

AMENDED
FY2012-2015 Transportation
Improvement Program (TIP)

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

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

Adopted:
14 March 2012

Auburn-Opelika
Metropolitan Planning Organization
(AOMPO)

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FY2012-2015 Transportation
Improvement Program (TIP)

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Auburn-Opelika Metropolitan Planning Organization

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MPO Resolution 2012-01

Amending the FY2012-2015 Transportation Improvement Program (TIP)

WHEREAS, the Alabama Department of Transportation has proposed an amendment to the FY2012-2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to **delete** the following projects which total \$228,000; and

100055858	PE	CR-081 (Mrs. James Road) Resurfacing from CR-072 (Farmville Road) to Auburn City Limits	2012	\$4,000
100055859	CN	CR-081 (Mrs. James Road) Resurfacing from CR-072 (Farmville Road) to Auburn City Limits	2012	\$224,000

WHEREAS, the Alabama Department of Transportation has proposed an amendment to the FY2012-2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to **add** the following project; and

100055985	CN	I-85 pavement rehab from SR-15 IM I085 () (US-29, Exit 51) to Bent Creek Road	6/29/2012	\$9,400,000
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WHEREAS, the Alabama Department of Transportation has proposed an amendment to the FY2012-2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to **increase the cost** on the following project from \$611,520 to \$949,161; and

100055853	CN	West Glenn Avenue Resurfacing from N. College Street to N. Donahue Drive	3/30/2012	\$949,161
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WHEREAS, the Alabama Department of Transportation has proposed an amendment to the FY2012-2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to **move** the following project from FY2016 to FY2012; and

100008564	CN	Frederick Rd/Auburn CL to Hamilton Road (1A)	2012	\$1,931,534
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WHEREAS, the City of Auburn has proposed an amendment to the FY2012-2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to **move** the following project from FY2012 to FY2013; and

100043891	UT	Bridge Widening and Additional Lanes CR-12 (Moore's Mill Road) @ Overpass I-85	3/01/2013	\$368,461
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WHEREAS, the City of Auburn has proposed an amendment to the FY2012-2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to **apply** \$228,000 in FY2012 Federal funds, upon FHWA approval, and \$537,600 in FY2013 Federal funds on October 1, 2012, pending FHWA approval, to the project cost overrun on the following project; and

100008576	RW	Realignment of SR-14 from 500' S of Donahue Drive to Intersection of Bragg Avenue	7/20/1999	\$2,837,700
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WHEREAS, the Alabama Department of Transportation requires the Metropolitan Planning Organization to indicate their support of projects within the Metropolitan Planning Organization's urbanized area; and

WHEREAS, the Metropolitan Planning Organization has reviewed these project changes and believes them to be in the best interest of the community; now

THEREFORE, BE IT RESOLVED, by the Auburn-Opelika Metropolitan Planning Organization, that the FY20012-2015 Transportation Improvement Program be amended to include the aforementioned changes.

Adopted this 14th day of March, 2012

Chairman, MPO

Date

ATTEST:

Transportation Planner, LRCOG

Date

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1.0 - Introduction

1.1 - Purpose

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Auburn-Opelika Metropolitan Planning Organization (AOMPO). This document is the March 2012 Amended FY2012-FY2015 TIP. The projects in the FY2012-2015 TIP are taken from the Auburn-Opelika 2035 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 1.7 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 study area. Based on funding availability and project priority, LRTP projects are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). TIP project selection is based on priorities established by AOMPO member governments and the availability of funds through the Surface Transportation Attributable program.

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

1.2 – MPO History

A Metropolitan Planning Organization is a Federally-mandated body charged with administering the Federally-funded transportation planning activities in a defined area. Each Urbanized Area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish a Metropolitan Planning Organization [renewed by SAFETEA-LU August 2005].

The Auburn-Opelika MPO (AOMPO) was formed in 1982 after the 1980 Census established the population of the Auburn-Opelika Urbanized Area at 51,823. The 2000 Census established the population for the Auburn-Opelika Urbanized Area at 60,137. Census 2010 Urbanized Area populations are expected to be released in early 2012. The Auburn-Opelika MPO is categorized as a Metropolitan Planning Area (MPA), which is an MPO with less than 200,000 in population. Geographically, MPOs comprise an Urbanized Area and a Study Area.

Urbanized Areas are designated decennially by the United States Census Bureau and are a reflection of urbanization without regard to political boundaries. For this reason, MPOs are responsible for the Federally-funded transportation planning process at the local level and not single political entities. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas that have grown together. In other words, Federally-funded transportation planning is intended to be regional in scope because transportation systems transcend political boundaries.

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

1.3 - SAFETEA-LU Regulations for the TIP

The FY2012-2015 TIP has been developed in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as adopted by Congress on August 10, 2005. SAFETEA-LU (also Public Law 109-59) is the current federal transportation funding legislation and establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive (the 3-C Planning Process) framework for making transportation investment decisions in metropolitan areas.

The safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process [SAFETEA-LU Section 6001(h)].

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

1.3.1 – Consistency with Other Plans

There are general and specific directions under SAFETEA-LU (Section 6001) for the consistency requirement. 23 USC 134, Section 6001(a)(g)(3) states “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities.....economic development, environmental protection, airport operations, and freight movements....to coordinate its planning process....with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other

related planning activities....” and TIP specificity is found in SAFETEA-LU Section 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 AOMPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Advisory Committee (TAC). Incorporating these key individuals in the transportation planning process allows for broad acknowledgement of transportation planning and land use development activities at the local and regional level which can afford opportunities for cooperation and coordination.

The spirit and intent of SAFETEA-LU Section 6001 are clear. In accordance with Public Law 109-59 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multimodal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process, and Environmental Plans.

1.3.2 – 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 near 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 – Planning Factors

As specified in SAFETEA-LU, Metropolitan Planning Organizations (MPO) shall provide for consideration of projects and tasks that meet the objectives of the eight planning factors. All projects considered for inclusion into the TIP are reviewed by AOMPO staff for consistency with the following provisions:

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*

2. *Increase the safety of the transportation system for motorized and non-motorized users.*
3. *Increase the security of the transportation system for motorized and non-motorized users.*
4. *Increase the accessibility and mobility options available to people and for freight.*
5. *Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
7. *Promote efficient system management and operation.*
8. *Emphasize the preservation of the existing transportation system.*

1.5 - Bicycle and Pedestrian Consideration

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

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

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor. [This passage is not intended to be exclusionary in any way, but a recognition that design elements, in this case high-speed interstate roadways and U. S. Highways with limited access features, prohibit bicycle and pedestrian traffic for safety considerations.]
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is

defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.

- Where a sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “...all construction of new public streets...” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

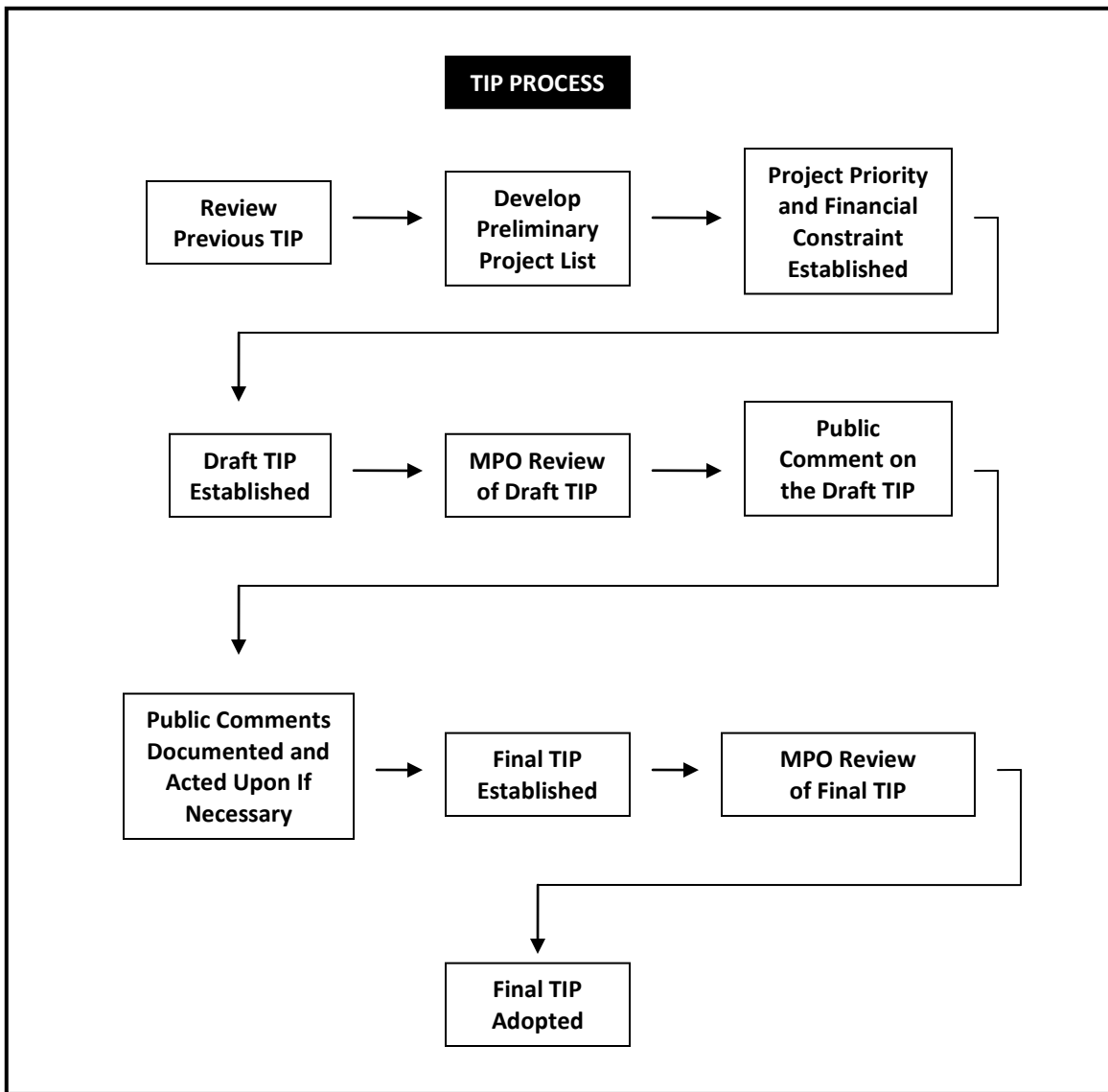
The FHWA letter of June 12th effectively updates agency guidelines and ALDOT accepts this language as the definitive policy to be found in the planning documents, unless and until it is modified by FHWA.

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.

1.6 – TIP Process

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

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



1.7 – 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.

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

- 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% or \$1,000,000, whichever is less

A change that does not meet any of these criteria may be processed as an *administrative modification* (see below), subject to DOT approval of this procedure by the MPO policy board. Once approved, the MPO may proceed, requiring only signature of the chairperson and attestation.

SAFETEA-LU regulations include a provision for an administrative modification (23 CFR 450.104) which includes the following definition:

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

1.8 – Public Participation Process

Public participation is essential to the development of the TIP. The public is invited to participate in all advertised meetings and hearings. The AOMPO conducts all meetings in accordance with the provisions of the Alabama Open Meetings Act, passed into law on October 1, 2005. The following public participation efforts are made as a part of the TIP development process:

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

comment forms are placed at municipal libraries and the LRCOG offices; digital copies of the draft TIP and comment form are placed on the AOMPO webpage.

- MPO Staff Consultation – The public (including CAC members) is encouraged to contact AOMPO staff to discuss questions, comments and concerns regarding TIP development.

1.8.1 – Title VI

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).

1.8.2 – Environmental Justice

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

1.8.3 – 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).

1.9 – 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 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.

This self-certification process was fulfilled by the Auburn-Opelika MPO on August 10th, 2011. The executed MPO Self-Certification form is located in Section 3.4 of this document.

1.10 – Environmental Mitigation

MPOs are asked to consider the adverse environmental impacts their projects may have on both the human and natural environments. To this end, SAFETEA-LU requires MPOs to discuss:

“...types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with Federal, State, 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.

1.10.1 – Climate Change

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

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

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

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

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

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

1.11 – Air Quality

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in ‘non-attainment’ status. The AOMPO area is not presently in non-attainment status. Therefore, no project-level air quality mitigation measures are present in the TIP at this time. However, those MPOs in attainment have tasks established in the UPWP for training in NAAQS monitoring and possible outreach activities. AOMPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House, Senate and Administration versions of the forthcoming transportation legislation which will replace SAFETEA-LU.

1.12 – Safety Planning

SAFETEA-LU requires that "Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users." The Auburn-Opelika MPO’s Safety Planning efforts are documented annually in the UPWP. The MPO’s Safety Planning objective in the March 2012 Amended FY2012 UPWP is to incorporate transportation safety planning in the local transportation planning process and identifies the following proposed steps:

- Hold any necessary meetings to discuss safety and security issues and develop programs related to these issues.

- Utilize the Critical Analysis Reporting Environment (CARE) system to identify any hazardous areas that may need to be addressed.
- Monitor accident data in the MPO Study Area as well as develop maps and reports detailing the same as needed.

1.13 – 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, as a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

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

At this time, Auburn-Opelika Metropolitan Planning Organization does not have any regionally significant projects planned or programmed for the 2012-2015 TIP timeframe that are not already included in the project listings.

