

FY2016-2019 Transportation Improvement Program (TIP)

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

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

September 9, 2015

Auburn-Opelika
Metropolitan Planning Organization
(AOMPO)

FY2016-2019
Transportation Improvement Program (TIP)

This document is available at www.lrcog.com

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Auburn-Opelika
Metropolitan Planning Organization

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MPO Resolution 2015-07

**Auburn-Opelika Metropolitan Planning Organization (AOMPO)
Adopting the FY2016-2019
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 MAP-21 Sections 1201 and 1202, July 2012); 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 FY2016-2019 Transportation Improvement Program (TIP); now,

THEREFORE, BE IT RESOLVED by the Auburn-Opelika Metropolitan Planning Organization (AOMPO) that the same does hereby adopt the FY2016-2019 Transportation Improvement Program (TIP).

Adopted this 9th day of September, 2015:

Chairman, MPO

Date

ATTEST:

Transportation Planner, LRCOG

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 FY2016-FY2019 TIP. The projects in the FY2016-2019 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 the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). TIP project selection is based on priorities established by AOMPO member governments and the availability of funds through the Surface Transportation Attributable program.

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

1.2 – MPO History

A Metropolitan Planning Organization is a federally-mandated body charged with administering the federally-funded transportation planning activities in a defined area. Each Urbanized Area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish a Metropolitan Planning Organization.

The Auburn-Opelika MPO (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 Opelika, and Lee County.

1.3 – MAP-21 Regulations for the TIP

The FY2016-2019 TIP was developed in accordance with *Moving Ahead for Progress in the 21st Century (MAP-21)*, signed into law in July 2012. MAP-21 re-establishes the metropolitan planning process as a cooperative, continuous, and comprehensive (3-C) framework for making transportation investment decisions in metropolitan areas.

In accordance with MAP-21 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 MAP-21, Section 1201, 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 SAFETEA-LU is carried forward to MAP-21. 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, 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 MAP-21 and as specified in that document, the Metropolitan Planning Organizations (MPO) 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.*

1.5 Planning Emphasis Areas

On March 18, 2015, the Federal Highway Administration (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 the Moving Ahead for Progress in the 21st Century Act (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 Auburn-Opelika MPO 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 Auburn-Opelika MPO 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 Auburn-Opelika MPO 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 Transportation Improvement Program (TIP) and Long Range Transportation Plan (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 Auburn-Opelika MPO'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 Auburn-Opelika MPO 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 FY2012-FY2015 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 12th 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.

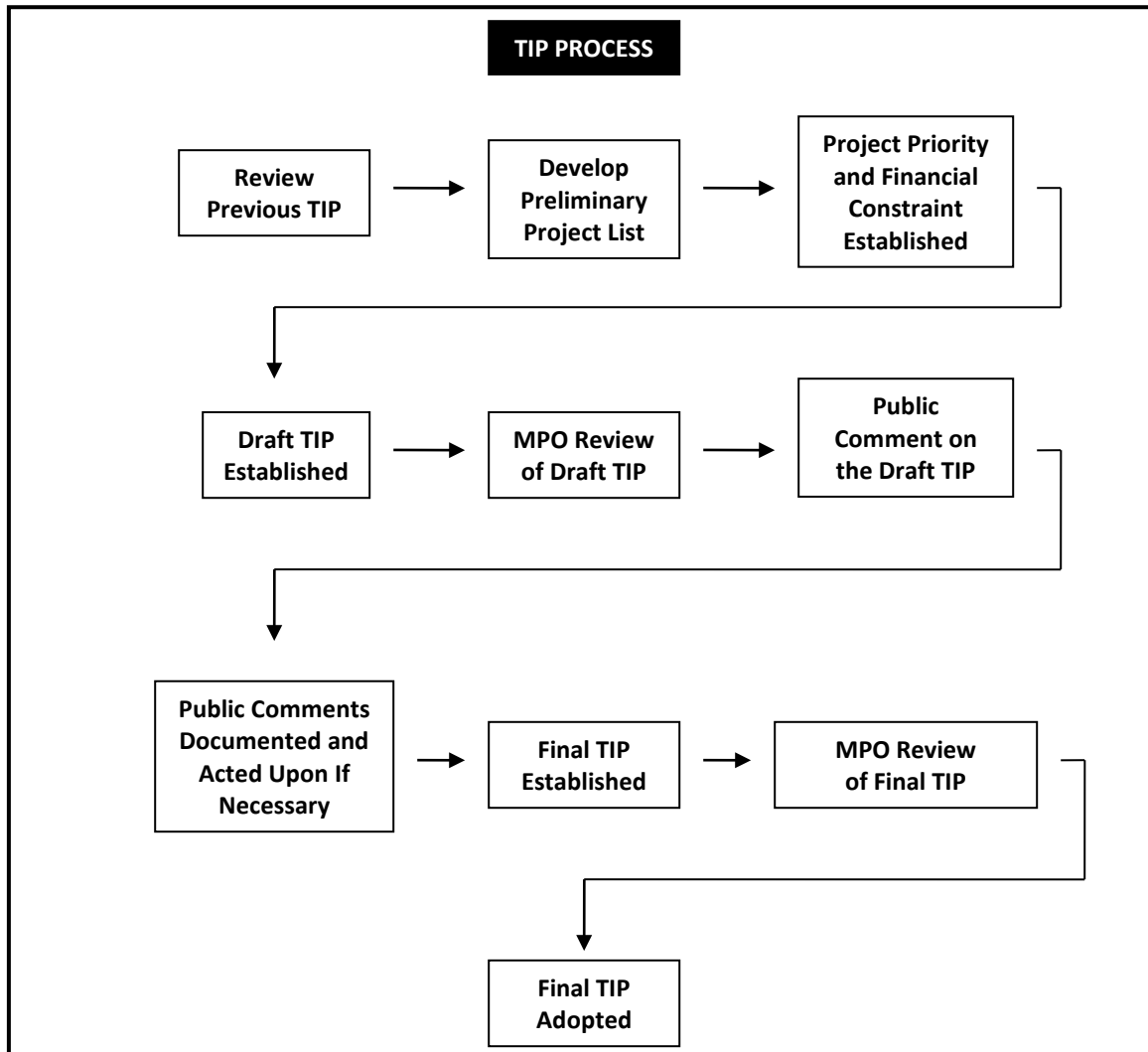
The FHWA letter of June 12th and the March 15, 2010 USDOT mail out, effectively updates agency guidelines and ALDOT accepts this language as the definitive policy to be found in the planning documents, unless and until it is modified by FHWA.

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 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

MAP-21 regulations include a provision for an administrative modification and an amendment (23 CFR 450.104) which includes the following 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:

- 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.

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). It is subject to DOT approval of this procedure by the MPO policy board. Once approved, the MPO may proceed, requiring only signature of the chairperson and attestation.

Amendment means a major 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 that:

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

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.

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 MPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps and plans can be viewed at 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 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 FY2016-2019 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 Lee-Russell Council of Governments (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 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 Auburn-Opelika MPO in 2015. The executed MPO Self-Certification document is located in Appendix 3.6.

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 GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions.

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

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

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

Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-conforming. The 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 Unified Planning Work Program (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 SAFETEA-LU.

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 Auburn-Opelika MPO’s Safety Planning efforts are documented annually in the UPWP. The MPO’s Safety Planning objectives in the FY2016 UPWP are to incorporate transportation safety planning in the local transportation planning process and identifies the following proposed steps:

- Hold any necessary 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.
- Monitor accident data in the MPO Planning Area as well as develop maps and reports detailing the same as needed.

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, Auburn-Opelika Metropolitan Planning Organization does not have any regionally significant projects planned or programmed for the 2016-2019 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.

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

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

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

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 FY2016-2019 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:

\$1,573,180 in fiscal year 2016
\$1,573,180 in fiscal year 2017
\$1,573,180 in fiscal year 2018
\$1,573,180 in fiscal year 2019

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

\$1,965,475 in fiscal year 2016
\$1,965,475 in fiscal year 2017
\$1,966,475 in fiscal year 2018
\$1,966,475 in fiscal year 2019

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governmental bodies. All projects sponsored by the local governments (City of Auburn, City of Opelika, and Lee County) are included in the financial constraint analysis.

In order for projects to be included in a State Transportation Improvement Program (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 - 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:

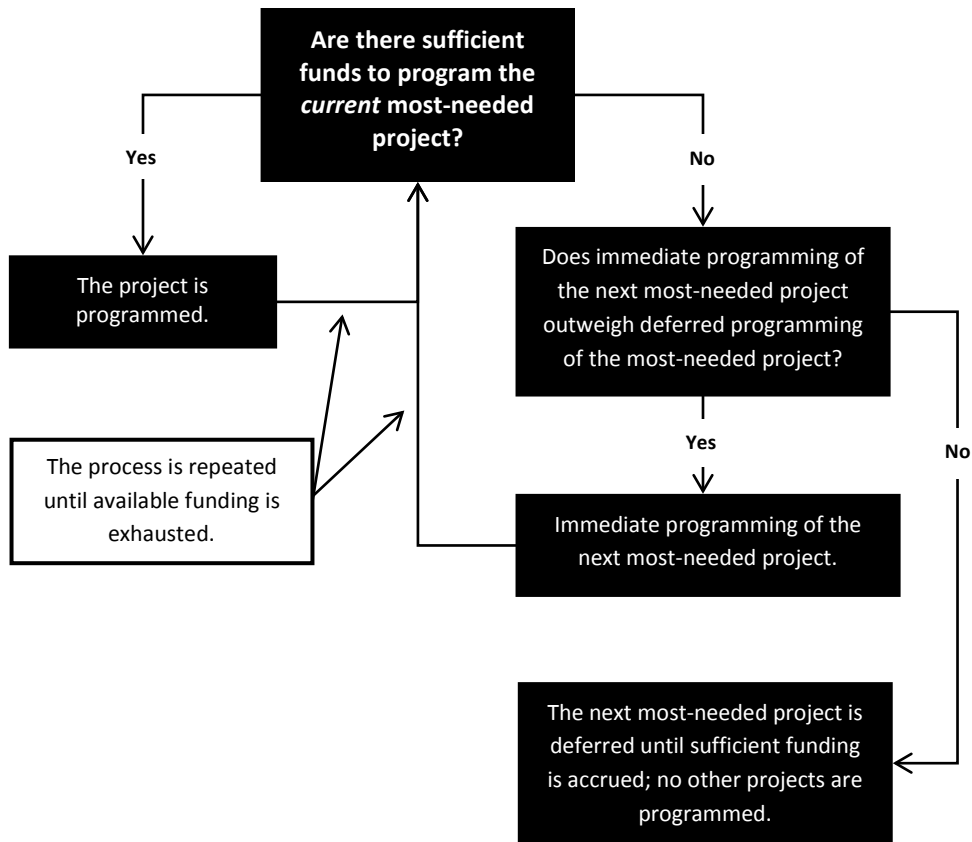
- Providing adequate notice of public participation activities and time for public review and comment at key decision points including, but not limited to, a reasonable opportunity to comment on the proposed transportation plan
- Providing timely notice and reasonable access to information about transportation 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 Federal Highway Administration (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 – 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 FY2016-2019 Transportation Improvement Program.

