

**FY2024-2027**  
**Transportation Improvement Program (TIP)**

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

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

August 3, 2023

Auburn-Opelika  
Metropolitan Planning Organization  
(AOMPO)

**DRAFT FY2024-2027**  
**Transportation Improvement Program (TIP)**

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**MPO Resolution 2023-09**

**Auburn-Opelika Metropolitan Planning Organization (AOMPO)  
Adopting the FY2024-2027  
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 the Infrastructure and Investment Jobs Act, January 2021); 42 USC 2000d-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 FY2024-2027 Transportation Improvement Program (TIP); now,

**THEREFORE, BE IT RESOLVED** by the Auburn-Opelika Metropolitan Planning Organization (AOMPO) that the same does hereby adopt the FY2024-2027 Transportation Improvement Program (TIP).

Adopted this 3<sup>rd</sup> day of August 2023:

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

8/03/23  
\_\_\_\_\_  
Date

ATTEST:  
  
\_\_\_\_\_  
Executive Director, LRCOG

8/03/23  
\_\_\_\_\_  
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 DRAFT FY2024-FY2027 TIP. The projects in the DRAFT FY2024-2027 TIP are taken from the Auburn-Opelika 2045 Long Range Transportation Plan (LRTP) with the exception of safety, system maintenance, transportation enhancement, and state-funded projects. The TIP is a four-year document that is amended as detailed in section 1.8 of this document.

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

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

## 1.2 – MPO History

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

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

Urbanized Areas are designated decennially by the United States Census Bureau and reflect urbanization without regard to political boundaries. For this reason, MPOs are responsible for the federally funded transportation planning process at the local level, and which may include more than a single political entity. The goal of the Federal

Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas that have grown together. In other words, federally funded transportation planning is intended to be regional in scope because transportation systems transcend political boundaries.

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

### 1.3 – Regulations and Laws for the TIP

The DRAFT FY2024-2027 TIP was developed in accordance with the *Infrastructure and Investment Jobs Act*, signed into law January 2021. The IJA continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

In accordance with IJA 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 for the consistency requirement. 23 USC 134, Section 1201, states “Under the metropolitan planning process, transportation plans and TIPs shall be developed with consideration of other related planning activities....” Document consistency is found in 6001(a)(j)(3)(c): “Each project shall be consistent with the long range transportation plan....” The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134 and is to be found in 23 CFR 450.324. The MPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Advisory Committee, Citizen Advisory Committee, and MPO Policy Committee. The MPO consults with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the RTP and TIP. A contact list of officials and agencies have been developed and is maintained. These agencies are invited to attend all public involvement meetings including those specifically for the TIP and RTP review.

In accordance with its policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county comprehensive and master plans (airport, seaport, multimodal, transit, utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination,

Freight, Bicycle and Pedestrian Plans, Public Participation Plans (PPP), and Environmental Plans (NEPA).

### 1.3.2 – Conformity Determination

Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designated to attainment after 1990, to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations, or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The AOMPO area is not presently in non-attainment status. However, the EPA is considering lower thresholds for attainment which could impact the MPO in the future. Should the AOMPO to fall into non-attainment status, the additional planning and support tasks needed to comply with existing EPA regulations would place considerable strain on MPO planning and project budgets if additional funding were not provided.

### 1.4 – Scope of the Planning Process

IJJA retains the eight (8) MAP-21 (Moving Ahead for Progress in the 21st Century) planning factors as the Scope of the Planning Process, and these factors must be considered in development of road projects, programs, and strategies. Additionally, two (2) other factors were added by the FAST Act. In all, the following factors must be considered:

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

### 1.5 Planning Emphasis Areas (PEAs)

On December 30, 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued Planning Emphasis Areas (PEAs) for MPOs and state Departments of Transportation. MPOs are expected to include work items in the UPWPs that address the PEAs. The PEAs and the corresponding UPWP tasks are listed below.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future  
The Auburn-Opelika MPO will work with the Alabama Department of Transportation (ALDOT), regional offices for both FHWA and FTA, and providers of public transportation to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 by 2030, and net-zero emissions by 2050. In pursuit of this goal, the Auburn-Opelika MPO will identify the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluate opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions.

2. Equity and Justice Transportation Planning  
The Auburn-Opelika MPO will work with ALDOT, regional offices for both FHWA and FTA, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. To accomplish this, the Auburn-Opelika MPO will use the following strategies: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

3. Complete Streets  
The Auburn-Opelika MPO will work with ALDOT, regional offices for both FHWA and FTA, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort will work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. The Auburn-Opelika MPO will work with jurisdictions to promote complete street designs—roads that include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. The Auburn-Opelika MPO will encourage jurisdictions to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

4. Public Involvement  
The Auburn-Opelika MPO will work with ALDOT, regional offices for both FHWA and FTA, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the

overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

The Auburn-Opelika MPO will work with ALDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense.

6. Federal Land Management Agency (FLMA) Coordination

The Auburn-Opelika MPO will work with ALDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. The MPO will coordinated with ALDOT, Tribal Governments, FLMAs, and local agencies to focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. The MPO will explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). The MPO will appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs will be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

7. Planning and Environment Linkages

The Auburn-Opelika MPO will implement Planning and Environment Linkages (PEL) as part of the transportation planning and environmental review processes. PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

## 8. Data in Transportation Planning

The Auburn-Opelika MPO will incorporate data sharing and consideration into the transportation planning process because data assets have value across multiple programs. Data sharing principles and data management will be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

### 1.6 - Livability Principles and Indicators

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

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

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

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

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

### 1.7 - Bicycle and Pedestrian Consideration

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

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

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor. [This passage is not intended to be exclusionary in any way, but a recognition that design elements, in this case high-speed interstate roadways and U. S. Highways with limited access features, prohibit bicycle and pedestrian traffic for safety considerations.]
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where a sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “...all construction of new public streets...” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

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

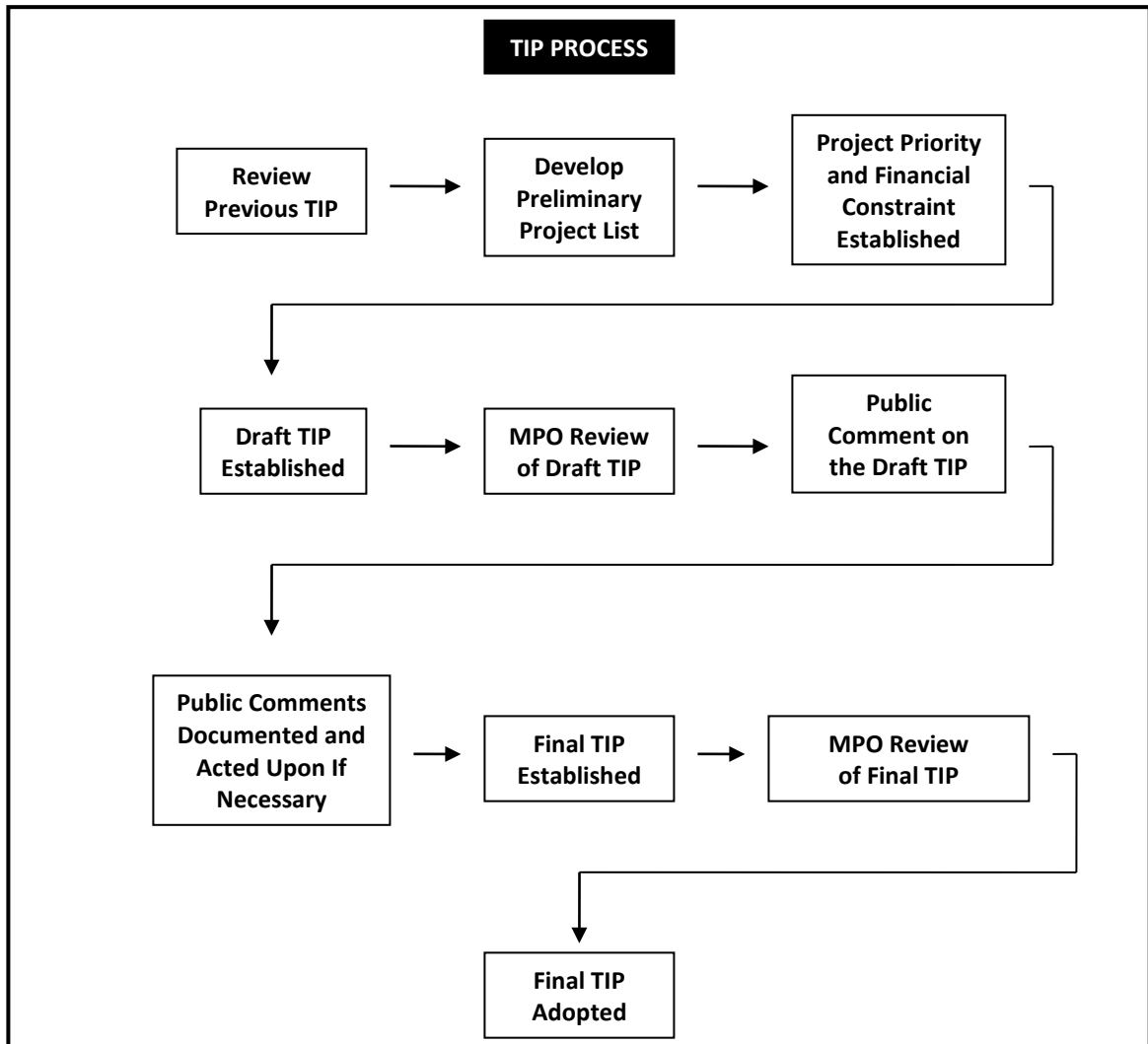
Therefore, for the purposes of the TIP (and LRTP), it is assumed that bicycling and pedestrian facilities will be incorporated into all transportation projects. However, it is understood that each project will be fully analyzed during the environmental and design phase to determine if exceptional circumstances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

### 1.8 – TIP Process

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

The first step in the TIP process is to review the previous TIP to determine if adjustments are necessary to deliver the current projects. Next, a preliminary list of projects is developed from the LRTP. Engineers from the City of Auburn, City of Opelika, and Lee

County agree on project priorities and ensure the total cost of projects are constrained to the amount of available or anticipated funding. Following this, the TIP is developed in draft form and put before the MPO committees for review and approval. Once approved in draft form, the TIP is made available for review and comment by the public. At the end of the public comment period, public input is documented and acted upon, if necessary. Lastly, the TIP is developed in final form and put before the MPO once again for review and adoption. The following flow chart provides a graphic representation of the TIP process:



**1.9 – TIP Amendment Process and Criteria**

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

- The change adds a new individual project
- The change adversely impacts fiscal constraint



- The change results in major scope changes
- The change deletes an individually listed project from the TIP
- The change results in a cost increase of 20 percent or \$1,000,000, whichever is less

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

*Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

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

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

For the FY2024-2027 TIP, any increase or decrease of \$1,000,000 (\$5,000,000 for Transportation Management Areas) requires an amendment to the TIP. That change will be based on the value of the last amendment, not administrative modification, and the MPO will be required to do a resolution when the total of those costs increases reaches \$1,000,000 or \$5,000,000. Regarding Level of Effort (LVEO) projects, a resolution is only required when the entire LVEO category increases by 20%.

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

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

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at [www.lrcog.com](http://www.lrcog.com) and/or Facebook.
- (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 underrepresented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

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

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 794 which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act (ADA) of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.

- Executive Order 12898 or referred to as “Environmental Justice,” which requires that federal programs, policies, and activities affecting human health, or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the FY2020-2023 Public Participation Plan which can be accessed in Appendix 6.9 of the LRPT .

