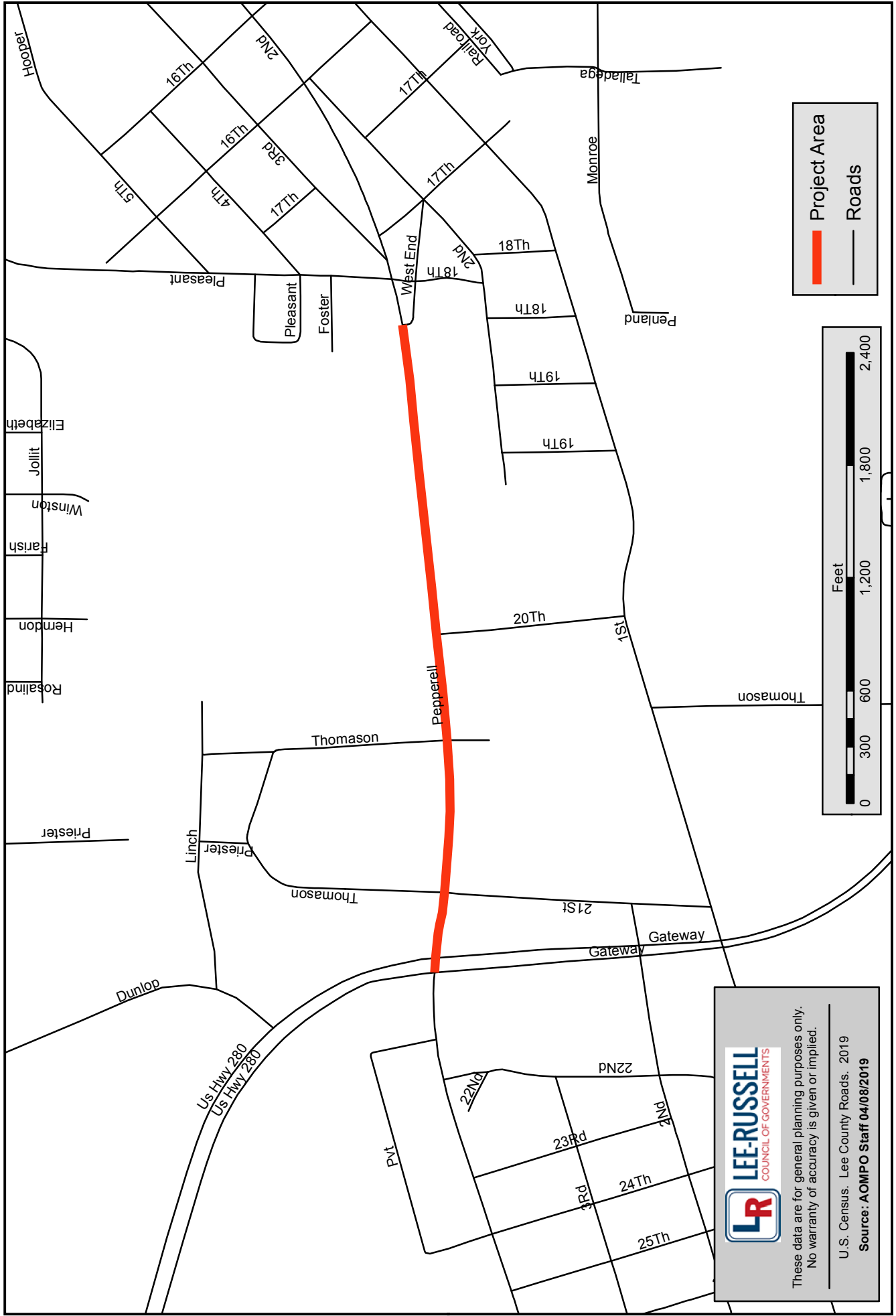
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No warranty of accuracy is given or implied.

U.S. Census. Lee County Roads. 2019  
Source: AOMPO Staff 04/08/2019



# 2.4.1.4 - Resurfacing/Milling/Pedestrian Sidewalks and Signals on Pepperell Parkway from Westend Court to Gateway Drive

RW-#100068464 UT-#100068465 CN-#100068466



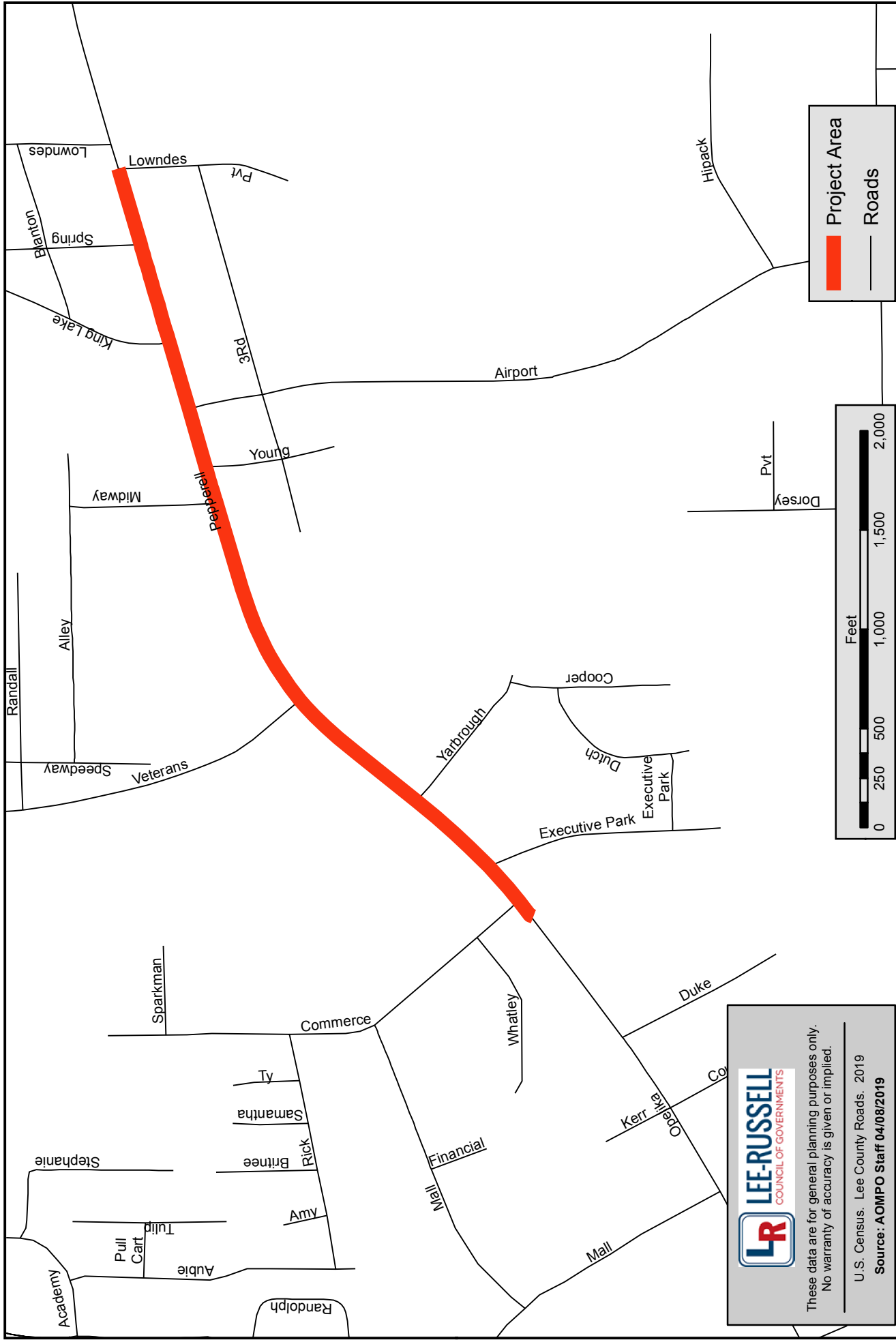
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No warranty of accuracy is given or implied.

U.S. Census. Lee County Roads. 2019  
Source: AOMPO Staff 04/08/2019

**2.4.1.5 - Resurfacing, Sidewalks, and Signals Along Pepperell Parkway from Lowndes Street to Auburn City Limits**

PE-#100070013 RW-#100070014 UT-#100070015 CN-#100070016



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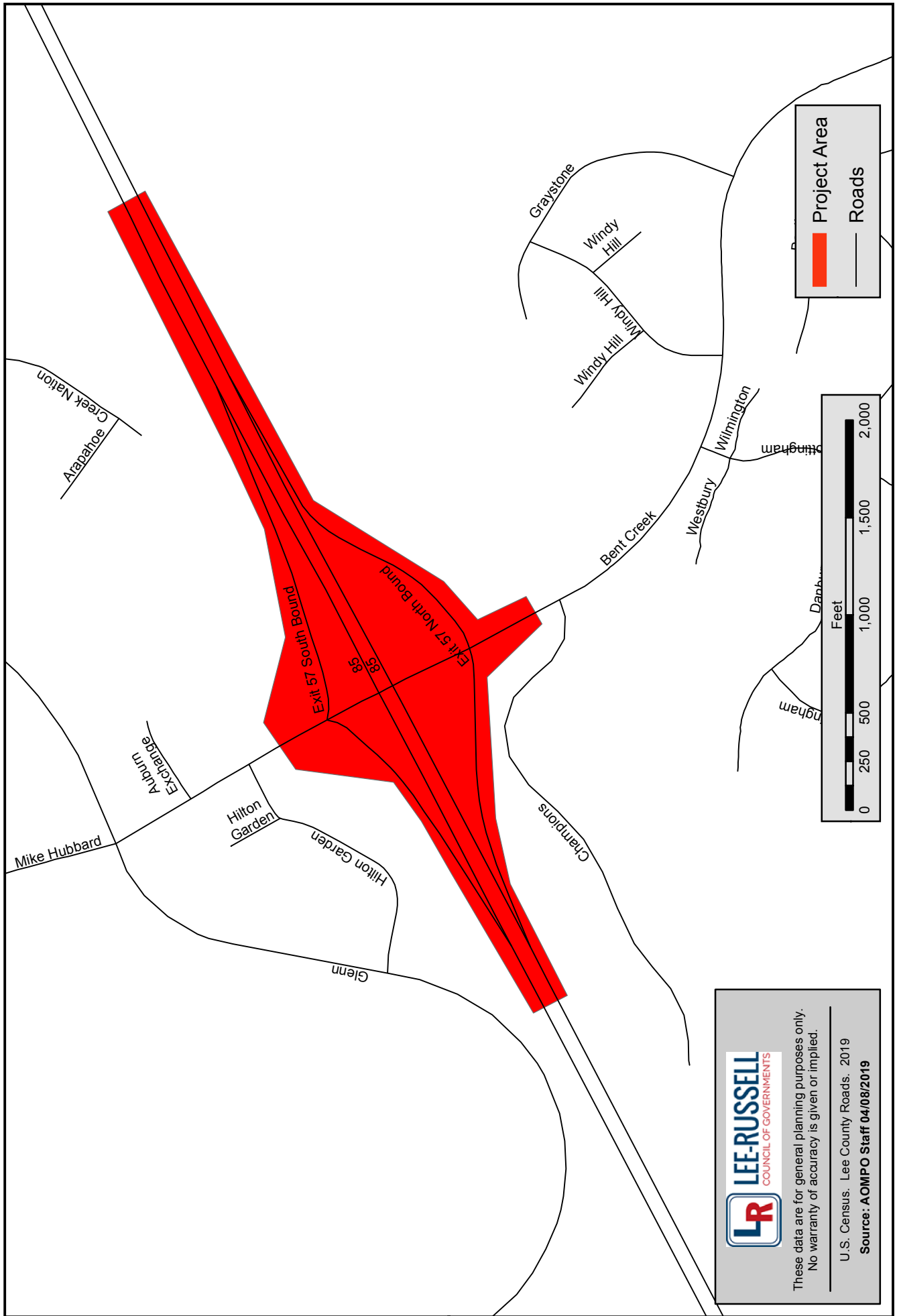
These data are for general planning purposes only.  
No warranty of accuracy is given or implied.

U.S. Census. Lee County Roads. 2019  
Source: AOMPO Staff 04/08/2019



# 2.4.1.7 - Interchange Lighting and Landscaping on I-85 at Exit 57 (Bent Creek Road)

PE-#100070044 CN-#100070021



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No warranty of accuracy is given or implied.