2.0 – TELUS Projects

2.1 – Web TELUS

ALDOT utilizes the Transportation Economic Land Use System (TELUS) as a medium for information exchange between it and Alabama’s MPOs. TELUS is a fully-functional, integrated, computerized information-management, and decision-support system, designed specifically for metropolitan planning organizations and state departments of transportation. The main purpose of TELUS is to provide user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP), while meeting the planning and programming requirements of MAP-21. ALDOT specifically employs Web TELUS which is a web-based version of its desktop and network-based platforms. Using the Web TELUS platform, MPOs can use web browsers as an interface to available project information. TELUS reports detail project information such as Project Number, Project Description, Project Type, and Project Cost, among other items. (The preceding adopted in part from www.telus-national.org)

2.2 – TELUS Project Descriptions

- 2.4.1 Surface Transportation Attributable Projects – Surface Transportation is a federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. This funding was originally established under TEA-21, reinforced in SAFETEA-LU, and continued in MAP-21. An example would be: projects using funds coded **STPHV** in TELUS indicates *Surface Transportation Urban Area funding for Huntsville, AL*.
- 2.4.2 Other Surface Transportation Program Projects – Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of *Other* Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In TELUS, for example, coding of STPAA indicates *Surface Transportation Program Any Area*.
- 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). 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 highway corridor projects 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.

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 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.
- 2.2.10 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.
- 2.2.11 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.

2.2.12 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).

2.2.14 High Priority and Congressional Earmark Projects – High Priority funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU, and again in MAP-21. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, *Congressional Earmark* designation remains only because some projects under this designation have not been completed.

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 (TELUS)

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).

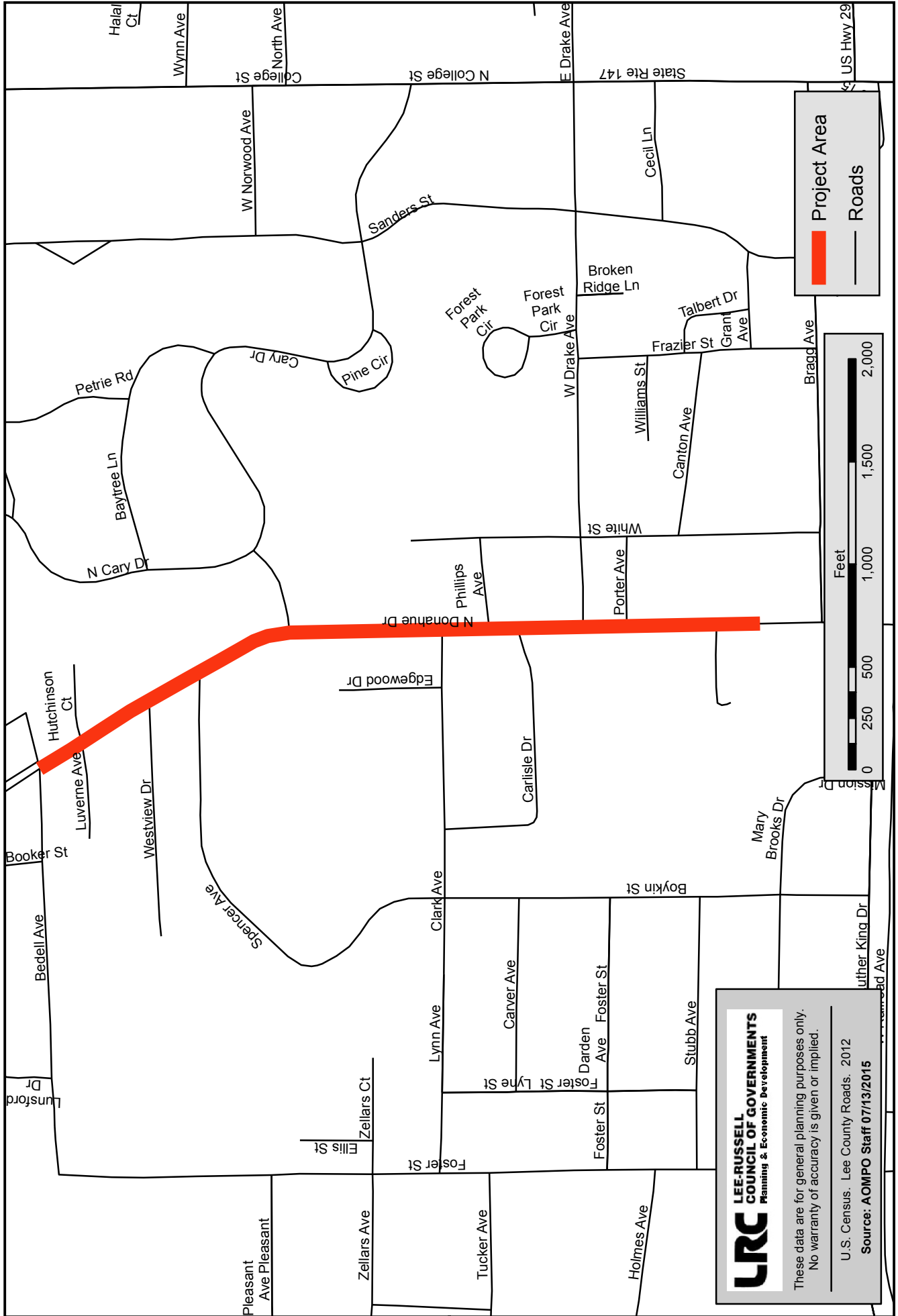
2.4 – Project Listings

2.4.1 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			\$2,201,915 \$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			\$1,245,301 \$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
36298	100059973 STPOA 9059 (601)	RESURFACING CR-82 (DONAHUE DRIVE) FROM CARY DRIVE TO SR-147 (SHUG JORDAN PARKWAY)	0.98	CN	P	RESURFACING	2016	0.000			\$757,692 \$0 \$189,423	\$947,115
36299	100059975 STPOA 4115 ()	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO CRICKET LANE	0.18	CN	P	RESURFACING	2016	0.000			\$113,120 \$0 \$28,280	\$141,400
36300	100059977 STPOA 4115 ()	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAD	0.19	CN	P	RESURFACING	2016	0.000			\$217,150 \$0 \$54,288	\$271,438
37515	100061630 STPOA NR14 ()	SIGNALIZED INTERSECTION COORDINATION VIA CENTRALIZED TRAFFIC CONTROL CENTER IN THE CITY OF AUBURN	0.00	CN	P	SIGNALIZATION	2016	0.000			\$614,484 \$0 \$153,621	\$768,105
Totals By Sponsor							Federal	\$5,877,879			ALL FUNDS	\$7,347,349
Sponsor: LEE COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
38195	100062500 STPOA 4114 ()	WIDEN AND RESURFACE CR-95 FROM SR-147 TO OPELIKA CITY LIMITS	2.84	CN	P	RESURFACING	2016	0.000	EXEMPT		\$565,600 \$0 \$141,400	\$707,000
Totals By Sponsor							Federal	\$565,600			ALL FUNDS	\$707,000

2.4.1.1 -Donahue Drive Turn Lane Addition - Bragg to Bedell

RW Phase Project # 100008577 | UT Phase Project # 100033351 | CN Phase Project # 100008575

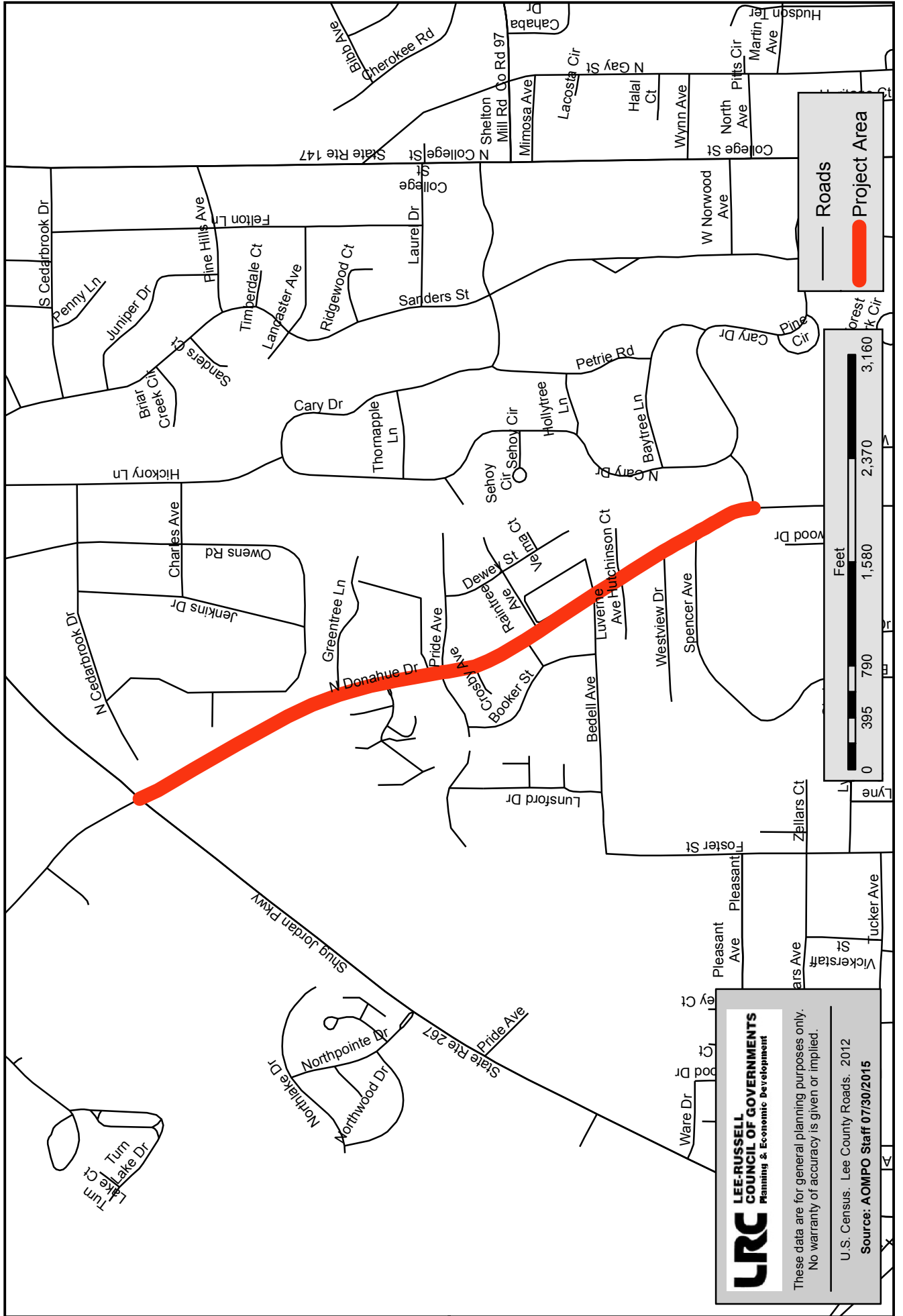


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 No warranty of accuracy is given or implied.