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

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

#### 1.10.1 – Environmental Justice

The AOMPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. This is of primary concern when considering adverse community impacts at the project level.

All projects are reviewed by the AOMPO for community impacts prior to inclusion in the TIP. The AOMPO places transportation meeting flyers in areas where low-income and minority households are known to exist in an effort to inform those persons of upcoming transportation meetings and inform them of the opportunity to be involved in the transportation planning process. All such meetings are subject to the provisions of the Alabama Open Meetings Act.

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

The AOMPO endeavors to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq.). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The AOMPO further encourages an active role in TIP development and all transportation planning by the physically impaired through membership in the Citizen Advisory Committee (CAC).

#### 1.11 – Public Participation Process

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

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

#### 1.12 – Certification Process

23 CFR §450.334 requires that the Auburn-Opelika MPO (concurrent with submittal of the entire proposed TIP to the Federal Highway Administration and the Federal Transit

Administration as part of the Statewide Transportation Plan (STIP) approval), the state, and the MPO member governments shall certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 U.S.C. 7504, 7506 (c) and (d)], and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1), and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The current self-certification process was fulfilled by the AOMPO in 2019. The executed MPO Self-Certification document is located in Appendix 3.6.

### 1.13 – Environmental Mitigation

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

To satisfy this requirement, the AOMPO will, to the extent practicable, place emphasis on the environmental impact of federally-funded transportation projects in the region. In addition, the AOMPO will continue to develop and maintain relationships with state

and local governments/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

### 1.13.1 – Climate Change

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

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

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

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

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

Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-conforming. The AOMPO area is not presently in non-attainment status. Therefore, no climate change measures are present in the TIP at this time. However, as time goes by this may change either by an increase in ground-level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

### 1.14 – Air Quality

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in 'non-attainment' status. The AOMPO area is not presently in non-attainment status. Therefore, no project-level air quality mitigation measures are present in the TIP at this time. However, those MPOs in attainment have tasks established in the UPWP for training in NAAQS monitoring and 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.

#### 1.15 –Freight Planning

The efficient movement of freight through the region plays a key role in the quality of life and economic vitality of the area. Planning for the effective transport of goods is a key component of the region’s long-range transportation plan. Currently, the urban area has excellent linkages on the national highway system via I-85 which facilitate the movement of freight. MPO staff are monitoring current Freight Planning tools and techniques. Additionally, LRCOG and MPO transportation staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets concerning freight movements and operations in the planning area.

#### 1.16 – Safety Planning

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

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

#### 1.16 – Regionally Significant Projects

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

From 40 CFR 93.101, a *regionally significant project* means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region; major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals, as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

At this time, the AOMPO does not have any regionally significant projects planned or programmed for the 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:

- Interstate Resurfacing Program (includes lighting, sign, and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Highway Safety Improvement Program, roadway, signal, and rail crossing, etc.)
- Recreational Trails (administered by the Alabama Dept. of Economic and Community Affairs)
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5311 (non-urban) and 5310 (Elderly and Disabilities)
- Electric vehicles (administered by the Alabama Dept. of Economic and Community Affairs)

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 FY2024-2027 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:

- \$2,125,730 in fiscal year 2024
- \$2,125,730 in fiscal year 2025
- \$2,125,730 in fiscal year 2026
- \$2,125,730 in fiscal year 2027

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

- \$2,657,163 in fiscal year 2020
- \$2,657,163 in fiscal year 2021
- \$2,657,163 in fiscal year 2022
- \$2,657,163 in fiscal year 2023

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

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

#### 1.19 – Project Selection and Prioritization

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

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

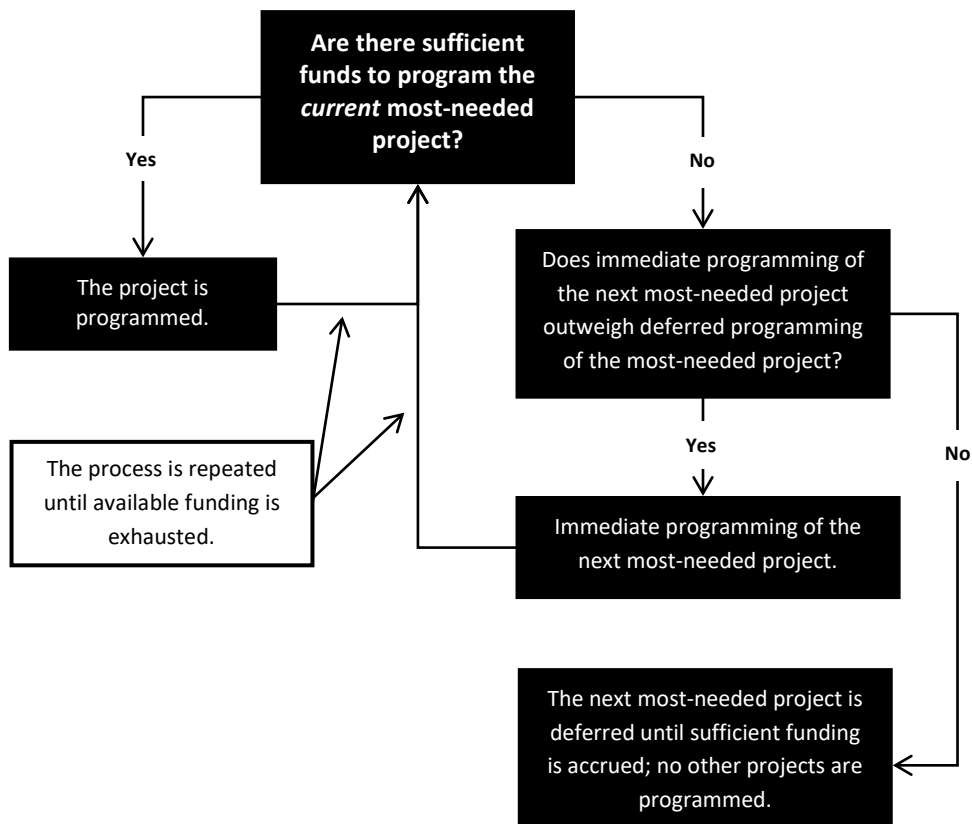
- Providing adequate notice of public participation activities and time for public review and comment at key decision points including, but not limited to, a reasonable opportunity to comment on the proposed transportation plan
- Providing timely notice and reasonable access to information about transportation issues and processes
- Employing visualization techniques to describe metropolitan transportation planning documents
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
- Holding transportation planning meetings at convenient and accessible locations and times
- Demonstrating explicit consideration and response to public input received during the development of metropolitan transportation planning documents
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services
- Providing an additional opportunity for public comment, if the final metropolitan transportation planning document differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not 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 an elevated 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 fund
3. Establishes project prioritization through the following sequence of questions and answers:



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

**1.20 – Performance Measures**

States and MPOs are required to set targets that must be reached within a designated timespan. Federal legislation provided each MPO with the choice to either set its own performance targets or agree to support the Alabama statewide targets. The Auburn-Opelika MPO opted to support the statewide targets. The Alabama Department of Transportation (ALDOT) developed the targets based on performance trends over the last four years, which were then projected into the future. The following table lists the roadway performance targets as adopted by the AOMPO in November 2022:

<b>FHWA Safety Performance Measures (PM1) (Annual Targets)</b>	<b>Calendar Year Targets 2022</b>
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1,440
Number of Serious Injuries	6500
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.82
Number of Non-motorized fatalities and serious injuries	400
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>2-Year Target 2022</b>
% of Pavements of the Interstate System in Good Condition	50% or more
% of Pavements of the Interstate System in Poor Condition	5% or less
% of Pavements of the Non-Interstate NHS in Good Condition	25% or more
% of Pavements of the Non-Interstate NHS in Poor Condition	5% or less
% of NHS bridges in Good condition by deck area	25% measured in deck area or more
% of NHS bridges in Poor condition by deck area	3% measured in deck area or more
<b>FHWA System Performance Measures (PM3)</b>	<b>Adjusted 4-Year Target 2022</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.0%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.0%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.30
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>2020</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

<b>FTA Transit Safety Performance Measures</b>	<b>Demand Response</b>	<b>Fixed Route**</b>
Fatalities	0	
Rate of Fatalities *	NA	
Injuries	3	
Rate of Injuries*	NA	
Safety Events	12	
Rate of Safety Events*	NA	
Mean distance between major mechanical failure	42,996	

**1.21 – Conclusion**

The Auburn-Opelika MPO would like to acknowledge that there are a number of individuals from a variety of agencies involved in the development of the TIP. This document is a result of planning efforts that are performed throughout the entire year. Through these efforts, the MPO has followed all federal regulations and remained consistent with the goals of the transportation planning in producing this document.

## **2.0 – The Portal**

## 2.1 – The Portal

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

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

- 2.4.1 Surface Transportation Attributable Projects – This funding category is a subset of the Surface Transportation Program (STP). ALDOT distributes these funds to the MPOs based on a per capita formula. The MPOs have the authority to determine what projects are funded and the schedule. In the AOMPO study area, the MPO generally uses this program to improve locally owned roads. In most cases, the local governments of the MPO provide the required matching funds. All of the eligibility rules for the STP program also apply to this category.
- 2.4.2 Other Surface Transportation Program Projects – Surface Transportation is a federal-aid highway program that funds a broad range of transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements.
- 2.4.3 National Highway Systems/Interstate Maintenance/NHS Bridge Projects - The National Highway System (NHS) includes the Interstate Highway System, as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Under the FAST Act, this category now includes Interstate Maintenance activities as well as the NHS bridges.
- 2.4.4 Appalachian Highway System Projects – TEA-21 provided funding under Section 1117 for funding of the Appalachian Development Highway System (ADHS) in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21. The category will remain in place until all program funds are expended and projects completed. There are no ADHS projects in the Auburn-Opelika MPO Study Area.

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

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

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

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

2.4.7 State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types



with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

2.4.8 Enhancement Projects – This category is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives Program (TAP)** (see 2.4.5). The Enhancements Projects funding category remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities ***no longer covered*** under TAP include (*truncated*):

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

2.4.9 Transit Projects – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and typically appear in these documents as *funding actions*, and carrying an ALDOT project number.

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

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

2.4.12 Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes

are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

2.4.14 High Priority and Congressional Earmark Projects – High Priority funding is project-specific funding provided by the Transportation Equity Act for the 21st Century (TEA-21) and extended by the FAST Act. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. While High Priority funding continues under the FAST Act, Congressional Earmark funding remains only because some projects under this category have not been completed.