U.S. Census. Lee County Roads. 2019  
Source: AOMPO Staff 04/08/2019





2.4.2 Other Surface Transportation Program Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

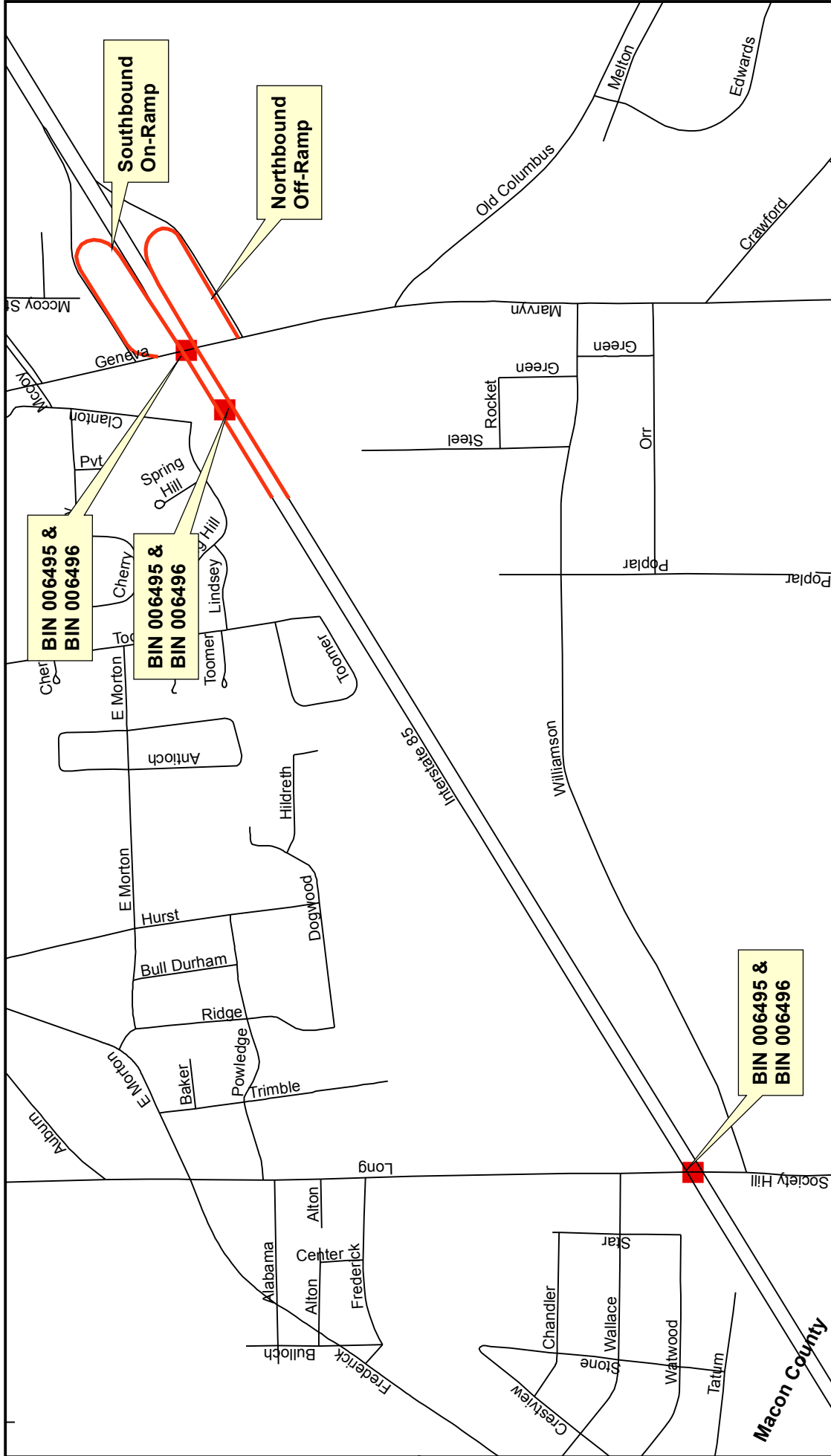
No Records Found

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
29639	100051084 IM 1085 ( )	BRIDGE WIDENING ON I-85 (BIN 008593) AND (BIN 008594) OVER CHOCTAFAULA CREEK(SITE 1) ; BRIDGE WIDENING ON I-85 (BIN 007262) AND (BIN 007263) OVER HALAWAKEE CREEK(SITE 2)	0.00	CN	P	BRIDGE WIDENING	2022	0.000		NA	\$3,253,934 \$361,548 \$0	\$3,615,482
<b>Totals By Sponsor</b>			<b>Federal</b>			<b>\$3,253,934</b>			<b>ALL FUNDS \$3,615,482</b>			
Sponsor: TBD												
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
42005	100067237 IM 1085 (362)	I-85 BRIDGE REPLACEMENTS OVER CR-54 (LONG ST BIN 6495 AND 6496) NS RR (BIN 6497 AND 6498) AND SR-51 (MARVYN PKWY BIN 6499 AND 6500) W/ ACCEL/DECEL EXTENSIONS NB OFF RAMP AND SB ON RAMP	1.80	RW	P	BRIDGE REPLACEMENT	2020	0.000		NA	\$91,809 \$10,201 \$0	\$102,010
42005	100067238 IM 1085 (362)	I-85 BRIDGE REPLACEMENTS OVER CR-54 (LONG ST BIN 6495 AND 6496) NS RR (BIN 6497 AND 6498) AND SR-51 (MARVYN PKWY BIN 6499 AND 6500) W/ ACCEL/DECEL EXTENSIONS NB OFF RAMP AND SB ON RAMP	1.80	CN	P	BRIDGE REPLACEMENT	2021	0.000		NA	\$16,495,034 \$1,832,782 \$0	\$18,327,815
43344	100068991 IM 1085 ( )	PAVEMENT PRESERVATION ON I-85 FROM THE MACON COUNTY LINE TO .42 MILE WEST OF SR-15	3.71	CN	P	PREVENTATIVE MAINTENANCE LEVEL 2	2021	0.000		NA	\$2,524,748 \$280,528 \$0	\$2,805,275
43344	100069065 IM 1085 ( )	PAVEMENT PRESERVATION ON I-85 FROM THE MACON COUNTY LINE TO .42 MILE WEST OF SR-15	3.71	PE	P	PREVENTATIVE MAINTENANCE LEVEL 2	2020	0.000		NA	\$204,525 \$22,725 \$0	\$227,250
<b>Totals By Sponsor</b>			<b>Federal</b>			<b>\$19,316,115</b>			<b>ALL FUNDS \$21,462,350</b>			

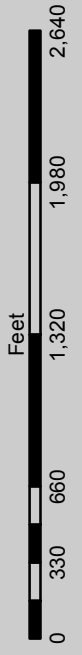


**2.4.3.2 - I-85 Bridge Replacements Over CR-54 (Long St BIN 6495 and BIN 6496) NS RR (BIN 6497 and BIN 6498) and SR-51 (Marvyn Pkwy BIN 6499 and BIN 6500) W/ Accel/Decel Extensions NB Off Ramp and SB On Ramp**  
**RW - #100067237 IM 1085 (362) CN - #100067238 IM 1085 (362)**



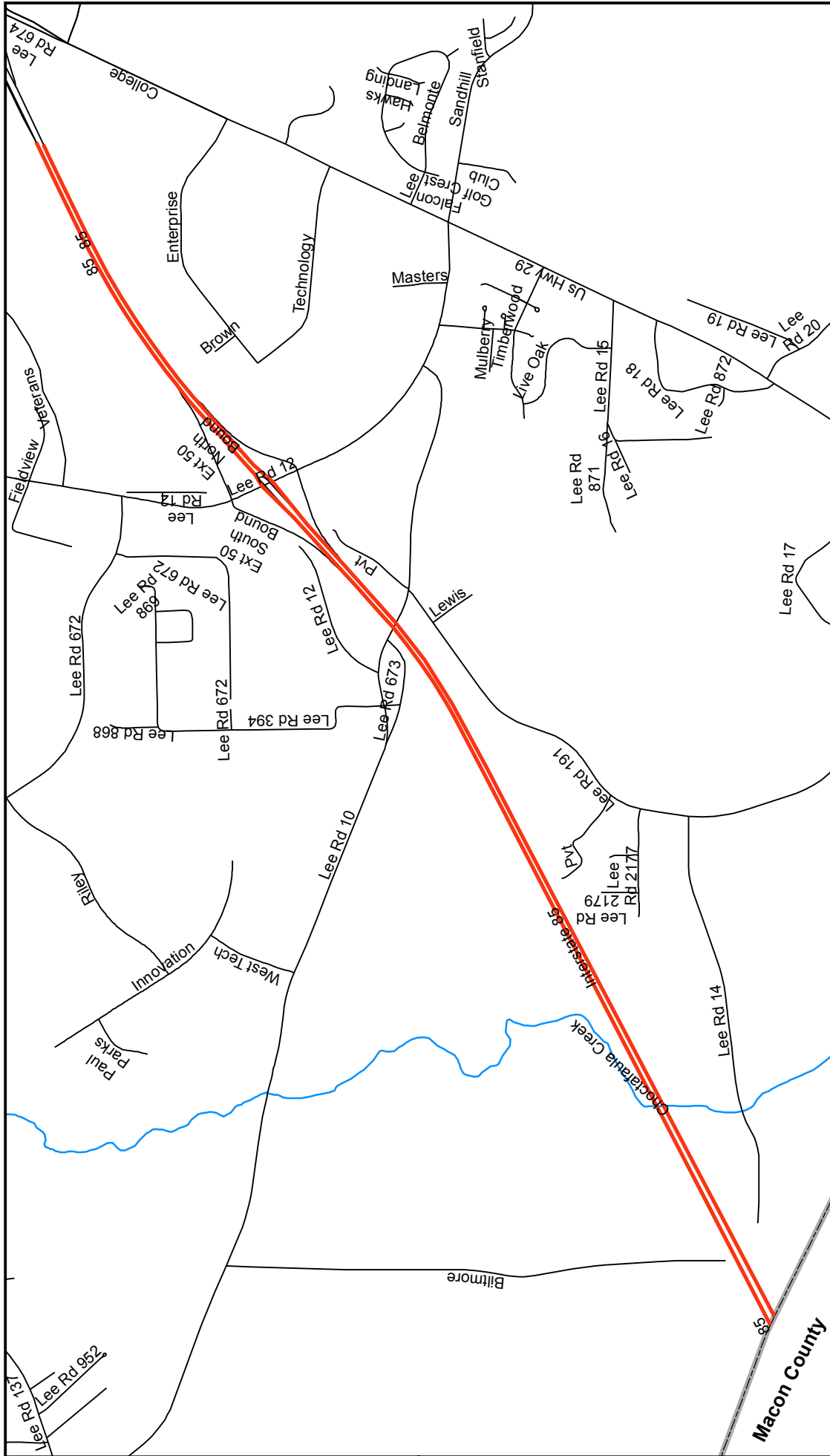
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 No warranty of accuracy is given or implied.  
 U.S. Census, Lee County Roads, 2019  
 Source: AOMPO Staff 07/18/2019

- Project Area
- Roads
- Bridges to be Replaced
- Lee County Limits



2.4.3.3 -Pavement Preservation On I-85 From The Macon County Line to .42 Miles West of SR-15

PE - #100069065 IM I085 CN - #100068991 IM I085



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U.S. Census, Lee County Roads, 2019  
Source: AOMPO Staff 07/16/2019