U.S. Census. Lee County Roads. 2012
 Source: AOMPO Staff 07/13/2015

2.4.1.2 - Resurfacing Donahue Drive from Cary Drive to SR-147
CN Phase Project # 100059973

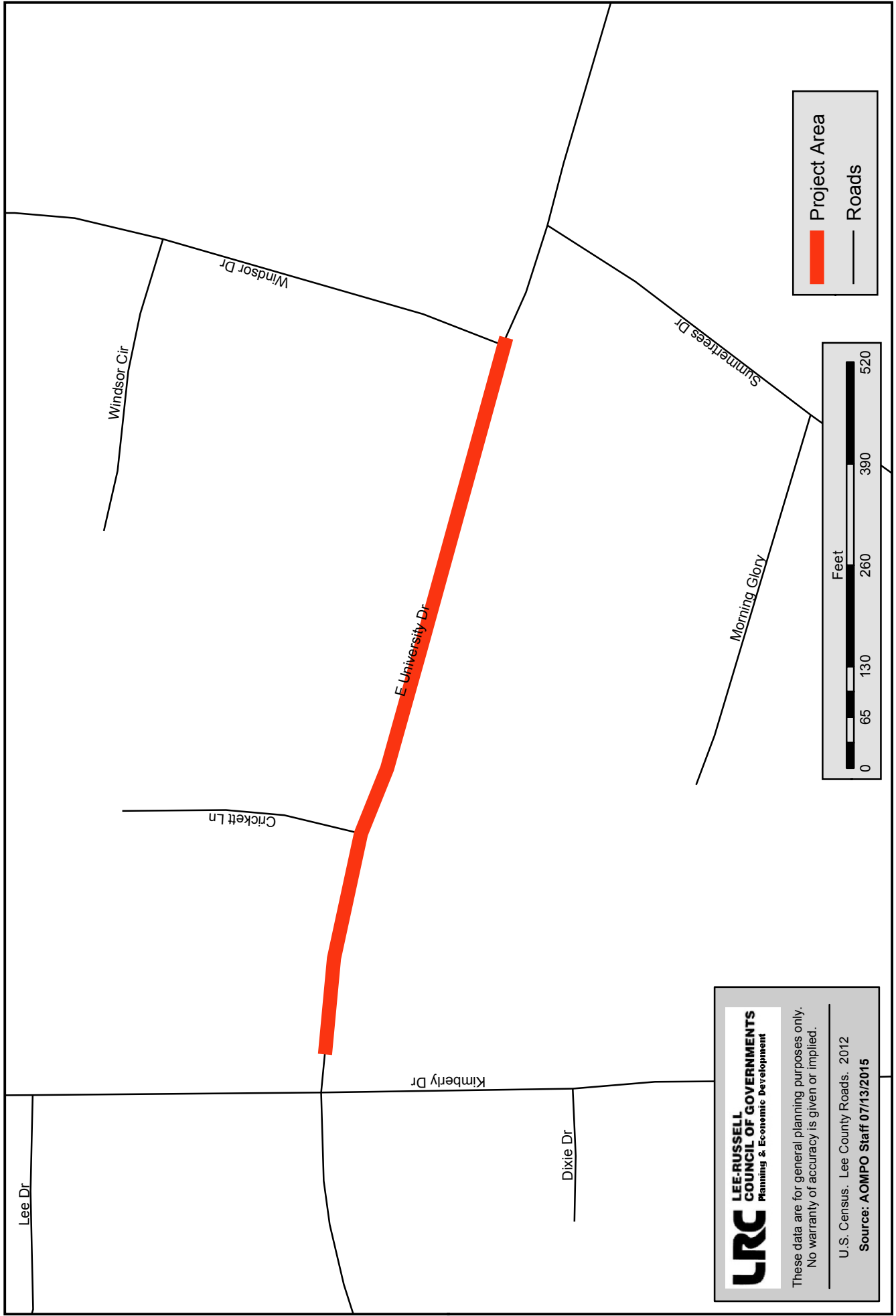


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U.S. Census. Lee County Roads. 2012
 Source: AOMPO Staff 07/30/2015

2.4.1.3 - East University Drive Resurfacing - Windsor to 402 East University Drive
CN Phase Project # 100059975



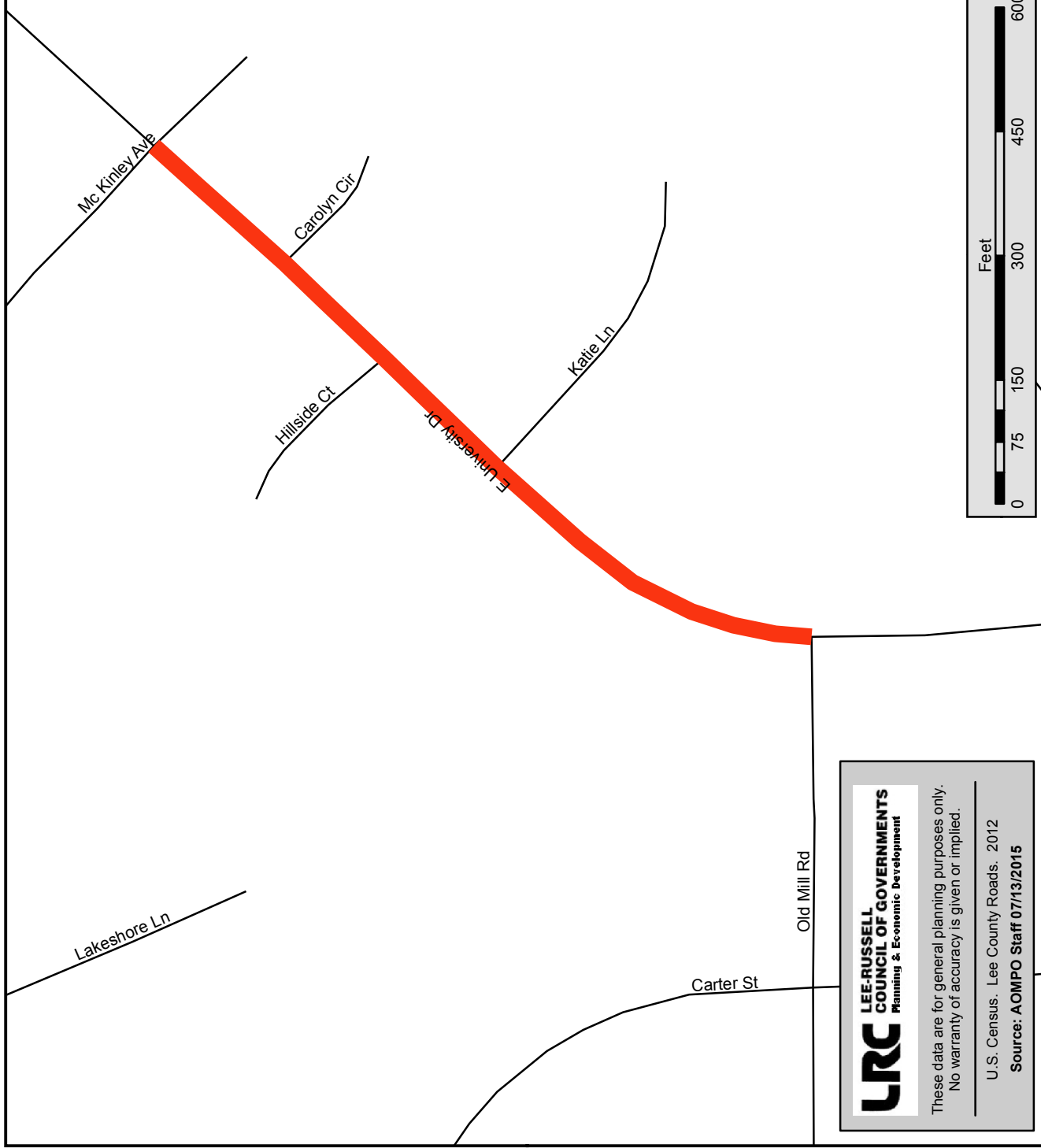
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U.S. Census. Lee County Roads. 2012
 Source: AOMPO Staff 07/13/2015



2.4.1.4 - East University Drive Resurfacing - McKinley to Old Mill Road CN Phase Project # 100059977