1.14 - Level of Effort (LOE)

Projects in the STIP/TIP which are referred to as Level of Effort (LOE) represent certain unidentified projects which will be authorized during the given fiscal year. These projects are placed in the STIP/TIP according to selected funding programs with anticipated project apportionments for each fiscal year identified within the plan (STIP/TIP). The selected funding programs include:

- Transportation Enhancement Projects
- Safety Projects such as hazard elimination roadway and rail, high speed rail, seat belt, blood alcohol content

- Transportation and Community and System Preservation (TCSP)
- Recreational Trails
- Federal Aid Resurfacing Program
- GARVEE Bond Projects
- County Allocated Funds such as, Off-system Bridge, Optional Bridge, and STP Non-urban
- Federal Transit Sections 5311 (non-urban), and 5310 (Elderly and Disabilities)

Any of these LVOE-type projects are pre-approved by the MPO and will not require any further MPO action prior to authorization. The MPOs will be notified as soon as the specific projects within their urban areas are selected and will have five (5) days to decline the project. However, any projects that have already been pre-selected out of these funding categories must be specifically included in the TIP prior to adoption.

1.15 – 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’ 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 FY2012-2015 timeframe is uncertain due to an anticipated decline in Highway Trust Fund revenue and undetermined funding levels in the forthcoming transportation legislation. If current funding levels are maintained, the AOMPO will receive federal funds in the sum of:

- \$1,180,489 in fiscal year 2012
- \$1,180,489 in fiscal year 2013
- \$1,180,489 in fiscal year 2014
- \$1,180,489 in fiscal year 2015

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

\$1,475,611 in fiscal year 2012
\$1,475,611 in fiscal year 2013
\$1,475,611 in fiscal year 2014
\$1,475,611 in fiscal year 2015

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

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

1.16 – Project Selection and Prioritization

Through the Continuing, Cooperative, and Comprehensive (3-C) Planning Process, the Auburn-Opelika MPO's Public Involvement Plan (PIP), 2035 Long Range Transportation Plan (LRTP) and FY2012-2015 Transportation Improvement Plan (TIP) together comprise and define the project selection and prioritization process utilized by the MPO.

Public Involvement Plan - Public involvement is a key component of the transportation planning process and, subsequently, the project selection and prioritization process. To that end, the PIP 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 PIP details the methods and practices employed by the MPO to specifically involve and engage the public in the project selection and prioritization process as a part of the overall transportation planning process by:

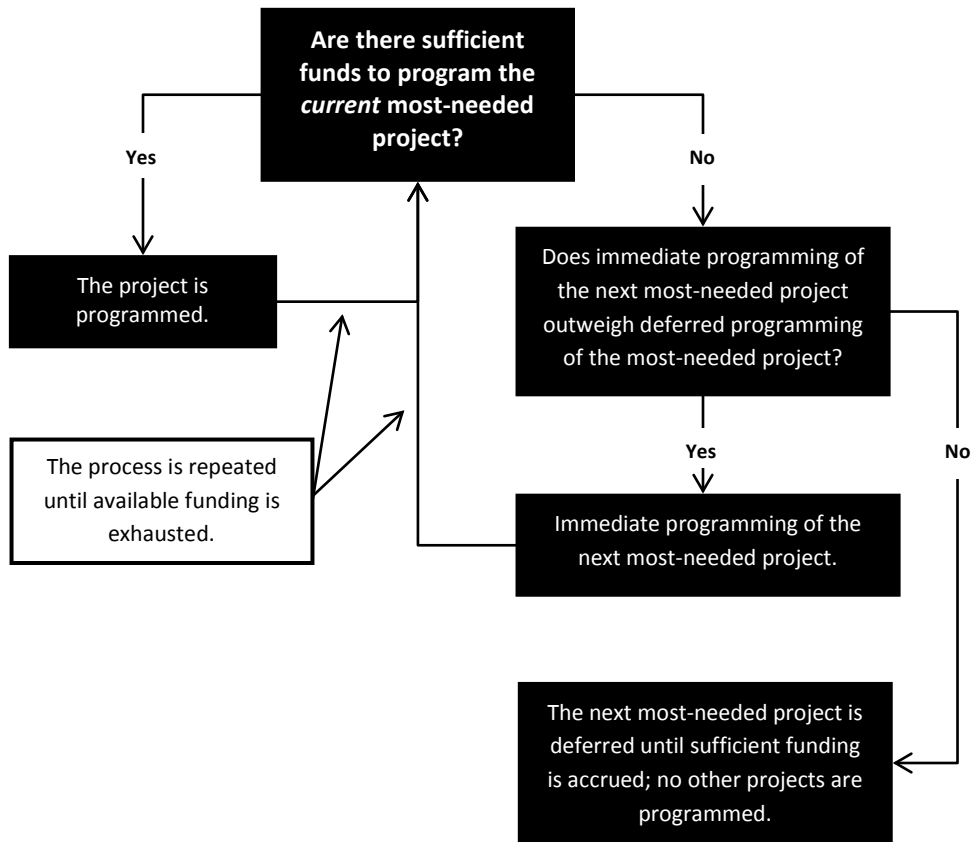
- Providing adequate notice of public participation activities and time for public review and comment at key decision points including, but not limited to, a reasonable opportunity to comment on the proposed transportation plan.
- Providing timely notice and reasonable access to information about transportation issues and processes.
- Employing visualization techniques to describe metropolitan transportation planning documents.
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.

- Holding transportation planning meetings at convenient and accessible locations and times.
- Demonstrating explicit consideration and response to public input received during the development of metropolitan transportation planning documents.
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.
- Providing an additional opportunity for public comment, if the final metropolitan transportation planning document differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- Coordinating with the statewide transportation planning public involvement and consultation processes with other planning entities and officials.
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

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

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

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



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

1.17 – Conclusion

In conclusion and on behalf of the Auburn-Opelika Metropolitan Planning Organization, Lee-Russell Council of Governments would like to thank the City of Auburn, the City of Opelika, Lee County and the Alabama Department of Transportation for their assistance in the development of the FY2012-2015 Transportation Improvement Program.

2.0 – TELUS Projects

2.1 – Web TELUS

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

2.2 – TELUS Project Descriptions

Surface Transportation Attributable Projects

Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in SAFETEA-LU.

Other Surface Transportation Program Projects

These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In addition, there are at least 37 different codes for fund sourcing under the category Other Surface Transportation funding. In TELUS, for example, coding of STPAA indicates Surface Transportation Program Any Area. Others might be ACFP (Advanced Construction Primary Program), CESR (Rural Secondary), or DHP8 (Surface Transportation Innovative Projects).

National Highway Systems

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Funding under NHS carries NHF (National Highway Funds), NHSP (National Highway System Project), ACNH (Advance Construction National Highway System), or similar coding.

Appalachian Highway System Projects

TEA-21 provided funding under Section 1117 for highway corridor projects in 13 states to promote economic development. Most of the ADHS (92%+) is part of the National Highway System. Funding codes associated with the ADHS are APDV (Appalachian Development), CX54J (APD Corridor X 2003), and ACAP (Advance Construction Appalachian Development).

Interstate System Projects

This Federal-aid funding program is confined to capacity or interchange facilities on the Interstate System. Activities may include new projects, phases of projects (in Alabama, the term 'scope' is used) or system maintenance. This type of funding will use codes such as IREG (Interstate Regular) and IMNT (Interstate Maintenance). The Interstate System is a component of the National Highway System (NHS).

Bridge Projects (State and Federal)

This includes new facility construction, existing bridge repair, and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement. This project category is currently sensitive to public scrutiny after structural failures in the states of Washington and California. Typical funding codes are: ACBR (Advance Construction Bridge), BRDF (Bridge Replacement Discretionary Fund), and BRPL (Bridge Replacement).

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 projects within 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. Some common funding program identification codes would be STAT (State Program), STATC (State Program – Contract Construction), or STATS (State Program – Special Aid).

Enhancement Projects

TEA-21 requires that 10% of federal highway funds allocated to the state (STP funds) are to be set aside (equal to or greater than the amount allocated in FY2005) for transportation enhancement activities. This funding category has specific and exclusive eligible activities listed in SAFETEA-LU. They may be found under 23 USC 101(a)(35):

- A. Provision of safety and educational activities for pedestrians and bicyclists.
- B. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- C. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- D. Landscaping and other scenic beautification.
- E. Historic preservation.
- F. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- G. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- H. Inventory, control, and removal of outdoor advertising.
- I. Archaeological planning and research.
- J. Environmental mitigation
 - 1. to address water pollution due to highway runoff; or
 - 2. to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- K. Establishment of transportation museums.

Transit Projects

Local transit operators provide projects to 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). This type of project is typically for fixed-route services in the MPO Planning Area and the primary funding provider is FTA (Federal Transit Administration) with supplemental soft-match funding from local governments. For informational purposes, Transportation Disadvantaged (TD) projects with their fund sources are usually included in major planning documents. Common coding examples would be FTA09 (Federal Transit Administration Section 5307 for FY2009), JARC (Job Access and Reverse Commute), and RPTO (Federal Transit Administration Section 5311).

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. Projects include 99004 (Shoulder Repair), 99005 (Bridge Painting), 99006 (Traffic Signal Upgrading), 99054 (Roadway Mowing), and simply MAIN (Maintenance Projects).

Safety Projects

SAFETEA-LU restructured the original TEA-21 Highway Safety Improvement Program (HSIP) to provide more comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan

(SHSP) and the project must be included in the plan. The candidate project should “correct or improve a hazardous road location or feature, or address a highway safety problem” to become eligible for funding. Eligible types of projects include:

1. Safety-conscious planning;
2. Improvement in the collection and analysis of crash data;
3. Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work- zone safety;
4. The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife;
5. Construction and operational improvements on high-risk rural roads;
6. Improvements for safety of the disabled;
7. Installation and maintenance of signs at pedestrian-bicycle crossings and in school zones.

Sample coding for safety projects would be HESS (Hazard Elimination Program), STPSA (Any Hazard), and BELT (Safety Incentive Seat Belt Apportionment).

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).

High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by TEA-21 and extended by SAFETEA-LU. High Priority Projects (HPP) may be advanced under an Advanced Construction provision in 23 USC 117 without additional funding until HPP funds become available. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. High Priority coding could be AHPP (Advanced Construction High Priority Corridor) or HPPP (High Priority Project Program). Earmark funding may carry any number of codes, but some attached to Alabama projects are: FTA3C (Capital New Starts/Fed Earmark) and TCSPE (Transportation Communications System Earmarked Grant).

Authorized Projects

Authorized Projects are differentiated from Planned Projects by having completed the planning process and having an established funding contract in place. Authorized Projects are Planned Projects that have FHWA approval to proceed.

2.3 - Web TELUS Project Report Format

5 2.4.3 National Highway System Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCF	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other	Estimated Total Cost
1300	100004617 NH - 000 (502 Road	US-92 add lanes from SR-69 to Rice Mine	2.71	CN	P	ADDITIONAL ROADWAY LANES	2013	4004.0	NA	NA	\$27,882,787 \$6,920,897 \$34,803,684 \$0
26307	100046433 NH - 000 (US-92 at Bradley Road (CF-65) - Intersection Improvements	1.8	RW	P	INTERSECTION IMPROVEMENTS	2013	4016.0	NA	NA	\$197,390 \$49,347 \$246,737 \$0
3	100047454 NH - 000 (1.8	UT	P	UTILITY-ADJUSTMENT	2013	4016.0	NA	NA	\$202,461 \$50,613 \$253,064 \$0
	100046352 NH - 000 (517		1.8	CN	P	INTERSECTION IMPROVEMENTS	2013	4016.0	NA	NA	\$292,654 \$73,369 \$366,043 \$0
26318	100045339 NH-IM - (359 (I-359 from US-11 to 0.3 mile south of 35th Street Underpass - Add Lanes and resurface	2.62	CN	P	RESURFACING	2012	4025.0	NA	NA	\$873,322 \$243,301 \$1,216,653 \$0
30089	100054472 NH - 001 (US-43 (SR-13,SR-69) from 12th Street to University Boulevard - Pavement rehabilitation	0.719	UT	P	UTILITY-ADJUSTMENT	2013	4026.0	NA	NA	\$2,692,643 \$673,161 \$3,365,804 \$0
	100054473 NH - 001 (0.719	CN	P	PAVEMENT REHABILITATION	2014	4026.0	NA	NA	\$5,423,853 \$1,355,963 \$6,779,816 \$0
Total By Sponsor										Federal	\$46,832,500
										All Funds	\$37,466,000