- Project Area
- Roads
- Creek
- ▭ Lee\_CountyLimits

2.4.4 Appalachian Highway System Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

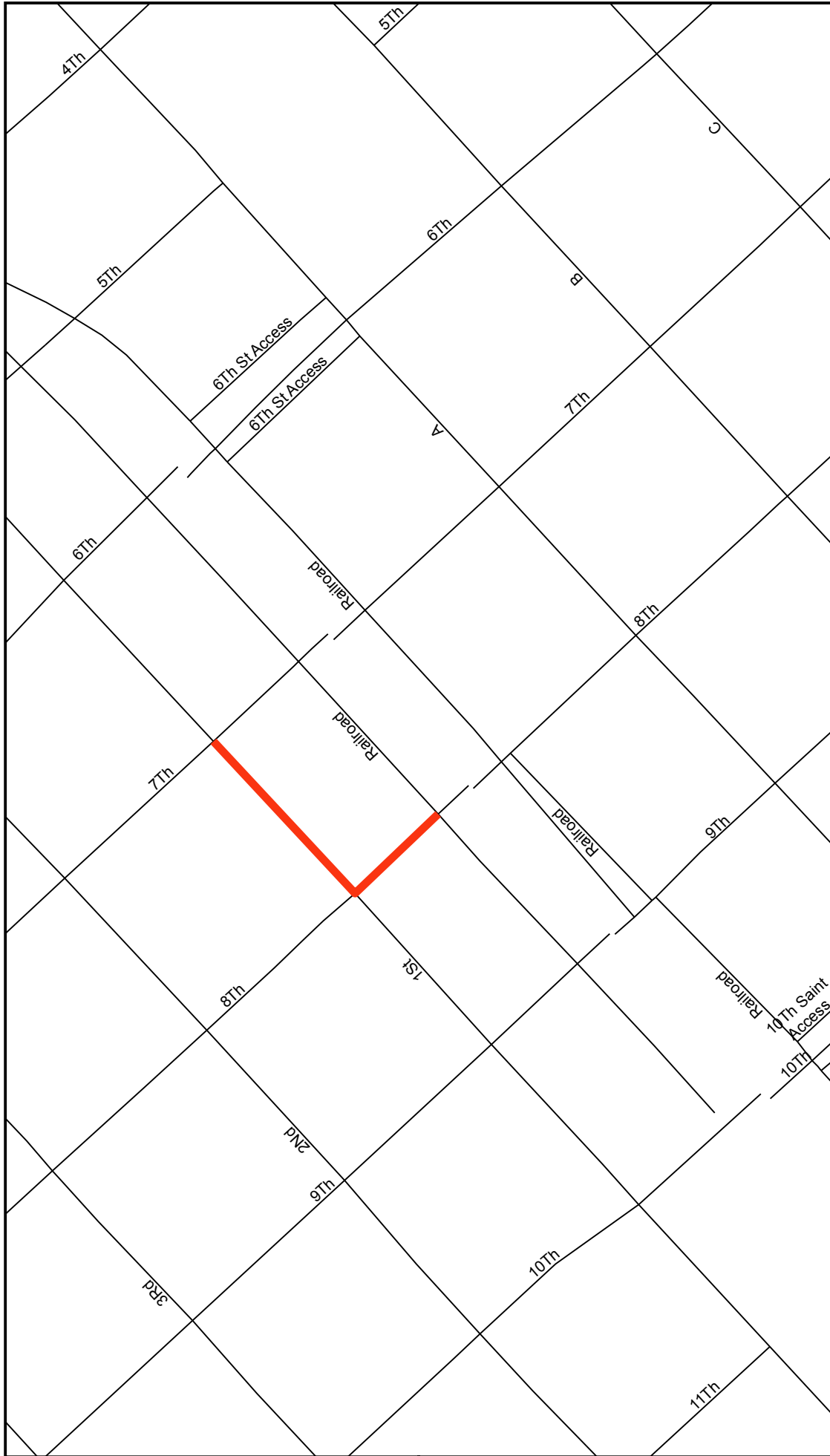
2.4.5 Transportation Alternatives

Sponsor: TBD												
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
43304	100069022 TAPAA TA19 (916)	STREETSCAPE IMPROVEMENTS ON N 8TH STREET FROM N RAILROAD AVENUE TO 1ST AVENUE AND ON 1ST AVENUE FROM N 8TH STREET TO N 7TH STREET	0.00	CN	P	STREETSCAPE	2020	0.000		NA	\$331,381 \$0 \$82,845	\$414,226
<b>Totals By Sponsor</b>									<b>Federal</b>	<b>\$331,381</b>	<b>ALL FUNDS</b>	<b>\$414,226</b>





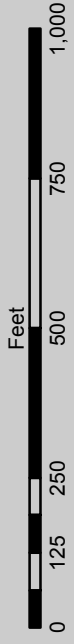
**2.4.5.1 - Streetscape Improvements on N 8th Street From N Railroad Avenue to  
1st Avenue and on 1st Avenue From N 8th Street to N 7th Street  
CN - #100069022 TAPAA TA19 (916)**



**Project Area**



**Roads**



These data are for general planning purposes only.  
No warranty of accuracy is given or implied.  
U.S. Census, Lee County Roads, 2019  
Source: AOMPO Staff 07/18/2019

2.4.6 Bridge Projects (State and Federal)

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.7 State Funded Projects

Sponsor: TBD													
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	
											\$	\$	
											\$	\$	
											\$	\$	
Totals By Sponsor											Federal	\$	ALL Funds \$

No Records Found

2.4.8 Enhancement Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.9 Transit Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.10 System Maintenance Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

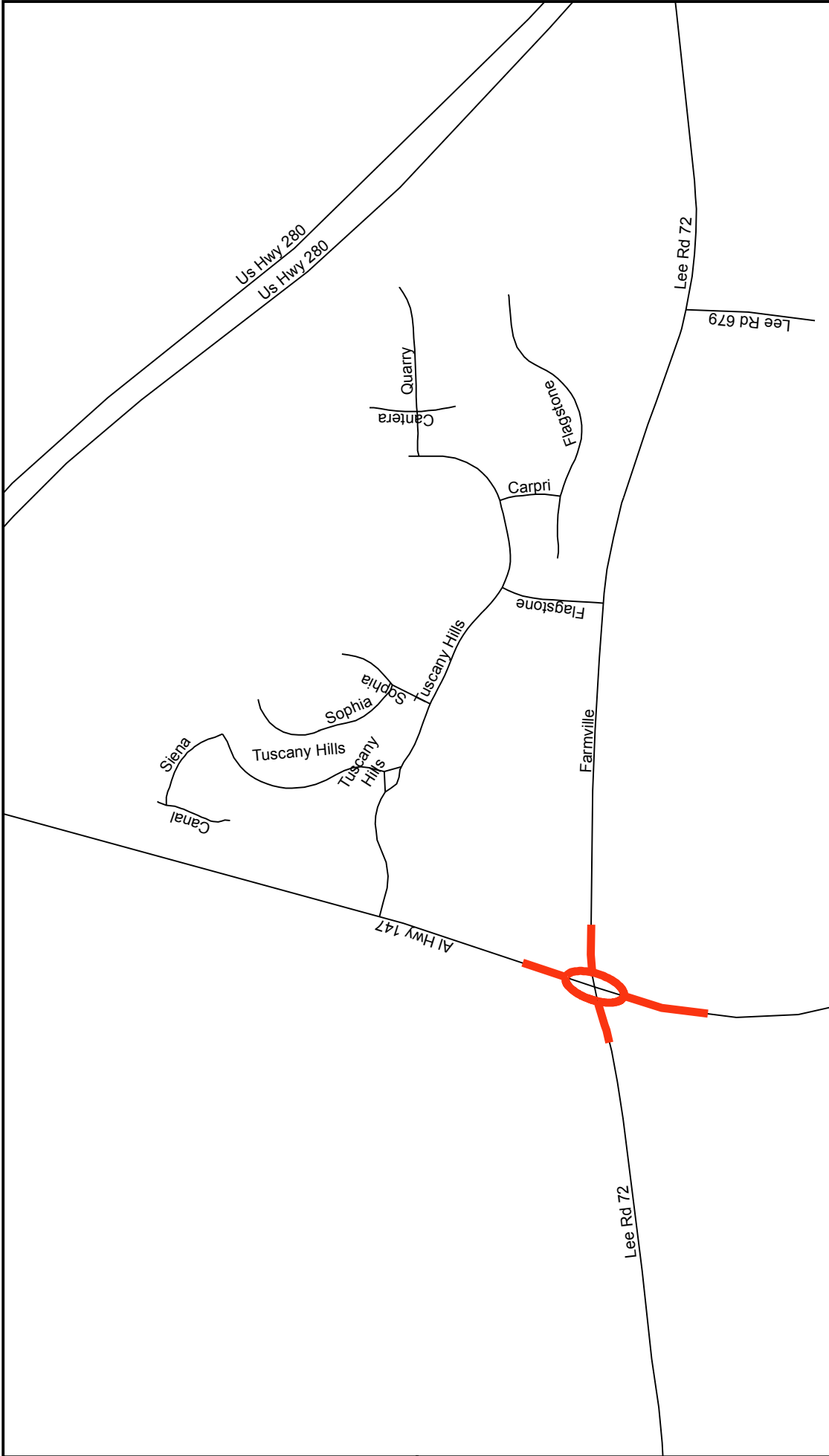
No Records Found

### 2.4.11 Safety Projects

Sponsor: TBD												
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
42669	100068030 HSIP 0147 ( )	ROUNDABOUT AT THE INTERSECTION OF SR-147 (NORTH COLLEGE STREET) AND CR-72 (FARMVILLE ROAD)	0.00	CN	P	SAFETY IMPROVEMENTS	2020	0.000		NA	\$1,240,604 \$137,845 \$0	\$1,378,449
42669	100068032 HSIP 0147 (503)	ROUNDABOUT AT THE INTERSECTION OF SR-147 (NORTH COLLEGE STREET) AND CR-72 (FARMVILLE ROAD)	0.00	UT	P	SAFETY IMPROVEMENTS	2020	0.000		NA	\$173,519 \$19,280 \$0	\$192,799
43548	100069292 HSIP 4119 ( )	ROUNDABOUT AT THE INTERSECTION OF WIRE ROAD AND COX ROAD IN THE CITY OF AUBURN	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$1,254,420 \$0 \$139,380	\$1,393,800
43548	100069293 HSIP 4119 ( )	ROUNDABOUT AT THE INTERSECTION OF WIRE ROAD AND COX ROAD IN THE CITY OF AUBURN	0.00	RW	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$189,389 \$0 \$21,043	\$210,432
43552	100069301 HSIP 4119 ( )	INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$1,099,890 \$0 \$122,210	\$1,222,100
43552	100069306 HSIP 4119 (250)	INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.00	RW	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$259,065 \$0 \$28,785	\$287,850
43552	100069307 HSIP 4119 (250)	INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.00	UT	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$290,880 \$0 \$32,320	\$323,200
<b>Totals By Sponsor</b>								<b>\$4,507,767</b>			<b>ALL FUNDS</b>	<b>\$5,008,630</b>

2.4.11.1 - Roundabout at the Intersection of SR-147 (North College Street) and CR-72 (Farmville Road)

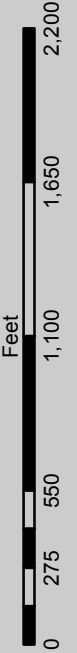
UT - #100068032 HSIP 0147      CN - #100068030 HSIP 0147



