

Lee-Russell Council of Governments

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MEMO

To: Auburn-Opelika Metropolitan Planning Organization – MPO Policy Board
From: Keith Bryan, Transportation Planner | GIS Coordinator
Date: November 5, 2013
Re: **MPO Policy Board Meeting @ 9:00A on Wednesday, November 13, 2013**

The Auburn-Opelika Metropolitan Planning Organization – MPO Policy Board will meet at 9:00A on Wednesday, November 13, 2013 in the Lee-Russell Council of Governments' Conference Room.

If you will be unable to attend, please contact me at 334.749.5264 x214 or keith.bryan@adss.alabama.gov so your alternate or proxy designee can be confirmed.

The LRCOG building is located at 2207 Gateway Drive in Opelika, next to the T. K. Davis Justice Center. If you need further information, please do not hesitate to contact me. I look forward to seeing you at the meeting.

Auburn-Opelika Metropolitan Planning Organization
MPO Policy Board
Conference Room | Lee-Russell Council of Governments
13 November 2013 | 9:00A

AGENDA

- | | |
|---|------------------|
| 1. Call to Order | Mayor Fuller |
| 2. Welcome and Introductions | Mayor Fuller |
| 3. Review and Approval of the 11 September 2013 Policy Board Minutes | Mayor Fuller |
| 4. New Business | |
| A. Review of MPO Resolution 2013-09
<i>Amended FY2012-2015 Transportation Improvement Program (TIP)</i> | Keith Bryan |
| B. Review of MPO Resolution 2013-10
<i>Proposed Functionally Classified Road Network
 and Functional Classification Map</i> | Keith Bryan |
| C. Review of MPO Resolution 2013-11
<i>Frederick Road Overrun Fund Request</i> | Keith Bryan |
| D. Review of MPO Resolution 2013-12
<i>2040 LRTP Consultant Approval</i> | Keith Bryan |
| E. Proclamation of Meritorious Service
<i>Recognizing Dr. Robert Vecellio</i> | Keith Bryan |
| F. ALDOT Project Status Report | DeJarvis Leonard |
| 5. Announcements | |
| A. Next Meeting Date: TBD | Keith Bryan |
| B. Other Announcements | Keith Bryan |
| 6. Adjourn | Mayor Fuller |

Auburn-Opelika Metropolitan Planning Organization
MPO Policy Board Minutes
11 September 2013 | 9:00A

Members Present:

Mayor Bill Ham
Mayor Gary Fuller
Commissioner Johnny Lawrence
Councilman Tom Worden

Others Present:

Mr. Keith Bryan
Ms. Suzanne Burnette
Ms. Lisa Sandt
Ms. Barbara Graddy
Mr. Nicholas Blair

The meeting was called to order by Commissioner Lawrence at 9:05A. A quorum was present.

Review and Approval of the Minutes from the June 2013 Policy Board Meeting

The first item on the agenda was approval of the June 2013 Policy Board minutes.

A motion was made by Gary Fuller and a second was made by Tom Worden to approve the June 2013 Policy Board minutes. The motion passed unanimously.

FY2014 Policy Board Chairman and Vice-Chairman

The committee nominated and elected Mayor Fuller as the FY2014 Policy Board Chairman and Mayor Ham as the FY2014 Policy Board Vice-Chairman.

Review of MPO Resolution 2013-07 – Final FY2014 Unified Planning Work Program

Keith Bryan introduced the Final FY2014 Unified Planning Work Program by reminding the members present that the draft UPWP had been approved in June. Bryan explained that the UPWP outlines the budget tasks required to carry out the transportation planning process for FY2014. Bryan went on to say that the 14-day public comment period had concluded with no comments submitted.

A motion was made by Bill Ham and a second was made by Gary Fuller to approve MPO Resolution 2013-07. The motion passed unanimously.