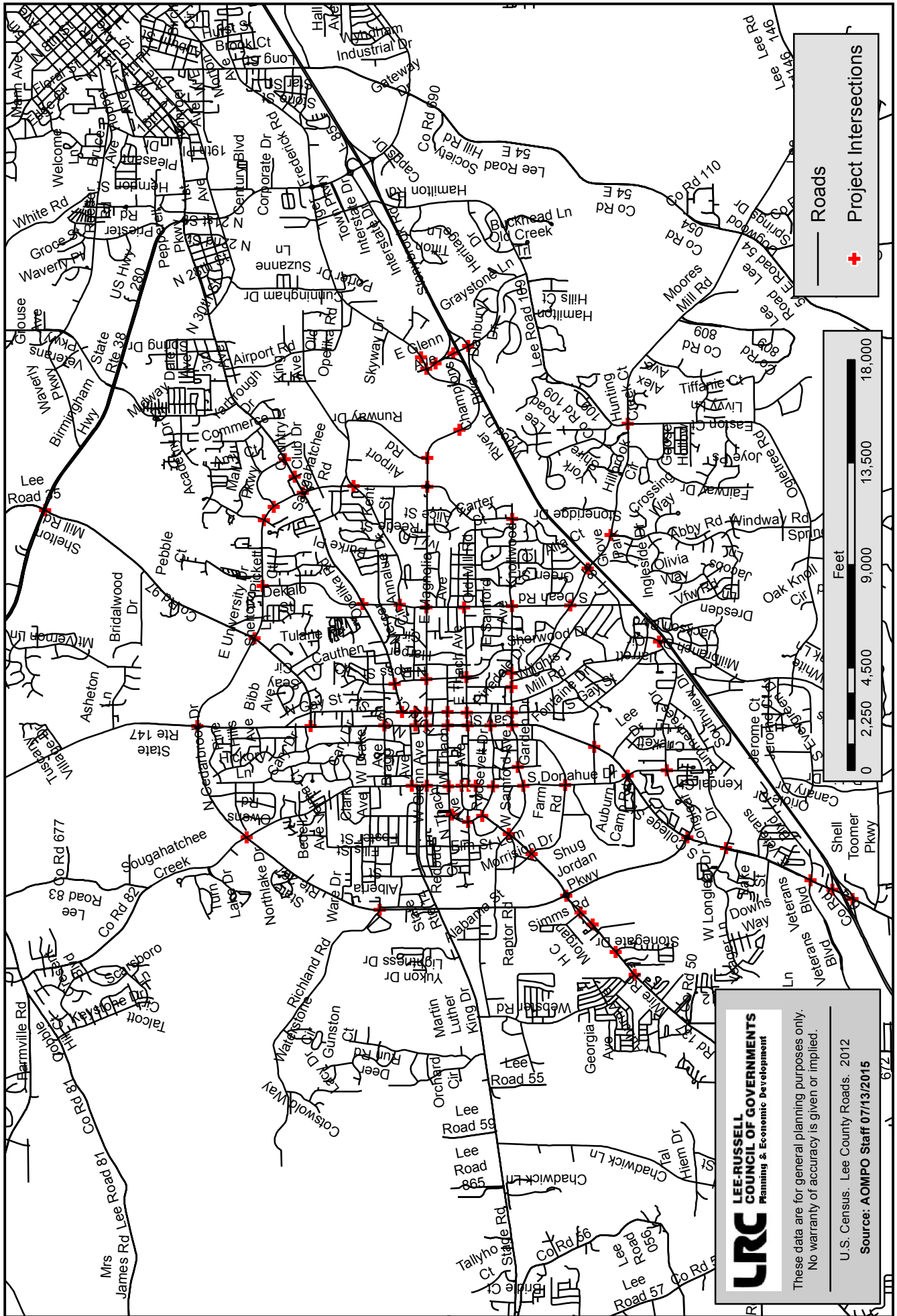
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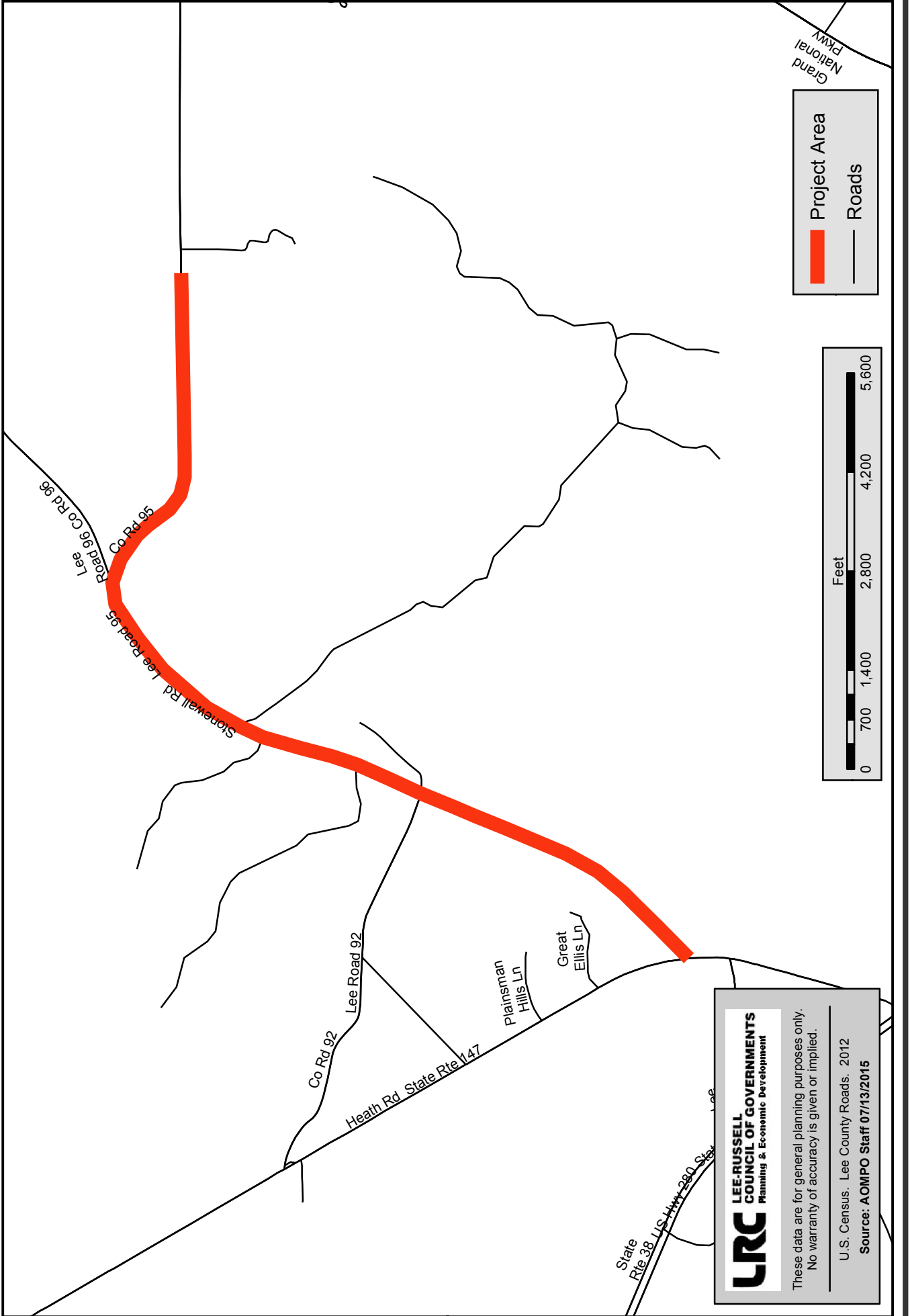
U.S. Census. Lee County Roads. 2012
Source: AOMPO Staff 07/13/2015



2.4.1.5 - Signalized Intersection Coordination CN Phase Project # 100061630



**2.4.1.6 - Lee Road 095 Widen and Resurface
CN Phase Project # 100062500**



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U.S. Census. Lee County Roads. 2012
 Source: AOMPO Staff 07/13/2015

2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
1246	100003743 BRM	REPLACE BRIDGE, BIN 002013, SR-51 OVER ROBINSON CREEK (SUFF=44.1, STATUS=SD)	0.15	CN	P	BRIDGE REPLACEMENT	2018	0.000		NA	\$1,159,724 \$289,931 \$0	\$1,449,655
1246	100003744 BRM	REPLACE BRIDGE, BIN 002013, SR-51 OVER ROBINSON CREEK (SUFF=44.1, STATUS=SD)	0.15	RW	P	BRIDGE REPLACEMENT	2017	0.000		NA	\$5,584 \$1,396 \$0	\$6,980
39139	100052963 STPAA	RESURFACE SR-15 (US-29) FROM I-85 TO CHAMBERS COUNTY LINE	8.50	FM	P	RESURFACING	2017	0.000		NA	\$2,061,073 \$515,268 \$0	\$2,576,341
Totals By Sponsor								\$3,226,381				ALL FUNDS \$4,032,976
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
34944	100061105 ACAA61105 ATRP (015)	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57	0.00	CN	P	INTERCHANGE	2016	0.000		NA	\$1,107,395 \$0 \$276,849	\$1,384,244
34944	100061106 ACAA61106 ATRP (016)	ADDITIONAL LANES ON (CR-40) SOUTH COLLEGE STREET FROM GARDEN DRIVE TO SAMFORD AVENUE AND DRAINAGE IMPROVEMENTS ON SAMFORD AVE AND GAY ST	0.00	CN	P	ADDITIONAL ROADWAY LANES	2016	0.000		NA	\$1,452,809 \$0 \$363,202	\$1,816,012
34944	100061961 ACOA61961 ATRP (016)	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 50	0.00	CN	P	INTERCHANGE	2016	0.000		NA	\$1,107,395 \$0 \$276,849	\$1,384,244
Totals By Sponsor								\$3,667,599				ALL FUNDS \$4,584,499
Sponsor: LEE COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34944	100061138 ACBRZ61138 ATRP (015)	BRIDGE REPLACEMENT OVER CHOCTAFAULA CREEK ON CR-14 BIN # 721	0.00	CN	P	BRIDGE	2016	0.000		NA	\$316,314 \$0 \$79,078	\$395,392
34944	100061978 ACBRZ61978 ATRP (016)	BRIDGE REPLACEMENT OVER CHEWACLA CREEK ON CR-417 BIN # 12521	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000		NA	\$381,951 \$0 \$95,488	\$477,439
Totals By Sponsor								\$698,265				ALL FUNDS \$872,831

2.4.2 Other Surface Transportation Program Projects

Sponsor: OPELIKA													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
34944	100061108 ACBR61108 ATRP (016)	BRIDGE REPLACEMENT ON CUNNINGHAM DRIVE OVER PEPPERELL CREEK BIN # 3400	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000		NA	\$746,796 \$0 \$186,699	\$933,495	
Totals By Sponsor											Federal	\$746,796	ALL Funds \$933,495

2.4.3 National Highway / 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 - BRIDGES BIN 008593 & 008594 OVER CHOCTAFAULA CREEK ; BRIDGES BIN 007262 & BIN 007263 OVER HALAWAKEE CREEK	0.00	CN	P	BRIDGE WIDENING	2019	0.000		NA	\$3,158,236 \$350,915 \$0	\$3,509,151
38056	100061937 IM 1085 ()	RESURFACE I-85 FROM MP 56.720 (JUST SOUTH OF EXIT 57 TO MP 65.271 (NORTH OF EXIT 64)	8.55	CN	P	RESURFACING	2016	0.000	EXEMPT	NA	\$2,954,250 \$328,250 \$0	\$3,282,500
Totals By Sponsor								Federal	\$6,112,486			ALL FUNDS \$6,791,651