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

## 2.3 - Project Report Format (Portal)

### 5 2.4.1 Surface Transportation Attributable Projects

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

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

## **2.4 – Project Listings**

## **2.4 Project Listings**

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

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

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

AOMPO Financially Constrained Spreadsheet FY2024 - FY2027

Project Description	Scope	Project Number	2024			2025			2026			2027					
			Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local			
Resurfacing, Sidewalks, and Signals Along Pepperell Parkway from Lowndes Street to the Auburn City Limits	PE RW UT CN	100070016	\$1,713,113	\$1,370,490	\$342,623												
Adding Turn Lanes, Resurfacing, Pedestrian Sidewalks and Traffic Signals on Pepperell Parkway from Lowndes Street to Westend Court	RW UT CN	100068462	\$3,163,330	\$2,530,664	\$632,666												
Resurfacing Ogletree Road from Moores Mill Road to Wrights Mill Road	PE RW UT CN					\$5,000	\$4,000	\$1,000									
Resurfacing Various Roadways in the City of Auburn (Wire Road, Thach Avenue, Ross Street)	PE RW UT CN					\$1,941,936	\$1,553,549	\$388,387									
Resurfacing Various Roadways in the City of Auburn using FDR (Webster Road, Farmville Road, Beehive Road)	PE RW UT CN		5,000.00	4,000.00	1,000.00												
Improvements to Lee Road 10 from Cox Road to Wire Road	PE RW UT CN																
Resurfacing Veterans Parkway and Adding Multi-use path from US 280 to Pepperell Parkway	PE RW UT CN		750,000.00	600,000.00	150,000.00	\$45,000	\$36,000	\$9,000									
						\$551,925	\$441,540	\$110,385									

*\*-\*-Figures in Total and Local columns are for information purposes only. These numbers are subject to change based on additional funding factors not allowed for in this table.*

Totals	2024			2025			2026			2027		
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Prior FY Carryover	\$1,041,824	\$5,633,459	\$1,408,365	\$2,406,881	\$1,925,505	\$481,376	\$2,520,183	\$2,016,146	\$504,037	\$4,157,749	\$3,326,199	\$831,550
FY Apportionment	\$2,657,763	\$2,125,730	\$531,433	\$2,657,763	\$2,125,730	\$531,433	\$2,657,763	\$2,125,730	\$531,433	\$2,657,763	\$2,125,730	\$531,433
FY Special Allocation	\$9,698,986	\$7,759,189	\$1,939,797	\$5,064,044	\$4,051,235	\$1,012,809	\$5,177,345	\$4,141,876	\$1,035,469	\$6,814,911	\$5,451,929	\$1,362,982
Total Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Authorized Projects	\$7,292,105	\$5,833,684	\$1,458,421	\$2,543,861	\$2,035,089	\$508,772	\$1,019,596	\$815,677	\$203,919	\$0	\$0	\$0
Planned Projects	\$7,292,105	\$5,833,684	\$1,458,421	\$2,543,861	\$2,035,089	\$508,772	\$1,019,596	\$815,677	\$203,919	\$0	\$0	\$0
Total Project Funds	\$9,698,986	\$7,759,189	\$1,939,797	\$5,064,044	\$4,051,235	\$1,012,809	\$5,177,345	\$4,141,876	\$1,035,469	\$6,814,911	\$5,451,929	\$1,362,982
Unobligated Balance	\$2,406,881	\$1,925,505	\$481,376	\$2,520,183	\$2,016,146	\$504,037	\$4,157,749	\$3,326,199	\$831,550	\$6,814,911	\$5,451,929	\$1,362,982
Remaining Balance												

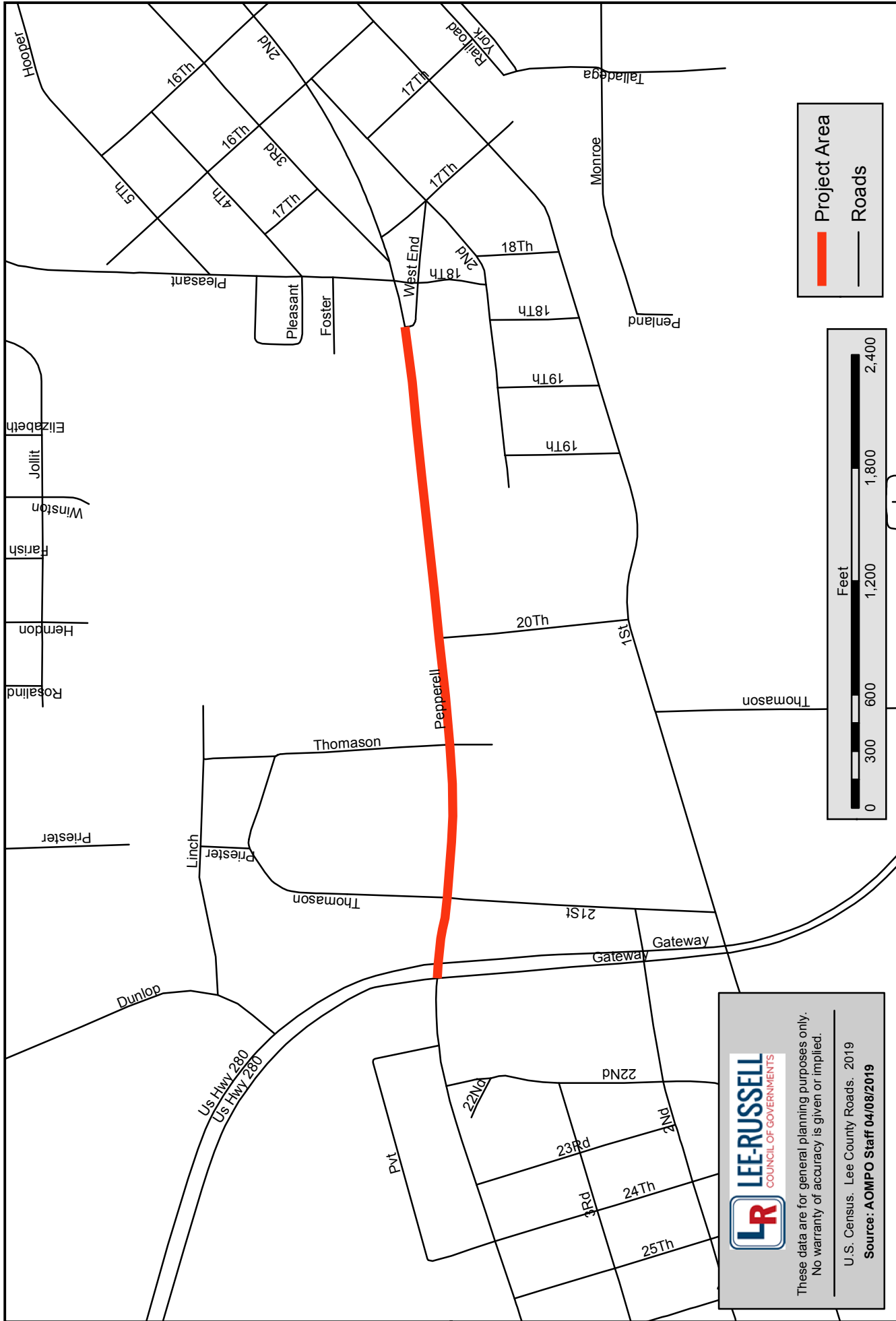
### 2.4.1. Surface Trans STP attributable projects

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	
42914	100068462 STPSU 4118 (250)	ADDING TURN LANES RESURFACING PEDESTRIAN SIDEWALKS AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	03/25/20 21	07/28/2023	\$2,530,664 \$0 \$632,666	\$3,163,330	
44154	100070016 STPSU 4119 ()	RESURFACING SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS	0.00	CN	P	RESURFACING	2024	0.000		NA	\$1,370,490 \$0 \$342,623	\$1,713,113	
<b>Totals By Sponsor</b>												<b>\$3,901,154</b>	<b>ALL FUNDS \$4,876,443</b>



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

CN #100068466



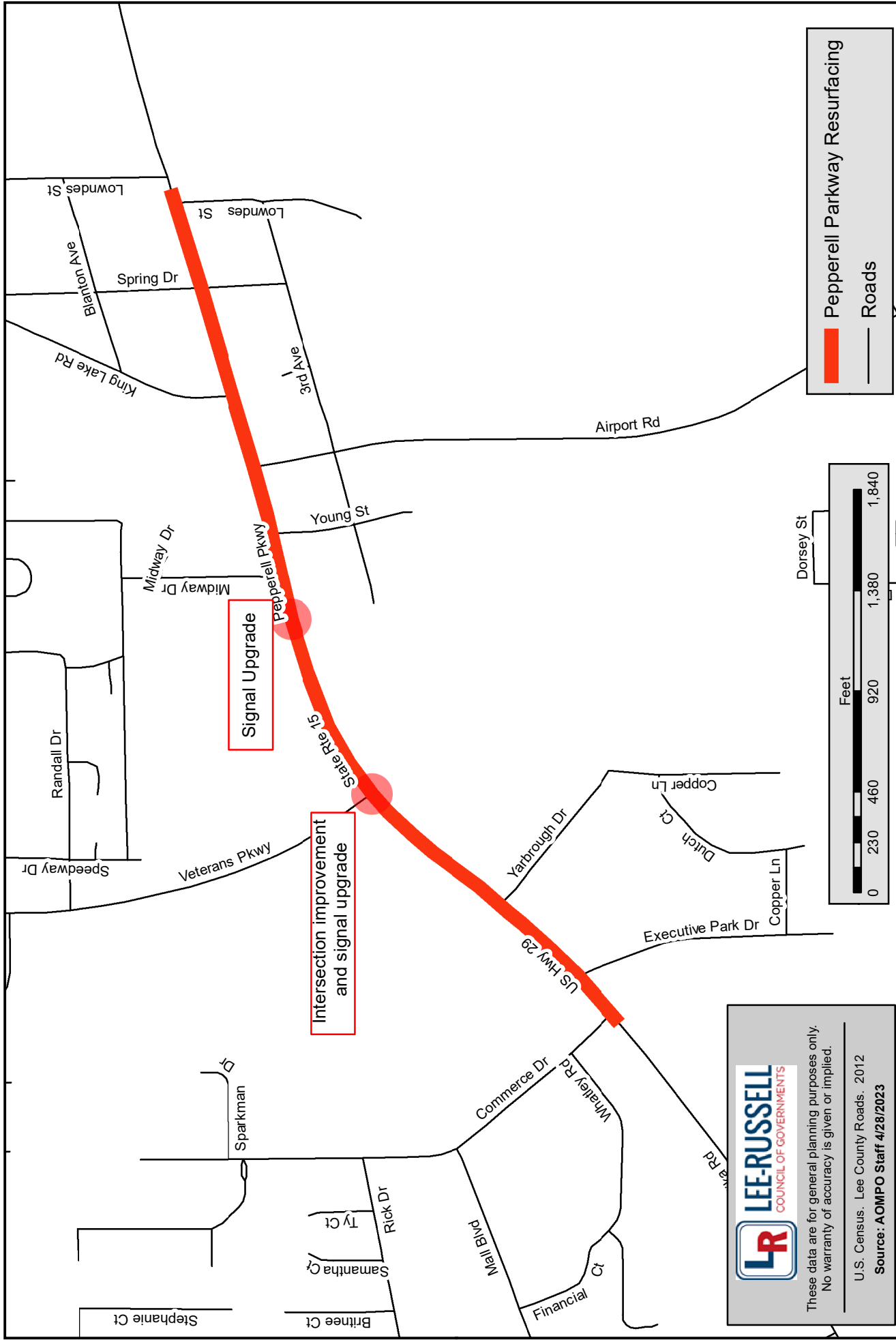
**LEE-RUSSELL**  
COUNCIL OF GOVERNMENTS

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

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



**2.4.1.2 Resurfacing, Sidewalks, and Signals Along Pepperell Parkway from Lowndes Street to the Auburn City Limits UT Project # 100070015 - CN Project # 100070016**