Project Area



Roads

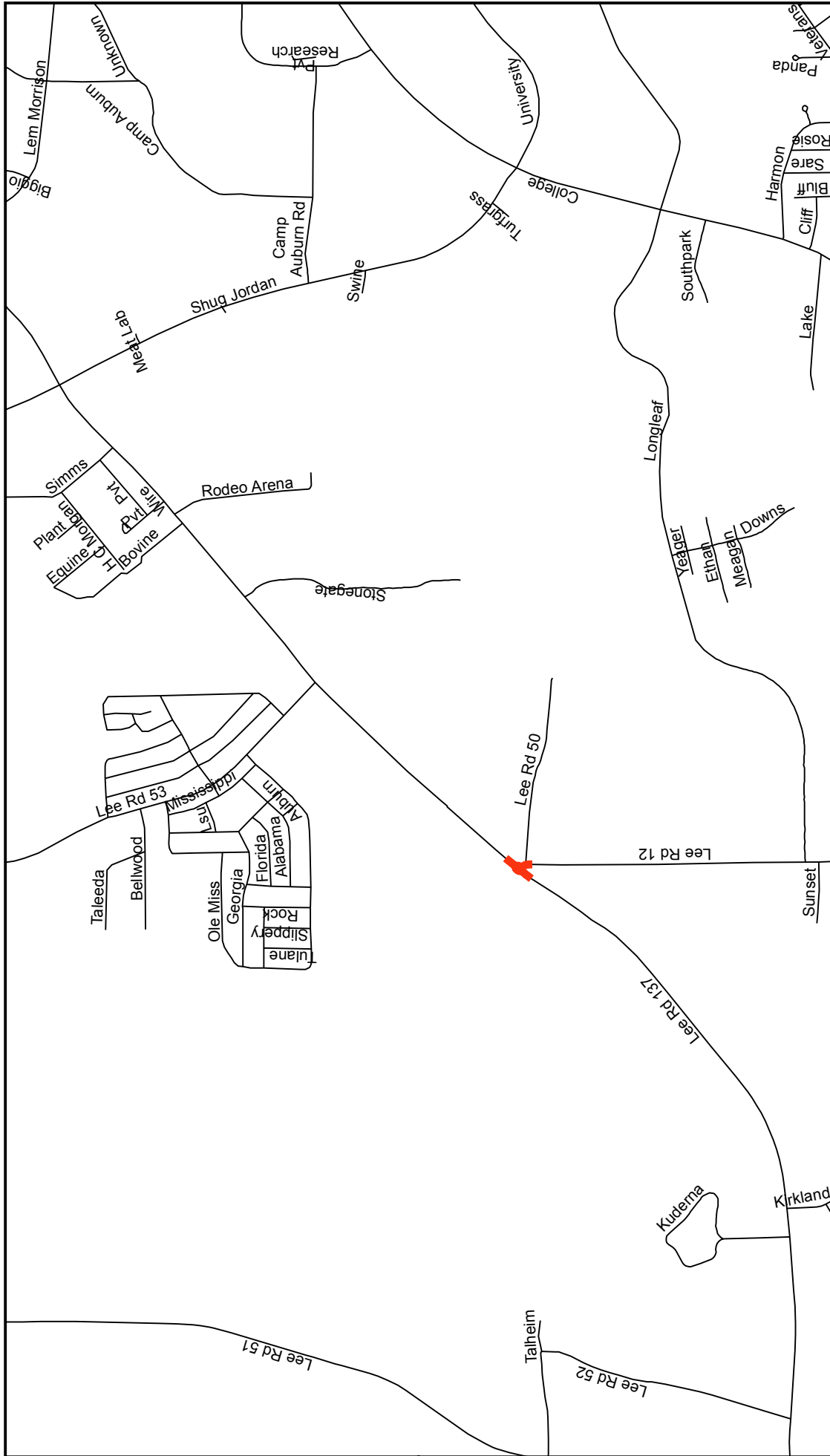


These data are for general planning purposes only.  
No warranty of accuracy is given or implied.  
U.S. Census, Lee County Roads, 2019  
Source: AOMPO Staff 07/18/2019



2.4.11.2 - Roundabout at the Intersection of Wire Road and Cox Road in the City of Auburn

RW - #100069293 HSIP 4119 CN - #100069292 HSIP 4119



These data are for general planning purposes only.  
 No warranty of accuracy is given or implied.  
 U.S. Census, Lee County Roads, 2019  
 Source: AOMPO Staff 07/16/2019

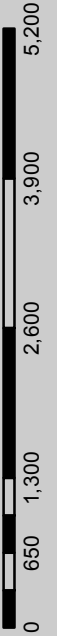
Project Area



Roads



Feet





2.4.12 Other Federal and State Aid Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

## **2.4.15 – Authorized Projects**

2.4.1 Authorized Surface Transportation Attributable Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.2 Authorized Other Surface Transportation Program Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found



2.4.3 Authorized NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.4 Authorized Appalachian Highway System Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.5 Authorized Transportation Alternatives

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.6 Authorized Bridge Projects (State and Federal)

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.7 Authorized State Funded Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.8 Authorized Enhancement Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.9 Authorized Transit Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.10 Authorized System Maintenance Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found



2.4.11 Authorized Safety Projects

Sponsor: TBD													
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	
											\$	\$	
											\$	\$	
											\$	\$	
Totals By Sponsor											Federal	\$	ALL Funds \$

No Records Found

2.4.12 Authorized Other Federal and State Aid Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

2.4.13 Authorized Congestion Mitigation and Air Quality Projects

Sponsor: TBD													
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	
											\$	\$	
											\$	\$	
											\$	\$	
Totals By Sponsor											Federal	\$	ALL Funds \$

No Records Found

2.4.14 Authorized High Priority and Congressional Earmark Projects

Sponsor: TBD														
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		
											\$	\$		
											\$	\$		
											\$	\$		
Totals By Sponsor											Federal	\$	ALL Funds	\$

No Records Found

## 2.4.15. Authorized Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
BRS	2	BR 0051(512)	100003743	CN	REPLACE BRIDGE BIN 002013 SR-51 OVER ROBINSON CREEK (SUFF=44.1 STATUS = SD)	0.359	04/26/2019	BRIDGE REPLACEMENT	\$3,278,568
SAF	11	HSIP 1085(356)	100065528	CN	SAFETY IMPROVEMENTS ON I-85 AT EXIT 58 AND EXIT 60	0.980	05/31/2019	SAFETY IMPROVEMENTS	\$1,489,761

Sponsor: TBD

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
BRONH	6	BR 0051(512)	100067706	UT	REPLACE BRIDGE BIN 002013 SR-51 OVER ROBINSON CREEK (SUFF=44.1 STATUS = SD)	0.150	03/01/2019	BRIDGE REPLACEMENT	\$10,366
TA	5	TAPOA TA16(919)	100065543	CN	SIDEWALKS ON MOORES MILL ROAD FROM SAMFORD AVENUE TO EAST UNIVERSITY DRIVE IN THE CITY OF AUBURN.	0.000	12/15/2018	SIDEWALK	\$500,000
USAU	1	STPOA 4116(250)	100065891	RW	RESURFACING WIDENING TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREET SAMFORD AVENUE GAY STREET AND REESE AVENUE	0.968	07/01/2019	WIDENING AND RESURFACING (RDWY)	\$1,457,893
IM	3	IM 1085(361)	100067348	CN	RESURFACE I-85 FROM 1.340 MILES SOUTH OF ANDREWS ROAD (EXIT 66) TO THE CHAMBERS COUNTY LINE	3.775	12/07/2018	PREVENTATIVE MAINTENANCE LEVEL 1	\$2,284,731
SAF	11	HSIP 0147(503)	100068031	RW	ROUNDABOUT AT THE INTERSECTION OF SR-147 (NORTH COLLEGE STREET) AND CR-72 (FARMVILLE ROAD)	0.000	06/01/2019	SAFETY IMPROVEMENTS	\$261,349
AOST	1	STPOA 4118(250)	100068459	PE	RESURFACING MILLING PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT (FIVE POINTS)	0.000	07/01/2019	RESURFACING	\$252,000
FTA9	9	FTA9 TR19( )	100069148	TR	SECTION 5307 TRANSIT LEE-RUSSELL COG (AUBURN/OPELIKA - URBAN) OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$741,438
FTA9C	9	FTA9C TR19( )	100069149	TR	SECTION 5307 TRANSIT LEE-RUSSELL COG (AUB/OPELIKA - URBAN) CAPITAL ROLLING STOCK (2 CC BUS) FY 2019	0.000	06/01/2019	UNCLASSIFIED	\$120,000
FTA9	9	FTA9 TR19( )	100069151	TR	SECTION 5307 TRANSIT JARC (LOCAL) LEE-RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$100,000
JARC	9	FTA9 TR19( )	100069151	TR	SECTION 5307 TRANSIT JARC (LOCAL) LEE-RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$0
FTA9	9	FTA9 TR19( )	100069153	TR	SECTION 5307 TRANSIT JARC (DHR) LEE-RUSSELL COG OPERATING FY 2019	0.000	12/01/2018	UNCLASSIFIED	\$403,829

## 2.4.15 Authorized Projects (cont.)

JARCC	9	JARCC TR19( )	100069154	TR	SECTION 5316 TRANSIT JARC LEE-RUSSELL COG (URBAN) CAPITAL MOBILITY MGMT FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$22,770
RPTO	9	RPTO TR19( )	100069163	TR	SECTION 5311 TRANSIT LEE-RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$443,249
RPTO	9	RPTO TR19( )	100069165	TR	SECTION 5311 TRANSIT LEE-RUSSELL COG ADMINISTRATION FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$166,381
FTA3C	9	FTA3C TR19( )	100069168	TR	SECTION 5339 TRANSIT LEE-RUSSELL COG CAPITAL ROLLING STOCK (2 CC BUS) FY 2019	0.000	05/01/2019	UNCLASSIFIED	\$131,835
RPTOC	9	RPTOC TR19( )	100069169	TR	SECTION 5311 TRANSIT LEE-RUSSELL COG CAPITAL SUPPORT EQUIPMENT FY 2019	0.000	12/01/2018	UNCLASSIFIED	\$46,286
JARC	9	RPTO TR19( )	100069172	TR	SECTION 5311 TRANSIT JARC (LOCAL) LEE- RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$0
RPTO	9	RPTO TR19( )	100069172	TR	SECTION 5311 TRANSIT JARC (LOCAL) LEE- RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$20,000
UMTA	9	RPTO TR19( )	100069172	TR	SECTION 5311 TRANSIT JARC (LOCAL) LEE- RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$0
RPTO	9	RPTO TR19( )	100069174	TR	SECTION 5311 TRANSIT JARC (DHR) LEE- RUSSELL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$170,733
RPTOC	9	RPTOC TR19( )	100069175	TR	SECTION 5311 TRANSIT JARC (LOCAL) LEE- RUSSELL COG CAPITAL MOBILITY MANAGEMENT FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$37,055
FTA9C	9	FTA9C TR19( )	100069237	TR	SECTION 5307 TRANSIT (AUBURN / OPELIKA) LEE-RUSSELL COG CAPITAL ROLLING STOCK (3 CCB) GRANT AL90X198	0.000	11/01/2018	UNCLASSIFIED	\$189,198
SAF	11	HSIP 4119(250)	100069300	PE	INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.000	06/01/2019	INTERSECTION IMPROVEMENTS	\$168,000
SAF	11	HSIP 1085(364)	100069484	PE	LIGHTING UPGRADES AT I-85 EXIT 58	0.900	04/01/2019	LIGHTING	\$75,000
UMTAC	9	UMTAC TR19( )	100069651	TR	SECTION 5310 TRANSIT (URBAN) LEE- RUSSELL COG CAPITAL PURCHASED TRANS FY2019	0.000	04/01/2019	UNCLASSIFIED	\$150,000
FTA9C	9	FTA9C TR19( )	100069864	TR	SECTION 5307 TRANSIT JARC LEE-RUSSELL COG (URBAN) CAPITAL MOBILITY MGMT FY 2019	0.000	05/01/2019	UNCLASSIFIED	\$45,970
UMTAC	9	UMTAC TR19( )	100070091	TR	SECTION 5310 TRANSIT (URBAN) ACHIEVEMENT CNTR - EASTER SEALS CAPITAL ROLLING STOCK (1 CCB) FY 2019	0.000	06/01/2019	UNCLASSIFIED	\$62,483