Review of MPO Resolution 2013-08 – September 2013 Amended TIP

Keith Bryan introduced the September 2013 Amended TIP and briefly reviewed the changes outlined in the resolution. Bryan also noted that a \$3150 rescission had occurred since the last TIP amendment. Bryan went on to say that the 14-day public comment period had concluded with no comments submitted.

A motion was made by Gary Fuller and a second was made by Bill Ham to approve MPO Resolution 2013-08. The motion passed unanimously.

2040 Long Range Transportation Plan

Keith Bryan described the role of the LRTP in the local transportation planning process and then gave an overview of the project timeline, noting the final due date of June 2015. Bryan went on to report that the TAC would like to utilize the same consultant that was used for the 2035 LRTP. The Board agreed to the TAC's request. A brief discussion on the details of the LRTP ensued.

ALDOT Project Report

Nicholas Blair reported on the status of ALDOT's projects in the local area: a resurfacing project on State Route 51 from Opelika City Limits to I-85; a U.S. 280 resurfacing project between 147 and Veteran's Parkway; an I-85 rehab project between exit 51 and exit 57; and a resurfacing project on Waverly Parkway.

A motion was made by Gary Fuller to adjourn. The meeting was adjourned by Johnny Lawrence at 9:22A.

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:
13 November 2013

Auburn-Opelika
Metropolitan Planning Organization
(AOMPO)

**AMENDED FY2012-2015
Transportation Improvement Program (TIP)**

This document is available at www.lrcog.com

For information regarding this document please contact:

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This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, and local participating governments in partial fulfillment of Task 6.2 of the UPWP and as required by amended Title 23 USC 134 (MAP-21 Sections 1201 and 1202, July 2012). The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Auburn-Opelika
Metropolitan Planning Organization

**FY2014 Policy Board and
Advisory Committee Membership**

Policy Board

Gary Fuller, Chair
Bill Ham, Jr., Vice-Chair
Bill English
Larry Gray
Johnny Lawrence
DeJarvis Leonard
Tom Worden
Mark D. Bartlett*
Robert Jilla*

Mayor, City of Opelika
Mayor, City of Auburn
Probate Judge, Lee County Commission
Councilman, City of Opelika
Commissioner, Lee County
Division Engineer, ALDOT Fourth Division
Councilman, City of Auburn
Administrator, FHWA Alabama Division
Bureau Chief, Transportation Planning and Modal Programs,
ALDOT

Technical Advisory Committee

Jeff Ramsey, Chair
Justin Hardee, Vice-Chair
Keith Bryan
Suzanne Burnette
Forrest Cotton
Sanford Downs
Brandy Ezelle
David George
Steve Haynes
Mike Hilyer
William T. Hutto, Jr.
Bill James
Jay Jones
Gerald Kelley
Catherine Love
John McEachern
Emmanuel Oranika
Jeffrey LaMondia
Scott Parker
Bobby Armstrong*
Jim Buston, III*
Stephen Dawe*
R. Clint Andrews*
DeJarvis Leonard*
Andreas Ramirez *

Public Works Director | City Engineer, City of Auburn
County Engineer, Lee County
Transportation Planner | GIS Coordinator, LRCOG
Executive Director, LRCOG
Planning Director, City of Auburn
Transit Director, LRCOG
Traffic Engineer, City of Auburn
Tiger Transit Director, Auburn University
Pre-Construction Engineer, ALDOT Fourth Division
Public Works Director, ESG
Director, Auburn University Regional Airport
Public Safety Director, City of Auburn
Sheriff, Lee County
Planning Director, City of Opelika
Auburn University Campus Planning
Police Chief, City of Opelika
Metropolitan Transportation Planning Administrator, ALDOT
Civil Engineering Professor, Auburn University
City Engineer, City of Opelika
Appraisal Department Director, Lee County
Information Technology Director, City of Auburn
Chief Technology Officer, City of Opelika
Transportation Planning Engineer, FHWA Alabama Division
Division Engineer, ALDOT Fourth Division
Federal Transit Administration