2.4.4 Appalachian Highway System Projects

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

2.4.5 Transportation Alternatives

Sponsor: OPELIKA												
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
39875	100064539 TAPAA TA15 (924)	SHARED USE PATH LOCATED ON 1ST AVENUE (FROM SIMMONS STREET TO 10TH STREET) SOUTH RAILROAD (FROM N. 5TH STREET. TO SAMFORD AVENUE.); SAMFORD AVENUE. (FROM SOUTH RAILROAD TO END) IN THE CITY OF OPELIKA.	0.00	CN	P	SIDEWALK	2017	0.000	EXEMPT		\$153,558 \$0 \$38,390	\$191,948
Totals By Sponsor									Federal	\$153,558	ALL FUNDS \$191,948	

2.4.6 Bridge Projects (State and Federal)

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.7 State Funded Projects

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

2.4.8 Enhancement Projects

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

2.4.9 Transit Projects

Sponsor: LEE-RUSSELL COG												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	STS	SCP	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39256	100063793 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA OPERATING FY 2016	0.00	TR	P	2016	0.000	EXEMPT	NA	\$475,000 \$0 \$475,000	\$950,000	
	TR16 ()											
39263	100063806 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA PREVENTIVE MAINTENANCE FY 2016	0.00	TR	P	2016	0.000	EXEMPT	NA	\$246,866 \$0 \$61,716	\$308,582	
	TR16 ()											
39363	100063907 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA OPERATING FY 2017	0.00	TR	P	2017	0.000	EXEMPT	NA	\$475,000 \$0 \$475,000	\$950,000	
	TR17 ()											
39364	100063908 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA OPERATING FY 2018	0.00	TR	P	2018	0.000	EXEMPT	NA	\$475,000 \$0 \$475,000	\$950,000	
	TR18 ()											
39365	100063909 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA OPERATING FY 2019	0.00	TR	P	2019	0.000	EXEMPT	NA	\$475,000 \$0 \$475,000	\$950,000	
	TR19 ()											
39366	100063910 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA PREVENTIVE MAINTENANCE FY 2017	0.00	TR	P	2017	0.000	EXEMPT	NA	\$240,000 \$0 \$60,000	\$300,000	
	TR17 ()											
39367	100063911 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA PREVENTIVE MAINTENANCE FY 2018	0.00	TR	P	2018	0.000	EXEMPT	NA	\$240,000 \$0 \$60,000	\$300,000	
	TR18 ()											
39368	100063912 FTA9	SECTION 5307 TRANSIT AUBURN/OPELIKA PREVENTIVE MAINTENANCE FY 2019	0.00	TR	P	2019	0.000	EXEMPT	NA	\$240,000 \$0 \$60,000	\$300,000	
	TR19 ()											
39271	100063815 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	2016	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000	
	TR16 ()											
39278	100063822 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL SUPPORT EQUIP/FACILITIES FY 2016	0.00	TR	P	2016	0.000	EXEMPT	NA	\$40,000 \$0 \$10,000	\$50,000	
	TR16 ()											
39369	100063913 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL BUSES ROLLING STOCK FY 2017	0.00	TR	P	2019	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000	
	TR17 ()											
39370	100063914 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	2018	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000	
	TR18 ()											
39371	100063915 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL BUSES ROLLING STOCK FY 2019	0.00	TR	P	2019	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000	
	TR19 ()											
39372	100063916 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	2017	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000	
	TR17 ()											
39373	100063917 FTA9C	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	2018	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000	
	TR18 ()											

2.4.9 Transit Projects

39374	100063918 FTA9C TR19 ()	SECTION 5307 TRANSIT AUBURN/PELIKA CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT NA	\$4,000 \$0 \$1,000	\$5,000
39308	100063852 RPTO TR16 ()	SECTION 5311 TRANSIT LEE-RUSSELL OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT NA	\$65,420 \$0 \$65,420	\$130,840
39309	100063853 RPTO TR16 ()	SECTION 5311 TRANSIT LEE-RUSSELL COG ADMINISTRATION FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT NA	\$103,690 \$0 \$25,923	\$129,613
39557	100064107 RPTO TR17 ()	SECTION 5311 TRANSIT LEE-RUSSELL OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT NA	\$66,000 \$0 \$66,000	\$132,000
39558	100064108 RPTO TR18 ()	SECTION 5311 TRANSIT LEE-RUSSELL OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT NA	\$66,000 \$0 \$66,000	\$132,000
39559	100064109 RPTO TR19 ()	SECTION 5311 TRANSIT LEE-RUSSELL OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT NA	\$66,000 \$0 \$66,000	\$132,000
39560	100064110 RPTO TR17 ()	SECTION 5311 TRANSIT LEE-RUSSELL ADMINISTRATION FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT NA	\$104,000 \$0 \$26,000	\$130,000
39561	100064111 RPTO TR18 ()	SECTION 5311 TRANSIT LEE-RUSSELL ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT NA	\$104,000 \$0 \$26,000	\$130,000
39562	100064112 RPTO TR19 ()	SECTION 5311 TRANSIT LEE-RUSSELL ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT NA	\$104,000 \$0 \$26,000	\$130,000
39310	100063854 RPTOC TR16 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT NA	\$95,416 \$0 \$23,854	\$119,270
39311	100063855 RPTOC TR16 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL SUPPORT EQUIP/FAC FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT NA	\$40,000 \$0 \$10,000	\$50,000
39563	100064113 RPTOC TR17 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL BUSES ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT NA	\$104,000 \$0 \$26,000	\$130,000
39564	100064114 RPTOC TR18 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT NA	\$104,000 \$0 \$26,000	\$130,000
39565	100064115 RPTOC TR19 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL BUSES ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT NA	\$104,000 \$0 \$26,000	\$130,000
39566	100064116 RPTOC TR17 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT NA	\$8,000 \$0 \$2,000	\$10,000
39567	100064117 RPTOC TR18 ()	SECTION 5311 TRANSIT LEE-RUSSELL CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT NA	\$8,000 \$0 \$2,000	\$10,000

2.4.9 Transit Projects

39568	100064118	SECTION 5311 TRANSIT LEE-RUSSELL COG	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT NA	\$8,000	\$10,000
	RPTOC	CAPITAL SUPPORT EQUIP/FAC FY 2019								\$0	
	TR19 ()									\$2,000	
Totals By Sponsor							Federal	\$4,485,392			ALL Funds \$7,229,305

2.4.10 System Maintenance Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.11 Safety Projects

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

2.4.12 Other Federal and State Aid Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

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

2.4.15 – Authorized Projects

2.4.15.1 Authorized Surface Transportation Attributable Projects

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	
36296	100059969	RESURFACING AND TRAFFIC SIGNAL REPLACEMENT ON WOODFIELD DRIVE FROM SOUTH GAY STREET TO CR-40 (SOUTH COLLEGE STREET)	0.37	CN	A	RESURFACING	2015	0.000			\$271,895 \$67,974 \$0	\$339,868	
36297	100059970	RESURFACING SOUTH GAY STREET FROM REESE AVENUE TO WOODFIELD AVENUE	0.52	PE	A	RESURFACING	2015	0.000			\$4,000 \$0 \$1,000	\$5,000	
36297	100059971	RESURFACING SOUTH GAY STREET FROM WOODFIELD DRIVE TO REESE AVENUE	0.52	CN	A	RESURFACING	2015	0.000			\$193,396 \$48,349 \$0	\$241,745	
36299	100059974	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO CRICKET LANE	0.18	PE	A	RESURFACING	2015	0.000			\$4,000 \$0 \$1,000	\$5,000	
36300	100059976	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAD	0.19	PE	A	RESURFACING	2015	0.000			\$4,000 \$0 \$1,000	\$5,000	
Totals By Sponsor							Federal	\$477,291			ALL FUNDS	\$596,613	

2.4.15.2 Other Surface Transportation Program 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
34944	100058414 ACOA58414 ATRP (005)	INTERSECTION IMPROVEMENTS ON SR-147 (SOUTH COLLEGE STREET) AND LONGLEAF DRIVE IN THE CITY OF AUBURN	0.06	CN	A	INTERSECTION IMPROVEMENTS	2015	0.000		NA	\$0 \$0 \$0	\$0
34944	100059566 ACOA59566 ATRP (006)	INTERSECTION IMPROVEMENTS AT OPELIKA ROAD (CR-48) & EAST UNIVERSITY DRIVE (CR-706)	0.00	CN	A	INTERSECTION IMPROVEMENTS	2015	0.000		NA	\$0 \$0 \$0	\$0
34944	100058414 ACOA58414 ATRP (005)	INTERSECTION IMPROVEMENTS ON SR-147 (SOUTH COLLEGE STREET) AND LONGLEAF DRIVE IN THE CITY OF AUBURN	0.06	CN	A	INTERSECTION IMPROVEMENTS	2015	0.000		NA	\$598,711 \$0 \$235,673	\$834,384
34944	100059566 ACOA59566 ATRP (006)	INTERSECTION IMPROVEMENTS AT OPELIKA ROAD (CR-48) & EAST UNIVERSITY DRIVE (CR-706)	0.00	CN	A	INTERSECTION IMPROVEMENTS	2015	0.000		NA	\$1,060,691 \$0 \$346,422	\$1,407,113
Totals By Sponsor							Federal	\$1,659,402			ALL FUNDS	\$2,241,496
Sponsor: CONSERVATION DEPARTMENT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34944	100061107 ACAA61107 ATRP (016)	RESURFACE (CR-108) SHELL TOOMER PARKWAY FROM SR-147 TO (CR-707) WRIGHTS MILL ROAD AT CHEWACLA STATE PARK	0.00	CN	A	RESURFACING	2015	0.000		NA	\$0 \$0 \$0	\$0
34944	100061107 ACAA61107 ATRP (016)	RESURFACE (CR-108) SHELL TOOMER PARKWAY FROM SR-147 TO (CR-707) WRIGHTS MILL ROAD AT CHEWACLA STATE PARK	0.00	CN	A	RESURFACING	2015	0.000		NA	\$255,693 \$250,777 \$0	\$506,470
Totals By Sponsor							Federal	\$255,693			ALL FUNDS	\$506,470
Sponsor: LEE COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34944	100061143 ACBR61143 ATRP (008)	BRIDGE REPLACEMENT CR-10 OVER CHEWACLA CREEK ON BIN # 5202	0.00	CN	A	BRIDGE	2015	0.000		NA	\$0 \$0 \$0	\$0
34944	100061129 ACNU61129 ATRP (012)	WIDEN AND RESURFACE CR-54 FROM MACON COUNTY LINE TO CR-146	5.61	CN	A	WIDENING AND RESURFACING (RDWY)	2015	0.000		NA	\$1,648,935 \$412,234 \$0	\$2,061,168