## **3.0 - Appendices**

## **3.1 - Abbreviations and Acronyms**



### 3.1.1 - Abbreviations and Acronyms

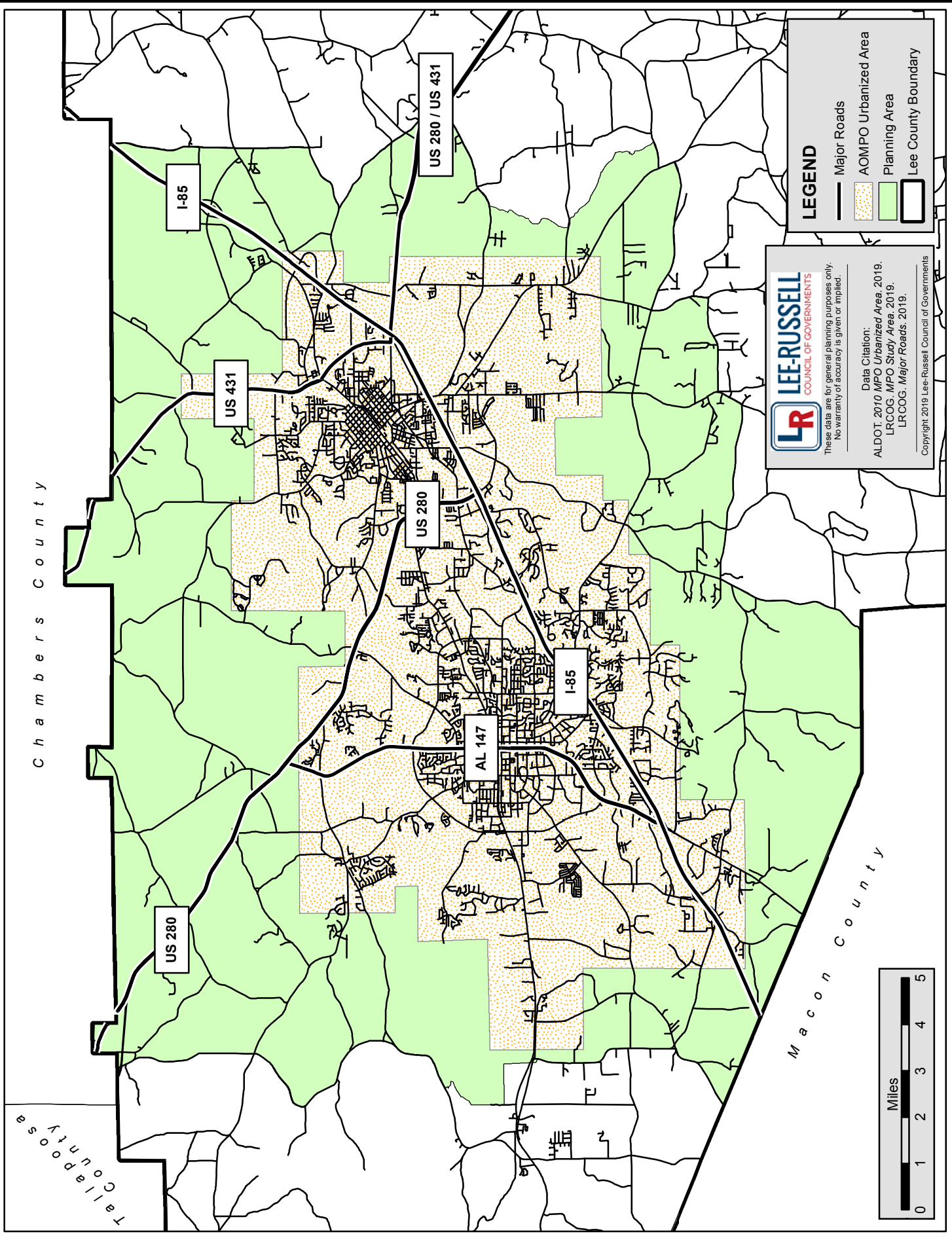
<b>Abbreviation or Acronym</b>	<b>Corresponding Term</b>
504	Section 504 of Rehabilitation Act of 1973
ACAP	Advance Construction Appalachian Development
ACBR	Advance Construction Bridge
ACNH	Advance Construction National Highway System
ADHS	Appalachian Development Highway System
ADA	Americans with Disabilities Act
AHPP	Advanced Construction High Priority Corridor
ALDOT	Alabama Department of Transportation
AOMPO	Auburn-Opelika Metropolitan Planning Organization
APDV	Appalachian Development
ARRA	American Recovery and Reinvestment Act of 2009
A	Authorized Projects
BELT	Safety Incentive Seat Belt Apportionment
BRPL	Bridge Replacement
BRDF	Bridge Replacement Discretionary Fund
CAC	Citizens Advisory Committee
CFR	Code of Federal Regulations
CLEAN-TEA 2009	Clean Low-Emissions Affordable New Transportation Equity Act
CMAQ	Congestion Mitigation Air Quality
CN	Construction
CX54J	APD Corridor X 2003
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
Section 5310	Elderly and Handicapped Transit Funding
ESG	Environmental Services Group
EPA	Environmental Protection Agency
FANBR	Federal Aid Number
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA3C	Capital New Starts/Fed Earmark
FY	Fiscal Year
GARVEE	Grant Anticipated Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information Systems
HESS	Hazard Elimination Program
HPPP	High Priority Project Program
HSIP	Highway Safety Improvement Program
HPP	High Priority Projects
HTF	Highway Trust Fund
IAR	Industrial Access Road
IREG	Interstate Regular
IMNT	Interstate Maintenance

<b>Abbreviation or Acronym</b>	<b>Corresponding Term</b>
JARC	Job Access and Reverse Commute
LETA	Lee County Transit Agency
LRCOG	Lee-Russell Council of Governments
LRPT	Lee-Russell Public Transit
L RTP	Long Range Transportation Plan
LVOE	Level of Effort
MAIN	Maintenance Projects
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHF	National Highway Fund
NHS	National Highway System
NHSP	National Highway System Project
Section 5311	Non-Urban (Rural) Transit Funding
Section 5339	Bus and Bus Facilities Program
P	Planned Projects
PA	Planning Area
PE	Preliminary Engineering
PEA	Planning Emphasis Areas
PLN8	Surface Transportation Metropolitan Planning
PPP	Public Participation Plan
RW	Right of Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users
SHSP	Statewide Highway Safety Plan
SPAR	State Planning and Research
STAT	State Program
STATC	State Program - Contract Construction
STATS	State Program - Special Aid
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPAA	(Any Area)
STPSA	(Any Hazard)
STPTE/STTE	(Enhancement)
STPRH/STPHS	(Safety)
ST/STPPA	(State)
STPOA/STOA	(Urban Area < 200,000)
STRP	State Revenue Sharing
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program

<b>Abbreviation or Acronym</b>	<b>Corresponding Term</b>
TCSPE	Transportation Communications System Earmarked Grant
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21st Century
TELUS	Transportation Economic Land Use System
TSM	Traffic Safety Management
TR	Transit
TIP	Transportation Improvement Program
TE	Transportation Enhancement
UABC	Urban Extension
UPWP	Unified Planning Work Program
U.S.C. or USC	United States Code
Section 5307	Urban Transit Funding
UT	Utility Construction

## **3.2 - Urbanized Area & Study Area Map**

# Auburn-Opelika MPO - Urbanized Area & Planning Area



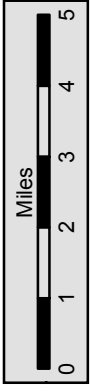
**LEGEND**

- Major Roads
- ▨ AOMPO Urbanized Area
- Planning Area
- Lee County Boundary

**LEE-RUSSELL**  
COUNCIL OF GOVERNMENTS

These data are for general planning purposes only. No warranty or accuracy is given or implied.

Data Citation:  
ALDOT, 2010 MPO Urbanized Area, 2019.  
LRCOG, MPO Study Area, 2019.  
LRCOG, Major Roads, 2019.  
Copyright 2019 Lee-Russell Council of Governments



### **3.3 - Financial Documentation**



# 3.3.2 - ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan Auburn-Opelika Metropolitan Planning Organization (AOMPO)

	2020	2021	2022	2023
<b>Surface Transportation Attributable Projects</b>				
Carryover From Previous Year (Federal Funds Only)	\$6,108,806	\$1,745,800	\$744,641	\$579,720
Apportionment (Federal Funds Only)	\$1,889,452	\$1,889,452	\$1,889,452	\$1,889,452
Funds Available to the MPO for Programming (Federal Funds Only)	\$7,998,258	\$3,635,252	\$2,634,093	\$2,469,172
Estimated Cost of Planned Projects (Federal Funds Only)	\$6,252,458	\$2,890,611	\$2,054,373	\$2,333,525
Balance Forward (Federal Funds Only)	\$1,745,800	\$744,641	\$579,720	\$135,647
<b>Other Surface Transportation Program Projects (includes Bridge projects not on NH System)</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$125,476,363	\$125,476,363	\$125,476,363	\$125,476,363
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%
<b>National Highway Performance Program (APD, IM, Bridge projects on NH System)</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$473,464,897	\$473,464,897	\$473,464,897	\$473,464,897
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$293,334	\$19,019,782	\$3,253,934	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	4%	1%	0%
<b>Appalachian Highway System Projects</b>				
State Funds Available for Programming Statewide (Total Funds)	\$37,652	\$37,652	\$37,652	\$37,652
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%
<b>Transportation Alternatives Program (TAP) (formerly TE)</b>				
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)	\$15,903,966	\$15,903,966	\$15,903,966	\$15,903,966
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$331,381	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	2%	0%	0%	0%
<b>State Funded Projects</b>				
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%
<b>Bridge Projects</b>				
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%
<b>Transit Projects</b>				
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%



# 3.3.2 - ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan Auburn-Opelika Metropolitan Planning Organization (AOMPO)

	2020	2021	2022	2023
<b>System Maintenance Projects</b>				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
<b>Safety Projects</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$52,036,074	\$52,036,074	\$52,036,074	\$52,036,074
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$5,008,630	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	10%	0%	0%	0%
<b>Other Federal and State Aid Projects</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$22,408,969	\$22,408,969	\$22,408,969	\$22,408,969
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%
<b>Congestion Mitigation and Air Quality Projects - Birmingham Area Only</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$18,955,155	\$18,955,155	\$18,955,155	\$18,955,155
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$11,795,045	\$11,795,045	\$11,795,045	\$11,795,045
Percentage Programmed in the MPO Area (Federal Funds Only)	62%	62%	62%	62%
<b>High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$30,750,200	\$30,750,200	\$30,750,200	\$30,750,200
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%
<b>High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)</b>				
Funds Available for Programming Statewide (Federal Funds Only)	\$100,412	\$100,412	\$100,412	\$100,412
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%

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.

**URBAN AREA FUNDING AVAILABILITY REPORT**  
FEDERAL FUNDING ONLY

URBAN AREA	AUBURN-OPELIKA	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100061106		RESURFACING,WIDENING,TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLL	CN	\$3,590,752	12/06/2019	Planned	
100065892		RESURFACING,WIDENING,TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLL	UT	\$107,878	10/01/2019	Planned	
100068460		RESURFACING, MILLING, PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FF	RW	\$20,402	12/01/2019	Planned	
100068461		RESURFACING, MILLING, PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FF	UT	\$51,005	06/01/2020	Planned	
100068462		RESURFACING, MILLING, PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FF	CN	\$1,371,014	08/28/2020	Planned	
100068464		RESURFACING, MILLING, PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FF	RW	\$20,402	12/01/2019	Planned	
100068465		RESURFACING, MILLING, PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FF	UT	\$51,005	09/01/2020	Planned	
100070019		INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 50 (COX ROAD)	PE	\$80,000	10/01/2019	Planned	
100070020		INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 50 (COX ROAD)	CN	\$880,000	07/31/2020	Planned	
100070044		INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)	PE	\$80,000	02/01/2020	Planned	

**TOTALS FOR FISCAL YEAR 2020**

Prior FY Carryover	\$6,108,806	Authorized Projects	\$0	Unobligated Balance	\$7,998,258
FY Apportionment	\$1,889,452	Planned Projects	\$6,252,459	Remaining Balance	\$1,745,799
FY Special Allocation	\$0	Total Project Funds	\$6,252,459		
<b>Total Funds</b>	<b>\$7,998,258</b>				

100008577		ADD TURN LANE ON DONAHUE DRIVE FROM NORTH OF BRAGG AVENUE TO CARY DRIVE	RW	\$407,878	11/01/2020	Planned	
100033351		ADD TURN LANE ON DONAHUE DRIVE FROM NORTH OF BRAGG AVENUE TO CARY DRIVE	UT	\$522,420	09/01/2021	Planned	
100068466		RESURFACING, MILLING, PEDESTRIAN SIDEWALKS AND SIGNALS ON PEPPERELL PARKWAY FF	CN	\$1,071,513	01/29/2021	Planned	
100070021		INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)	CN	\$888,800	11/06/2020	Planned	

**TOTALS FOR FISCAL YEAR 2021**

Prior FY Carryover	\$1,745,799	Authorized Projects	\$0	Unobligated Balance	\$3,635,251
FY Apportionment	\$1,889,452	Planned Projects	\$2,890,611	Remaining Balance	\$744,640
FY Special Allocation	\$0	Total Project Funds	\$2,890,611		
<b>Total Funds</b>	<b>\$3,635,251</b>				

100008575		ADD TURN LANE ON DONAHUE DRIVE FROM NORTH OF BRAGG AVENUE TO CARY DRIVE	CN	\$1,947,343	11/05/2021	Planned	
100070013		RESURFACING, SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STR	PE	\$55,000	12/01/2021	Planned	
100070014		RESURFACING, SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STR	RW	\$52,030	06/01/2022	Planned	

**TOTALS FOR FISCAL YEAR 2022**

Prior FY Carryover	\$744,640	Authorized Projects	\$0	Unobligated Balance	\$2,634,092
FY Apportionment	\$1,889,452	Planned Projects	\$2,054,373	Remaining Balance	\$579,719
FY Special Allocation	\$0	Total Project Funds	\$2,054,373		
<b>Total Funds</b>	<b>\$2,634,092</b>				

100070015		RESURFACING, SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STR	UT	\$140,000	02/01/2023	Planned	
100070016		RESURFACING, SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STR	CN	\$1,356,921	06/30/2023	Planned	

URBAN AREA	AUBURN-OPELIKA	FEDERAL FUNDING ONLY	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
PROJECT NO	PROJECT DESCRIPTION						
100070043	RESURFACING AND WIDENING ON CR-137 FROM THE MACON COUNTY LINE TO CHADWICK LAN		CN	\$836,604	11/04/2022	Planned	
		<b>TOTALS FOR FISCAL YEAR</b>					
			2023				
	Prior FY Carryover	\$579,719	Authorized Projects	\$0	Unobligated Balance	\$2,469,171	
	FY Apportionment	\$1,889,452	Planned Projects	\$2,333,525	Remaining Balance	\$135,646	
	FY Special Allocation	\$0	Total Project Funds	\$2,333,525			
	<b>Total Funds</b>	<b>\$2,469,171</b>					

**3.4 - Livability Indicators**

### 3.4.1 – Livability Indicators

As a measure of sustainability and in direct relation to the **Livability Principles** established in section 5.2, the Auburn-Opelika MPO has provided the following **Livability Indicators** for the MPO’s Metropolitan Planning Area (MPA), also known as the MPO Study Area

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

Lee-Russell Public Transit provides demand response service to the entire MPA, therefore the percent of jobs and housing located within ½ mile of transit service is 100%.