Citizen Advisory Committee

Anne Grady, Chair	Lee County
Marcia Gibson	Auburn
Nonet Reese	Auburn
Mark Wilson	Auburn
J.R. Smith	Auburn
<i>Vacant</i>	Auburn
Johnny Ivey	Opelika
Bill Kent	Opelika
Raven Harvis	Opelika
Leanadous Summers	Opelika
Fred Woods	Opelika
Butch Brock	Lee County
Howard Porter	Lee County
Jeanette Reese	Lee County
Ray Thomas	Lee County

* indicates non-voting status

MPO Resolution 2013-09

Amending the FY2012-2015 Transportation Improvement Program (TIP)

WHEREAS, the Auburn-Opelika Metropolitan Planning Organization (AOMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (MAP-21, Sections 1201 and 1202, July 2012); 23 CFR 450; 42 USC 7401 et al., 2000d; 40 CFR Parts 51 and 93; and

WHEREAS, the Alabama Department of Transportation has proposed an amendment to the FY2012-FY2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to add the following ALDOT projects; and

<u>Project ID</u>	<u>Project Description</u>	<u>Date</u>	<u>Total Cost</u>
100058935 FM NH-0038 ()	Resurfacing and Striping on SR-38 (US-280) from .38 Miles East of Waverly Parkway (MP 105.096) to JCT Of Pepperell Parkway	01/31/2014	\$3,900,000.00
100061253 PE IM-HSIPF-0085 ()	Interstate Median Barrier on I-85 from Exit 50 (Cox Road) to the Georgia State Line	10/01/2013	\$25,000.00
100061254 CN IM-HSIPF-0085 ()	Interstate Median Barrier on I-85 from Exit 50 (Cox Road) to the Georgia State Line	04/25/2014	\$4,890,000.00
100055985 CN IM-1085 (340)	I-85 Pavement Rehab from SR-15 (US-29), Exit 51) to Bent Creek Road (Priority #12)	12/06/2013	\$10,373,437.00
100056086 PE BRM-1136 (002)	Replace Bridge BIN #002013, SR-51 over Robinson Creek (SUGG=44.1, Status=SD)	11/01/2013	\$216,320.00
100058927 FM NH-0038 (532)	Resurfacing and Striping on SR-38 (US-280) from SR-147 to 0.3 Mile West of Veterans Parkway	06/28/2013	\$3,714,105.00

WHEREAS, the City of Auburn has proposed an amendment to the FY2012-FY2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to increase the cost on the following projects; and

<u>Project ID</u>	<u>Project Description</u>	<u>Date</u>	<u>Total Cost</u>
100059969 CN AUTSM	Resurfacing and Traffic Signal Replacement on Woodfield Drive From Gay Street to CR-40 (South College Street)	04/25/2014	\$500,000.00
<i>Cost Increase: From \$330,400 to \$400,000 (Federal Cost)</i>			
100059971 CN AUTSM	Resurfacing Gay Street from Reese Avenue to Woodfield Avenue	04/24/2015	\$250,000.00
<i>Cost Increase: From \$144,000 to \$200,000 (Federal Cost)</i>			
100059973 CN AUTSM	Resurfacing CR-82 (Donahue Drive) From Cary Drive to SR-147 (Shug Jordan Parkway)	04/25/2014	\$901,671.00
<i>Cost Increase: From \$398,560 to \$721,337 (Federal Cost)</i>			

WHEREAS, the City of Auburn has proposed an amendment to the FY2012-FY2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to add the following project; and

<u>Project ID</u>	<u>Project Description</u>	<u>Date</u>	<u>Total Cost</u>
100061629 PE	Signalized Intersection Coordination via Centralized Traffic Control Center in the City of Auburn	06/22/2014	\$68,750.00
100061630 CN	Signalized Intersection Coordination via Centralized Traffic Control Center in the City of Auburn	12/05/2014	\$760,500.00