2.4.15.2 Other Surface Transportation Program Projects

34944	100061143 ACBR61143 ATRP (008)	BRIDGE REPLACEMENT CR-10 OVER CHEWACLA CREEK ON BIN # 5202	0.00	CN	A	BRIDGE	2015	0.000	NA	\$689,640 \$0 \$172,410	\$862,050	
34944	100061973 ACBRZ61973 ATRP (016)	BRIDGE REPLACEMENT OVER WEBB CREEK ON CR-188 BIN # 6946	0.00	CN	A	BRIDGE REHABILITATION	2015	0.000	NA	\$300,468 \$1,655 \$73,462	\$375,585	
Totals By Sponsor							Federal				\$2,639,043	ALL Funds \$3,298,803

2.4.15.3 Authorized NHS / Interstate Maintenance / NHS Bridge Projects

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
38056	100062297 IM 1085 (347)	RESURFACING I-85 FROM MP 56.720 (JUST SOUTH OF EXIT 57) TO MP 65.271 (JUST NORTH OF EXIT 64)	8.55	PE	A	PRELIMINARY DESIGN PE	2015	0.000	EXEMPT		\$187,200 \$20,800 \$0	\$208,000
1457	100060251 IM 1085 (346)	PARTIAL INTERCHANGE LIGHTING ON I-85 @ SR-51 (EXIT 60), I-85 @ US-280 (EXIT 62) & I-85 @ ANDREWS ROAD, (EXIT 66)	0.00	PE	A	LIGHTING	2015	0.000	EXEMPT		\$140,400 \$15,600 \$0	\$156,000
37258	100061254 IM- HSIP 1085 (344)	INTERSTATE MEDIAN BARRIER ON I-85 FROM EXIT 50 (COX RD) TO THE GEORGIA STATE LINE	30.30	CN	A	GUARDRAIL	2015	0.000			\$1,589,544 \$176,616 \$0	\$1,766,160
37258	100061254 IM- HSIP 1085 (344)	INTERSTATE MEDIAN BARRIER ON I-85 FROM EXIT 50 (COX RD) TO THE GEORGIA STATE LINE	30.30	CN	A	GUARDRAIL	2015	0.000			\$0 \$0 \$0	\$0
Totals By Sponsor							Federal	\$1,917,144			ALL FUNDS	\$2,130,160
Sponsor: NEW PROJECT												
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
38237	100062381 NH 0147 (502)	RESURFACE SR-147 FROM JCT. I-85 TO JUST SOUTH OF SR-267	1.05	FM	A	RESURFACING	2015	0.000	EXEMPT		\$661,993 \$165,498 \$0	\$827,491
Totals By Sponsor							Federal	\$661,993			ALL FUNDS	\$827,491

2.4.15.4 Authorized Appalachian Highway System Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.15.5 Authorized Transportation Alternatives

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

2.4.15.6 Authorized Bridge Projects (State and Federal)

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

2.4.15.7 State Funded Projects

Sponsor: NEW PROJECT												
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
38542	100062859 IAR-041-000-016	INDUSTRIAL ACCESS ROAD IMPROVEMENTS ON NORTH PARK DRIVE AND TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF ANDREWS ROAD TO BENEFIT PROJECT SEAL	0.80	CN	A	GRADE, DRAIN, BASE AND PAVE	2015	0.000	EXEMPT		\$0 \$944,100 \$0	\$944,100
39906	100064575 IAR-041-000-017	INSTALL A TRAFFIC SIGNAL AT AN INTERSECTION OF THE ACCESS ROAD (JETER AVENUE) TO SR-1 (US-431/FOX RUN PARKWAY) TO BENEFIT BAXTER INTERNATIONAL IN THE CITY OF OPELIKA ALABAMA	0.00	CN	A	SIGNALIZATION	2015	0.000	EXEMPT		\$0 \$110,000 \$0	\$110,000
39224	100063759 ST-041-999-010	TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF SR-1 (US-431) (FOX RUN PARKWAY) AND JETER AVENUE	0.00	CN	A	SIGNALIZATION	2015	0.000	EXEMPT		\$0 \$110,000 \$0	\$110,000
Totals By Sponsor											Federal	ALL Funds \$1,164,100
											\$0	

2.4.15.8 Authorized Enhancement Projects

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

2.4.15.9 Authorized Transit Projects

Sponsor: LEE-RUSSELL COG												
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
34055	100057094 FTA9	SECTION 5307 TRANSIT, AUBURN/OPELIKA (LEE -RUSSELL COUNCIL OF GOV) OPERATING ASSISTANCE FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$211,228 \$0 \$0	\$211,228
34056	100057095 FTA9	SECTION 5307 TRANSIT, AUBURN/OPELIKA (LEE -RUSSELL COUNCIL OF GOV) PREVENTIVE MAINTENANCE FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$264,000 \$0 \$0	\$264,000
Totals By Sponsor						Federal		\$475,228			ALL FUNDS	\$475,228
Sponsor: NEW PROJECT												
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
38887	100063268 FTA9C TR14 ()	SECTION 5307 TRANSIT LEE RUSSELL (AUBURN-OPELIKA) CAPITAL ROLLING STOCK (1CCB)	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$92,941 \$0 \$23,236	\$116,177
38913	100063296 JARC TR15 ()	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS OPERATING URBAN DHR FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$45,000 \$0 \$17,693	\$62,693
38915	100063298 JARC TR15 ()	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS OPERATING URBAN OTHER FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$50,000 \$0 \$0	\$50,000
38916	100063299 JARC TR15 ()	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS OPERATING RURAL DHR FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$50,000 \$0 \$11,525	\$61,525
38917	100063300 JARC TR15 ()	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS OPERATING RURAL OTHER FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$10,000 \$0 \$0	\$10,000
38914	100063297 JARCC TR15 ()	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS MOBILITY MGMT URBAN FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$51,700 \$0 \$0	\$51,700
38918	100063301 JARCC TR15 ()	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS MOBILITY MGMT RURAL FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$17,220 \$0 \$0	\$17,220
38974	100063372 NFIGC TR15 ()	SECTION 5317 NEW FREEDOM KID ONE TRANSPORT BUS SUPPORT EQUIP URBAN FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$790 \$0 \$0	\$790
38968	100063366 NFIGR TR15 ()	SECTION 5317 NEW FREEDOM KID ONE TRANSPORT OPERATING URBAN FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$34,886 \$0 \$0	\$34,886
39173	100063664 UMTAC TR15 ()	SECTION 5310 LEE RUSSELL COUNCIL OF GOVTS. PURCHASED TRANSPORTATION	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$60,000 \$0 \$0	\$60,000
Totals By Sponsor						Federal		\$412,537			ALL FUNDS	\$464,990

2.4.15.10 Authorized System Maintenance Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.15.11 Safety 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
37258	100061254 IM- HSIP 1085 (344)	INTERSTATE MEDIAN BARRIER ON I-85 FROM EXIT 50 (COX RD) TO THE GEORGIA STATE LINE	30.30	CN	A	GUARDRAIL	2015	0.000			\$782,910 \$86,990 \$0	\$869,900
37258	100061254 IM- HSIP 1085 (344)	INTERSTATE MEDIAN BARRIER ON I-85 FROM EXIT 50 (COX RD) TO THE GEORGIA STATE LINE	30.30	CN	A	GUARDRAIL	2015	0.000			\$0 \$0 \$0	\$0
Totals By Sponsor									Federal	\$782,910	ALL FUNDS	\$869,900

2.4.15.12 Authorized Other Federal and State Aid Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.15.13 Authorized Congestion Mitigation and Air Quality Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.15.14 Authorized High Priority and Congressional Earmark Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

3.0 - Appendices

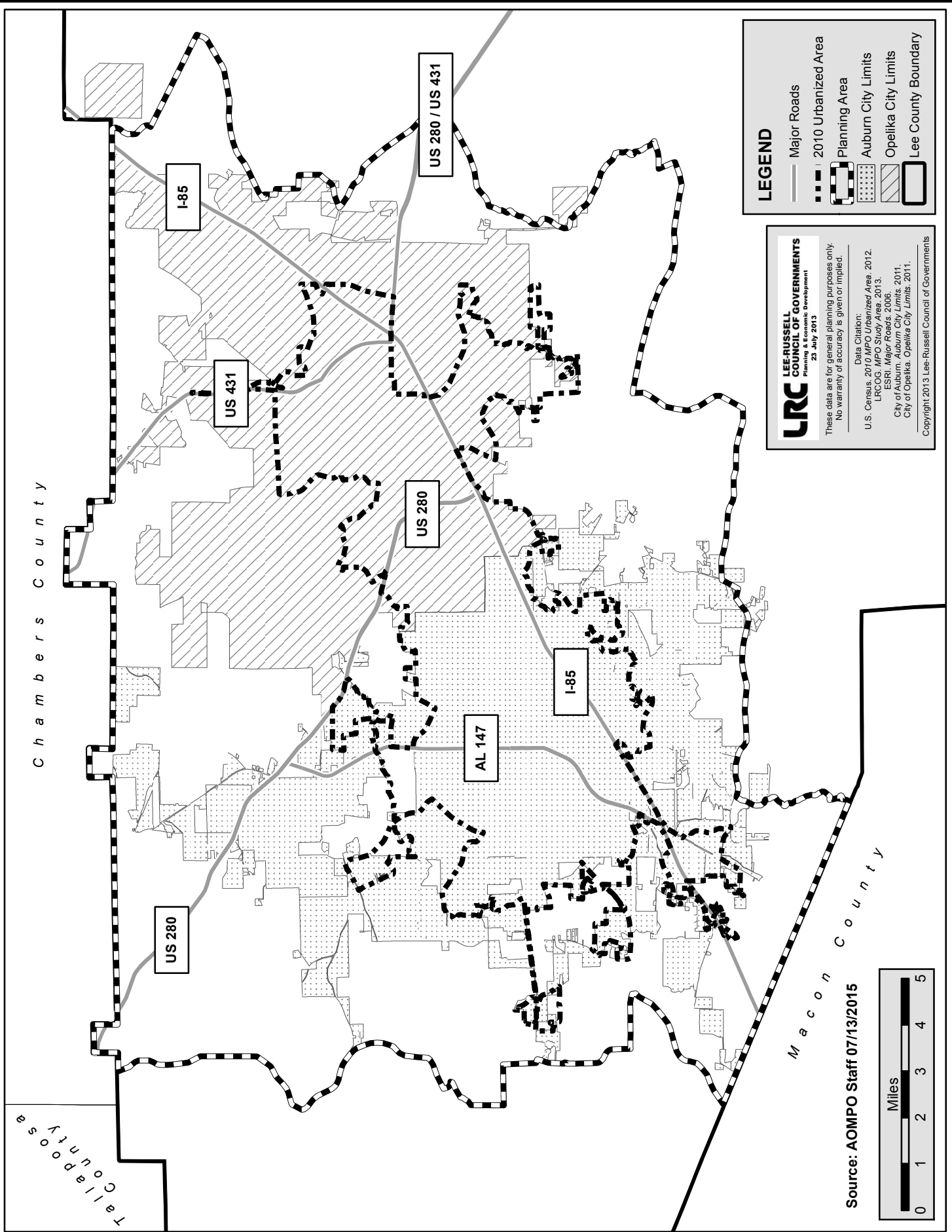
Abbreviation or Acronym	Corresponding Term
504	Section 504 of Rehabilitation Act of 1973
ACAP	Advance Construction Appalachian Development
ACBR	Advance Construction Bridge
ACNH	Advance Construction National Highway System
ADHS	Appalachian Development Highway System
ADA	Americans with Disabilities Act
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