Related Livability Principle: 1

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO

**2. Monthly housing costs as a percentage of household income in the past 12 months:**

<b>Past 12 Month’s HH Income</b>	<b>Estimate</b>	<b>Error</b>
Less than \$20,000	16.0%	+/-4.3
Less than 20 percent	1.2%	+/-1.2
20 to 29 percent	1.1%	+/-1.1
30 percent or more	13.6%	+/-4.0
\$20,000 to \$34,999	17.8%	+/-5.5
Less than 20 percent	4.9%	+/-2.0
20 to 29 percent	3.6%	+/-1.7
30 percent or more	9.2%	+/-4.5
\$35,000 to \$49,999	10.7%	+/-3.4
Less than 20 percent	4.4%	+/-2.0
20 to 29 percent	3.7%	+/-2.2
30 percent or more	2.6%	+/-1.5
\$50,000 to \$74,999	17.1%	+/-3.8
Less than 20 percent	10.2%	+/-3.1
20 to 29 percent	5.7%	+/-2.0
30 percent or more	1.2%	+/-0.9
\$75,000 or more	34.5%	+/-5.7
Less than 20 percent	30.1%	+/-5.3
20 to 29 percent	3.9%	+/-2.0
30 percent or more	0.6%	+/-0.8
Zero or negative income	2.4%	+/-1.6
No cash rent	1.5%	+/-0.7

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2017 American Community Survey 1-Year Estimates

**3. Percent of vehicles available per occupied housing unit:**

Vehicles Per Occupied Housing Unit	Percent	Error
No vehicles available	2.7%	+/-1.1
1 vehicle available	31.6%	+/-3.5
2 vehicles available	40.9%	+/-3.5
3 or more vehicles available	24.9%	+/-3.2

Related Livability Principle: 3

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2017 American Community Survey 1-Year Estimates

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

Due to the size of the Auburn-Opelika MPO's MPA, 100% of the MPA workforce lives within a 30-minute commute of the primary job centers, which are Auburn University and East Alabama Medical Center.

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO and Reference USA

**5. Percent of population employed in production, transportation and material moving:**

Percent	Error
11.0%	+/-2.4

Related Livability Principle: 5

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2017 American Community Survey 1-Year Estimates

**6. Percent of industry engaged in transportation and warehousing; utilities:**

Percent	Error
4.2%	+/-1.7

Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2017 American Community Survey 1-Year Estimates

**7. Percent of FY2012-FY2015 MPO transportation projects (Planned) where more than one federal funding source is utilized:**

Total Projects	Projects with >1 Fed Funding Source	Percent of Projects with >1 Fed Funding Source
113	3	2.6%

Related Livability Principle: 7

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Alabama Department of Transportation

**8. Work commute modal choice by percent:**

Work Commute Modal Choice	Percent	Error
Car, truck, or van -- drove alone	82.1%	+/-3.7
Car, truck, or van -- carpooled	11.7%	+/-3.4
Public transportation (excluding taxicab)	0.1%	+/-0.2
Walked	2.6%	+/-1.3
Other means	1.4%	+/-0.8
Worked at home	2.0%	+/-0.7

Related Livability Principle: 8

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2017 American Community Survey 1-Year Estimates

## **3.5 – Public Participation Information**



Auburn-Opelika Metropolitan Planning Organization  
**MPO Policy Board Minutes**  
01, May 2019 | 9:00A

**Members Present:**

Mayor Ron Anders  
Mr. David Canon  
Mr. David Bollie for Mr. Steve Graben  
Probate Judge Bill English  
Mr. Joey Motley for Mayor Gary Fuller  
Commissioner Johnny Lawrence

**Others Present:**

Ms. Suzanne Burnette  
Ms. Karen Carr-Jones  
Ms. Rebekah Crawford  
Mr. Bryan Fair  
Ms. Barbara Graddy  
Ms. Tracie Hadaway  
Mr. Vijay Kunada  
Ms. Becky Rogers  
Ms. Lisa Sandt  
Mr. Daniel Wyatt

The meeting was called to order by Mayor Anders at 9:00A. A quorum was present.

**February 2019 Policy Board Meeting Minutes**

The first item on the agenda was review and approval of the February 2019 Policy Board minutes. A motion was made by David Canon and a second was made by Johnny Lawrence to approve the February 2019 Policy Board minutes. The motion passed unanimously.

**MPO Resolution 2019-06 – Draft FY2020-2023 Public Participation Plan (PPP)**

Daniel Wyatt discussed the MPO Resolution 2019-06 Draft FY2020-2023 Public Participation Plan. Wyatt explained that the PPP is a set of rules that are required for the MPO's to follow. Wyatt discussed how the plan ensures that the public is informed of what the MPO is doing and also how the draft includes some minor updates to the PPP.

A motion was made by Johnny Lawrence and a second was made by David Canon to approve MPO Resolution 2019-06.

**MPO Resolution 2019-07– Draft FY2020-2023 Transportation Improvement Program (TIP)**

Daniel Wyatt described the MPO Resolution 2019-07 Draft FY2020-2023 Transportation Improvement Program. Wyatt explained that the resolution deals with projects that the cities and counties want to complete. Wyatt stated that funds have been allocated for the projects. Wyatt also mentioned that the TIP is federally mandated.

A motion was made by Johnny Lawrence and a second was made by David Canon to approve MPO Resolution 2019-07. The motion passed unanimously.

**MPO Resolution 2019-08 – Draft FY2019 Unified Planning Work Program (UPWP)**

Daniel Wyatt discussed MPO Resolution 2019-08 Draft FY2019 Unified Planning Work Program. Wyatt explained that the UPWP is the annual in-house budget for the MPO. Wyatt also mentioned that the document explains what the MPO has done and what they will do in the future. Wyatt stated that one notable change in the document is the addition of Task 9, which is for future planning projects and was required by ALDOT.

A motion was made by David Canon and a second was made by Johnny Lawrence to approve MPO Resolution 2019-08. The motion passed unanimously.

### **MPO Resolution 2019-09-Amended AOMPO Planning Area Boundary**

Daniel Wyatt described the MPO Resolution 2019-09 Amended AOMPO Planning Area Boundary. Wyatt explained how the resolution deals with changes that will be made to the metropolitan study area. Wyatt also noted that the maps included in the resolution show the particular areas that will be modified.

A motion was made by David Canon and a second was made by Johnny Lawrence to approve MPO Resolution 2019-09. The motion passed unanimously.

### **MPO Resolution 2019-10-Amended FY2016-2019 Transportation Improvement Program (TIP)**

Daniel Wyatt described MPO Resolution 2019-10 Amended FY2016-2019 Transportation Improvement Program. Wyatt explained that this resolution relates to ALDOT projects only and will not have any effect on MPO funding. Wyatt also noted that the resolution includes the following projects: preliminary engineering for bridge widening on two series of bridges on Interstate 85 and also preliminary engineering for replacing the bridge on State Route 51.

A motion was made by Johnny Lawrence and a second was made by David Canon to approve MPO Resolution 2019-10. The motion passed unanimously.

### **ALDOT Project Status Report**

Rebekah Crawford provided an ALDOT local project update including: paving job on Interstate 85 south of Andrews Road to the Chambers county line has been let; Robinson Creek Bridge replacement on Hwy 51; planning phase has begun on the Farmville roundabout; and a safety project is in the works for exits 58 and 60 to prevent incorrect entries on the cloverleaf ramps.

### **2045 LRTP Update**

Mr. Vijay Kunada and Ms. Becky Rogers of Neel-Schaffer spoke to the committee concerning the Long Range Transportation Plan (LRTP). Rogers spoke of how they are in the beginning stages of putting the LRTP together. Rogers stated that they are currently reviewing and analyzing data. Kunada explained the process of putting the LRTP together. Kunada also mentioned that Neel-Schaffer and LRCOG are having the first round of public participation activities on May 1<sup>st</sup>.

### **Announcements**

The next meeting is tentatively set for August 7, 2019 at 9:00am.

There will be a Stake Holder meeting at the Government Meeting Center from 1:00pm to 3:00pm. There will also be an Open House 4:00pm to 6:00pm in the LRCOG conference room.

The meeting was adjourned by Mayor Anders at 9:45am.



2207 Gateway Drive  
Opelika, AL 36801  
334.749.5264  
Fax 334.749.6582

## MEMO

To: Auburn-Opelika Metropolitan Planning Organization – MPO Policy Board  
From: Daniel Wyatt, Transportation Planner  
Date: Month, Day, Year  
Re: **MPO Policy Board Meeting @ 9:00AM on Wednesday, Month, Day, Year**

---

The Auburn-Opelika Metropolitan Planning Organization’s Policy Board will meet at 9:00AM on Wednesday, Month, Day, Year in the Lee-Russell Council of Governments’ Conference Room. The LRCOG building is located at 2207 Gateway Drive in Opelika, next to the T. K. Davis Justice Center.

At this meeting, the Committees will be considering the adoption of three MPO program plans. These plans are the Draft FY2020-2023 Public Participation Plan (PPP), the Draft FY2020-2023 Transportation Improvement Plan (TIP), and the Draft FY2020 Unified Planning Work Program (UPWP). For those committee members receiving email communications, electronic copies were attached to the 2 week reminder email along with the meeting packet. For those not receiving email communications, the documents have been posted to the LRCOG website at [www.lrcog.com/mpo](http://www.lrcog.com/mpo). I encourage everyone to please review these documents before the meeting.

**If you will be unable to attend, please contact me at 334-749-5264 Ext. 214 or [dwyatt@lrcog.com](mailto:dwyatt@lrcog.com) to confirm your alternate or proxy designee.**

Please do not hesitate to contact me if you have any questions. I look forward to seeing you at the meeting.