WHEREAS, Lee County has proposed an amendment to the FY2012-FY2015 Transportation Improvement Program, subject to the provisions of 23 CFR 450.324 and 326, to increase the cost on the following project; and

<u>Project ID</u>	<u>Project Description</u>	<u>Date</u>	<u>Total Cost</u>
100059979 CN AUTSM	Bridge Replacement CR-137 (Wire Road) Over Choctawhatchee Creek	04/24/2015	\$633,851.00

Cost Increase: From \$313,584 to \$507,081 (Federal Cost)

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 FY2012-FY2015 Transportation Improvement Program be amended to include the aforementioned projects.

Adopted this 13th day of November, 2013

Chairman/Vice-Chairman/Acting 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 November 2013 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 1.8 of this document.

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

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

1.2 – MPO History

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

The Auburn-Opelika MPO (AOMPO) was formed in 1982 after the 1980 Census established the population of the Auburn-Opelika Urbanized Area at 51,823. The 2000 Census established the population for the Auburn-Opelika Urbanized Area at 60,137 and the 2010 Census established the population for the Auburn-Opelika Urbanized Area at 74,741. The Auburn-Opelika MPO is categorized as a Metropolitan Planning Area (MPA), which is an MPO with less than 200,000 in population. Geographically, MPOs comprise an Urbanized Area and a Planning Area, which are depicted in section 3.2.

Urbanized Areas are designated decennially by the United States Census Bureau and are a reflection of urbanization without regard to political boundaries. For this reason, MPOs are responsible for the Federally-funded transportation planning process at the local level and 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.

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

1.3 – MAP-21 Regulations for the TIP

The FY2012-2015 TIP was developed in accordance with the SAFETEA-LU legislation in August 2005. The current federal funding legislation is *Moving Ahead for Progress in the 21st Century (MAP-21)*, signed into law in July 2012. MAP-21 re-establishes the metropolitan planning process as a cooperative, continuous, and comprehensive (3-C) framework for making transportation investment decisions in metropolitan areas.

The safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process [MAP-21, Sections 1201, 1202].

In accordance with MAP-21 project visualization requirements, all planned MPO projects have corresponding maps in the TIP showing the full project extent within the existing roadway network.

1.3.1 – Consistency with Other Plans

There are general and specific directions under MAP-21, Section 1201, for the consistency requirement. For regulatory guidance, MPOs rely on 23 CFR 450.208 *Coordination of planning process activities*, for direction in considering related activities by other agencies and groups. This section provides for multistate and local system planning efforts, federal agencies with land management jurisdictions, local government and elected officials responsibilities, Tribal government jurisdictions, coordination of data collection with public transportation operators, programming priorities, and so on.

There is significant scope to the 450.208 section and it should be given considerable weight when assessing whether the planning process is being properly conducted.

The spirit and intent of SAFETEA-LU is carried forward to MAP-21. In accordance with the its policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county comprehensive and master plans (airport, seaport, multimodal, transit, utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle and Pedestrian Plans, Public Participation Plans, and Environmental Plans (NEPA).

1.3.2 – Conformity Determination

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

1.4 – Planning Factors

As specified in MAP-21, Metropolitan Planning Organizations (MPO) shall provide for consideration of projects and tasks that meet the objectives of the eight planning factors of the *Scope of the Planning Process*. All projects considered for inclusion into the TIP are reviewed by AOMPO staff for consistency with the following provisions:

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*
2. *Increase the safety of the transportation system for motorized and non-motorized users.*
3. *Increase the security of the transportation system for motorized and non-motorized users.*
4. *Increase the accessibility and mobility options available to people and for freight.*
5. *Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*

7. *Promote efficient system management and operation.*
8. *Emphasize the preservation of the existing transportation system.*

1.5 - Livability Principles and Indicators

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

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

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

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

1. *Percent of jobs and housing located within one-half (1/2) mile of transit service*
2. *Monthly housing costs as a percentage of household income in the past 12 months*
3. *Percent of vehicles available per occupied housing unit*
4. *Percent of workforce living within a thirty (30) minute or less commute from primary job centers*
5. *Percent of population employed in production, transportation and material moving*
6. *Percent of industry engaged in transportation and warehousing; utilities*
7. *Percent of FY2012-FY2015 MPO transportation projects where more than one federal funding source is utilized*
8. *Work commute modal choice by percent*

1.6 - 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.