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

2.4 – Project Listings

2.4.1 Surface Transportation Attributable Projects

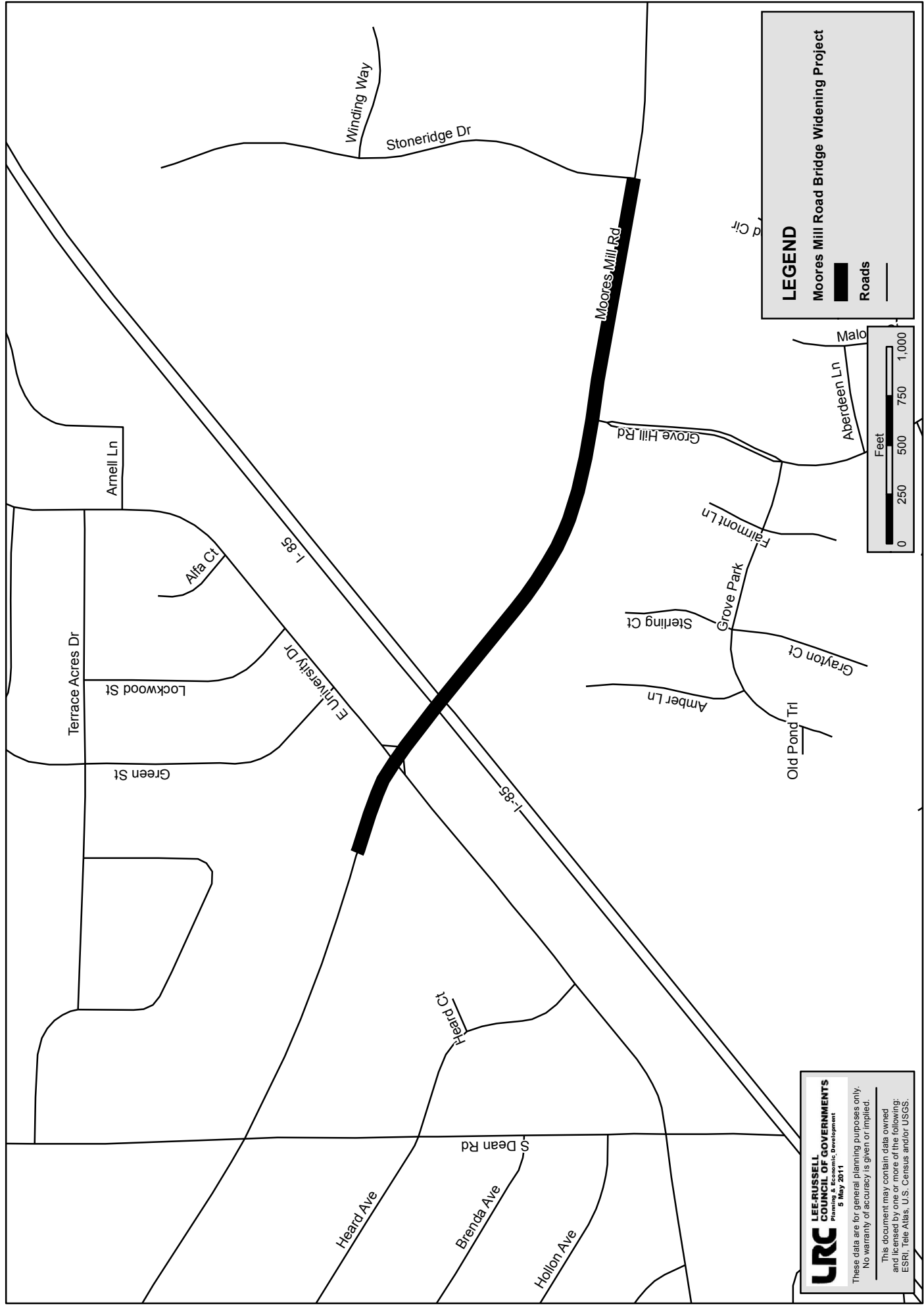
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal			Estimated Total Cost	
										State	Other	Total		
Sponsor : Auburn														
24501	100055851	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	RW	P	BRIDGE WIDENING	2012	0.0	NA		\$915,200	\$0	\$1,144,000	
	100043891										\$228,800	\$368,461		
	STPOA - 9011 ()		0.0	UT	P	UTILITY ADJUSTMENT	2013	4.0	NA	NA	\$0	\$0	\$460,576	
											\$92,115			
Sponsor : Lee County														
33153	100055853	WEST GLENN AVENUE RESURFACING FROM N. COLLEGE STREET TO N. DONAHUE DRIVE	0.5	CN	P	RESURFACING	2012	0.0	NA		\$949,161	\$0	\$1,186,451	
	STPOA - 9025 (601)										\$237,290			
Sponsor : Lee County														
33155	100055857	CR-146 (MOORES MILL ROAD) RESURFACING FROM SAMIFORD AVENUE TO DEAN ROAD	0.758	CN	P	RESURFACING	2015	0.0	NA		\$436,447	\$0	\$545,559	
	STPOA - 9011 ()										\$109,112			
Sponsor : Lee County														
33160	100055865	CR-35 (SHELTON MILL ROAD) RESURFACING FROM CR-40 (COLLEGE STREET) TO CR-706 (EAST UNIVERSITY DR.)	0.925	CN	P	RESURFACING	2013	0.0	NA		\$160,000	\$0	\$200,000	
	STPOA - 9027 ()										\$40,000			
Total By Sponsor											\$2,829,269	All Funds		\$3,536,586
Sponsor : Lee County														
33625	100056629	WIDEN AND RESURFACE CR-391 FROM OPELIKA SOUTH EAST CITY LIMITS NEAR SPRING VILLA TO SR-1 (US-431)	5.62	PE	P	RESURFACING	2012	0.0	NA		\$3,556	\$0	\$4,445	
	STPOA - 4114 ()										\$889			
	100056630										\$346,566	\$0	\$433,208	
	STPOA - 4114 ()		5.62	CN	P	RESURFACING	2012	0.0	NA		\$0	\$0	\$433,208	
											\$86,642			
Total By Sponsor											\$350,122	All Funds		\$437,653

2.4.1 Surface Transportation Attributable Projects

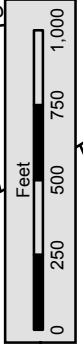
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year	Requirement	Federal State Other			Estimated Total Cost
1967	100008567	FREDERICK RD/AUBURN CL TO GATEWAY DRIVE	1.26	UT	P	UTILITY ADJUSTMENT	2012	8.0	NA	NA	\$1,664,000	\$0	\$0	\$2,080,000
	STPOA - 9025 ()	(PHASE 1A)									\$416,000			
	100008564		1.257	CN	P	WIDENING & RESURFACING (RDWY)	2012	9.0	NA	NA	\$1,931,534	\$0	\$0	\$2,414,418
	STPAA-STPOA-ST - 9025 (600)										\$482,884			
	PTE													

Total By Sponsor **Federal** **\$3,595,534** **All Funds** **\$4,494,418**

**2.4.1.1- Moore's Mill Bridge Widening Project
 UT Phase Project # 100043891 | RW Phase Project # 100055851**



LEGEND
 Moore's Mill Road Bridge Widening Project
 Roads

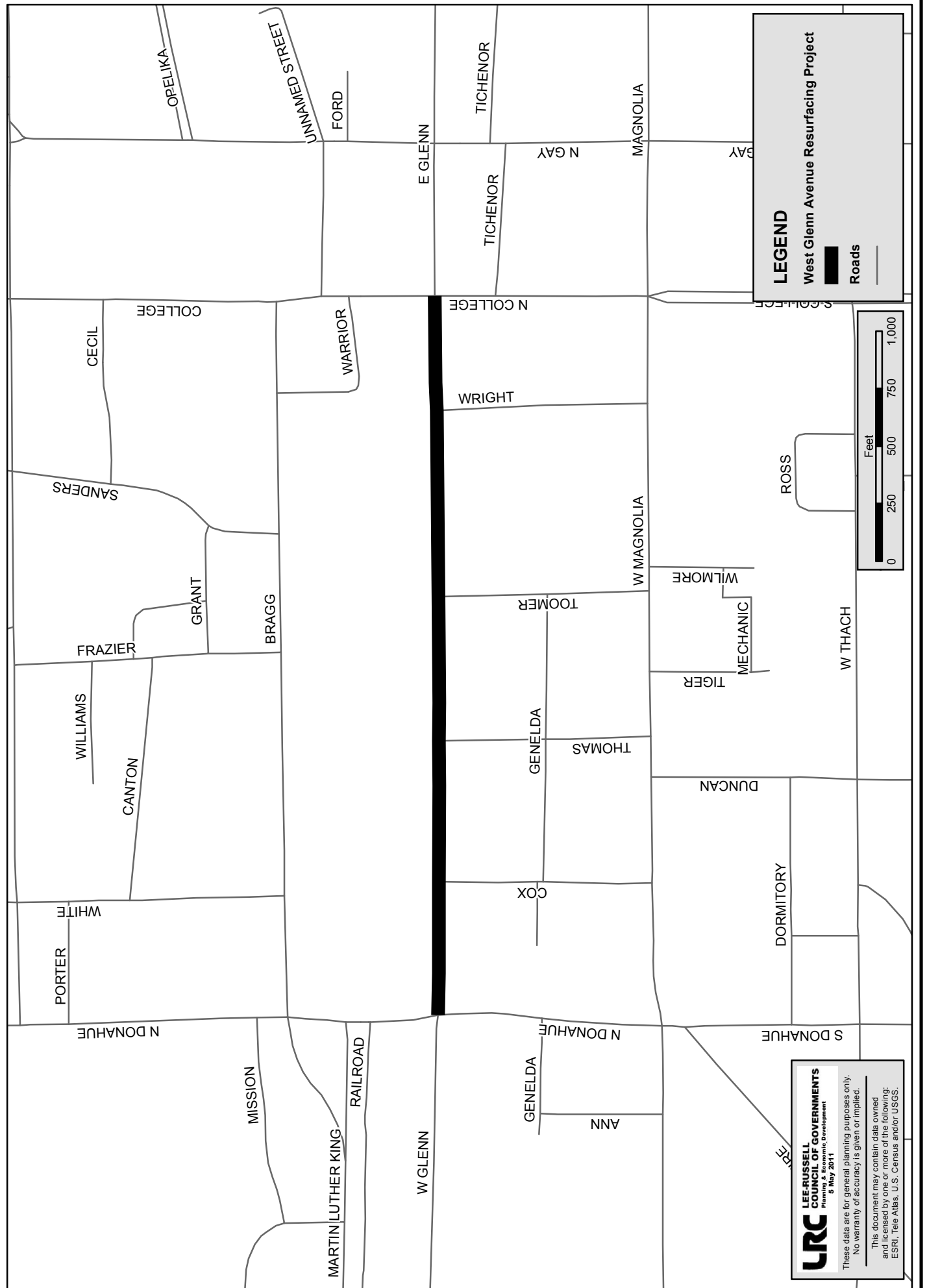


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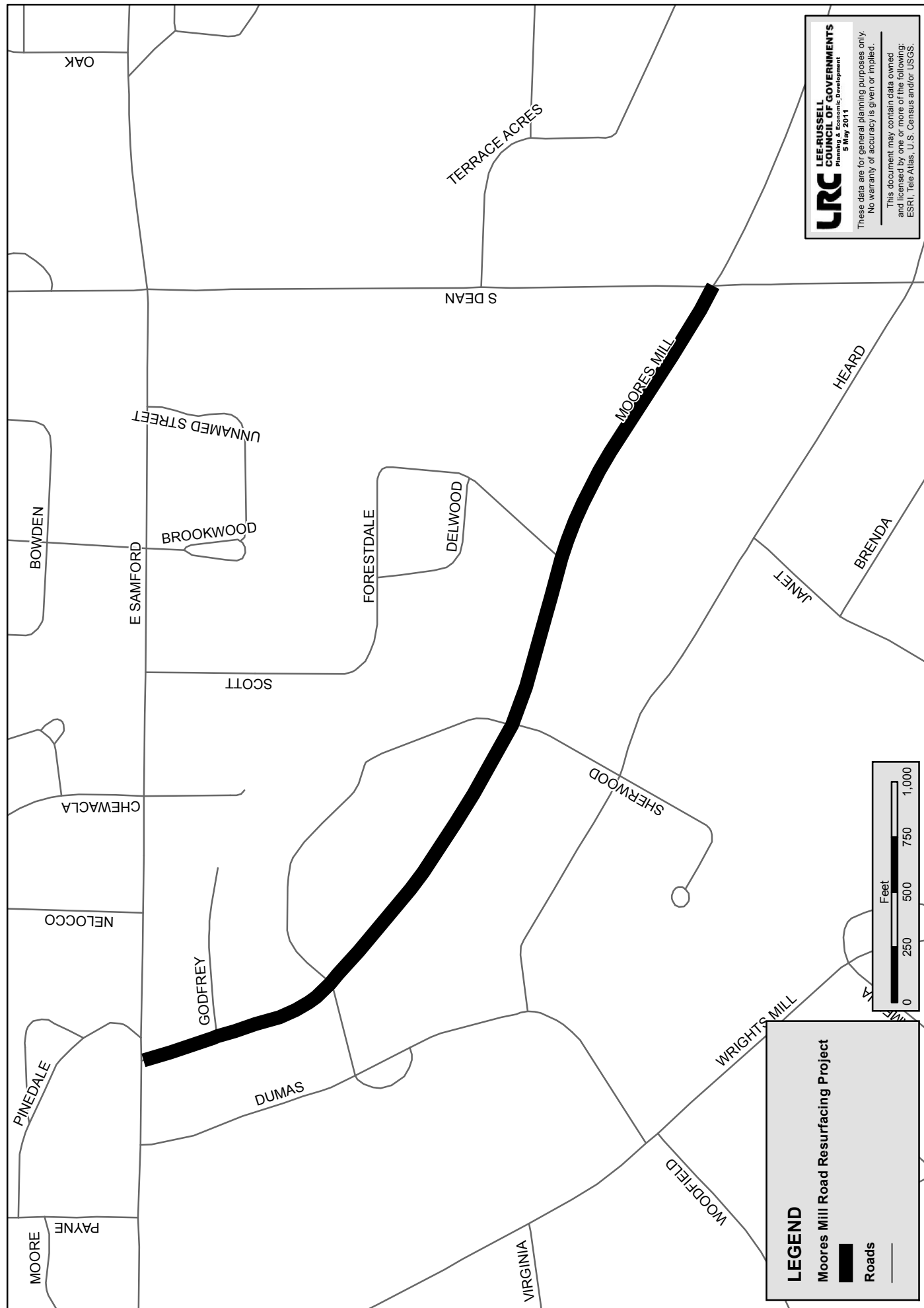