Abbreviation or Acronym	Corresponding Term
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

Abbreviation or Acronym	Corresponding Term
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 & Metropolitan Planning Area Map

3.2 - Auburn-Opelika MPO - Urbanized Area and Planning Area



LEGEND

- Major Roads
- 2010 Urbanized Area
- Planning Area
- Auburn City Limits
- Opelika City Limits
- Lee County Boundary

LRC
LEE-RUSSELL COUNCIL OF GOVERNMENTS
 Planning & Development
 23 July 2013

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

Data Citation:
 U.S. Census, 2010 MPO Urbanized Area, 2012.
 LRCSOG, MPO Study Area, 2013.
 ESRI, Major Roads, 2006.
 City of Auburn, Auburn City Limits, 2011.
 City of Opelika, Opelika City Limits, 2011.
 Copyright 2013 Lee-Russell Council of Governments

Source: AOMPO Staff 07/13/2015

Miles
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3.3 – Financial Documentation

**AUBURN-OPELIKA METROPOLITAN PLANNING ORGANIZATION
FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM
3.3.1 - FINANCIALLY-CONSTRAINED SPREADSHEET OF LOCALLY-SPONSORED PROJECTS**

Project	Description	Scope	Project Number	2016		2017		2018		2019		
				Total	Federal	Total	Federal	Total	Federal	Total	Federal	
	East University Drive Resurfacing - Windsor 402 EUD	CN	10059975	\$141,400	\$113,120	\$28,280						
	East University Drive Resurfacing - McKinley Old Mill	CN	10059977	\$271,438	\$217,150	\$54,288						
	Traffic Signal Coordination and Monitoring	CN	100061630	\$768,105	\$614,484	\$153,621						
	Widen and Resurface Lee Road 095 From SR-147 to Opelika City Limits	CN	10062500	\$707,000	\$565,600	\$141,400						
	Donahue Dr Fr N of Bragg Avenue to Bedell Avenue	RW	100008577			\$311,325						
		UT	100033351			\$507,055						
		CN	100008575					\$2,752,394	\$2,201,915	\$550,479		
	Corridor 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	PE	100043913	\$276,451	\$221,161	\$55,290						
	Donahue Dr fr Cary Drive to SR-147 (Shug Jordan Parkway)	CN	100059973	\$947,115	\$757,692	\$189,423						
Totals				Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
	Prior FY Carryover			\$3,493,355	\$3,493,355	\$0	\$2,577,328	\$2,577,328	\$0	\$1,769,417	\$1,769,417	\$0
	FY Apportionment			\$1,573,180	\$1,573,180	\$0	\$1,573,180	\$1,573,180	\$0	\$1,573,180	\$1,573,180	\$0
	FY Special Allocation			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Funds			\$5,066,535	\$5,066,535	\$0	\$4,150,508	\$4,150,508	\$0	\$3,342,597	\$3,342,597	\$0
	Authorized Projects			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Planned Projects			\$3,111,509	\$2,489,207	\$622,302	\$2,190,445	\$1,752,356	\$438,089	\$2,752,394	\$2,201,915	\$550,479
	Total Project Funds			\$2,489,207	\$2,489,207	\$0	\$1,752,356	\$1,752,356	\$0	\$2,201,915	\$2,201,915	\$0
	Unobligated Balance			\$0	\$5,066,535	\$0	\$0	\$4,150,508	\$0	\$0	\$3,971,332	\$0
	Remaining Balance			\$2,577,328	\$2,577,328	\$0	\$2,398,152	\$2,398,152	\$0	\$1,769,417	\$1,769,417	\$0

3.3.2 - ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan Auburn-Opelika Metropolitan Planning Organization (AOMPO)

	2016	2017	2018	2019
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$3,493,355	\$2,577,328	\$2,398,152	\$1,854,138
Apportionment (Federal Funds Only)	\$1,573,180	\$1,573,180	\$1,573,180	\$1,573,180
Funds Available to the MPO for Programming (Federal Funds Only)	\$5,066,535	\$4,150,508	\$3,971,332	\$3,427,318
Estimated Cost of Planned Projects (Federal Funds Only)	\$2,489,207	\$1,752,356	\$2,201,915	\$0
Balance Forward (Federal Funds Only)	\$2,577,328	\$2,398,152	\$1,769,417	\$3,427,318

Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$111,298,342	\$111,298,342	\$111,298,342	\$111,298,342
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$6,397,697	\$2,576,341	\$1,499,655	\$1,499,655
Percentage Programmed in the MPO Area (Federal Funds Only)	6%	2%	1%	1%

National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$425,075,248	\$425,075,248	\$425,075,248	\$425,075,248
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$14,705,600	\$0	\$0	\$3,509,151
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	0%	0%	1%

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

Transportation Alternatives Program (TAP) (formerly TE)				
Projects in this category are funded through annual grant applications and will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,278,816	\$15,278,816	\$15,278,816	\$15,278,816
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$191,948	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	1%	0%	0%

Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,868,305	\$1,657,000	\$1,787,000	\$1,787,000
Percentage Programmed in the MPO Area (Federal Funds Only)	6%	5%	6%	6%

System Maintenance Projects				
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%

3.3.2 - ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan Auburn-Opelika Metropolitan Planning Organization (AOMPO)

	2016	2017	2018	2019
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$64,958,603	\$64,958,603	\$64,958,603	\$64,958,603
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$20,051,181	\$20,051,181	\$20,051,181	\$20,051,181
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$10,902,559	\$10,902,559	\$10,902,559	\$10,902,559
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0
High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)				
This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming Statewide (Federal Funds Only)	\$33,501,939	\$33,501,939	\$33,501,939	\$33,501,939
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

8/12/2015

URBAN AREA	AUBURN-OPELIKA	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100059969		RESURFACING AND TRAFFIC SIGNAL REPLACEMENT ON WOODFIELD DRIVE FROM SOUTH GAY	CN	\$271,895	07/31/2015	Authorized	6/18/2015
100059970		RESURFACING SOUTH GAY STREET FROM REESE AVENUE TO WOODFIELD AVENUE	PE	\$4,000	02/01/2015	Authorized	1/15/2015
100059971		RESURFACING SOUTH GAY STREET FROM WOODFIELD DRIVE TO REESE AVENUE	CN	\$193,396	07/31/2015	Authorized	6/10/2015
100059974		RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO CR	PE	\$4,000	02/01/2015	Authorized	1/15/2015
100059976		RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAD	PE	\$4,000	02/01/2015	Authorized	1/15/2015
100062499		WIDEN AND RESURFACE CR-95 FROM SR-147 TO OPELIKA CITY LIMITS	PE	\$4,160	09/01/2015	Planned	

TOTALS FOR FISCAL YEAR 2015

Prior FY Carryover	\$2,401,626
FY Apportionment	\$1,573,180
FY Special Allocation	\$0
Total Funds	\$3,974,806

Unobligated Balance	\$3,497,515
Remaining Balance	\$3,493,355

100043913		FEASIBILITY STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-28 (BE	SP	\$221,161	09/01/2016	Planned	
100059973		RESURFACING CR-127 (WINDSOR DRIVE) FROM CENTRALIZED TRAFFIC CONTROL CENTER IN	CN	\$757,692	12/04/2015	Planned	
100059975		RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO CR	CN	\$113,120	02/26/2016	Planned	
100059977		RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAD	CN	\$217,150	02/26/2016	Planned	
100061630		SIGNALIZED INTERSECTION COORDINATION VIA CENTRALIZED TRAFFIC CONTROL CENTER IN	CN	\$614,484	01/29/2016	Planned	
100062500		WIDEN AND RESURFACE CR-95 FROM SR-147 TO OPELIKA CITY LIMITS	CN	\$565,600	06/24/2016	Planned	

TOTALS FOR FISCAL YEAR 2016

Prior FY Carryover	\$3,493,355
FY Apportionment	\$1,573,180
FY Special Allocation	\$0
Total Funds	\$5,066,535

Unobligated Balance	\$5,066,535
Remaining Balance	\$2,577,328

100008577		DONAHUE DR FRN OF BRAGG AV TO BEDELL AVE	RW	\$1,245,301	10/01/2016	Planned	
100033351		DONAHUE DR FRN OF BRAGG AV TO BEDELL AVE	UT	\$507,055	04/01/2017	Planned	

TOTALS FOR FISCAL YEAR 2017

Prior FY Carryover	\$2,577,328
FY Apportionment	\$1,573,180
FY Special Allocation	\$0
Total Funds	\$4,150,508

Unobligated Balance	\$4,150,508
Remaining Balance	\$2,398,152

100008575		DONAHUE DR FRN OF BRAGG AV TO BEDELL AVE	CN	\$2,201,915	08/31/2018	Planned	
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TOTALS FOR FISCAL YEAR 2018

Prior FY Carryover	\$2,398,152
FY Apportionment	\$1,573,180
FY Special Allocation	\$0
Total Funds	\$3,971,332

Unobligated Balance	\$3,971,332
Remaining Balance	\$1,769,417

100008575		DONAHUE DR FRN OF BRAGG AV TO BEDELL AVE	CN	\$2,201,915	08/31/2018	Planned	
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TOTALS FOR FISCAL YEAR 2019

Prior FY Carryover	\$1,769,417
FY Apportionment	\$1,573,180
FY Special Allocation	\$0
Total Funds	\$3,342,597

Unobligated Balance	\$3,342,597
Remaining Balance	\$3,342,597

8/12/2015

3.4 – Livability Indicators

3.4.1 – Livability Indicators

As a measure of sustainability and in direct relation to the **Livability Principles** established on page 4, the Auburn-Opelika MPO has provided the following **Livability Indicators** for the MPO’s Metropolitan Planning Area (MPA) (see map on page 74):

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 percent; see map on page 74.