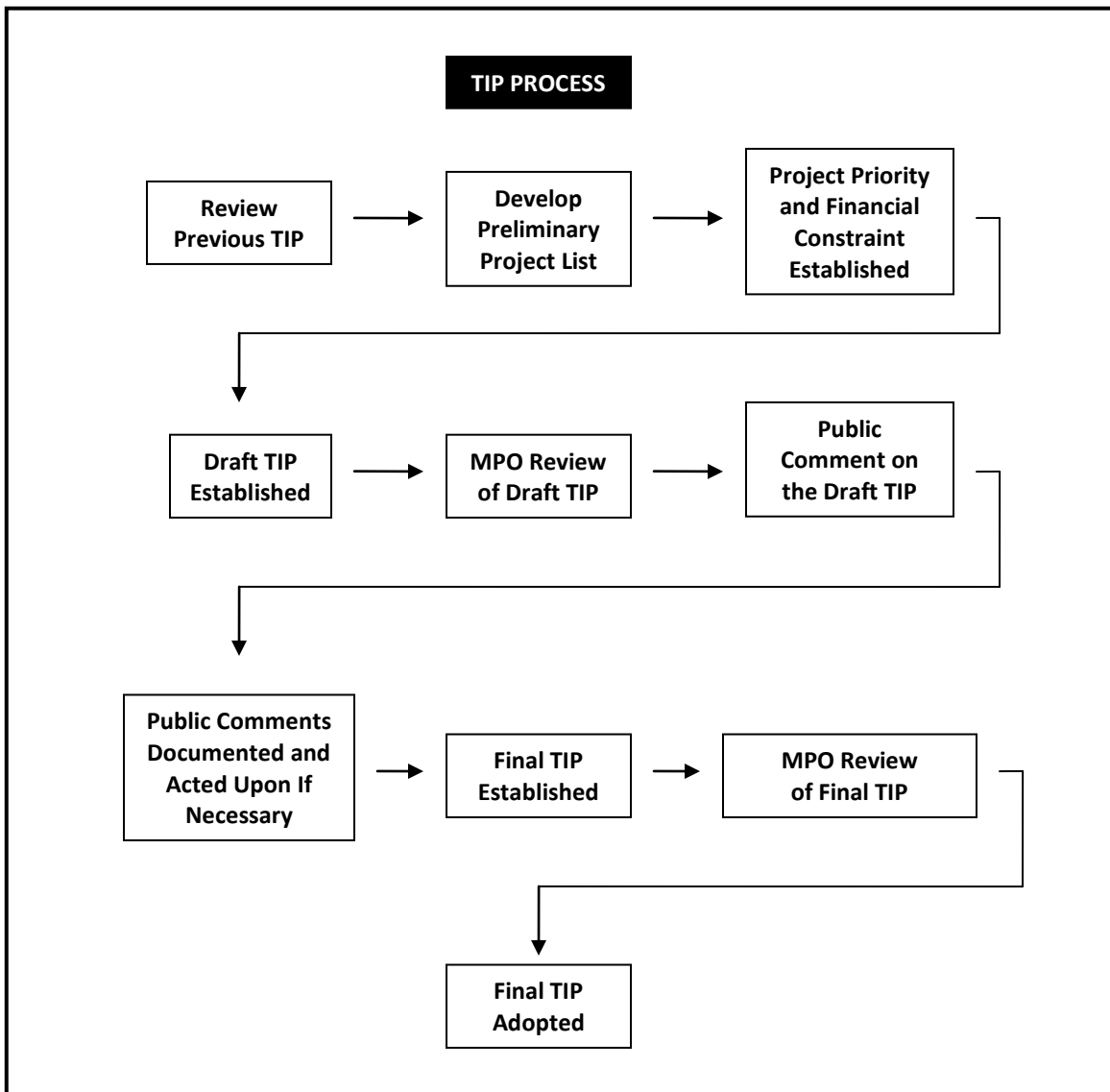
The FHWA letter of June 12th effectively updates agency guidelines and ALDOT accepts this language as the definitive policy to be found in the planning documents, unless and until it is modified by FHWA.