Voting Members								
Member	Member or Proxy Signature	Organization	Business Address		Business E-mail		Work	
			Home Address		Personal E-mail		Fax	Cell
Mayor Ron Anders		City of Auburn						
Mr. David Canon		City of Opelika, Councilmember						
Mr. Tommy Dawson		City of Auburn, Councilmember						
Mr. Steve Graben		Southeast Region Engineer - ALDOT						
Probate Judge Bill English		Lee County Commission						
Mayor Gary Fuller		City of Opelika						

Voting Members (Continued)										
Member	Member or Proxy Signature	Organization	Business Address		Business E-mail		Work		Home	
			Home Address		Personal E-mail		Fax	Cell		
Commissioner Johnny Lawrence		Lee County Commission								
Non-voting Members										
Member	Member or Proxy Signature	Organization	Business Address		Business E-mail		Work		Home	
			Home Address		Personal E-mail		Fax	Cell		
Mr. Mark Bartlett		Administrator, FHWA- Alabama Division								
Ms. Nicole Spivey		Program Analyst, FTA								
Mr. Randy Stroup		ALDOT Bureau of Planning and Modal Programs								

Other Attendees										
Name	Signature	Organization	Business Address		Business E-mail		Work		Home	
			Home Address		Personal E-mail		Fax	Cell		
Ms. Alison Frazier		Engineering Services Director/City Engineer City of Auburn								
Mr. Scott Parker		City Engineer, City of Opelika								
Mr. Justin Hardee		County Engineer, Lee County								
Ms. Lisa Sandt		Executive Director, LRCOG								
Mr. Daniel Wyatt		LRCOG, Transportation Planner								
Mr. Joey Motley		City of Opelika								

Other Attendees (Continued)										
Name	Signature	Organization	Business Address		Business E-mail		Work		Home	
			Home Address		Personal E-mail		Fax	Cell		
Mr. Vance Beck		ALDOT								
Ms. Rebekah Crawford		District Admin ALDOT								
Mr. David Bollie		County Transportation Engineer, ALDOT Southeast Region								
Ms. Vontra Giles		FHWA Alabama Division								
Mr. Clint Andrews		FHWA Alabama Division								
Ms. Karen Carr-Jones		Metropolitan Planning, ALDOT								
Ms. Barbara Graddy		LRCOG								

**Policy Board**

May 1, 2019

Other Attendees (Continued)								
Name	Signature	Organization	Business Address		Business E-mail		Work	
			Home Address	Home Address	Personal E-mail	Personal E-mail	Fax	Cell



## **3.6 - Transportation Planning Process Agreement**

3.6.1 – Transportation Planning Process Agreement

*Orig: Daniel - MD  
con Finance - Van*



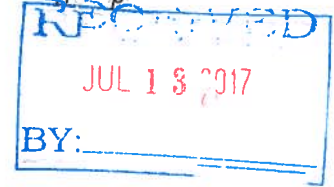
**ALABAMA DEPARTMENT OF TRANSPORTATION**



Kay Ivey  
Governor

SOUTHEAST REGION  
OFFICE OF REGION ENGINEER  
CAPITOL COMMERCE CENTER  
100 CAPITOL COMMERCE BLVD.  
SUITE 210, BUILDING B  
MONTGOMERY, ALABAMA 36117  
Telephone: (334) 353-6850 FAX: (334)801-9804

John R. Cooper  
Transportation Director



July 10, 2017

Honorable Eddie Lowe  
Chairman, Lee-Russell Council of Governments  
2207 Gateway Drive  
Opelika, Alabama 36801-6834

**Re: Agreement Concerning a Transportation Planning  
Process for the Auburn/Opelika Urbanized Area**

Dear Sir:

Enclosed is an *Executed Agreement* concerning the Transportation Planning Process for the Auburn/Opelika Urbanized Area between the County of Lee, the Municipalities of Auburn and Opelika, the Lee-Russell Council of Governments, and the State of Alabama.

If you have any questions regarding the Agreement, please contact Tyler Ashmore at 334-353-6880.

Sincerely,

Kyle M. Leverette, P.E.  
Southeast Region Pre-Construction Engineer

By: *P. Tyler Ashmore*  
P. Tyler Ashmore, P.E.  
Southeast Region Asst. Pre-Construction Engineer  
Preliminary Design

KML/PTA/l dv  
Cc: File

K-16-1829

**AN AGREEMENT CONCERNING A  
TRANSPORTATION PLANNING PROCESS  
FOR  
THE AUBURN-OPELIKA URBANIZED AREA  
BETWEEN  
THE COUNTY OF  
LEE  
AND  
THE MUNICIPALITIES OF AUBURN AND OPELIKA  
AND THE  
LEE-RUSSELL COUNCIL OF GOVERNMENTS  
AND  
THE STATE OF ALABAMA**

Sec. 1-1

An Agreement concerning a Metropolitan Transportation Planning Process for the Auburn-Opelika Urbanized Area between the County of Lee,

hereinafter referred to as COUNTY;

the municipalities of Auburn and Opelika,

hereinafter referred to as CITIES;

the Lee-Russell Council of Governments,

hereinafter referred to as COUNCIL; and

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

hereinafter referred to as STATE.

Sec. 1-2

- (a) WHEREAS, Section 134 of Title 23 of the United States Code and Chapter 53 (c) Title 49 of the United States Code requires that each urbanized area, as a condition of the receipt of Federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and
- (b) WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on December 4, 2015, new regulations concerning metropolitan transportation planning process.

Sec. 1-3

NOW, THEREFORE, it is hereby agreed as follows:

- (a) The parties to this Agreement resolve to support a continuing process for the Auburn-Opelika Urbanized Area, hereinafter referred to as the “3C PROCESS;” and
- (b) FURTHERMORE, it is understood by the parties to this Agreement that an unwillingness to participate in the “3C PROCESS” may result in the Secretary of Transportation refusing to approve Federal Aid funds for surface transportation within the Auburn-Opelika Urbanized Area.
- (c) IT IS agreed and further understood by the parties of this Agreement that by execution of this Agreement upon and on behalf of the STATE, the Governor designates the following as the Metropolitan Planning Organization (MPO) for the Auburn-Opelika Urbanized Area:
  - (1) Two elected officials of the City of Auburn to be selected by the Auburn City Council from the Mayor and City Council Membership
  - (2) Two elected officials of the City of Opelika, to be selected by the Opelika City Council from the Mayor and City Council Membership
  - (3) Two elected officials of Lee County to be selected by the County Commission from the Probate Judge and County Commission Membership
  - (4) Southeast Region Engineer, State of Alabama Department of Transportation
  - (5) Transportation Planning Engineer, State of Alabama Department of Transportation (non-voting)
  - (6) Division Administrator, Federal Highway Administration (non-voting)
- (d) IT IS intended that the elected officials of Auburn, Opelika, and Lee County who serve as

the Lee-Russell Council of Governments will also serve as members of the MPO.

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

Sec. 1-4

- (a) The responsibilities of the MPO will be as follows:
  - (1) Organize and elect a Chairman and Vice-Chairman, and establish its rules of procedure and by-laws;
  - (2) Appoint members to the Technical and Citizens’ Advisory Committees;
  - (3) Take official action on Technical and Citizens’ Advisory Committees’ recommendations and other matters pertaining to furthering the planning process;
  - (4) Set the transportation study area and Federal Aid urban area boundaries;
  - (5) Adopt transportation goals and objectives to guide the Auburn-Opelika Urbanized Area metropolitan planning process;
  - (6) Annually endorse the Unified Planning Work Program (UPWP) which documents the transportation-related planning activities to be performed with planning assistance provided under FTA and FHWA Planning Funds for Fixing America’s Surface Transportation (FAST) Act and other funding sources;

- (7) Review and endorse the Transportation Plan to confirm its validity and its consistency with current transportation and land use conditions as required by the State and Federal regulations;
  - (8) Adopt a Transportation Improvement Program (TIP) that is updated as required by the State and Federal regulations; and
  - (9) Adopt and submit plans and recommendations to participating agencies and local governments.
- (b) IT IS further agreed that a representative of the Technical Advisory Committee, to be appointed by the MPO, will have the following responsibilities:
- (1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements; and
  - (2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirement for certification.
- (c) IT IS further agreed that a representative of the Citizens' Advisory Committee, to be appointed by the MPO, will have the following responsibilities:
- (1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements; and
  - (2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirements for certification.

Sec. 1-5

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

metropolitan planning program.

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

(c) IT IS further agreed that the COUNCIL will have the following duties and responsibilities:

- (1) Administration of the study process by the execution of necessary contracts and the provision of financial support necessary for the implementation of the UPWP;
- (2) Arrange meetings, set agenda and serve as Secretary for the MPO, Citizens' Advisory Committee and Technical Advisory Committee;
- (3) Coordinate the development of the documents and material necessary for the MPO endorsements;
- (4) Conduct the elements of the metropolitan planning process necessary to meet the requirements for certification; and
- (5) Coordinate the implementation of the planning tasks outlined in the UPWP.

Sec. 1-6

(a) IT IS further agreed that the STATE will have the following responsibilities:

- (1) Dissemination of information and provision of planning assistance regarding metropolitan planning guidelines; and
- (2) Modeling assistance and necessary technical assistance related to the metropolitan planning guidelines.

Sec. 1-7

(a) IT IS recognized by the parties to this Agreement that the COUNCIL performs the functions required by the Office of Management and Budget 2, CFR Chapter I, Chapter



II, Part 200, et al. (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Award).

- (b) IT IS envisioned that the membership of the MPO, as set by this Agreement, and the Board of Directors of the COUNCIL will continually overlap to insure coordination of the “3C PROCESS” and regional plans.
- (c) IT IS agreed that the base data, statistics, and projections developed by the COUNCIL for regional comprehensive planning will be available for determining socio-economic and land use data within the Auburn-Opelika metropolitan study area.

Sec. 1-8

- (a) IT IS agreed that the Agreement between the Alabama Department of Transportation and the COUNCIL concerning a Lee County Area Transportation Study, entered into on August 28, 2015, is hereby terminated and made null and void.
- (b) IT IS agreed that this Agreement may be terminated by any party which provides the remaining parties written notice sixty (60) days in advance of the termination date. Such notice will be provided by registered mail and the termination date will be determined as that date sixty (60) days from date of delivery.
- (c) IT IS further agreed that this Agreement will remain in full force and effect upon succeeding State Administrations providing a succeeding State Administration does not advise the COUNTY, the CITIES, and the COUNCIL by letter within thirty (30) days after assuming office that this Agreement has been discontinued.
- (d) Nothing shall be construed under the terms of this Agreement by the COUNTY, the CITIES, the COUNCIL, or the STATE that will cause any conflict with Section 23-1-63, Code of Alabama 1975 (7/24<sup>th</sup> Law).

(e) The COUNTY shall be responsible at all times for all of the work performed under this Agreement and, as provided in Ala. Code § 11-93-2 (1975), the COUNTY shall indemnify and hold harmless the State of Alabama, The Alabama Department of Transportation, its officers, officials, agents, servants, and employees.

For all claims not subject to Ala. Code § 11-93-2 (1975), the COUNTY shall indemnify and hold harmless the State of Alabama, the Alabama Department of Transportation, its officers, officials, agents, servants, and employees from and against any and all damages, claims, loss, liabilities, attorney's fees or expense whatsoever or any amount paid in compromise thereof arising out of, connected with, or related to the (1) work performed under this Agreement; (2) the provision of any services or expenditure of funds required, authorized, or undertaken by the COUNTY pursuant to the terms of this Agreement; or (3) misuse, misappropriation, misapplication, or misexpenditure of any source of funding, compensation or reimbursement by the COUNTY, its officers, officials, agents, servants, and employees.

(f) Subject to the limitations on damages applicable to municipal corporations under Ala. Code § 11-47-190 (1975), the CITIES shall indemnify, and hold harmless the State of Alabama, the Alabama Department of Transportation, their officers, officials, agents, servants, and employees from and against (1) claims, damages, losses, and expenses, including but not limited to attorney's fees arising out of, connected with, resulting from or related to the work performed by the CITIES, or their officers, employees, contracts, agents or assigns; (2) the provision of any services or expenditure of funds required, authorized, or undertaken by the CITIES pursuant to the terms of this Agreement; or (3) any damage, loss, expense, bodily injury, or death, or injury or destruction of tangible

property (other than the work itself), including loss of use therefrom, and including but not limited to attorney's fees, caused by the negligent, careless or unskillful acts of the CITIES, their agents, servants, representatives or employees, or the misuse, misappropriation, misapplication, or misexpenditure of any source of funding, compensation or reimbursement by the CITIES, their agents, servants, representatives or employees, or anyone for whose acts the CITIES may be liable.

- (g) To the fullest extent permitted by law, the COUNCIL shall defend, indemnify, and hold harmless the State of Alabama, the Alabama Department of Transportation, and its officers, officials, agents, servants, employees and/or facilities, in both their official and individual capacities, from and against claims, damages, losses and expenses, including but not limited to attorney's fees, arising out of or resulting from performance of any work, provision of any services or expenditure of funds required, authorized or undertaken pursuant to the terms of this Agreement, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including loss of use resulting therefrom, caused by or as a result of, but only to the extent caused in whole or in part by alleged or proven deliberate, intentional, wanton, reckless, fraudulent or negligent misuse, misappropriation, or misexpenditure of any source of funding, compensation or reimbursement or by negligent acts or omissions of the COUNCIL, anyone directly or indirectly employed by the COUNCIL or anyone for whose acts the COUNCIL may be liable, regardless of whether such claim, damage, loss or expense is caused part, or alleged but not legally established to have been caused in whole by a party indemnified hereunder.