2.4.1.2 - West Glenn Resurfacing Project CN Phase Project # 100055853





2.4.1.3 - Moore's Mill Road Resurfacing Project CN Phase Project # 100055857



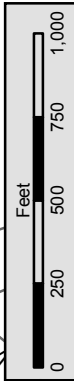
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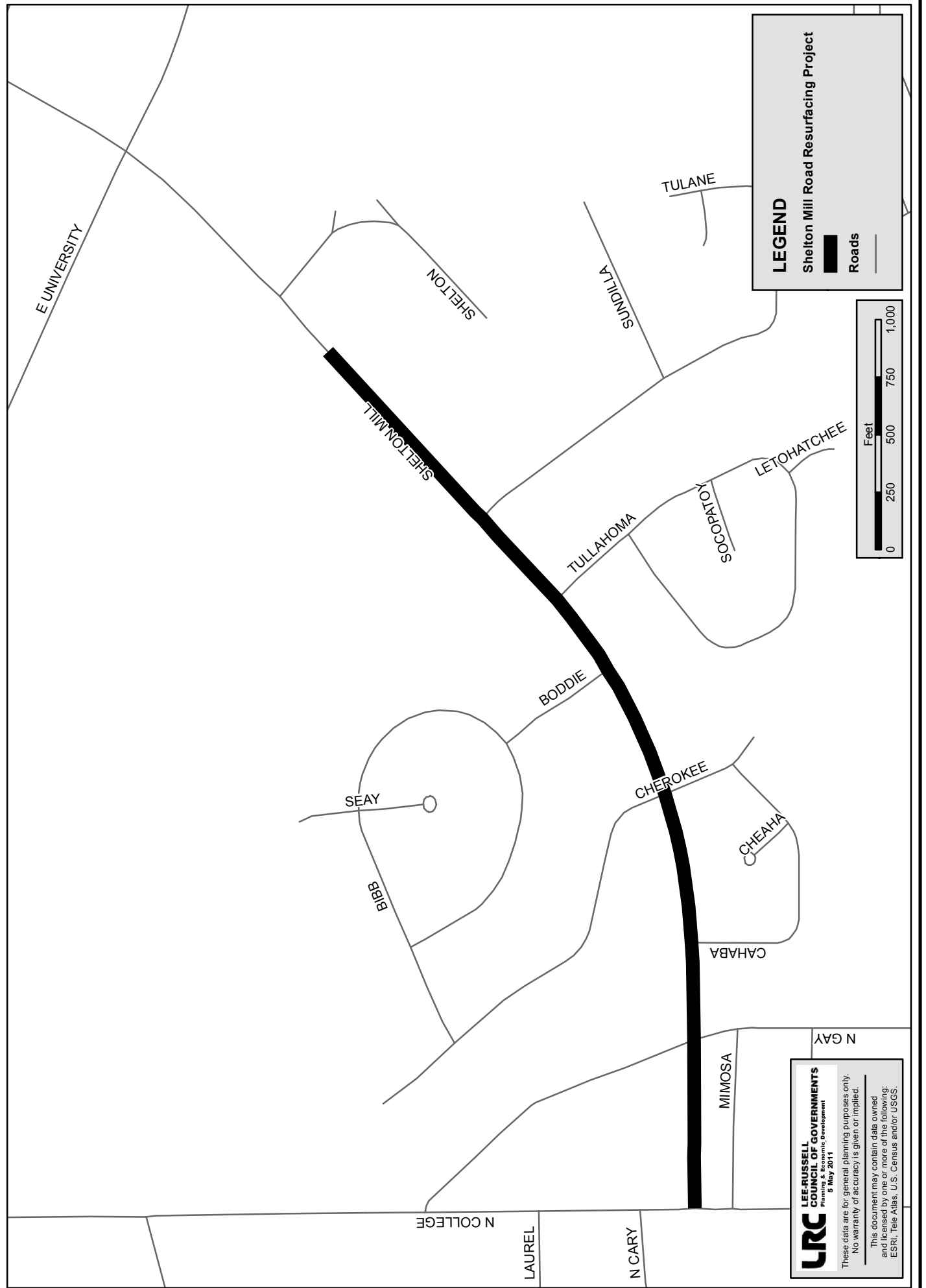
LEGEND

Moore's Mill Road Resurfacing Project

Roads

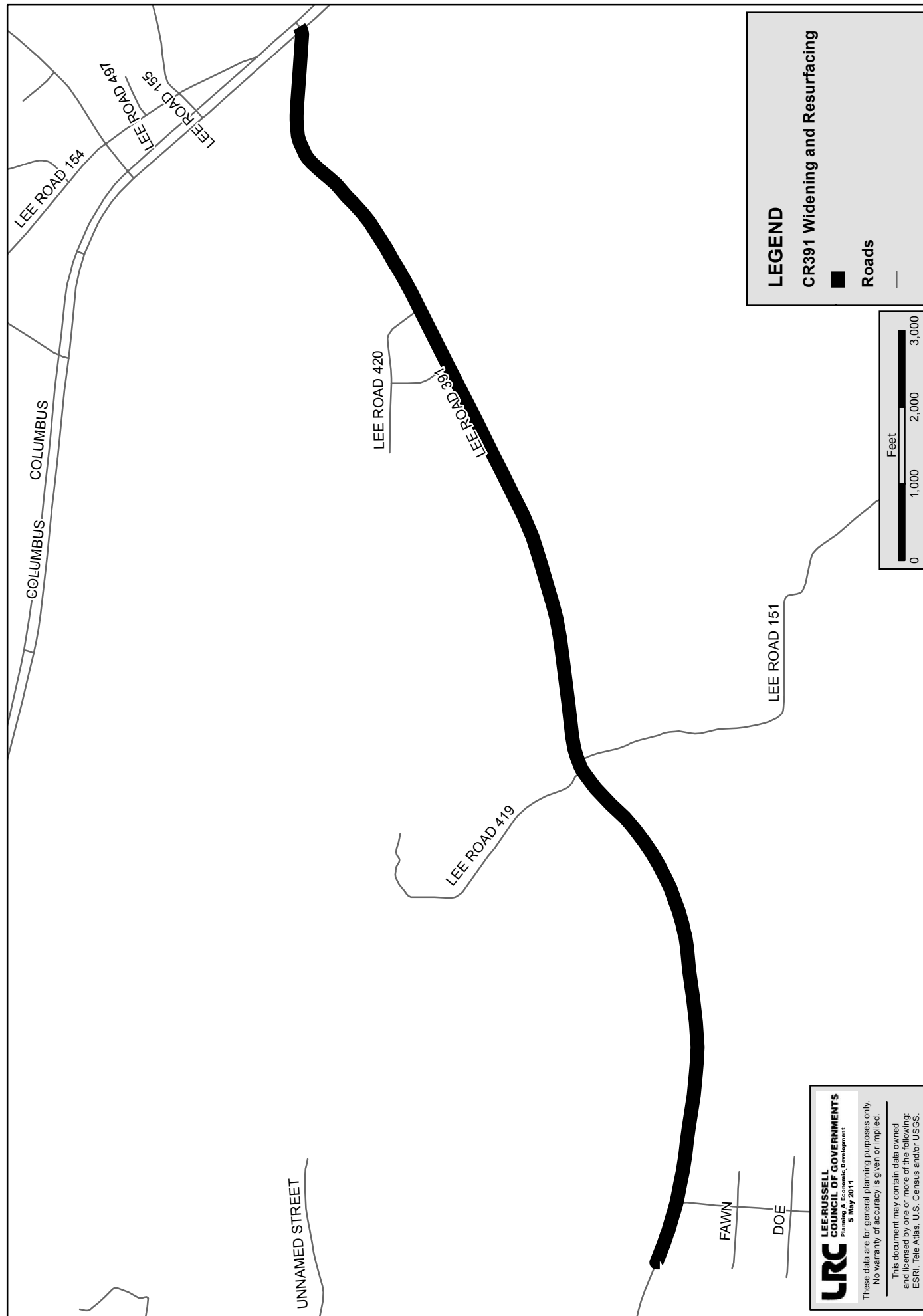


2.4.1.4 - Shelton Mill Road Resurfacing Project CN Phase Project # 10005865





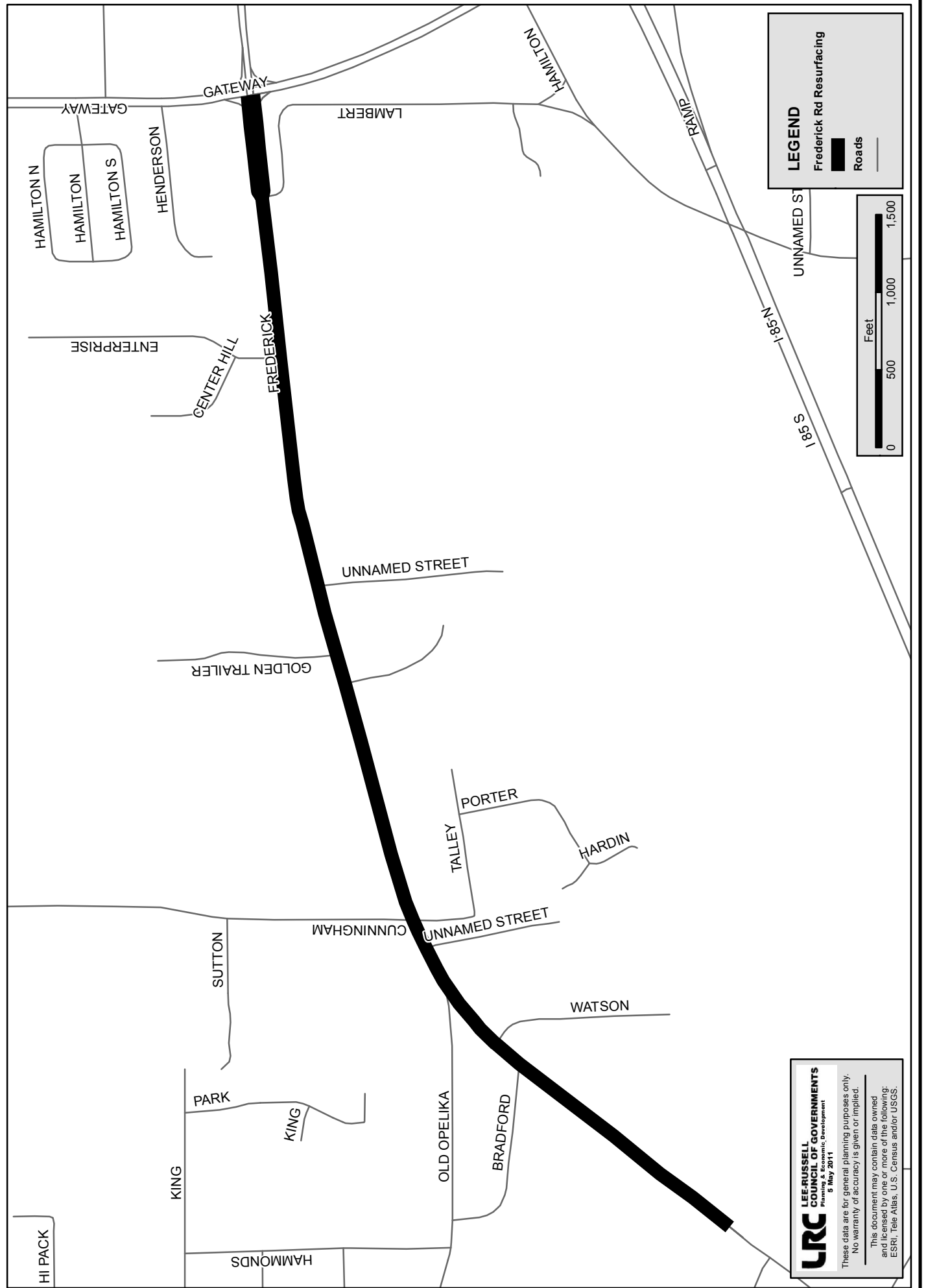
2.4.1.5 - CR-391 Widening and Resurfacing Project
PE Phase Project # 100056629 | CN Phase Project # 100056630



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2.4.1.6 - Frederick Road (Phase 1)
UT Phase Project # 100008567 | CN Phase Project # 100008564



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2.4.2 Other Surface Transportation Program Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other			Estimated Total Cost
Sponsor : ALDOT													
30393	100052963	RESURFACE SR-15 (US-29) FROM I-85 TO CHAMBERS COUNTY LINE, FY 2009 PHASE 2	8.503	FM	P	RESURFACING	2013	0.0	NA		\$1,868,030	\$467,008	\$2,335,038
<hr/>													
34356	100057483	RESURFACE, STRIPE AND SAFETY WIDEN SR-14 FROM MACON COUNTY LINE TO SR-147	10.142	FM	P	WIDENING & RESURFACING (RDWY)	2012	0.0	NA		\$2,160,000	\$540,000	\$2,700,000
<hr/>													
Total By Sponsor										Federal	\$4,028,030	All Funds	\$5,035,038
Sponsor : Opelika													
1967	100008564	FREDERICK RD/AUBURN CL TO GATEWAY DRIVE (PHASE 1A)	1.257	CN	P	WIDENING & RESURFACING (RDWY)	2012	9.0	NA		\$2,564,413	\$0	\$3,205,516
<hr/>													
Total By Sponsor										Federal	\$2,564,413	All Funds	\$3,205,516