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

U.S. Census. Lee County Roads. 2012  
Source: AOMPO Staff 4/28/2023

## 2.4.1.3 City of Auburn Resurfacing Projects on Wire Road, Thach Avenue, Ross Street, Webster Road and Farmville Road

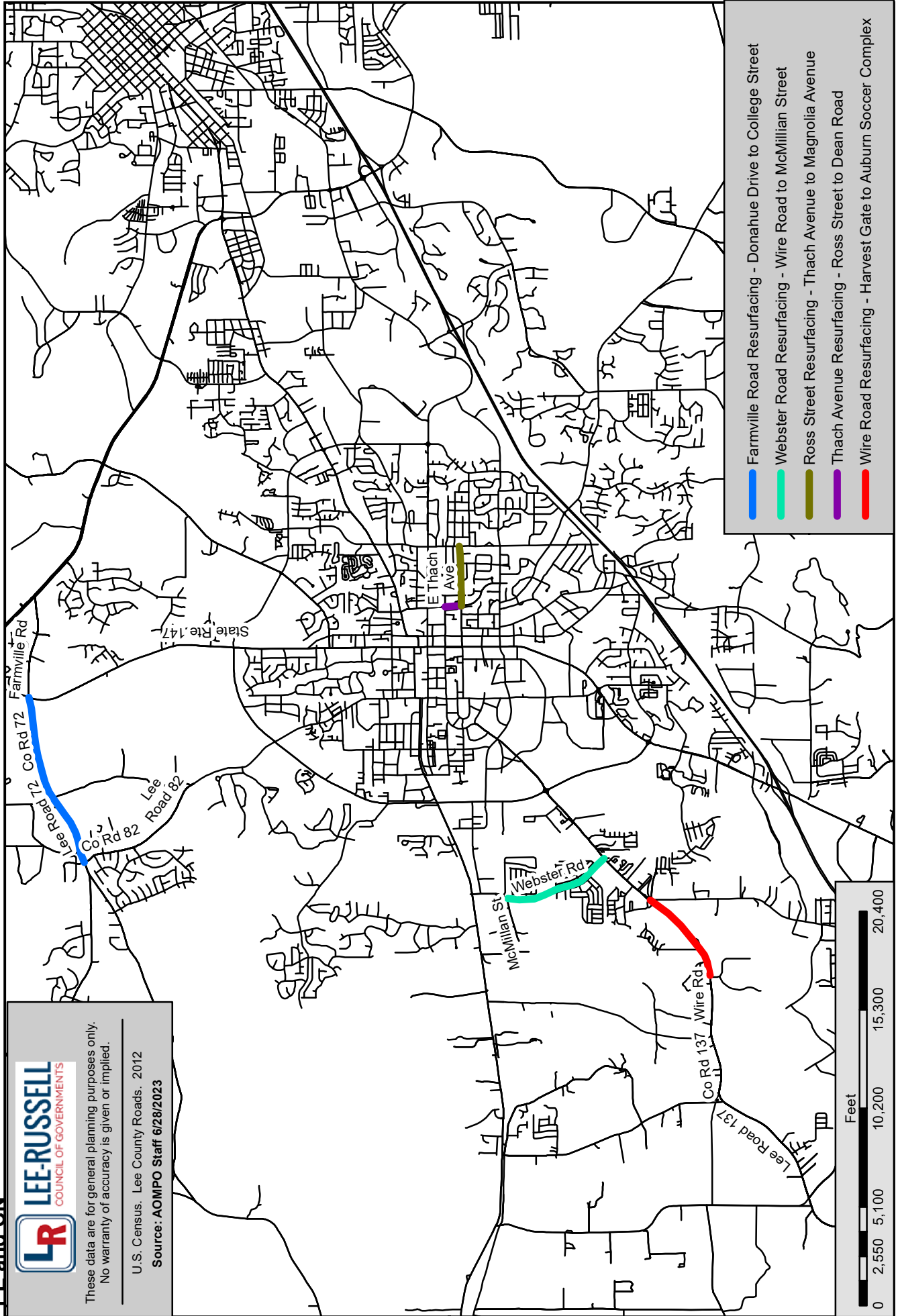
PF and C/N



**LEE-RUSSELL**  
COUNCIL OF GOVERNMENTS

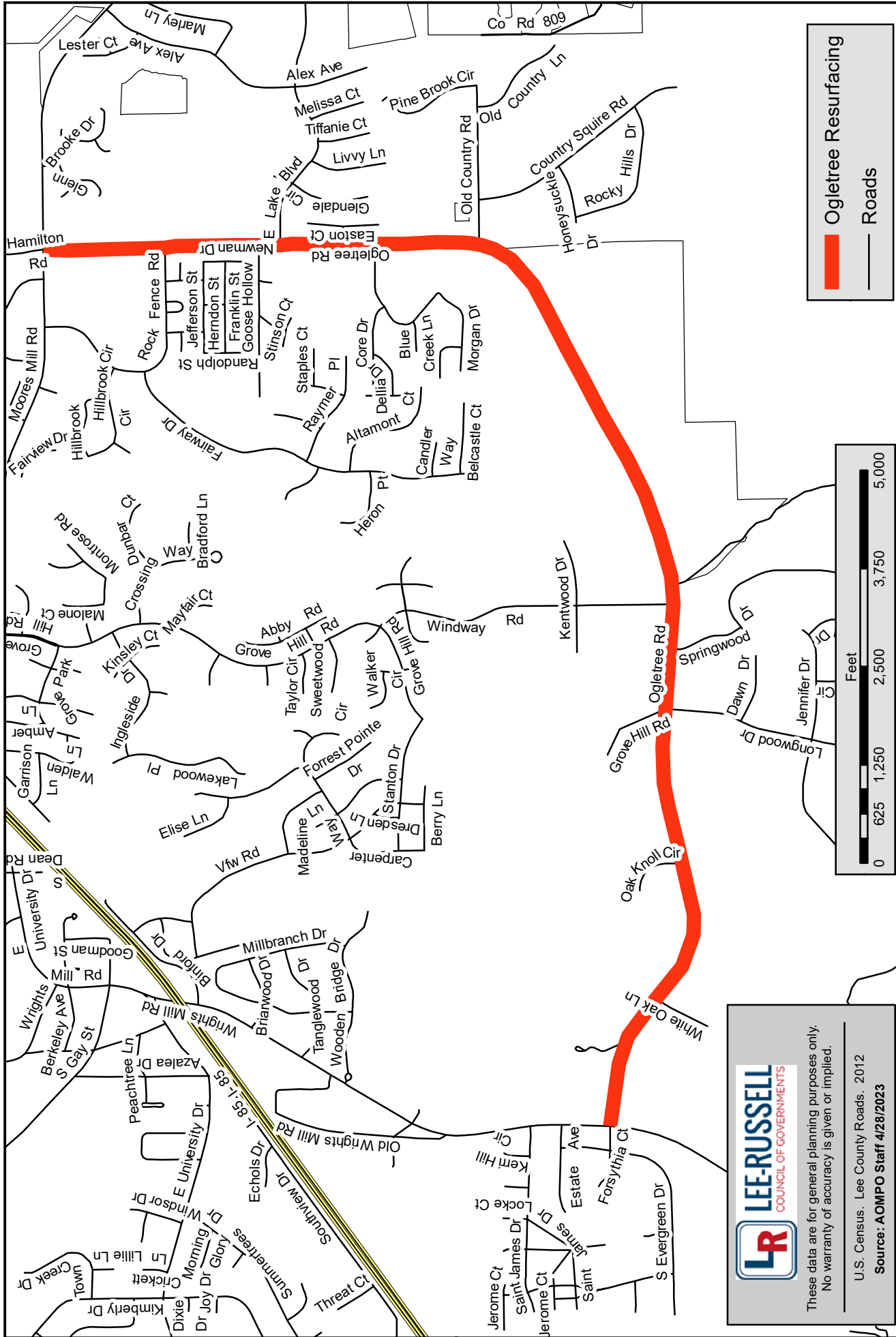
These data are for general planning purposes only.  
No warranty of accuracy is given or implied.

U.S. Census, Lee County Roads, 2012  
Source: AOMPO Staff 6/28/2023



# 2.4.1.4- Resurfacing Ogletree Road from Moores Mill Road to Wrights Mill Road

UT-#100070015 CN-#100070016



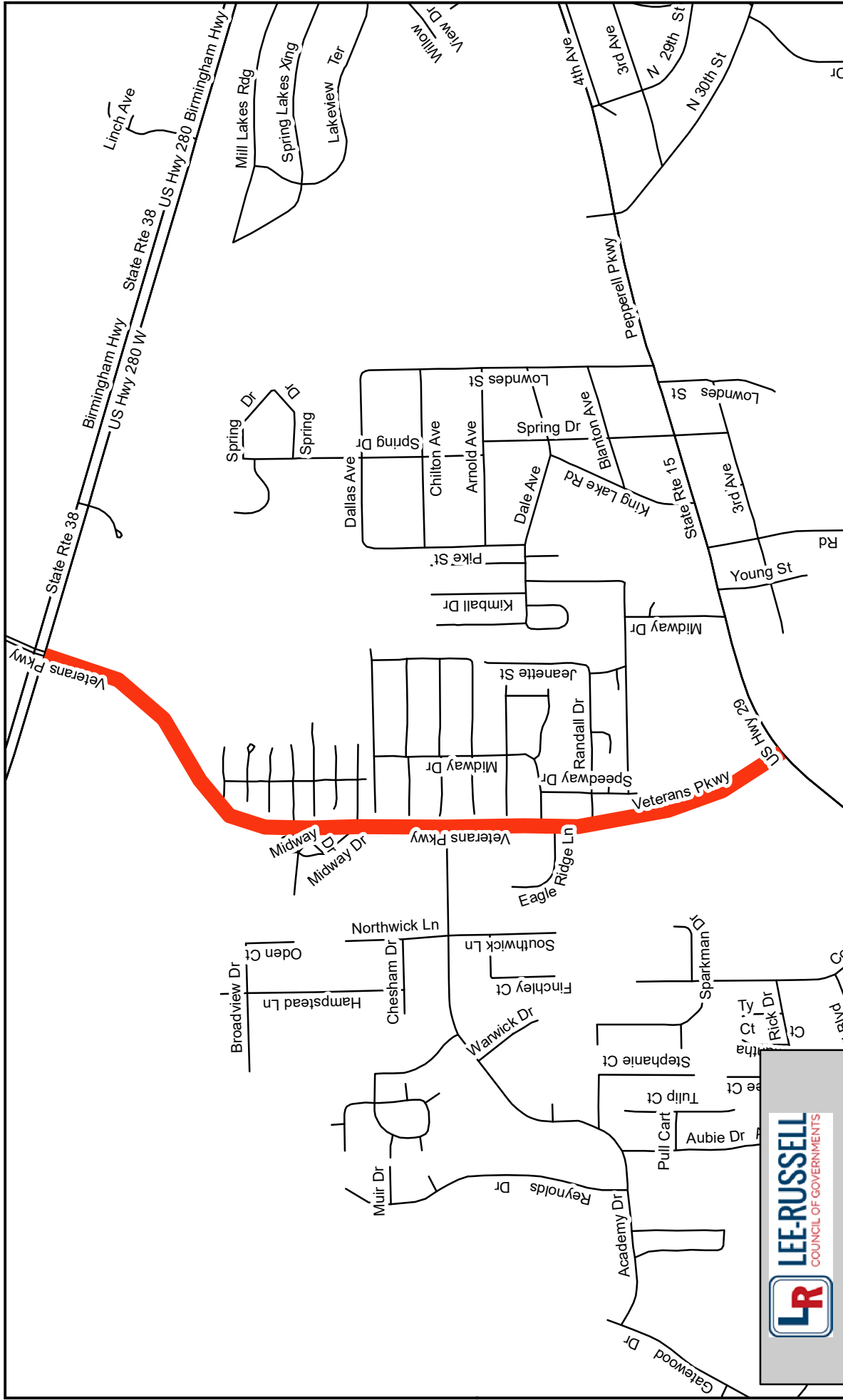
**LEERUSSELL**  
COUNCIL OF GOVERNMENTS

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

U.S. Census. Lee County Roads. 2012  
Source: AOMPO Staff 4/28/2023

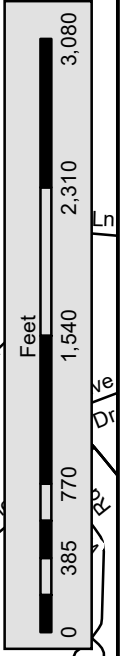


# 2.4.1.6 - Resurfacing Veterans Parkway and Adding Multi-Use Path from US 280 to Pepperell Parkway



**Veterans Parkway Resurfacing and Multi-Use Path**

— Roads



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

U.S. Census. Lee County Roads. 2012  
Source: AOMPO Staff 4/28/2023

### 2.4.2 Other Surface Transportation Program Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43011	100075824 STPAA-HSIP 0147 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-147 FROM SR-38 (US-280) TO THE CHAMBERS COUNTY LINE	3.74	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2026	0.000		NA	\$1,094,592 \$273,648 \$0	\$1,368,240
<b>Totals By Sponsor</b>								<b>\$1,094,592</b>			<b>ALL FUNDS</b>	<b>\$1,368,240</b>