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:

Past 12 Month’s HH Income	Estimate	Error
Less than \$20,000	25.2%	+/-2.4
Less than 20 percent	0.3%	+/-0.3
20 to 29 percent	2.8%	+/-1.2
30 percent or more	22.1%	+/-2.1
\$20,000 to \$34,999	18.5%	+/-2.9
Less than 20 percent	4.0%	+/-1.5
20 to 29 percent	2.9%	+/-1.2
30 percent or more	11.6%	+/-2.3
\$35,000 to \$49,999	13.7%	+/-2.2
Less than 20 percent	5.5%	+/-1.6
20 to 29 percent	4.8%	+/-1.4
30 percent or more	3.5%	+/-1.4
\$50,000 to \$74,999	15.2%	+/-2.4
Less than 20 percent	8.6%	+/-1.9
20 to 29 percent	3.8%	+/-1.4
30 percent or more	2.8%	+/-1.1
\$75,000 or more	24.5%	+/-2.2
Less than 20 percent	18.7%	+/-2.3
20 to 29 percent	4.3%	+/-1.3
30 percent or more	1.4%	+/-0.8
Zero or negative income	1.6%	+/-0.6
No cash rent	1.3%	+/-0.7

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 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	5.9%	+/-1.3
1 vehicle available	30.2%	+/-3.0
2 vehicles available	41.1%	+/-2.9
3 or more vehicles available	22.9%	+/-2.7

Related Livability Principle: 2
 Geographic Extent: Auburn-Opelika, AL Metro Area
 Source: U.S. Census Bureau
 Dataset: 2010 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 percent of the MPA workforce lives within a 30-minute commute of the primary job centers, which are Auburn University and East Alabama Medical Center; see map on page 74.

Related Livability Principle: 3
 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
13.9%	+/-2.8

Related Livability Principle: 4
 Geographic Extent: Auburn-Opelika, AL Metro Area
 Source: U.S. Census Bureau
 Dataset: 2010 American Community Survey 1-Year Estimates

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

Percent	Error
3.1%	+/-1.3

Related Livability Principle: 4
 Geographic Extent: Auburn-Opelika, AL Metro Area
 Source: U.S. Census Bureau
 Dataset: 2010 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
52	2	3.8%

Related Livability Principle: 5

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	79.9%	+/-2.8
Car, truck, or van -- carpooled	11.1%	+/-2.3
Public transportation (excluding taxicab)	0.8%	+/-0.6
Walked	3.4%	+/-1.1
Other means	2.3%	+/-0.9
Worked at home	2.6%	+/-1.1

Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

3.5 – Transportation Planning Process Agreement

15 MAY 1 PM 4:00

**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 July 6, 2012, 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); and
 - (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 from Moving Ahead for Progress in the 21st Century Act (MAP-21) 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.

- (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.
 - (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.
 - (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.
- (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.
 - (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 April 29, 2010, 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) The COUNTY, the CITIES, and the COUNCIL, will be responsible at all times for the maintenance of all of the planning work performed under this Agreement and especially, the COMMISSION will protect, defend, indemnify and hold harmless the State of Alabama, the Alabama Department of Transportation, the officials, officers, employees and agents of each from and against any and all actions, damages, claims loss, liabilities, attorney's fees or expense whatsoever or any amount paid in compromise thereof arising out of or connected with the performed work under this Agreement and from and against those at anytime arising out of or connected with performed work.
- (e) By entering into this Agreement, the COUNTY, the CITIES, the COMMISSION, and the COUNCIL are not agents of the STATE, its officers, employees, agents or assigns. The COUNTY, the CITIES, the COMMISSION, and the COUNCIL are independent

entities from the STATE and nothing in this Agreement creates an agency relationship between the parties.

- (f) 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.
- (g) 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 Title 23, Section 15 (1) of the Laws of the State of Alabama (7/24th Law).

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:



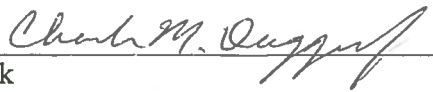
Administrator

COUNTY OF LEE



Chairman

ATTEST:



Clerk

CITY OF AUBURN




Mayor

ATTEST:



Clerk

CITY OF OPELIKA



Mayor 7-8-15

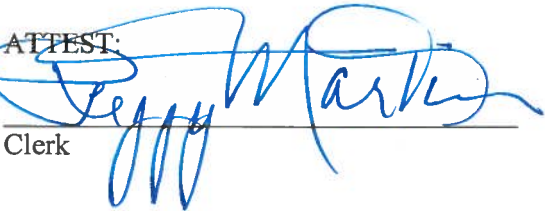
ATTEST:

Secretary

SOUTHEAST REGION


Region Engineer

ATTEST:



Clerk

LEE-RUSSELL COUNCIL OF GOVERNMENTS



Chairman

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:

Multimodal Transportation Engineer,
Robert J. Jilla

Chief Engineer, Ronald L. Baldwin, P. E.

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

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 ____ day of _____, 20 ____.

GOVERNOR OF ALABAMA, ROBERT BENTLEY

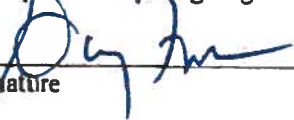
3.6 – Certification-TIP/STIP MOU

MPO SELF-CERTIFICATION

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

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

Auburn-Opelika
Metropolitan Planning Organization


Signature

Mayor Gary Fuller
Printed Name

AOMPO Chairman
Title

6/23/15
Date

Alabama
State Department of Transportation


Signature

John R. Cooper
Printed Name

Transportation Director
Title

7-21-15
Date

**AUBURN - OPELIKA METROPOLITAN PLANNING ORGANIZATION
FY2016 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM 3.6.2 -
MPO SELF -CERTIFICATION QUESTIONNAIRE**

**Certification Questions
Statewide and Metropolitan Planning Organization
Transportation Planning Process**

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (b)] Yes
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (d)] 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. 450.310 (b); 23 C.F.R. 450.314 (a) and (d)] 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 (d); 23 C.F.R. 450.312 (a)] Yes
5. Did the Department 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 8 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (a)] Yes
8. Did the Long Range Transportation Plan (LRTP) have at least a 20 year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.322 (a)] 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 major transportation facilities that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.

- 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 and provide for multimodal capacity increases based on regional priorities and needs.
- Indicate as appropriate proposed transportation and transit enhancement activities.

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.322 (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 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
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.322 (c)] Yes
 12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation & Modal Programs? [23 C.F.R. 450.322 (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. 5304 (a); 23 C.F.R. 450.324 (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. 450.324 (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. 5304 (a); 23 C.F.R. 450.324 (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. 5304 (b); 23 C.F.R. 450.324 (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. 5304 (c)(6); 23 C.F.R. 450.324 (d)] Yes
 18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5304 (c)(2); and 23 C.F.R. 450.324 (g)] Yes
 19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.324 (l) (1)] 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 (c)(5); 23 C.F.R. 450.324 (l)(2)] Yes
 21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (h)(5)(A)] Yes

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] Yes
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] Yes
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (c)] Yes
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (a)(3)] 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
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

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? 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, and tribal wildlife, land management, and regulatory agencies.
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 CFR Part 450.320? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? Yes, it is documented in our planning documents and through 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 MPO committees and public and private stakeholders

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 CFR 200.9 (a)(1)] Yes
2. Does the MPO take action to correct any deficiencies found by the Department within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 CFR 200.9 (a)(3)] 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 CFR 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 the Department'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 CFR 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 CFR 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, we meet with ALDOT in August 2014 to review the requirements of Title VI for an MPO.
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? Yes
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? Yes
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] Yes, we hold our meetings at Lee-Russell Council of Governments. It 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 (city and county) included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans (e.g. date of completion, status of plan implementation). Yes, we have contacted each government in the MPO and the process is underway or under development.

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

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

1. Does the MPO have an ALDOT approved DBE plan? 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

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

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

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation Statewide Procedures for FY 2016 - 2019 TIP/STIP Revisions

Purpose

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

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, 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 donee project, or multiple projects, that net out to zero.
 - *Interstate Maintenance (IM) Program* is the ALDOT four-year listing of statewide interstate maintenance (non-capacity-adding) projects.
 - *Level of Effort (LVOE)* is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
 - *New Project* is a project that is *not* programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
 - *Obligated projects* means strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.
 - *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
 - *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
 - *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the under-served, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://cpmsweb2.dot.state.al.us/TransPlan/Default.aspx>.

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. *A major revision is an “amendment,” while a minor revision is an “administrative modification.”* [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

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

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

TIP/STIP Administration

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

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

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP

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

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

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

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

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

Revisions: Amendments and Administrative Modifications

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

An Amendment is a major STIP/TIP revision that:

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

revision exceeds the following thresholds:

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

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

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

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

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

- Adds a project from a level of effort category or line item, utilizing 100 percent state or 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.

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 its originally-planned funding to a particular Region. The selected statewide funding programs include:

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

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

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the

thresholds, or the requirements, of any other items that require an amendment. LVOE may include the Statewide Transportation Alternative Program (TAP), Safety Projects, Federal-Aid Resurfacing, Off-System Bridge, STP Non-urban, and FTA Programs 5307, 5310, 5311, and 5339 (see listing above).

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

Financial Constraint

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

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

STIP/TIP Financial Reporting

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

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

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

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

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

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

Mark D. Bartlett 5-19-2015
Division Administrator Date:
Federal Highway Administration

Yvette M. Taylor 5-11-15
Regional Administrator Date:
Federal Transit Administration

John D. Casper 5/19/15
Director Date:
Alabama Department of Transportation