- (h) By entering into this Agreement, the COUNTY, the CITIES, the COUNCIL, and the COUNCIL are not agents of the STATE, its officers, employees, agents or assigns. The COUNTY, the CITIES, and the COUNCIL, are independent entities from the STATE and nothing in this Agreement creates an agency relationship between the parties.
- (i) By signing this contract, the contracting parties affirm, for the duration of the Agreement, that they will not violate Federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the Agreement and shall be responsible for all damages resulting therefrom.
- (j) Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of ALDOT. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by ALDOT shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of ALDOT. If the data in any form should be disclosed, released or published in any manner without the


consent of ALDOT or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. ALDOT expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.

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

ATTEST:

  
\_\_\_\_\_  
Administrator


COUNTY OF LEE

  
\_\_\_\_\_  
Chairman

ATTEST:

  
\_\_\_\_\_  
City Manager

CITY OF AUBURN

  
\_\_\_\_\_  
Mayor

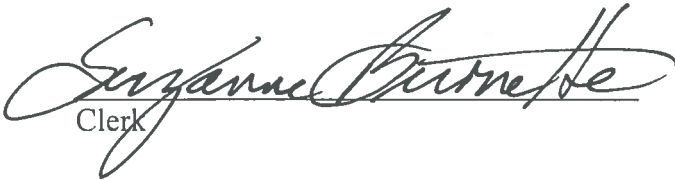
ATTEST:

  
\_\_\_\_\_  
Clerk

CITY OF OPELIKA

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
Clerk


LEE-RUSSELL COUNCIL OF GOVERNMENTS

  
\_\_\_\_\_  
Chairman

ATTEST:

\_\_\_\_\_  
Secretary

SOUTHEAST REGION

  
\_\_\_\_\_  
Region Engineer

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

BY: Jim Ippolito by J.T.  
Chief Counsel, Jim R. Ippolito, Jr.

RECOMMENDED FOR APPROVAL:

Randy R. Stroup  
Acting Bureau Chief, Modal Programs,  
Randy R. Stroup

Don T. Arkle  
Chief Engineer, Don T. Arkle, P. E.

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

John R. Cooper  
Transportation Director, John R. Cooper

The foregoing agreement is hereby executed in the name of the State of Alabama and  
signed by the Governor on this 17<sup>th</sup> day of May, 20 17.

Kay Ivey  
GOVERNOR OF ALABAMA, KAY IVEY

Ray R. [Signature]

### **3.7 - Certification-TIP/STIP MOU**



### 3.7.1 - Self-Certification & Questionnaire

#### **METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION**

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Auburn-Opelika  
Metropolitan Planning Organization  
[Signature]  
Signature  
Gary Fuller  
Printed Name  
Mayor, City of Opelika  
Title  
6/18/19  
Date

Alabama  
State Department of Transportation  
[Signature]  
Signature  
John R. Cooper  
Printed Name  
Transportation Director  
Title  
7/18/2019  
Date

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## **1.5 SELF-CERTIFICATION REQUIREMENTS**

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

- (1) The metropolitan planning requirements identified in 23 U.S.C. 134 and 49 U.S.C. 5303;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

## **1.6 CERTIFICATION PROCESS & QUESTIONS**

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

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

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] Yes
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] Not Applicable
3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] Yes
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] Yes
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] Yes
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)] Not Applicable
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] Yes

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

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

- **Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;**
- **Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);**
- **Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).**
- **Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)**
- **Include operational and management strategies to improve the performance of existing transportation facilities;**
- **In TMA areas, consider the results of the congestion management process;**
- **Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;**
- **Describe the proposed improvements in sufficient detail to develop cost estimates;**
- **Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;**
- **Include pedestrian walkway and bicycle transportation facilities;**
- **Include transportation and transit enhancement activities;**
- **Include a financial plan that demonstrates how the adopted transportation plan can be implemented**
- **Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).**

**11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] Yes**

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] Yes
13. Was the TIP developed in cooperation with the State and local transit operators?[23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] Yes
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.326 (a)] Yes
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] Yes
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] Yes
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] Yes
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] Yes
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] Yes
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 and (n)] Yes
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] Yes
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] Yes
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal matching funds? [23 C. F. R. 450.308 (c)] Yes

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24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] Yes
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] Yes
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] Not Applicable
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] Yes, the plan is currently under review for update.
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] Yes
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] Yes

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? In consultation with MPO committees and stakeholders through our Public Involvement process
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? In consultation with federal, state, tribal, and wildlife, land management, and regulatory agencies
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? Yes, it is documented in our planning documents and throughout our planning process
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? In consultation with our MPO committees and our public and private stakeholders

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

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



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completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

**Section (5): Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.**

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

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

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

**450.334 Self-certifications and Federal certifications.**

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

## Update on ADA Transition Plan or Self-Evaluation for MPO Jurisdictions

Jurisdiction	Plan Status
<b>City of Auburn</b>	<ol style="list-style-type: none"> <li>1. Updated the City's ADA Public Notice and Grievance Procedure and appointed an ADA Coordinator.</li> <li>2. Completed self-evaluations of 95% of City facilities, including photo documentation and full reports.</li> <li>3. Completed 90% of program self-evaluations.</li> <li>4. Completed preliminary sample surveys for pedestrian accessibility within the City's rights-of-way in order to develop the right-of-way action plan.</li> <li>5. The draft document for the City's ADA Transition Plan is 90% complete.</li> <li>6. Revised the City's Public Works Design and Construction Manual and Standards &amp; Specifications to reflect 2004 ADAAG and 2011 PROWAG standards for accessible design. Staff developed and implemented several training programs, including developing and sponsoring a free two-day seminar with presenters from the Governor's Office of Accessibility and United States Access Board for design and construction professionals and local government staff. This seminar was conducted in partnership with Auburn University and the South Alabama Codes Officials Association and had 116 attendees.</li> <li>7. While the Transition Plan update is being completed, the City is also aggressively working- towards addressing non-compliant facilities and programs. They have invested several million dollars in facilities and right-of-way projects targeting deficiencies discovered during their self-evaluations.</li> </ol> <p>The City of Auburn is currently projecting the following timeline for completion of the City of Auburn ADA Transition Plan Update:</p> <ul style="list-style-type: none"> <li>➤ May 2019 - Draft document completed</li> <li>➤ June 2019 - Public input period</li> <li>➤ August 2019 - City Council adoption</li> </ul>
<b>Lee County</b>	<ul style="list-style-type: none"> <li>• The Lee County Commission has completed its self-evaluation and identified two locations as being non-ADA compliant.</li> <li>• Corrections have been made to those locations and they are now ADA compliant.</li> <li>• In addition to the self-evaluation, the Lee County Commission formally adopted a Lee County ADA Transportation Transition Plan at its meeting on July 25, 2016.</li> <li>• The plan is on file at LRCOG.</li> </ul>
<b>City of Opelika</b>	<ul style="list-style-type: none"> <li>• The City of Opelika is in the process of re-evaluating our ADA Transition Plan.</li> <li>• The City has developed a new draft plan document concerning Pedestrian Facilities.</li> <li>• In addition, the City has a contract out for bid to begin Sidewalk Intersection Improvements. We plan for work to begin within the month. This project should bring a majority of the ramps/intersections within the City of Opelika to within the 2010 ADA Standards for Accessible Design.</li> <li>• The Pedestrian Plan will be updated as the sidewalks within the City of Opelika are completed.</li> </ul>

### 3.7.2 TIP/STIP Memorandum of Understanding - ALDOT

## **MEMORANDUM OF UNDERSTANDING Alabama Department of Transportation Statewide Procedures for FY 2020 - 2023 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 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, AL DOT statewide and Interstate programs.

### **Definitions**

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

- programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
  - *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed." [23 CFR 450.104]
  - *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a done project, or multiple projects, that net out to zero.
  - *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* mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
  - *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://www.dot.state.al.us/ltweb/planning/MPOWebsites.html>.

- *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 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 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. Revisions are not applicable to authorized project scopes

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

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

revision exceeds the following thresholds:

\*\$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.

\*\$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.

\*\$750,000 for the county highway and bridge program.

- Involves a change in the Scope of Work to a project(s) that would:
  - \*Result in an air quality conformity reevaluation.
  - \*Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
  - \*Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
  - \*Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director or the Joint Highway committee can be performed at any time.

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

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

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

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

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.*

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. The selected statewide funding programs include:

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 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 include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.



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.

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

### **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/MPO Portal).

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 to be ran quarterly

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 federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

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

Mark O. Battlett

Division Administrator  
Federal Highway Administration

5/16/2019

Date:

Yvette M. Butler

Regional Administrator  
Federal Transit Administration

5-16-19

Date:

John R. Cooper

Director  
Alabama Department of Transportation

4/15/19

Date:

## **3.8 - Performance Measures**

## 3.8.1 Performance Measures Agreement

18-02464

### ALABAMA PERFORMANCE MANAGEMENT AGREEMENT Per 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Auburn-Opelika Metropolitan Planning Organization, hereinafter referred to as MPO;

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

WHEREAS, MPO(s), the STATE(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

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

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

<sup>1</sup> 23 CFR Part 490

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

iii. **Targets for assessing performance of the National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3) for the following performance measures:**

1. Percent of Person-Miles traveled on the Interstate System that are Reliable
2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
3. Percent Change in Trailpipe CO2 Emissions on the NHS from the Calendar Year 2017<sup>3</sup>
4. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
5. Annual hours of Peak-Hour Excessive Delay Per Capita
6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
7. Total Emissions Reduction

iv. **Targets for assessing performance of the Transit Asset Management (TAM) Plan for the following performance measures:**

1. Asset Category: Rolling Stock (All revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  2. Asset Category: Equipment (Non-revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  3. Asset Category: Facilities (The STATE will only rate FTA funded facilities)
    - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Model (TERM) Scale
  4. Public Transportation agencies that are a part of the TAM will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
  5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality<sup>4</sup> will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
- c. The STATE will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
- i. The STATE will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
  - ii. Where possible and practicable, the STATE will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

<sup>3</sup> This measure and associated target will only be required if it is not repealed. Reference: Federal Register/Vol. 82, No. 215/Wednesday, November 8, 2017/ Proposed Rules; FHWA Docket No. #HWA-2017-0025.

<sup>4</sup> As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

- iii. Notwithstanding any provision of the Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
- iv. The MPO shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO. This indemnity is not limited by any insurance coverage required by this AGREEMENT.
- v. By entering into this agreement, the MPO is not an agent of the STATE, its officers, employees, agents or assigns. The MPO is an independent entity from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO target setting process.

2. Selection of transportation performance targets

- a. The STATE and the MPOs will establish or revise performance targets in coordination with each other.
  - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication.
  - ii. MPOs will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway targets.

- iii. If an MPO chooses to set its own target, the MPO will develop the target in coordination with the STATE. The MPO will provide the STATE with the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
  - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways.
    - i. The STATE will provide written notice to the MPOs when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
    - ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to STATE that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
    - iii. If the MPO chooses to set its own target, the MPO will provide the STATE written documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
  - c. Those MPOs currently in non-attainment or maintenance for air quality<sup>4</sup> and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
  - a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
    - i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
    - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
    - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
  - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
  - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in

any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

- b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
  - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
5. A collection of data for the State asset management plans for the NHS
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.
6. By signing this contract, the contracting parties affirm, for the duration of the agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the agreement and shall be responsible for all damages resulting therefrom.

*All parties agree that email communications shall be considered written notice for all portions of this agreement.*

[signature page to follow]



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

ATTEST:

By: [Signature]

Title: Transportation Planner

MPO: [Signature]

BY: [Signature]

Title: Chairman

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

By: [Signature]  
William F. Patty  
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

[Signature]  
D.E. Phillips, Jr., P.E.  
State Local Transportation Engineer

[Signature]  
Don T. Arlie, P.E.  
Chief Engineer

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

[Signature]  
John R. Cooper  
Transportation Director

The foregoing Agreement is hereby  
executed in the name of the  
State of Alabama and signed  
By the Governor on the 12<sup>th</sup>  
of August, 2018.  
[Signature]  
Kay Ivey  
Governor, State of Alabama