### 3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
29639	100051084 IM 1085 ( )	BRIDGE WIDENING ON I-85 (BIN 008593) AND (BIN 008594) OVER CHOCTAFAULA CREEK	0.05	CN	P	BRIDGE WIDENING	2026	0.000	EXEMPT	NA	\$7,851,440 \$872,382 \$0	\$8,723,823
572	100063742 IM- NH 1085 (141)	I-85 ADDITIONAL LANES AND BRIDGE REPLACEMENT FROM MP 58.6 TO MP 62.45 INCLUDES BRIDGES: 185-41-12.2 006495 AND 006496 185-41-13.2 006497 AND 006498 185-41-13.3 006499 AND 006500	4.41	PE	P	ADDITIONAL ROADWAY LANES	2027	0.000	EXEMPT	NA	\$562,849 \$62,539 \$0	\$625,388
572	100063742 IM- NH 1085 (141)	I-85 ADDITIONAL LANES AND BRIDGE REPLACEMENT FROM MP 58.6 TO MP 62.45 INCLUDES BRIDGES: 185-41-12.2 006495 AND 006496 185-41-13.2 006497 AND 006498 185-41-13.3 006499 AND 006500	4.41	PE	P	ADDITIONAL ROADWAY LANES	2027	0.000	EXEMPT	NA	\$333,540 \$83,385 \$0	\$416,925
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$8,747,830</b>			<b>ALL FUNDS</b>	<b>\$9,766,136</b>
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43011	100077113 NH 0147 ( )	RESURFACE ON SR-147 FROM I-85 TO EAST UNIVERSITY DRIVE	1.39	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$1,185,166 \$296,292 \$0	\$1,481,458
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$1,185,166</b>			<b>ALL FUNDS</b>	<b>\$1,481,458</b>

### 2.4.4 Appalachian Highway System Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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**No Records Found**



**2.4.5 Transportation Alternatives**

Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
												\$0	
<b>Totals By Sponsor</b>											<b>Federal</b>	<b>\$</b>	<b>ALL Funds \$</b>

2.4.6 Bridge Projects (State and Federal)

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

2.4.7 State Funded Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

2.4.8 Enhancement Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

2.4.9 Transit Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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**No Records Found**

2.4.10 System Maintenance Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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**No Records Found**

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
44614	100070674 HSIP 0051 (519)	CONSTRUCTING ROUNDABOUT AT SR-51 AND GATEWAY DRIVE	0.16	RW	P	SAFETY IMPROVEMENTS	2026	0.000	EXEMPT	NA	\$238,842 \$26,538 \$0	\$265,380
44614	100070673 HSIP 0051 (519)	CONSTRUCTING ROUNDABOUT AT SR-51 AND GATEWAY DRIVE	0.16	UT	P	SAFETY IMPROVEMENTS	2027	0.000	EXEMPT	NA	\$241,230 \$26,803 \$0	\$268,034
44614	100070675 HSIP 0051 ()	CONSTRUCTING ROUNDABOUT AT SR-51 AND GATEWAY DRIVE	0.16	CN	P	SAFETY IMPROVEMENTS	2027	0.000	EXEMPT	NA	\$3,480,203 \$386,689 \$0	\$3,866,892
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$3,960,276</b>			<b>ALL FUNDS \$4,400,306</b>	
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
43552	100069301 HSIP 4119 (250)	INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000		NA	\$2,646,565 \$0 \$294,063	\$2,940,628
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$2,646,565</b>			<b>ALL FUNDS \$2,940,628</b>	
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43011	100075824 STPAA-HSIP 0147 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-147 FROM SR-38 (US-280) TO THE CHAMBERS COUNTY LINE	3.74	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2026	0.000		NA	\$307,854 \$34,206 \$0	\$342,060
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$307,854</b>			<b>ALL FUNDS \$342,060</b>	

2.4.12 Other Federal and State Aid Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found



2.4.13 Congestion Mitigation and Air Quality Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

2.4.14 High Priority and Congressional Earmark Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

2.4.15 Carbon Reduction CRP Attributable Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

2.4.16 Other Carbon Reduction Program Projects

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

Totals By Sponsor	Federal	\$	ALL Funds	\$
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No Records Found

## **2.5 – Authorized Projects**

## **2.4 Authorized Project Listings**

The following pages include the lists of TIP authorized projects. Federal regulations require a list of significant projects that were implemented from the previous TIP to be included in the current TIP and identify any major delays in the implementation of these projects. To address this requirement, the Local Transportation Bureau at the Alabama Department of Transportation required that the MPOs in Alabama include in the TIP a list of projects that were authorized in the previous and current fiscal year. The table below list the Auburn-Opelika MPO's projects that were authorized in fiscal year 2022 (October 1, 2021 through September 30, 2022) and part of fiscal year 2023 (October 1, 2022 – May 4, 2023). A project is considered authorized when a funding contract has been completed.

# Annual Listing of Obligated Projects

Sponsor: ALDOT										
Program Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
RAA2	12	ATRP2-41-2021-384 ( )	CN	0.000	03/25/2022	UNCLASSIFIED	\$0	\$0	\$0	\$0
<b>Project Description:</b> IMPROVE ACCESS MANAGEMENT ALONG SR-1 (US-280/COLUMBUS PARKWAY) AT I-85 (EXIT 62) FROM FOX RUN PARKWAY TO NORTH UNIROYAL ROAD TO INCLUDE SIGNAL UPGRADES ACCESS MANAGEMENT MODIFICATIONS AND ADDING A LEFT TURN LANE ON SR-1 (US-280/COLUMBUS PARKWAY)										
Sponsor: AUBURN										
Program Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
USAU	1	STPOA 4116 (250)	CN	0.000	12/03/2021	WIDENING AND RESURFACING (RDWY)	\$3,947,470	\$2,102,894	\$1,323,202	\$779,691
<b>Project Description:</b> RESURFACING WIDENING TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREETS AMFORD AVENUE GAY STREET AND REESE AVENUE										
USAU1	1	STPOA 4116 (250)	CN	0.000	12/03/2021	WIDENING AND RESURFACING (RDWY)	\$3,947,470	\$18,474	\$18,474	\$0
<b>Project Description:</b> RESURFACING WIDENING TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREETS AMFORD AVENUE GAY STREET AND REESE AVENUE										
USAU2	1	STPOA 4116 (250)	CN	0.000	12/03/2021	WIDENING AND RESURFACING (RDWY)	\$3,947,470	\$1,469,384	\$1,469,384	\$0
<b>Project Description:</b> RESURFACING WIDENING TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREETS AMFORD AVENUE GAY STREET AND REESE AVENUE										
TA	5	TAPAA TA17 (923)	CN	0.000	12/15/2021	UNCLASSIFIED	\$400,000	\$400,000	\$411,348	(\$11,348)
<b>Project Description:</b> MULTI-USE PATH ALONG MARTIN LUTHER KING DRIVE/SR-14 FROM WEBSTER ROAD TO SHUG JORDAN PARKWAY OVERPASS IN AUBURN										
USAU	1	STPSU I085 (370)	CN	1.000	06/24/2022	LIGHTING	\$1,752,080	\$2,383,921	\$862,108	\$1,521,813
<b>Project Description:</b> INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)										
Sponsor: LEE COUNTY										
Program Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
USAU	1	STPSU 4123 (250)	CN	3.352	06/30/2023	WIDENING AND RESURFACING (RDWY)	\$701,270	\$701,270	\$177	\$701,093
<b>Project Description:</b> WIDENING AND RESURFACING ON WIRE ROAD (CR-137) FROM THE MACON COUNTY LINE TO CHADWICK LANE										
Sponsor: OPELIKA										
Program Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
USAU	1	STPOA 4118 (250)	RW	0.000	01/01/2022	WIDENING AND RESURFACING (RDWY)	\$41,212	\$41,212	\$0	\$41,212
<b>Project Description:</b> ADDING TURN LANES RESURFACING PEDESTRIAN SIDEWALKS AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT										
SAF	11	HSIP 4119 (250)	RW	0.000	06/01/2022	INTERSECTION IMPROVEMENTS	\$72,252	\$72,252	\$0	\$72,252

# Annual Listing of Obligated Projects

**Project Description:** INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS

**Sponsor:** TBD

Program Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
IM	3	IM 1085(366)	CN	0.500	07/28/2023	BRIDGE WIDENING	\$5,456,284	\$5,456,284	\$0	\$5,456,284
<b>Project Description:</b> BRIDGE WIDENING ON I-85 OVER HALAWAKEE CREEK (BIN007263) AND (BIN007262)										
IMA	3	IM 1085(366)	CN	0.500	07/28/2023	BRIDGE WIDENING	\$5,456,284	\$0	\$0	\$0
<b>Project Description:</b> BRIDGE WIDENING ON I-85 OVER HALAWAKEE CREEK (BIN007263) AND (BIN007262)										
NH	3	NH 0038(550)	FM	6.412	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,994,745	\$3,462,806	\$3,612,313	(\$149,507)
<b>Project Description:</b> MILLING AND RESURFACING ON SR-38 (US-280) FROM THE CHAMBERS COUNTY LINE TO SR-147										
NHA	3	NH 0038(550)	FM	6.412	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,994,745	\$0	\$0	\$0
<b>Project Description:</b> MILLING AND RESURFACING ON SR-38 (US-280) FROM THE CHAMBERS COUNTY LINE TO SR-147										
L24AC	2	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$0	\$0	\$0
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
RP80	12	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$13,932	\$13,932	\$0
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
RP801	12	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$33,485	\$33,485	\$0
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
RP81	12	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$130,200	\$130,200	(\$6,562)
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
ST	2	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$1,081,053	\$1,217,525	(\$136,472)
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
STAAH	2	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$0	\$0	\$0
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
24AC	2	RP-STPAA 0051(520)	FM	1.208	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,171,421	\$0	\$0	\$0
<b>Project Description:</b> RESURFACING AND WIDENING SR-51 FROM 0.7 MILES SOUTH OF SR-169 TO THE ON RAMP FOR I-85 NORTH BOUND										
IM	3	IM 1085(374)	CN	5.525	02/25/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$6,702,661	\$6,430,253	\$3,840,119	\$2,590,134
<b>Project Description:</b> RESURFACING ON I-85 FROM .4 MILE SOUTH OF SR-147(EXIT 51) TO .38 MILE SOUTH OF BENT CREEK ROAD										
RSP	11	RHPD RR21 (915)	CN	0.000	08/15/2022	RR CROSSING IMPROVEMENTS	\$384,082	\$384,082	\$39,294	\$344,788
<b>Project Description:</b> RAILROAD CROSSING IMPROVEMENTS: INSTALL 2 CANTILIEVERS 2 GATES 2 BELLS INTERCONNECT RR SIGNALS WITH TRAFFIC SIGNAL AT MITCHAM AVENUE AND CONSTANT WARNING TIME (CWT) AT COLLEGE STREET AND CSX RAILROAD IN AUBURN DOT CROSSING 831199L										
RSP	11	RHPD RR21 (916)	CN	0.000	08/15/2022	RR CROSSING IMPROVEMENTS	\$327,744	\$278,818	\$188,021	\$90,797