2.4.3 National Highway System Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal			Estimated Total Cost
										State	Other	Total	
Sponsor : ALDOT													
572	100056238	I-85 ADDITIONAL LANES AND BRIDGE REPLACEMENT FROM MP 58.6 TO MP 62.45 INCLUDES BRIDGES: 185-41-12.2 #006495 & #006496, 185-41-13.2 #006497 & #006498, 185-41-13.3 #006499 & #006500	3.85	RW	P	ADDITIONAL ROADWAY LANES	2013	0.0	NA		\$172,182	\$43,046	\$215,228
												\$0	
	100037639		3.85	CN	P	ADDITIONAL ROADWAY LANES	2014	0.0	NA		\$16,344,092	\$4,086,023	\$20,430,115
												\$0	
1405	100004825	INTERSECTION IMPROVEMENTS @ US-29 SOUTH & NH - 0509 () SR-267	0.1	CN	P	LIGHTING	2014	0.0	NA		\$363,197	\$90,799	\$453,996
												\$0	

Total By Sponsor **Federal** **\$16,879,471** **All Funds** **\$21,099,339**

2.4.4 Appalachian Highway System Projects

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

No Records Found

Total By Sponsor	Federal	All Funds	\$0	\$0
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2.4.5 Interstate System Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year	Requirement	Federal State Other			Estimated Total Cost
Sponsor : ALDOT														
572	100056238	I-85 ADDITIONAL LANES AND BRIDGE REPLACEMENT FROM MP 58.6 TO MP 62.45 INCLUDES BRIDGES: 185-41-12.2 #006495 & #006496, 185-41-13.2 #006497 & #006498, 185-41-13.3 #006499 & #006500	3.85	RW	P	ADDITIONAL ROADWAY LANES	2013	0.0	NA			\$21,523	\$2,391	\$23,914
	100037639		3.85	CN	P	ADDITIONAL ROADWAY LANES	2014	0.0	NA			\$11,934,668	\$1,326,074	\$13,260,742
33244	100055985	I-85 PAVEMENT REHAB FROM SR-15 (US-29, EXIT 51) TO BENT CREEK RD.	5.16	CN	P	PAVEMENT REHABILITATION	2012	0.0	NA			\$8,460,000	\$940,000	\$9,400,000

Total By Sponsor **Federal** **\$20,416,191** **All Funds** **\$22,684,656**

2.4.6 Bridge Projects (State and Federal)

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal			Estimated Total Cost
										State	Other		
572	100037639	I-85 ADDITIONAL LANES AND BRIDGE REPLACEMENT FROM MP 58.6 TO MP 62.45 INCLUDES BRIDGES: 185-41-12.2 #006495 & #006496, 185-41-13.2 #006497 & #006498, 185-41-13.3 #006499 & #006500	3.85	CN	P	ADDITIONAL ROADWAY LANES	2014	0.0	NA	NA	\$13,834,758	\$3,458,689	\$17,293,447
1246	100056086	REPLACE BRIDGE BIN 002013, SR-51 OVER ROBINSON CREEK (SUGG=44.1, STATUS = SD)	0.15	PE	P	BRIDGE REPLACEMENT	2013	0.0	NA	NA	\$166,400	\$41,600	\$208,000
	100003744	REPLACE BRIDGE NO. 51-41-14.6 OVER BRANCH	0.15	RW	P	BRIDGE REPLACEMENT	2015	0.0	NA	NA	\$5,474	\$1,369	\$6,843
	100003743		0.15	CN	P	BRIDGE REPLACEMENT	2015	0.0	NA	NA	\$1,121,077	\$280,269	\$1,401,346

Sponsor : ALDOT

Total By Sponsor **Federal** **\$15,127,709** **All Funds** **\$18,909,636**

2.4.7 State Funded Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other	Estimated Total Cost
34772	100058012	INTERSECTION IMPROVEMENTS AT SOUTH COLLEGE STREET (SR-147), AND COLLEGE STREET (CR-40), WITH SHUG JORDAN PARKWAY (SR-267), AND EAST UNIVERSITY DRIVE IN THE CITY OF AUBURN	0.0	CN	P	INTERSECTION IMPROVEMENTS	2012	0.0	NA	\$0 \$500,000 \$0	\$500,000

Sponsor : Auburn

Total By Sponsor	Federal	\$0	All Funds	\$500,000
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2.4.8 Enhancement Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Year	Conformity Requirement	Federal State Other			Estimated Total Cost
Sponsor : Opelika														
1967	100008564	FREDERICK RD/AUBURN CL TO GATEWAY DRIVE (PHASE 1A)	1.257	CN	P	WIDENING & RESURFACING (RDWY)	2012	9.0	NA	NA	\$427,402	\$0	\$0	\$427,402
34469	100057622	NORTH RAILROAD AVENUE PROJECT IN THE CITY OF OPELIKA - SIDEWALK RENOVATION, ADA COMPLIANCE, PEDESTRIAN CROSSWALKS, RESTORATION OF BRICK STREETS, STREET LIGHTING, DRAINAGE IMPROVEMENTS AND LANDSCAPING	0.0	CN	P	LANDSCAPING	2013	0.0	NA	NA	\$260,880	\$0	\$65,220	\$326,100
											Total By Sponsor			\$753,502
											Federal			\$688,282
											All Funds			\$753,502

2.4.9 Transit Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other	Estimated Total Cost		
Sponsor : Auburn University													
30197	100051940	SECTION 5309 AUBURN UNIVERSITY INTERMODAL PARKING GARAGE (ERMK 09)	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA	\$1,097,000 \$0 \$274,250	\$1,371,250		
Total By Sponsor										Federal	\$1,097,000	All Funds	\$1,371,250
Sponsor : Lee-Russell COG													
28508	100049596	SECTION 5307 AUBURN-OPELIKA TRANSIT OPERATING FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA	\$113,480 \$0 \$0	\$226,959		
28509	100049597	SECTION 5307 AUBURN-OPELIKA TRANSIT CAPITAL BUSES FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA	\$68,147 \$0 \$17,037	\$85,184		
28510	100049598	SECTION 5307 AUBURN-OPELIKA TRANSIT PREVENTIVE MAINTENANCE FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA	\$62,631 \$0 \$0	\$78,289		
28512	100049600	SECTION 5307 AUBURN-OPELIKA TRANSIT CAPITAL BUSES FOR FY 2011	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA	\$74,962 \$0 \$18,740	\$93,702		
30513	100052302	SECTION 5316 JARC, LEE/RUSSELL COUNCIL OF LOCAL GOV, FY 2009-2010	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA	\$200,000 \$0 \$0	\$400,000		
34034	100057074	SECTION 5307 TRANSIT, AUBURN/OPELIKA (LEE-RUSSELL COUNCIL OF GOV) OPERATING ASSISTANCE FY 2013	0.0	TR	P	UNCLASSIFIED	2013	0.0	NA	\$469,384 \$0 \$0	\$938,768		

2.4.9 Transit Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year	Requirement	Federal State Other	Estimated Total Cost
34035	100057075 FTA9 - TR13 ()	SECTION 5307 TRANSIT, AUBURN / OPELIKA (LEE -RUSSELL COUNCIL OF GOV.) PREVENTIVE MAINTENANCE FY 2013	0.0	TR	P	UNCLASSIFIED	2013	0.0	NA		\$275,670 \$0 \$0	\$344,588
34044	100057084 FTA9 - TR14 ()	SECTION 5307 TRANSIT, AUBURN / OPELIKA (LEE -RUSSELL COUNCIL OF GOV) OPERATING ASSISTANCE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$469,384 \$0 \$0	\$938,768
34045	100057085 FTA9 - TR14 ()	SECTION 5307 TRANSIT, AUBURN / OPELIKA (LEE -RUSSELL COUNCIL OF GOV) PREVENTIVE MAINTENANCE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$275,654 \$0 \$0	\$344,568
34055	100057094 FTA9 - TR15 ()	SECTION 5307 TRANSIT, AUBURN/OPELIKA (LEE -RUSSELL COUNCIL OF GOV) OPERATING ASSISTANCE FY 2015	0.0	TR	P	UNCLASSIFIED	2015	0.0	NA		\$469,384 \$0 \$0	\$938,768
34056	100057095 FTA9 - TR15 ()	SECTION 5307 TRANSIT, AUBURN/OPELIKA (LEE -RUSSELL COUNCIL OF GOV) PREVENTIVE MAINTENANCE FY 2015	0.0	TR	P	UNCLASSIFIED	2015	0.0	NA		\$275,670 \$0 \$0	\$344,588
29145	100050408 RP10 - TR10 ()	SECTION 5311 LEE COUNTY OPERATING ASSISTANCE FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA		\$111,857 \$0 \$0	\$223,713
29146	100050409 RP10 - TR10 ()	SECTION 5311 LEE COUNTY ADMINISTRATION ASSISTANCE FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA		\$79,702 \$0 \$0	\$99,628
29300	100050619 RP10 - TR08 ()	SECTION 5311 LEE-RUSSELL COUNTIES TRANSIT BUSES FOR FY 2009 (2 MV)	0.0	TR	P	UNCLASSIFIED	2012	0.0	NA		\$78,486 \$0 \$19,622	\$98,108
33760	100056793 RP10 - TR13 ()	SECTION 5311 TRANSIT LEE / RUSSELL COUNTIES OPERATING ASSISTANCE FY 2013	0.0	TR	P	UNCLASSIFIED	2013	0.0	NA		\$94,295 \$0 \$0	\$188,590

2.4.9 Transit Projects

Project Family ID	Project Number (FANBR)	Project Description	Project			FY	Map ID	Conformity Year	Requirement	Federal State		Estimated Total Cost
			Length (miles)	SCP	STS					Project Type	Other	
33761	100056794	SECTION 5311 TRANSIT LEE / RUSSELL COUNTIES () ADMINISTRATION ASSISTANCE FY 2013	0.0	TR	P	UNCLASSIFIED	2013	0.0	NA	\$90,100	\$0	\$112,625
33762	100056795	SECTION 5311 TRANSIT LEE / RUSSELL COUNTIES () CAPITAL SUPPORT EQUIPMENT FY 2013	0.0	TR	P	UNCLASSIFIED	2013	0.0	NA	\$1,200	\$0	\$1,500
33865	100056904	SECTION 5311 TRANSIT LEE/RUSSELL COUNTIES () CAPITAL VEHICLE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA	\$50,000	\$0	\$62,500
33866	100056905	SECTION 5311 TRANSIT LEE/RUSSELL COUNTIES () OPERATING ASSISTANCE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA	\$94,295	\$0	\$188,590
33867	100056906	SECTION 5311 TRANSIT LEE/RUSSELL COUNTIES () ADMINISTRATION ASSISTANCE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA	\$90,100	\$0	\$112,625
33868	100056907	SECTION 5311 TRANSIT LEE/RUSSELL COUNTIES () CAPITAL SUPPORT EQUIPMENT FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA	\$1,200	\$0	\$1,500

Total By Sponsor	\$3,445,602	All Funds	\$5,823,561
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2.4.10 System Maintenance Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.11 Safety Projects

Project Family ID	Project Number (FANBR)	Project Description	Project		Project Type	FY	Map ID	Conformity Year Requirement	Federal		
			Length (miles)	SCP STS					State	Other	Estimated Total Cost
Sponsor : ALDOT											
22876	100044040	SR-14 (COLLEGE ST.) PROVIDE PREEMPTION (INTERCONNECTION OF EXISTING SIGNALS WITH TRAFFIC SIGNAL) REF. # 1137 (CSXTC) DOT # 821199L	0.027	CN P	RR CROSSING IMPROVEMENTS	2012	0.0	NA	NA	\$21,900	\$24,333
	STPRH - 0014 ()									\$0	\$0
22882	100042167	SIGNAL REHAB ON 1ST AVENUE AT NORTH 10TH STREET. REF. #1286 (PHASE X HES)	0.0	CN P	SAFETY IMPROVEMENTS	2012	0.0	NA	NA	\$9,360	\$10,400
	STPHS - 9033 ()									\$0	\$0
30605	100052455	SR-267 REMOVE 5 SIGNALS SECTION PROT/PERM HEADS REPLACE WITH NEW SIGNALS 3 SECTION PROT ONLY HEADS	0.1	CN P	SAFETY IMPROVEMENTS	2012	0.0	NA	NA	\$5,062	\$5,624
	HSIP - 0287 ()									\$0	\$0
34356	100057483	RESURFACE, STRIPE AND SAFETY WIDEN SR-14 FROM MACON COUNTY LINE TO SR-147	10.142	FM P	WIDENING & RESURFACING (RDWY)	2012	0.0	NA	NA	\$270,000	\$300,000
	STPAA-HSIP - 0014 (528)									\$0	\$0
22882	100042173	INSTALL LUMINAIRES ON SR-1 (US-431) AT CR-379. REF. #1293(PHASE X HES)	0.01	CN P	SAFETY IMPROVEMENTS	2012	0.0	NA	NA	\$10,950	\$12,167
	STPHS - 0001 ()									\$0	\$0
Total By Sponsor						Federal	\$317,272	All Funds			\$352,524
Sponsor : Auburn											
34607	100057782	SAFE ROUTES TO SCHOOLS FY 2012 CITY OF AUBURN, CARY WOODS ELEMENTARY SCHOOL SIDEWALKS AND ADA ACCESSIBILITY RAMPS	1.072	CN P	STREETSCAPE	2012	0.0	NA	NA	\$146,948	\$146,948
	SRTS - SR12 (921)									\$0	\$0
Total By Sponsor						Federal	\$146,948	All Funds			\$146,948