## Annual Listing of Obligated Projects

<b>Project Description:</b> RAILROAD CROSSING IMPROVEMENTS: INSTALL 2 STANDARD MAST MOUNTED SIGNALS 2 GATES 2 BELLS AND CONSTANT WARNING TIME (CWT) AT ANDERSON ROAD AND CSX IN OPELIKA DOT CROSSING 831179A										
S130	11	RHPD RR21 (916)	100073510	CN	0.000	08/15/2022	RR CROSSING IMPROVEMENTS	\$327,744	\$48,926	\$48,926
<b>Project Description:</b> RAILROAD CROSSING IMPROVEMENTS: INSTALL 2 STANDARD MAST MOUNTED SIGNALS 2 GATES 2 BELLS AND CONSTANT WARNING TIME (CWT) AT ANDERSON ROAD AND CSX IN OPELIKA DOT CROSSING 831179A										
RACR	12	RACR-041-014 -001 ()	100075197	CN	0.600	09/30/2022	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0
<b>Project Description:</b> CONCRETE PAVING ON SR-14 AT QUARRY ENTRANCE AT APPROXIMATELY MILEPOST 210.29 (READY MIX)										
TA	5	TAPAA TA22 (913)	100074145	CN	0.000	04/15/2023	UNCLASSIFIED	\$640,000	\$1,218,783	\$1,218,783
<b>Project Description:</b> PARKERSON MILL CREEK GREENWAY - PHASE III										
IARA	7	IAR-041-000- 019 ()	100074434	CN	0.250	06/15/2022	GRADE, DRAIN, BASE AND PAVE	\$0	\$0	\$0
<b>Project Description:</b> NEW ROADWAY WITHIN THE NORTHEAST OPELIKA INDUSTRIAL PARK OFF NORTHPARK DIVE TO BENEFIT PROJECT CROWN										
FT9C8	9	FT9C8 TR22()	100074500	TR	0.000	01/01/2022	UNCLASSIFIED	\$200,000	\$23,044	\$176,956
<b>Project Description:</b> SECTION 5307 TRANSIT CARES ACT LEE-RUSSELL COUNCIL OF GOV (CAPITAL - RENOVATIONS) FY 2022										
FTA9C	9	FTA9C TR22()	100074506	TR	0.000	01/01/2022	UNCLASSIFIED	\$19,843	\$19,843	\$19,843
<b>Project Description:</b> SECTION 5307 TRANSIT LEE-RUSSELL COUNCIL OF GOV (PREVENTIVE MAINTENANCE) FY 2022										
RAA2	12	ATRP2-41- 2022-092 ()	100074961	CN	0.000	01/27/2023	TURN LANES	\$0	\$0	\$0
<b>Project Description:</b> RESURFACING WIDENING CULVERT EXTENSION AND ADDING A CENTER TURN LANE ON SR-147 (SHUG JORDAN PARKWAY) FROM NORTH OF RICHLAND ROAD TO THE ARMORY COMMISSION.										
FT9C8	9	FT9C8 TR22()	100074941	TR	0.000	04/01/2022	UNCLASSIFIED	\$261,408	\$347,792	\$347,792
<b>Project Description:</b> SECTION 5307 TRANSIT CARES ACT LEE-RUSSELL COUNCIL OF GOV CAPITAL ROLLING STOCK (4 TRANSIT VANS)										
FTA9C	9	FTA9C TR22()	100074942	TR	0.000	04/01/2022	UNCLASSIFIED	\$156,845	\$208,675	\$208,675
<b>Project Description:</b> SECTION 5307 TRANSIT LEE-RUSSELL COUNCIL OF GOV CAPITAL ROLLING STOCK (3 TRANSIT VANS)										
FTA3C	9	FTA3C TR22()	100074943	TR	0.000	04/01/2022	UNCLASSIFIED	\$52,282	\$69,558	\$69,558
<b>Project Description:</b> SECTION 5339 TRANSIT LEE-RUSSELL COUNCIL OF GOV CAPITAL ROLLING STOCK (1 TRANSIT VANS)										
USAU	1	STPSU I085 (377)	100075162	PE	0.000	10/01/2022	INTELLIGENT TECHNOLOGY SYSTEMS	\$20,000	\$13,633	\$6,367
<b>Project Description:</b> PLACING 2 DMS (DYNAMIC MESSAGE SIGNS) ALONG I-85 IN LEE COUNTY AT MP 49.0 (NB AND SB)										
RAA2	12	ATRP2-41- 2023-092 ()	100075163	CN	0.000	04/28/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$0	\$0	\$0
<b>Project Description:</b> PLACING 2 DMS (DYNAMIC MESSAGE SIGNS) ALONG I-85 IN LEE COUNTY AT MP 49.0 (NB AND SB)										
IARA	7	IAR-041-000- 020 ()	100075517	CN	0.210	01/15/2023	TURN LANES	\$0	\$0	\$0
<b>Project Description:</b> RIGHT TURN LANE AND ENTRANCE ON ANDREWS ROAD STARTING APPROXIMATELY .341 MILES WEST OF NORTHPARK DRIVE										
HP3	12	SPR-PART3 PLAU(023)	100075590	HP	0.000	10/01/2022	UNCLASSIFIED	\$408,416	\$16,483	\$391,933
<b>Project Description:</b> METROPOLITAN PLANNING AUBURN-OPELIKA FY-2023										
UMTAC	9	UMTAC TR23()	100075737	TR	0.000	10/01/2022	UNCLASSIFIED	\$67,338	\$67,338	\$67,338

## Annual Listing of Obligated Projects

<b>Project Description:</b> SECTION 5310 TRANSIT ACHIEVEMENT CENTER - EASTERSEALS (URBAN) CAPITAL ROLLING STOCK (1 TRANSIT VAN) FY-22											
UMTAC	9	UMTAC TR23()	100075742	TR	0.000	10/01/2022	UNCLASSIFIED	\$84,173	\$84,173	\$0	\$84,173
<b>Project Description:</b> SECTION 5310 TRANSIT ACHIEVEMENT CENTER - EASTERSEALS (URBAN) CAPITAL ROLLING STOCK (1 TRANSIT VAN) FY-22 100% FUNDING											
FTA3C	9	FTA3C TR23()	100075811	TR	0.000	10/01/2022	UNCLASSIFIED	\$69,558	\$69,558	\$0	\$69,558
<b>Project Description:</b> SECTION 5339 TRANSIT LEE-RUSSELL COUNCIL OF GOV CAPITAL ROLLING STOCK (1 TRANSIT VAN - THIS INCLUDES INSURANCE FEES FOR DAMAGE BUS)											
UMTAC	9	UMTAC TR23()	100076187	TR	0.000	02/01/2023	UNCLASSIFIED	\$160,000	\$160,000	\$108,102	\$51,898
<b>Project Description:</b> SECTION 5310 TRANSIT LEE-RUSSELL COUNCIL OF GOVERNMENTS (URBAN) CAPITAL PURCHASED TRANSPORTATION FY-2023											

### **3.3 – Financial Documentation**

# ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan AUBURN OPELIKA METROPOLITAN PLANNING ORGANIZATION

	2024	2025	2026	2027
<b>Surface Transportation Attributable Projects</b>				
Carryover From Previous Year (Federal Funds Only)	\$5,664,862	\$1,956,908	\$2,047,549	\$3,357,662
Apportionment (Federal Funds Only)	\$2,125,730	\$2,125,730	\$2,125,730	\$2,125,730
Funds Available to the MPO for Programming (Federal Funds Only)	\$7,790,592	\$4,082,638	\$4,173,279	\$5,483,392
Estimated Cost of Planned Projects (Federal Funds Only)	\$5,833,684	\$2,035,089	\$815,617	\$0
Balance Forward (Federal Funds Only)	\$1,956,908	\$2,047,549	\$3,357,662	\$5,483,392
<b>Other Surface Transportation Program Projects (Includes Bridge projects not on NH System)</b>				
Funds Available for Programming (Federal Funds Only)	\$1,368,240	\$1,368,240	\$1,368,240	\$1,368,240
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$1,094,592	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	80%	0%
<b>National Highway Performance Program ( APD, IM, Bridge projects on NH System)</b>				
Funds Available for Programming (Federal Funds Only)	\$9,766,136	\$9,766,136	\$9,766,136	\$9,766,136
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$1,481,458	\$0	\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	15%	0%	0%
<b>Appalachian Highway System Projects</b>				
State Funds Available for Programming (Total Funds)	\$37,652	\$37,652	\$37,652	\$37,652
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
<b>Transportation Alternatives (Tables 5 &amp; 8)</b>				
Funds Available for Programming (Federal Funds Only)	\$15,903,966	\$15,903,966	\$15,903,966	\$15,903,966
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
<b>State Funded Projects (Tables 7 &amp; 10)</b>				
Funds Available for Programming (State Funds Only)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
<b>Transit Projects</b>				
Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
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%

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

## AUBURN OPELIKA METROPOLITAN PLANNING ORGANIZATION

2027

2026

2025

2024

**Safety Projects Including Railroad (Table 11)**

Funds Available for Programming (Federal Funds Only)	\$4,400,306	\$4,400,306	\$4,400,306	\$4,400,306
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$2,940,628	\$0	\$342,060	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	67%	0%	8%	0%

**Covid Relief Funds (Table 12)**

Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

**Carbon Reduction Funds (Table 12)**

Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
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%

**Rebuild Alabama Funds (Table 12)**

Funds Available for Programming (State Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

**ATRIP II Funds (Table 12)**

Funds Available for Programming (State Funds Only)	\$1	\$1	\$1	\$1
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%

High Priority and Congressional Earmark Projects (Money still available)  
 This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor.

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

AOMPO Financially Constrained Spreadsheet FY2024 - FY2027

Project Description	Scope	Project Number	2024			2025			2026			2027					
			Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local			
Resurfacing, Sidewalks, and Signals Along Pepperell Parkway from Lowndes Street to the Auburn City Limits	PE RW UT CN	100070016	\$1,713,113	\$1,370,490	\$342,623												
Adding Turn Lanes, Resurfacing, Pedestrian Sidewalks and Traffic Signals on Pepperell Parkway from Lowndes Street to Westend Court	RW UT CN	100068462	\$3,163,330	\$2,530,664	\$632,666												
Resurfacing Ogletree Road from Moores Mill Road to Wrights Mill Road	PE RW UT CN					\$5,000	\$4,000	\$1,000									
Resurfacing Various Roadways in the City of Auburn (Wire Road, Thach Avenue, Ross Street)	PE RW UT CN					\$1,941,936	\$1,553,549	\$388,387									
Resurfacing Various Roadways in the City of Auburn using FDR (Webster Road, Farmville Road, Beehive Road)	PE RW UT CN		5,000.00	4,000.00	1,000.00												
Improvements to Lee Road 10 from Cox Road to Wire Road	PE RW UT CN																
Resurfacing Veterans Parkway and Adding Multi-use path from US 280 to Pepperell Parkway	PE RW UT CN		750,000.00	600,000.00	150,000.00	\$45,000	\$36,000	\$9,000									
						\$551,925	\$441,540	\$110,385									

*\*-\*-Figures in Total and Local columns are for information purposes only. These numbers are subject to change based on additional funding factors not allowed for in this table.*

Totals	2024			2025			2026			2027		
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Prior FY Carryover	\$1,041,824	\$5,633,459	\$1,408,365	\$2,406,881	\$1,925,505	\$481,376	\$2,520,183	\$2,016,146	\$504,037	\$4,157,749	\$3,326,199	\$831,550
FY Apportionment	\$2,657,763	\$2,125,730	\$531,433	\$2,657,763	\$2,125,730	\$531,433	\$2,657,763	\$2,125,730	\$531,433	\$2,657,763	\$2,125,730	\$531,433
FY Special Allocation	\$9,698,986	\$7,759,189	\$1,939,797	\$5,064,044	\$4,051,235	\$1,012,809	\$5,177,345	\$4,141,876	\$1,035,469	\$6,814,911	\$5,451,929	\$1,362,982
Total Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Authorized Projects	\$7,292,105	\$5,833,684	\$1,458,421	\$2,543,861	\$2,035,089	\$508,772	\$1,019,596	\$815,677	\$203,919	\$0	\$0	\$0
Planned Projects	\$7,292,105	\$5,833,684	\$1,458,421	\$2,543,861	\$2,035,089	\$508,772	\$1,019,596	\$815,677	\$203,919	\$0	\$0	\$0
Total Project Funds	\$9,698,986	\$7,759,189	\$1,939,797	\$5,064,044	\$4,051,235	\$1,012,809	\$5,177,345	\$4,141,876	\$1,035,469	\$6,814,911	\$5,451,929	\$1,362,982
Unobligated Balance	\$2,406,881	\$1,925,505	\$481,376	\$2,520,183	\$2,016,146	\$504,037	\$4,157,749	\$3,326,199	\$831,550	\$6,814,911	\$5,451,929	\$1,362,982
Remaining Balance												

URBAN AREA	AUBURN-OPELIKA	FEDERAL FUNDING ONLY	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Status	Authorized
PROJECT NO	URBAN AREA FUNDING TYPE	Surface Trans MPO					
100070044	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)			PE	\$80,000	Authorized	4/14/2020
			<b>TOTALS FOR FISCAL YEAR</b>				
			2020				
	Prior FY Carryover	\$6,816,047	Authorized Projects		Unobligated Balance	\$8,573,154	
	FY Apportionment	\$1,917,107	Planned Projects		Remaining Balance	\$8,573,154	
	FY Special Allocation	\$0	Total Project Funds				
	Total Funds	\$8,733,154					
100043913	FEASIBILITY STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 AT CR-26 (BEEHIVE ROAD) TO SR-38 (US-280) AT MP 101.37, AND WIDENING PREVIOUS ROADWAY			SP	\$229,642	Authorized	10/1/2020
100070020	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT CR-12 (COX ROAD) EXIT 50			CN	\$1,894,276	Authorized	2/17/2021
			<b>TOTALS FOR FISCAL YEAR</b>				
			2021				
	Prior FY Carryover	\$8,573,154	Authorized Projects		Unobligated Balance	\$8,352,889	
	FY Apportionment	\$1,903,653	Planned Projects		Remaining Balance	\$8,352,889	
	FY Special Allocation	\$0	Total Project Funds				
	Total Funds	\$10,476,807					
100061106	RESURFACING WIDENING, TRAFFIC SIGNALS AND DRAINAGE IMPROVEMENTS ON SOUTH COLLEGE STREET, SAMFORD AVENUE, GAY STREET, AND REESE AVENUE			CN	\$3,590,752	Authorized	8/25/2021
100068460	ADDING TURN LANES, RESURFACING, PEDESTRIAN SIDEWALKS, AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT			RW	\$41,212	Authorized	12/7/2021
100070021	INTERCHANGE LIGHTING AND LANDSCAPING ON I-85 AT EXIT 57 (BENT CREEK ROAD)			CN	\$2,383,921	Authorized	5/12/2022
100075162	PLACING 2 DMS (DYNAMIC MESSAGE SIGNS) ALONG I-85 IN LEE COUNTY AT MP 49.0 (NB AND SB)			PE	\$20,000	Authorized	9/9/2022
			<b>TOTALS FOR FISCAL YEAR</b>				
			2022				
	Prior FY Carryover	\$8,352,889	Authorized Projects		Unobligated Balance	\$4,401,053	
	FY Apportionment	\$2,084,049	Planned Projects		Remaining Balance	\$4,401,053	
	FY Special Allocation	\$0	Total Project Funds				
	Total Funds	\$10,436,938					
100068461	ADDING TURN LANES, RESURFACING, PEDESTRIAN SIDEWALKS, AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT			UT	\$105,101	Planned	
100070013	RESURFACING, SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS			PE	\$55,550	Planned	

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA	AUBURN-OPELIKA	FEDERAL FUNDING ONLY	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
URBAN AREA FUNDING TYPE	Surface Trans MPO							
PROJECT NO								
100070043	WIDENING AND RESURFACING ON WIRE ROAD (CR-137) FROM THE MACON COUNTY LINE TO CHADWICK LANE		CN	\$701,270	06/30/2023	Authorized	5/25/2023	
			<b>TOTALS FOR FISCAL YEAR</b>	2023				
	Prior FY Carryover	\$4,401,053	Authorized Projects	\$701,270	Unobligated Balance	\$5,825,513		
	FY Apportionment	\$2,125,730	Planned Projects	\$160,651	Remaining Balance	\$5,664,862		
	FY Special Allocation	\$0	Total Project Funds	\$861,921				
	Total Funds	\$6,526,783						
100068462	ADDING TURN LANES, RESURFACING, PEDESTRIAN SIDEWALKS, AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT		CN	\$2,530,664	07/26/2024	Planned		
100070016	RESURFACING, SIDEWALKS AND SIGNALS ALONG PEPPERELL PARKWAY FROM LOWNDES STREET TO AUBURN CITY LIMITS		CN	\$1,370,490	05/31/2024	Planned		
			<b>TOTALS FOR FISCAL YEAR</b>	2024				
	Prior FY Carryover	\$5,664,862	Authorized Projects	\$0	Unobligated Balance	\$7,900,592		
	FY Apportionment	\$2,125,730	Planned Projects	\$3,901,154	Remaining Balance	\$3,889,438		
	FY Special Allocation	\$0	Total Project Funds	\$3,901,154				
	Total Funds	\$7,790,592						
			<b>TOTALS FOR FISCAL YEAR</b>	2025				
	Prior FY Carryover	\$3,889,438	Authorized Projects	\$0	Unobligated Balance	\$6,015,168		
	FY Apportionment	\$2,125,730	Planned Projects	\$0	Remaining Balance	\$6,015,168		
	FY Special Allocation	\$0	Total Project Funds	\$0				
	Total Funds	\$6,015,168						
			<b>TOTALS FOR FISCAL YEAR</b>	2026				
	Prior FY Carryover	\$6,015,168	Authorized Projects	\$0	Unobligated Balance	\$8,140,898		
	FY Apportionment	\$2,125,730	Planned Projects	\$0	Remaining Balance	\$8,140,898		
	FY Special Allocation	\$0	Total Project Funds	\$0				
	Total Funds	\$8,140,898						



URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA	AUBURN-OPELIKA	FEDERAL FUNDING ONLY	
URBAN AREA FUNDING TYPE	Surface Trans MPO	SCOPE	FEDERAL FUNDS
PROJECT NO	PROJECT DESCRIPTION	Start Date	Status
			Authorized

7/6/2023

		TOTALS FOR FISCAL YEAR	2027
Prior FY Carryover	\$8,140,898	Authorized Projects	\$0
FY Apportionment	\$2,125,730	Planned Projects	\$0
FY Special Allocation	\$0	Total Project Funds	\$0
<b>Total Funds</b>	<b>\$10,266,628</b>	Unobligated Balance	\$10,266,628
		Remaining Balance	\$10,266,628

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA	AUBURN-OPELIKA	FEDERAL FUNDING ONLY	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized															
PROJECT NO	URBAN AREA FUNDING TYPE	Carbon Redu MPO																					
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TOTALS FOR FISCAL YEAR		2022																					
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URBAN AREA	AUBURN-OPELIKA	URBAN AREA FUNDING AVAILABILITY REPORT	
URBAN AREA FUNDING TYPE	Carbon Redu MPO	FEDERAL FUNDING ONLY	
PROJECT NO		SCOPE	FEDERAL FUNDS
		PROJECT DESCRIPTION	Start Date
			Status
			Authorized

7/6/2023

		TOTALS FOR FISCAL YEAR	2027
Prior FY Carryover	\$1,273,406	Authorized Projects	\$0
FY Apportionment	\$255,684	Planned Projects	\$0
FY Special Allocation	\$0	Total Project Funds	\$0
<b>Total Funds</b>	<b>\$1,529,090</b>	Unobligated Balance	\$1,529,090
		Remaining Balance	\$1,529,090

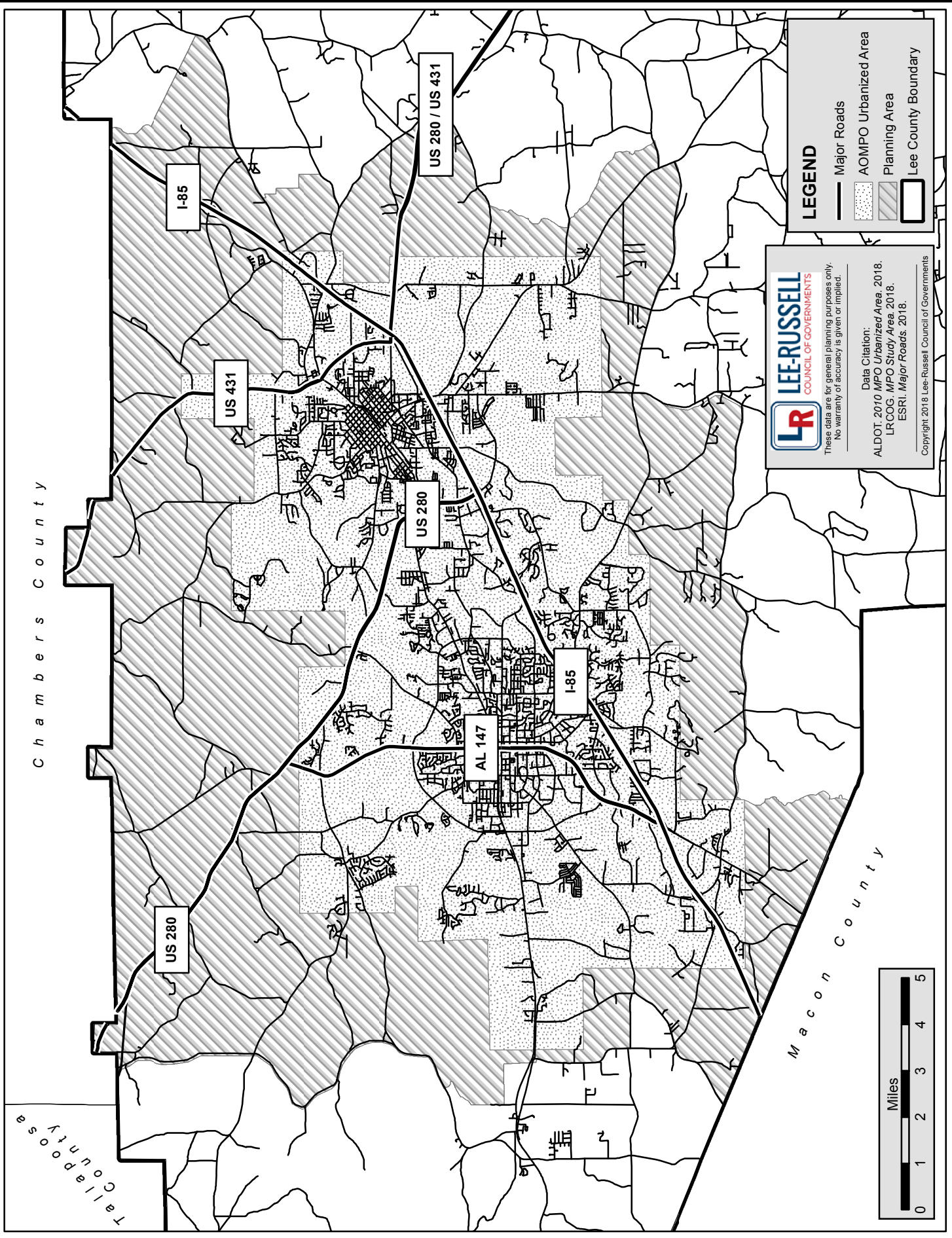
### **3.0 - Appendices**

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

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

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

# Auburn-Opelika MPO - Urbanized Area & Planning Area



### LEGEND

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

**LEE-RUSSELL**  
COUNCIL OF GOVERNMENTS

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

Data Citation:  
ALDOT. 2010 MPO Urbanized Area. 2018.  
LRCOG. MPO Study Area. 2018.  
ESRI. Major Roads. 2018.  
Copyright 2018 Lee-Russell Council of Governments