2.4.12 Other Federal and State Aid Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.13 Congestion Mitigation and Air Quality Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.14 High Priority and Congressional Earmark Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15 – Authorized Projects

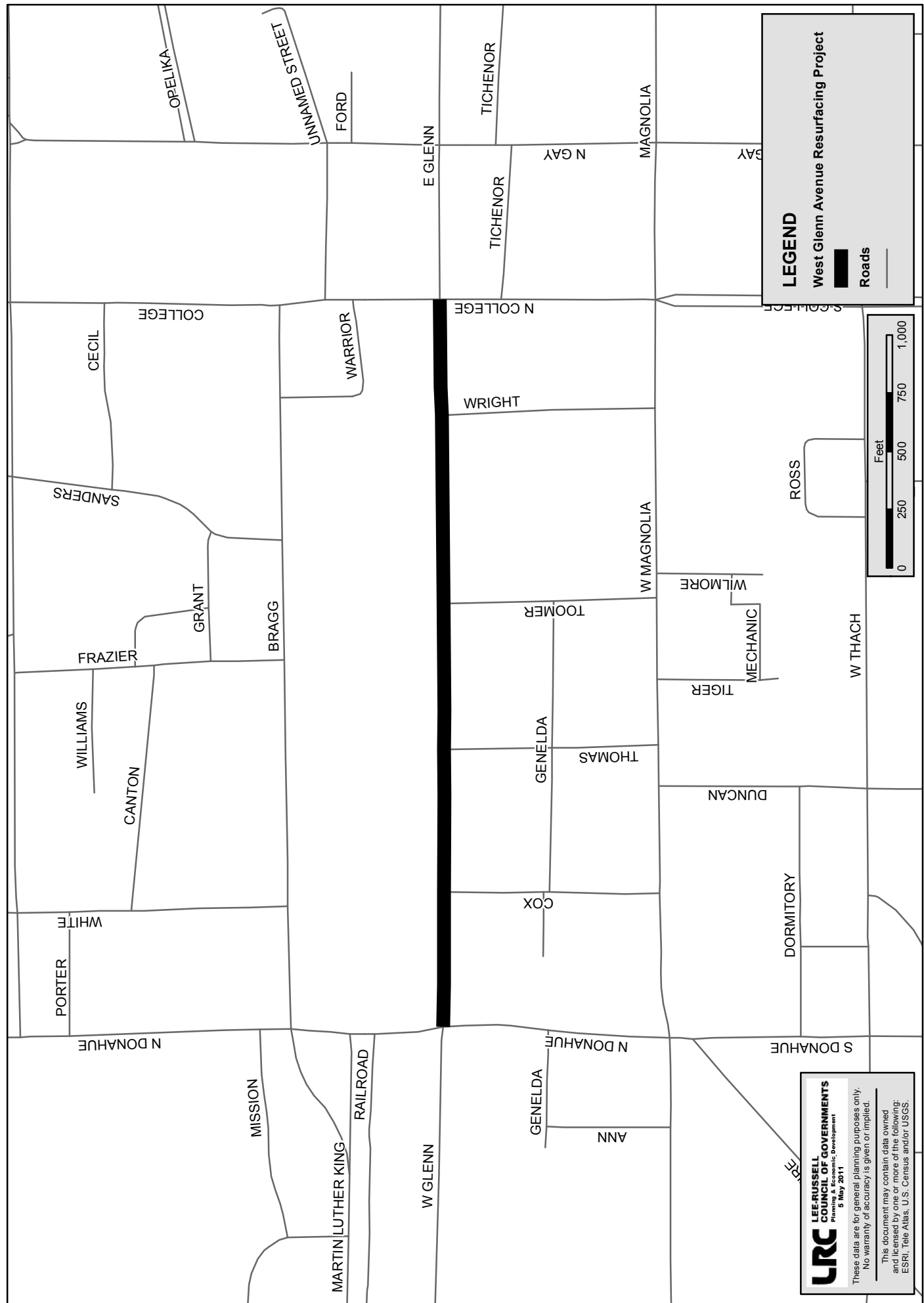
2.4.15.1 - Authorized Surface Transportation Attributable Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other			Estimated Total Cost	
Sponsor : Auburn														
33153	100055852	WEST GLENN AVENUE RESURFACING FROM N. COLLEGE STREET TO N. DONAHUE DRIVE	0.5	PE	A	RESURFACING	2011	0.0	NA		\$4,000	\$0	\$1,000	\$5,000
33155	100055856	CR-146 (MOORES MILL ROAD) RESURFACING FROM SAMIFORD AVENUE TO DEAN ROAD	0.758	PE	A	RESURFACING	2011	0.0	NA		\$4,000	\$0	\$1,000	\$5,000
33160	100055863	CR-35 (SHELTON MILL ROAD) RESURFACING FROM CR-40 (COLLEGE STREET) TO CR-706 (EAST UNIVERSITY DR.)	0.925	PE	A	RESURFACING	2011	0.0	NA		\$4,800	\$0	\$1,200	\$6,000
33154	100055854	CR-072 (FARMVILLE ROAD) RESURFACING FROM CR-082 (N. DONAHUE DRIVE) TO AUBURN CITY LIMITS	2.08	PE	A	RESURFACING	2011	0.0	NA		\$4,000	\$0	\$1,000	\$5,000
	100055855										\$508,621	\$127,155	\$0	\$635,777
											\$0			

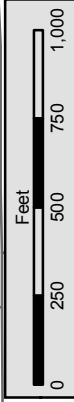
Total By Sponsor	\$525,421	All Funds	\$656,777
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2.4.15.1.1 - West Glenn Resurfacing Project PE Phase Project # 100055852



LEGEND
 West Glenn Avenue Resurfacing Project
 Roads

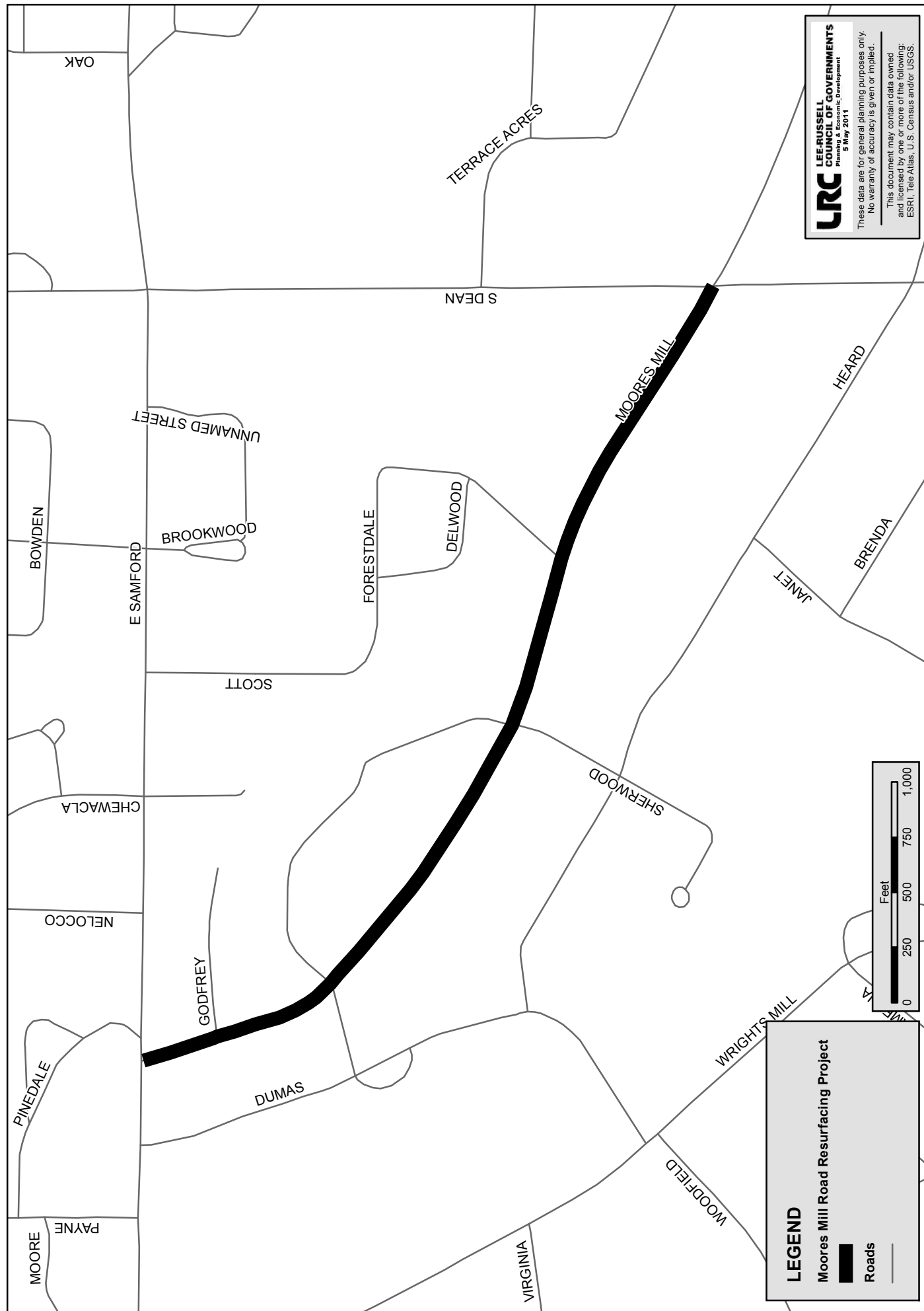


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 5 May 2011

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2.4.15.1.2 - Moore's Mill Road Resurfacing Project PE Phase Project # 100055856