### **3.4 – Livability Indicators**

### 3.4.1 – Livability Indicators

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

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

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

Related Livability Principle: 1

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO

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

<b>Housing Units with A Mortgage</b>	<b>Estimate</b>	<b>Error +/-</b>
Less than 20.0 percent	53.3%	6.7
20.0 to 24.9 percent	17.1%	4.8
25.0 to 29.9 percent	8.9%	3.6
30.0 to 34.9 percent	5.0%	2.1
35.0 percent or more	15.8%	4.8
Not computed	53.3%	6.7
Less than 20.0 percent	17.1%	4.8
20.0 to 24.9 percent	8.9%	3.6
25.0 to 29.9 percent	5.0%	2.1
<b>Housing Units Without a Mortgage</b>	<b>Estimate</b>	<b>Error +/-</b>
Less than 10.0 percent	54.5%	6.8
10.0 to 14.9 percent	17.8%	5.6
15.0 to 19.9 percent	9.3%	3.6
20.0 to 24.9 percent	6.5%	3.7
25.0 to 29.9 percent	4.0%	3.3
30.0 to 34.9 percent	1.2%	1.4
35.0 percent or more	6.8%	3.4
Less than 10.0 percent	54.5%	6.8
10.0 to 14.9 percent	17.8%	5.6

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021American Community Survey 1-Year Estimates

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

<b>Vehicles Per Occupied Housing Unit</b>	<b>Percent</b>	<b>Error</b>
No vehicles available	4.5%	+/-1.9
1 vehicle available	31%	+/-4.1
2 vehicles available	41.7%	+/-4.3
3 or more vehicles available	22.9%	+/-3.6

Related Livability Principle: 3

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

Due to the size of the Auburn-Opelika MPO's MPA, 100% of the MPA workforce lives within a 10- 29 minute commute of the primary job centers, which are Auburn University and East Alabama Medical Center.

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO and Reference USA

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

<b>Percent</b>	<b>Error</b>
9%	+/-0.5

Related Livability Principle: 5

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

<b>Percent</b>	<b>Error</b>
5%	+/-0.5

Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 7

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Alabama Department of Transportation

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

Work Commute Modal Choice	Percent	Error
Car, truck, or van -- drove alone	78.7%	+/-1.1
Car, truck, or van -- carpooled	0.8%	+/-0.7
Public transportation (excluding taxicab)	0.1%	+/-0.1
Taxicab, Walked, Motorcycle, Bicycle, Walked, or other means	0.3%	+/-0.2
Worked at home	0.1%	+/-0.5

Related Livability Principle: 8

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

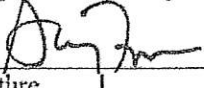
### **3.5 – Certifications-TIP/STIP MOU**

**METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION**

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

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

Auburn-Opelika  
Metropolitan Planning Organization

  
Signature

Mayor Gary Fuller  
Printed Name

AOMPO Policy Committee Chairman  
Title

6/6/2023  
Date

Alabama  
State Department of Transportation

  
Signature

John R. Cooper  
Printed Name

Transportation Director  
Title

7/17/2023  
Date

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# SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

## TABLE OF CONTENTS

Section	Page
1.1 PURPOSE .....	1-2
1.2 AUTHORITY .....	1-2
1.3 SCOPE .....	1-2
1.4 REFERENCES .....	1-2
1.5 FEDERAL CERTIFICATION REQUIREMENTS .....	1-3
1.6 CERTIFICATION PROCESS & QUESTIONS .....	1-3

## 1.1 PURPOSE

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

## 1.2 AUTHORITY

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

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

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

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

## 1.3 SCOPE

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

## 1.4 REFERENCES

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



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## 1.5 SELF-CERTIFICATION REQUIREMENTS

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

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

## 1.6 CERTIFICATION PROCESS & QUESTIONS

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

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

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

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

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

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8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] - Yes

9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)? - Yes

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
- Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).
- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).
- Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.
- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.
- Indicate as appropriate proposed transportation and transit enhancement activities.

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

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

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

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

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major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] - Yes

24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] - Yes
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] - Yes
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] – 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

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development?
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?
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

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

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

received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] - Yes

13. Have all the local governments included within the MPO’s study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. – Yes

<b>Government</b>	<b>Date of Completion of Plan or Self-Evaluation</b>	<b>Status of Plan or Self-Evaluation</b>	<b>MPO Voting Member</b>
City of Auburn	8/2019	Complete	Yes
Lee County	7/25/16	Complete	Yes
City of Opelika	5/5/18	Complete	Yes

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

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

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

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

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

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



## MEMORANDUM OF UNDERSTANDING

### Alabama Department of Transportation

#### Statewide Procedures for FY 2024 - 2027 STIP/TIP

#### I. PURPOSE

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

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

#### II. DEFINITIONS<sup>1</sup>

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

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<sup>1</sup>Terms in this document also incorporate any definitions provided in 23 CFR 450.104 .

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

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

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

- N. **Revision**<sup>1</sup> means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification.
- O. **Statewide-managed Program (Statewide Program)** includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to, Highway Safety Improvement Program (HSIP) and Transportation Alternative Program (TAP) projects.
- P. **Statewide Transportation Improvement Program (STIP)**<sup>1</sup> means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- Q. **Transportation Improvement Program (TIP)**<sup>1</sup> means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C.

### III. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), AND THE STATE'S FIVE-YEAR PROGRAM

The TIP consists of projects approved by the MPO, local programs and projects developed by the MPO, and statewide programs and projects developed by ALDOT within the urban areas of the MPO.

The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide program, or prioritized listing, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs).

The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

#### IV. TIP/STIP ADMINISTRATION

The Federal Planning Regulations, contained in 23 CFR 450 et al, govern the provisions of the Statewide and Nonmetropolitan Transportation Planning and Programming (subpart B) and Metropolitan Transportation Planning and Programming (subpart C). These CFR sections are the regulations for governing the TIPs and STIP, including revisions and other actions related to the TIPs and STIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions.

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently approved STIP. Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.328] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

##### A. TIP support documentation

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

##### B. Air Quality Conformity

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

##### C. Revisions: Amendments and Administrative Modification<sup>2</sup>

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

- Affects air quality conformity, regardless of the cost of the project or the funding source.

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<sup>2</sup> Note: This MOU does NOT change the Codes of Federal Regulations. This MOU clarifies the understanding of the language within those regulations between the agreeing parties. For full application of the CFRs, visit definitions for Amendment, Administrative Modification, and Revision on p. 1. Revisions are not applicable to authorized project scopes.

- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
  - \$ 5.0 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
  - \$1.0 million for ALDOT federally-funded projects and for non-TMA MPOs attributable Projects.
  - \$ 750,000 for the county highway and bridge program.
- Involves a change in the **Scope of Work** to a project(s) that would:
  - Result in an air quality conformity reevaluation.
  - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
  - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
  - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

MPOs use the MPO Portal to initiate projects, make project edits, and other project information. The MPO Portal is managed by Local Transportation Bureau. The system generates email notification to the MPOs, and specific ALDOT Personnel of projects that may need to be added by amendment or administrative modifications. Approval by the MPO (or cooperative effort with an RPO) is required for Amendments.

All items requiring amendments to the STIP should be submitted to the ALDOT's Office Engineer Bureau. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director, or the Joint Highway committee can be performed at any time.

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

- Adds or deletes a project from a LVOE category or line item
- Adds or deletes a project utilizing 100 percent State or Non-Federal Funding that has not been designated as a regionally significant project by Local Planning partners or an MPO TIP placement of the federally-funded Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner
- Draw downs or return funding from an existing STIP/TIP Reserve Line Item and does not exceed the amendment cost thresholds established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost

modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.

The initial submission and approval process of the STIP will establish federal funding for LVOE project groups. Subsequent placement of individual projects in the STIP that are referred to as LVOE projects will be considered Administrative Modifications.

Administrative Modifications (1) do not affect air quality conformity or involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; (2) do not exceed the threshold (a) established in the MOU between ALDOT and the Planning Partners or (b) established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and (3) do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a new project.

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

## V. LEVEL OF EFFORT FUNDING CATEGORIES

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

LVOE projects are placed in the STIP/TIP according to selected funding programs, along with the planned funding amounts for each year.

ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding to any **LVOE group** that exceeds 20% of its originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (IM) (includes lighting, sign and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Highway Safety Improvement Program (HSIP), roadway, signal and rail-crossing, etc.)
- Recreational Trails (Funds are transferred to Alabama Department of Economic and Community Affairs (ADECA))
- Electric Vehicles (Funds are transferred to ADECA)
- County Allocation Funds (Off-system bridges and STP non-urban) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: 5311 (Non-Urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

LVOE group may hold funds that are not dedicated to specific projects, and the funds may be used to cover cost increases or add new projects or project phases. LVOE shall not exceed the thresholds or the requirements of any other items that require an amendment.

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

## VI. FINANCIAL CONSTRAINTS<sup>3</sup>

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS/MPO Portal).<sup>4</sup>

## VII. FINANCIAL REPORTING

### A. STIP Reporting

STIP is available online and electronic submittals to FHWA for amendments and administrative modifications. End of the Fiscal Year financial summaries are sent with the first amendment for the new fiscal year.

### B. MPO TIP REPORTING

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

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<sup>3</sup> Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modification, the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

<sup>4</sup> Refer to ALDOT's Local Transportation Bureau's Memo #2022-15 (November 22, 2022) for details of the MPOs' Transportation Improvement Programs (TIPs).

## VIII. PERFORMANCE MEASURES SECTION

To comply with performance-based planning requirements, a description of how the selected projects will help to accomplish its performance targets/goals will be included. This SITP Performance Measure section will be included at the time of adoption of the new STIP/TIPs but it may be updated at any time.

In general, STIP Performance Measure Section should include (1) the applicable transportation measure, (2) a brief discussion of anticipated effect of how projects selected will help ALDOT accomplish the goals, and (3) a summary of the amount of federal funding programmed to support the applicable target will be included in the STIP.



The procedures set forth in this document will serve as the basis for which ALDOT addresses federally funded Statewide Transportation Improvement Program (STIP) revisions. This Memorandum of Understanding (MOU) will begin October 1, 2023, and remain in effect until September 30, 2027, unless revised or terminated.

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

Mark D. Bartlett

Division Administrator  
Federal Highway Administration

02-13-2023

Date

Yvette H. Taylor

Regional Administrator  
Federal Transit Administration

03-15-2023

Date

John R. Cooper

Transportation Director  
Alabama Department of Transportation

02-02-2023

Date

## **3.6 – Performance Measures**

18-02464

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

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

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

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

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

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

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

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

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



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

2. Selection of transportation performance targets

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

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

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

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

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

[signature page to follow]