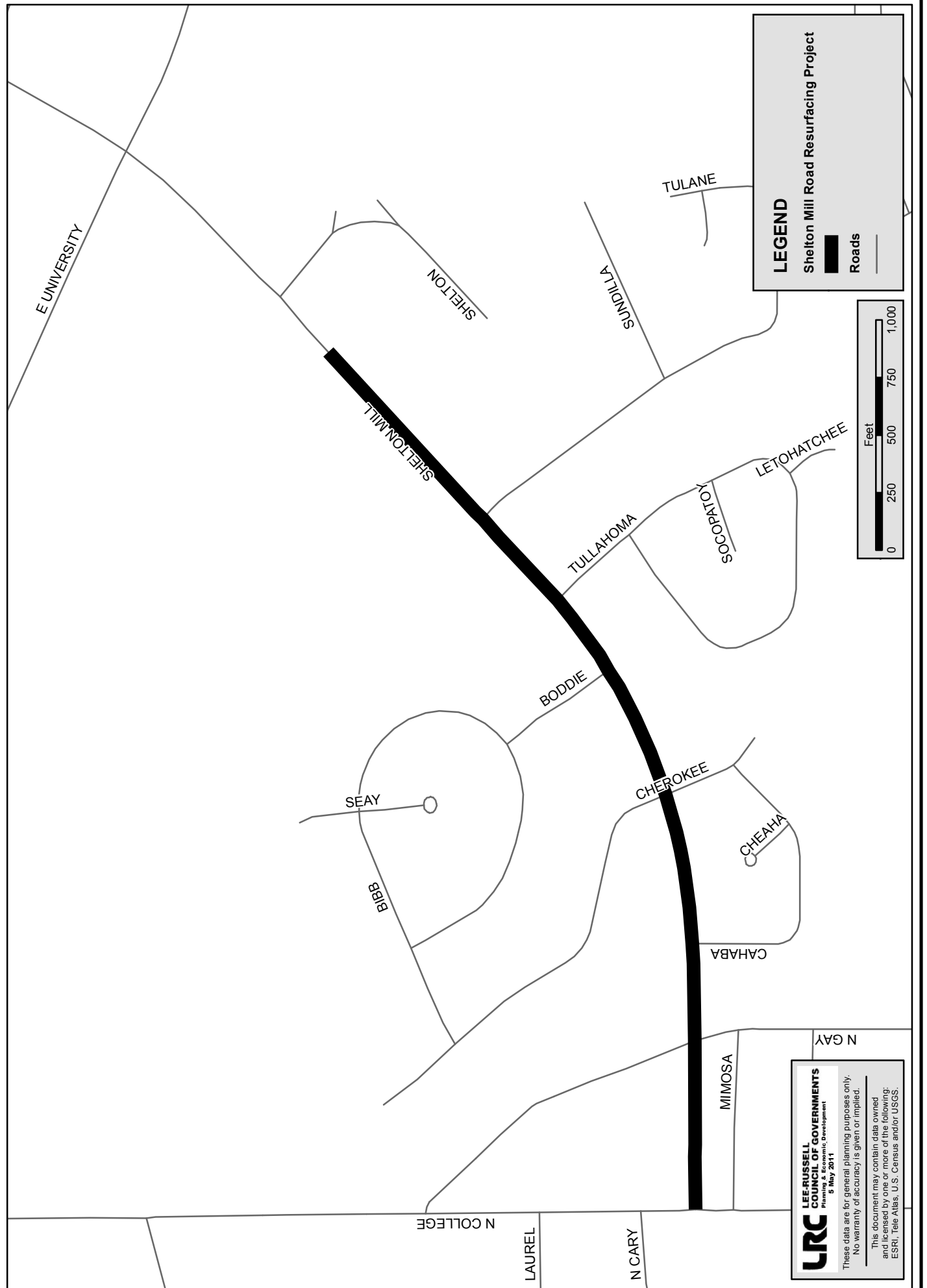


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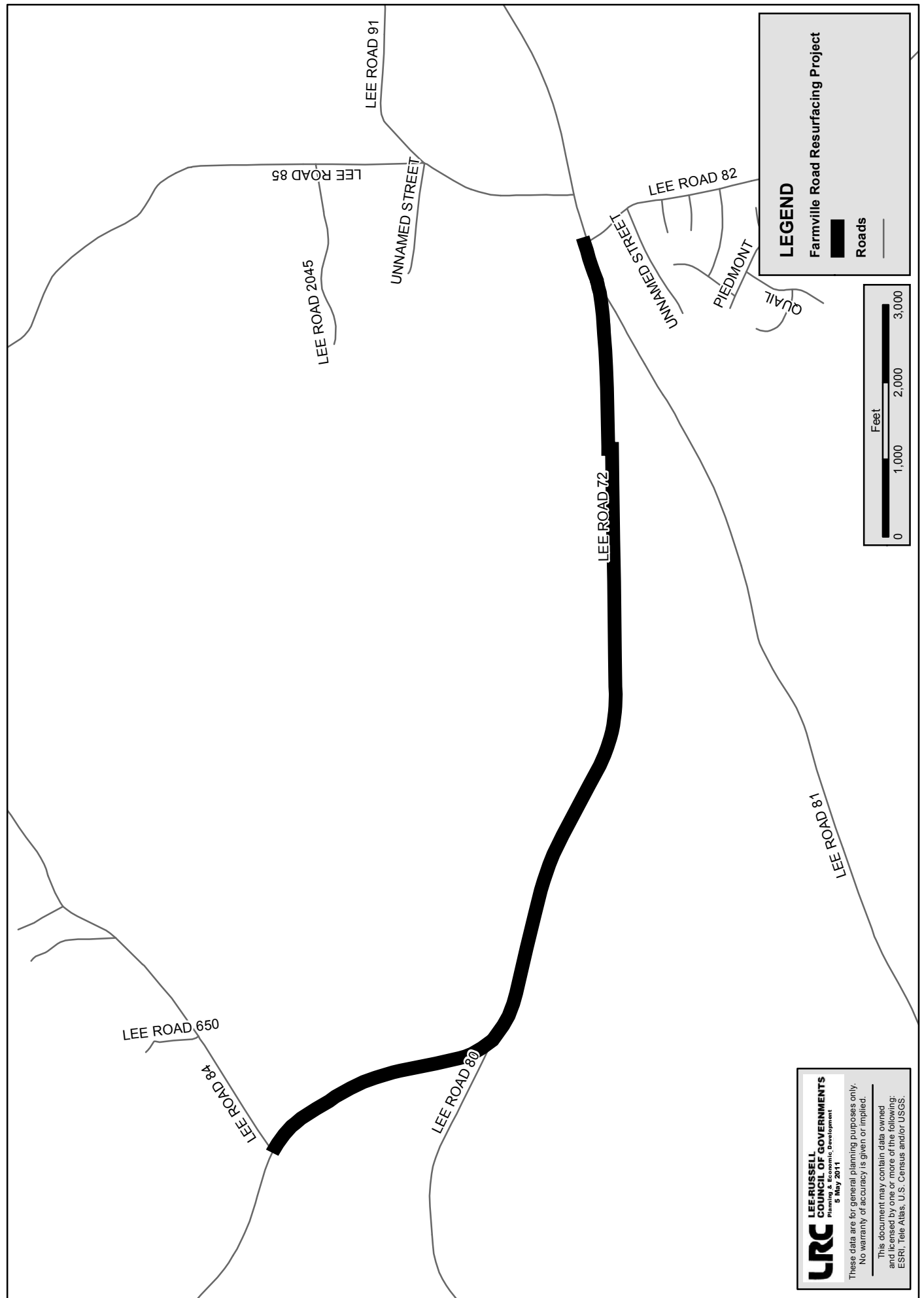


2.4.15.1.3 - Shelton Mill Road Resurfacing Project PE Phase Project # 10005864





**2.4.15.1.4 - Farmville Road Resurfacing Project
PE Phase Project # 100055854 | CN Phase Project # 100055855**



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2.4.15.2 - Authorized Other Surface Transportation Program Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.3 - Authorized National Highway System Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.4 - Authorized Appalachian Highway System Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.5 - Authorized Interstate System Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Year	Conformity Requirement	Federal State Other			Estimated Total Cost
Sponsor : ALDOT														
27655	100045572	I-85 GUARDRAIL (MEDIAN CROSOVER PROTECTION) FROM 0.3 MILE SOUTH MACONILEE COUNTY LINE TO US-29 OVERPASS, PRIORITY SITE NO. 6	17.3	CN	A	GUARDRAIL	2011	0.0	NA	NA	\$1,309,152	\$145,461	\$0	\$1,454,614
33244	100055986	I-85 PAVEMENT REHAB FROM SR-15 (US-29, EXIT 51) TO BENT CREEK RD.	5.16	PE	A	PAVEMENT REHABILITATION	2011	0.0	NA	NA	\$405,000	\$45,000	\$0	\$450,000
Total By Sponsor											Federal	\$1,714,152	All Funds	\$1,904,614

2.4.15.6 - Authorized Bridge Projects (State and Federal)

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.7 - Authorized State Funded Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other	Estimated Total Cost
33292	100056053	CITY OF OPELIKA-REALIGN SOUTH UNIROYAL DRIVE TO CREATE A SINGLE INTERSECTION ON SR-38 (US-280) WITH NORTH UNIROYAL DRIVE	0.0	CN	A	GRADE, DRAIN, BASE AND PAVE	2011	0.0	NA	\$0 \$250,000	\$250,000

Sponsor : ALDOT

Total By Sponsor **Federal** **\$0** **All Funds** **\$250,000**

2.4.15.8 - Authorized Enhancement Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.9 - Authorized Transit Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other			Estimated Total Cost	
Sponsor : Lee-Russell COG														
28511	100049599 FTA9 - TR11 ()	SECTION 5307 AUBURN-OPELIKA TRANSIT OPERATING FOR FY 2011	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$224,643	\$0	\$0	\$449,286
28513	100049601 FTA9 - TR11 ()	SECTION 5307 AUBURN-OPELIKA PREVENTIVE MAINTENANCE FOR FY 2011	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$125,760	\$0	\$0	\$157,200
33242	100055984 UMTAC - TR11 ()	SECTION 5310 TRANSIT, LEE-RUSSELL COUNCIL OF GOVERNMENT, CAPITAL PURCHASED TRANSPORTATION	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$30,000	\$0	\$0	\$37,500
34112	100057186 STMFTA9CA - TR11 ()	SECTION 5307 ARRA AUBURN / OPELIKA (LEE / RUSSELL COG) CAPITAL BUS OTHER (MM)	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$90,000	\$0	\$0	\$90,000
29147	100050410 RPTO - TR10 ()	SECTION 5311 LEE COUNTY OPERATING ASSISTANCE FOR FY 2011	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$104,266	\$0	\$0	\$208,532
29148	100050411 RPTO - TR11 ()	SECTION 5311 LEE COUNTY ADMINISTRATION ASSISTANCE FOR FY 2011	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$94,832	\$0	\$0	\$118,540
33058	100055731 JARC - TR11 ()	SECTION 5316 JARC LEE RUSSELL CO OF LOC GOV FY 2011 DHR MATCH	0.0	TR	A	UNCLASSIFIED	2011	0.0	NA		\$102,250	\$0	\$4,952	\$107,202

Total By Sponsor **Federal** **\$771,751** **All Funds** **\$1,168,260**

2.4.15.10 - Authorized System Maintenance Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other			Estimated Total Cost
32994	100056616	SR-169 RESURFACING FROM CR-175 (MEADOWS MILL ROAD) TO SR-51 (MARYYN PARKWAY) FY 2011 PHASE 1	10.225	MC A	RESURFACING	2011	0.0	NA		\$1,100,000	\$0	\$1,100,000
99-304-416-169-101	()										\$0	\$0

Sponsor : ALDOT

Total By Sponsor Federal \$0 All Funds \$1,100,000

2.4.15.11 - Authorized Safety Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Year	Conformity Requirement	Federal State Other	Estimated Total Cost
Sponsor : ALDOT												
22876	100044039	OLD STAGE ROAD INSTALL ONE STANDARD MAST MOUNTED SIGNALS BELLS, GATES & MOTION DETECTORS	0.0	CN	A	RR CROSSING IMPROVEMENTS	2011	0.0	NA	NA	\$191,602 \$0 \$0	\$191,602
29193	100050481	CR-057 DOT # 831-206U INSTALL STANDARD MAST MOUNTED SIGNALS, BELLS, GATES AND CROSSING PREDICTORS.	0.0	CN	A	RR CROSSING IMPROVEMENTS	2011	0.0	NA	NA	\$174,268 \$0 \$0	\$174,268

Total By Sponsor **Federal** **\$365,870** **All Funds** **\$365,870**

2.4.15.12 - Authorized Other Federal and State Aid Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.13 - Authorized Congestion Mitigation and Air Quality Projects

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

No Records Found

Total By Sponsor	Federal	\$0	All Funds	\$0
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2.4.15.14 - Authorized High Priority and Congressional Earmark Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year	Requirement	Federal State Other			Estimated Total Cost
32151	100054542	NORTHERN PERIMETER ROAD CORRIDOR STUDY FROM DE - A183 (926) CR-30 (OAK BOWERY RD) TO CR-71 (ANDREWS RD)	6.1	PE	A	CORRIDOR STUDY	2011	0.0	NA		\$213,750	\$0	\$0	\$213,750

Sponsor : ALDOT

Total By Sponsor **Federal** **\$213,750** **All Funds** **\$213,750**

3.0 - Appendices

3.1 - Abbreviations and Acronyms

Abbreviation or Acronym	Corresponding Term
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
JARC	Job Access and Reverse Commute

3.1 - Abbreviations and Acronyms

Abbreviation or Acronym	Corresponding Term
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
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NHF	National Highway Fund
NHS	National Highway System
NHSP	National Highway System Project
Section 5311	Non-Urban (Rural) Transit Funding
P	Planned Projects
PE	Preliminary Engineering
PEA	Planning Emphasis Areas
PLN8	Surface Transportation Metropolitan Planning
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/StateTIP	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
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

3.1 - Abbreviations and Acronyms

Abbreviation or Acronym	Corresponding Term
TE	Transportation Enhancement
UABC	Urban Extension
UPWP	Unified Planning Work Program
U.S.C. or USC	United States Code
Section 5307	Urban Transit Funding
UT	Utility Construction

3.2 - Auburn-Opelika MPO Urbanized Area & Study Area



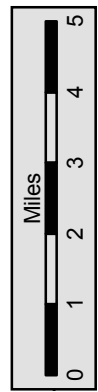
Chambers County

Macon County

Macon County

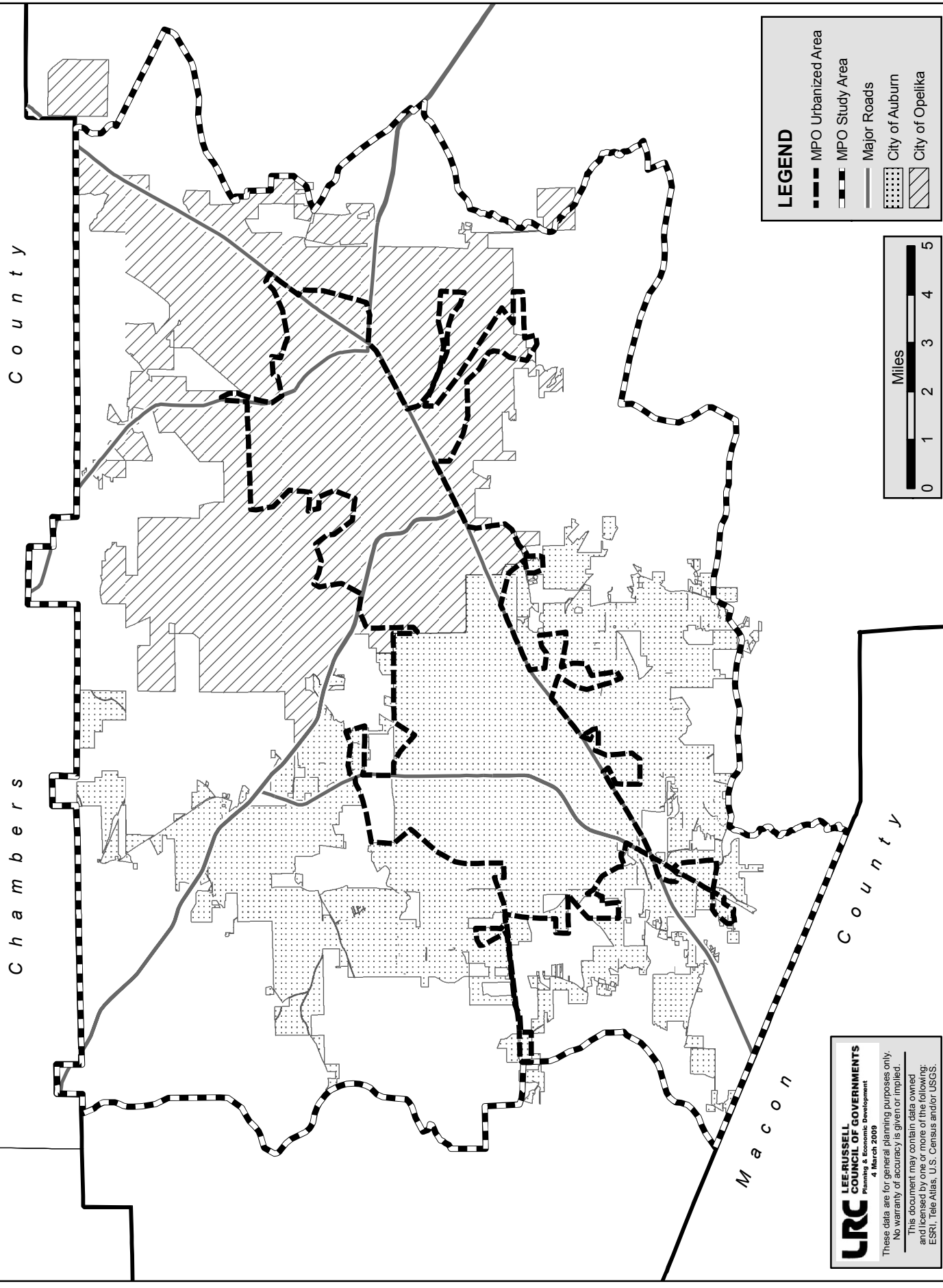
LEGEND

- MPO Urbanized Area
- MPO Study Area
- Major Roads
- City of Auburn
- City of Opelika



LRC
LEE-RUSSELL
COUNCIL OF GOVERNMENTS
 Planning & Economic Development
 4 March 2009

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3.3 – Financial Documentation

**AUBURN-OPELIKA METROPOLITAN PLANNING ORGANIZATION
 AMENDED FY2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM
 3.3.1 - FINANCIALLY-CONSTRAINED SPREADSHEET OF LOCALLY-SPONSORED PROJECTS**

Totals	2012			2013			2014			2015		
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Prior FY Carryover	\$3,464,940	\$3,464,940	\$0	-\$1,164,588	-\$1,164,588	\$0	-\$512,560	-\$512,560	\$0	\$667,929	\$667,929	\$0
FY Apportionment	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0
FY Special Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$4,645,429	\$4,645,429	\$0	\$15,901	\$15,901	\$0	\$667,929	\$667,929	\$0	\$1,848,418	\$1,848,418	\$0
Authorized Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planned Projects	\$7,262,521	\$5,810,017	\$1,452,504	\$891,587	\$528,461	\$363,126	\$0	\$0	\$0	\$545,559	\$436,447	\$109,112
Total Project Funds	\$5,810,017	\$5,810,017	\$0	\$528,461	\$528,461	\$0	\$0	\$0	\$0	\$436,447	\$436,447	\$0
Unobligated Balance	\$0	\$4,645,429	\$0	\$0	\$15,901	\$0	\$667,929	\$667,929	\$0	\$0	\$1,848,418	\$0
Remaining Balance	-\$1,164,588	-\$1,164,588	\$0	-\$512,560	-\$512,560	\$0	\$667,929	\$667,929	\$0	\$1,411,971	\$1,411,971	\$0

The tables below are not part of the Financially-Constrained Spreadsheet; they have been included to illustrate pending funding actions.

Frederick Road CN*	2012			2013			2014			2015		
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Prior FY Carryover	\$3,464,940	\$3,464,940	\$0	\$486,495	\$486,495	\$0	\$1,138,523	\$1,138,523	\$0	\$2,319,012	\$2,319,012	\$0
FY Apportionment	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0
FY Special Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$4,645,429	\$4,645,429	\$0	\$1,666,984	\$1,666,984	\$0	\$2,319,012	\$2,319,012	\$0	\$3,499,501	\$3,499,501	\$0
Authorized Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planned Projects	\$5,198,668	\$4,158,934	\$1,039,734	\$788,394	\$528,461	\$259,933	\$0	\$0	\$0	\$545,559	\$436,447	\$109,112
Total Project Funds	\$4,158,934	\$4,158,934	\$0	\$528,461	\$528,461	\$0	\$0	\$0	\$0	\$436,447	\$436,447	\$0
Unobligated Balance	\$0	\$4,645,429	\$0	\$0	\$1,666,984	\$0	\$2,319,012	\$2,319,012	\$0	\$0	\$3,499,501	\$0
Remaining Balance	\$486,495	\$486,495	\$0	\$1,138,523	\$1,138,523	\$0	\$2,319,012	\$2,319,012	\$0	\$3,063,054	\$3,063,054	\$0

Frederick Road CN* - This table shows TIP funding after the City of Opelika provides local funds to cover 100% of the \$1,651,083 Frederick Road CN project.

Highway 14 Realignment RW Overrun	2012			2013			2014			2015		
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
MPO Funds Applied to the Highway 14 Realignment Overruns	\$285,000	\$228,000	\$57,000	\$672,000	\$537,600	\$134,400						
Prior FY Carryover	\$3,464,940	\$3,464,940	\$0	\$258,495	\$258,495	\$0	\$372,923	\$372,923	\$0	\$1,553,412	\$1,553,412	\$0
FY Apportionment	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0	\$1,180,489	\$1,180,489	\$0
FY Special Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$4,645,429	\$4,645,429	\$0	\$1,438,984	\$1,438,984	\$0	\$1,553,412	\$1,553,412	\$0	\$2,733,901	\$2,733,901	\$0
Authorized Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planned Projects	\$5,483,668	\$4,386,934	\$1,096,734	\$1,340,244	\$1,066,061	\$274,183	\$0	\$0	\$0	\$545,559	\$436,447	\$109,112
Total Project Funds	\$4,386,934	\$4,386,934	\$0	\$1,066,061	\$1,066,061	\$0	\$0	\$0	\$0	\$436,447	\$436,447	\$0
Unobligated Balance	\$0	\$4,645,429	\$0	\$0	\$1,438,984	\$0	\$1,553,412	\$1,553,412	\$0	\$0	\$2,733,901	\$0
Remaining Balance	\$258,495	\$258,495	\$0	\$372,923	\$372,923	\$0	\$1,553,412	\$1,553,412	\$0	\$2,297,454	\$2,297,454	\$0

Highway 14 Realignment RW Overrun - This table incorporates the funding figures from the table directly above to show TIP funding after applying funds to the Highway 14 Realignment RW overrun which were made available by deleting three City of Auburn resurfacing projects (N Donahue Drive, Hamilton Road and Mrs. James Road).

* The City of Opelika and ALDOT have entered into an agreement where the City has accepted financial responsibility for any costs not covered by the MPO on the utility (UT) and construction (CN) phases of the Frederick Road (1A) project.

3.3.2 - Financial Plan Auburn-Opelika MPO FY2012-2015 TIP

(These projects are included in the financially-constrained FY2012 STIP.)

	2012	2013	2014	2015
Appalachian Highway System Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$117,500	\$117,500	\$117,500	\$117,500
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
Bridge Projects (State and Federal)				
Funds Available for Programming Statewide (Federal Funds Only)	\$81,647	\$81,647	\$81,647	\$81,647
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$11,782	\$11,782	\$11,782	\$11,782
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0
Enhancement Projects				
Projects in this category are funded through annual grant applications. Projects in this category will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$17,310	\$17,310	\$17,310	\$17,310
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
High Priority and Congressional Earmark Projects				
This group of projects usually results from congressional action in an annual appropriations bill, these projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming Statewide (Federal Funds Only)	\$67,267	\$67,267	\$67,267	\$67,267
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Interstate System Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$129,024	\$129,024	\$129,024	\$129,024
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
National Highway System Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$145,441	\$145,441	\$145,441	\$145,441
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%

3.3.2 - Financial Plan Auburn-Opelika MPO FY2012-2015 TIP

(These projects are included in the financially-constrained FY2012 STIP.)

	2012	2013	2014	2015
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$136,500,000	\$136,500,000	\$136,500,000	\$136,500,000
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
Other Surface Transportation Program Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$96,648	\$96,648	\$96,648	\$96,648
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$37,478	\$37,478	\$37,478	\$37,478
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	0%	0%	0%
State Funded Projects				
State Funds Available for Programming Statewide (Total Funds)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
Auburn-Opelika Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Total Funds)	N/A	0%	0%	0%
Surface Transportation Attributable Projects - Auburn-Opelika Area Only				
Carryover From Previous Year (Federal Funds Only)	\$3,464,934	\$535,918	\$1,018,807	\$2,199,296
Apportionment (Federal Funds Only)	\$1,180,489	\$1,180,489	\$1,180,489	\$1,180,489
Funds Available to the MPO for Programming (Federal Funds Only)	\$4,645,423	\$1,716,407	\$2,199,296	\$3,379,785
Estimated Cost of Planned Projects (Federal Funds Only)	\$4,109,505	\$697,600	\$0	\$436,447
Balance Forward (Federal Funds Only)	\$535,918	\$1,018,807	\$2,199,296	\$2,943,338
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
Auburn-Opelika Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Total Funds)	N/A	0%	0%	0%
Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$930,649	\$980,633	\$745,054
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A	3%	3%	2%

Note: With respect to funding for the Frederick Rd/Auburn Cl. to Hamilton Road (Phase 1A) project (Project Number 100008564) and pursuant to 23 CFR §450.324(h) which requires proposed funding sources be identified in the Financial Plan, the Frederick Road CN table immediately following the Financially-Constrained Spreadsheet of Locally-Sponsored Projects identifies the funding strategy for this particular project.

3.3.3 URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA	AUBURN-OPELIKA	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100008564	FREDERICK RD/AUBURN CL TO HAMILTON ROAD (PHASE 1A)	CN	\$1,931,534	09/28/2012	Planned		
100008567	FREDERICK RD/AUBURN CL TO HAMILTON ROAD (PHASE 1A)	UT	\$1,664,000	06/01/2012	Planned		
100055851	BRIDGE WIDENING AND ADDITIONAL LANES CR-12 (MOORE'S MILL ROAD) @ OVERPASS I-85.	RW	\$915,200	08/01/2012	Planned		
100055853	WEST GLENN AVENUE RESURFACING FROM N. COLLEGE STREET TO N. DONAHUE DRIVE	CN	\$949,161	03/30/2012	Planned		
100056629	WIDEN AND RESURFACE CR-391 FROM OPELIKA SOUTH EAST CITY LIMITS NEAR SPRING VILL/	PE	\$3,556	03/01/2012	Planned		
100056630	WIDEN AND RESURFACE CR-391 FROM OPELIKA SOUTH EAST CITY LIMITS NEAR SPRING VILL/	CN	\$346,566	08/31/2012	Planned		

TOTALS FOR FISCAL YEAR 2012

Prior FY Carryover	\$3,464,940	Authorized Projects	\$0	Unobligated Balance	\$4,645,429
FY Apportionment	\$1,180,489	Planned Projects	\$5,810,017	Remaining Balance	(\$1,164,588)
FY Special Allocation	\$0	Total Project Funds	\$5,810,017		
Total Funds	\$4,645,429				

100043891	BRIDGE WIDENING AND ADDITIONAL LANES CR-12 (MOORE'S MILL ROAD) @ OVERPASS I-85.	UT	\$368,461	03/01/2013	Planned	
100055865	CR-35 (SHELTON MILL ROAD) RESURFACING FROM CR-40 (COLLEGE STREET) TO CR-706 (EAST	CN	\$160,000	06/28/2013	Planned	

TOTALS FOR FISCAL YEAR 2013

Prior FY Carryover	(\$1,164,588)	Authorized Projects	\$0	Unobligated Balance	\$15,901
FY Apportionment	\$1,180,489	Planned Projects	\$528,461	Remaining Balance	(\$512,560)
FY Special Allocation	\$0	Total Project Funds	\$528,461		
Total Funds	\$15,901				

2/16/2012

TOTALS FOR FISCAL YEAR 2014		2014	
Authorized Projects	\$0	Unobligated Balance	\$667,929
Planned Projects	\$0	Remaining Balance	\$667,929
Total Project Funds	\$0		
Prior FY Carryover	(\$512,560)		
FY Apportionment	\$1,180,489		
FY Special Allocation	\$0		
Total Funds	\$667,929		

100055857	CR-146 (MOORES MILL ROAD) RESURFACING FROM SAMFORD AVENUE TO DEAN ROAD	CN	\$436,447	06/26/2015	Planned	
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TOTALS FOR FISCAL YEAR 2015		2015	
Authorized Projects	\$0	Unobligated Balance	\$1,848,418
Planned Projects	\$436,447	Remaining Balance	\$1,411,971
Total Project Funds	\$436,447		
Prior FY Carryover	\$667,929		
FY Apportionment	\$1,180,489		
FY Special Allocation	\$0		
Total Funds	\$1,848,418		