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.

1.7 – 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:



1.8 – 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.

MAP-21 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).

1.9 – 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.

1.9.1 – 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).

MPO staff will ensure that it complies with the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular FTA C 4702.1B, October 2012, and that it fulfills the requirements under 4702.1B of the Limited English Proficiency (LEP) provisions. The MPO will prepare and maintain a Language Assistance Plan in accordance with Circular 4702.1B.

1.9.2 – 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.

1.9.3 – 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).

1.10 – Certification Process

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The current self-certification process was fulfilled by the Auburn-Opelika MPO in 2010 and signed by Governor Riley on April 29th, 2010. The executed MPO Self-Certification document is located in Appendix 3.5.

1.11 – 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.

1.11.1 – 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.

1.12 – 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.

1.13 – Safety Planning

SAFETEA-LU requires that "Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users." The Auburn-Opelika MPO's Safety Planning efforts are documented annually in the UPWP. The MPO's Safety Planning objectives in the FY2014 UPWP are to incorporate transportation safety planning in the local transportation planning process and identifies the following proposed steps:

- Hold any necessary meetings to discuss safety and security issues and develop programs related to these issues.
- Utilize the Critical Analysis Reporting Environment (CARE) system to identify any hazardous areas that may need to be addressed.
- Monitor accident data in the MPO Planning Area as well as develop maps and reports detailing the same as needed.

1.14 – 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.

1.15 - 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.

1.16 – 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. If current funding levels are maintained, the AOMPO will receive federal funds in the sum of:

\$1,235,721 in fiscal year 2012
\$1,572,386 in fiscal year 2013 [Reflects a \$3150.00 (0.2%) MAP-21 Rescission]
\$1,575,536 in fiscal year 2014
\$1,575,536 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:

\$1,544,651 in fiscal year 2012
\$1,965,482 in fiscal year 2013
\$1,969,420 in fiscal year 2014
\$1,969,420 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.

1.17 – Project Selection and Prioritization

Through the Continuing, Cooperative, and Comprehensive (3-C) Planning Process, the Auburn-Opelika MPO's Public Involvement Plan (PIP), Long Range Transportation Plan

(LRTP) and Transportation Improvement Plan (TIP) together comprise and define the project selection and prioritization process utilized by the MPO.

Public 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:

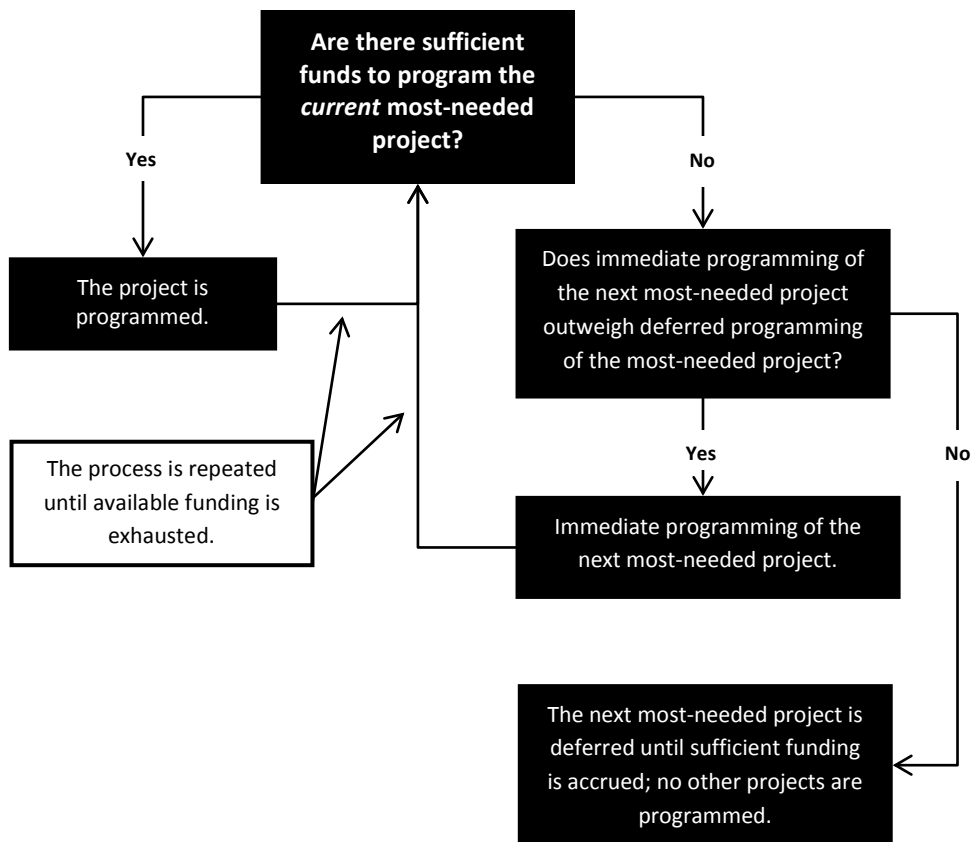
- Providing adequate notice of public participation activities and time for public review and comment at key decision points including, but not limited to, a reasonable opportunity to comment on the proposed transportation plan.
- Providing timely notice and reasonable access to information about transportation 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.

1.18 – 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

- 2.4.1 Surface Transportation Attributable Projects – Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in SAFETEA-LU. An example would be: projects using funds coded **STPHV** in TELUS indicates *Surface Transportation Urban Area funding for Huntsville, AL*.
- 2.4.2 Other Surface Transportation Program Projects – Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of *Other* Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In TELUS, for example, coding of STPAA indicates *Surface Transportation Program Any Area*.
- 2.4.3 National Highway Systems / Interstate Maintenance / NHS Bridge Projects - The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). This category now includes Interstate Maintenance activities as well as the NHS bridges.
- 2.4.4 Appalachian Highway System Projects – TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21. The category will remain in place until all program funds are expended and projects completed.

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

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

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

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

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

- 2.4.7 State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.
- 2.4.8 Enhancement Projects – This category is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives (TAP) program** (see 2.4.5). The 2.4.8 remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities ***no longer covered*** under TAP include (*truncated*):
- Safety and educational activities for pedestrians and bicyclists.
 - Acquisition of scenic easements or historic sites.
 - Landscaping and scenic beautification.
 - Historic preservation and rehabilitation, including railroad and canal facilities. (Some exceptions – see section 101(a)(29)(E).
 - Archaeological planning and research. (Under TAP, certain mitigation measures related to project impacts are covered.)
 - Establishment of Transportation museums.
- 2.4.9 Transit Projects – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and typically appear in these documents as *funding actions*, and carrying an ALDOT project number.
- 2.4.10 System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation.
- 2.4.11 Safety Projects – MAP-21 retains the SAFETEA-LU and original TEA-21 Highway Safety Improvement Program (HSIP) to continue comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and projects must be included in the plan.
- 2.4.12 Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

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

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

2.3 - Web TELUS Project Report Format

5 2.4.3 National Highway System Projects

Project Family ID	Project Number (IFAIR)	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)	US-92 add lanes from SR-69 to Rice Mine Road	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	\$37,466,000	All Funds	\$46,832,500

- 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

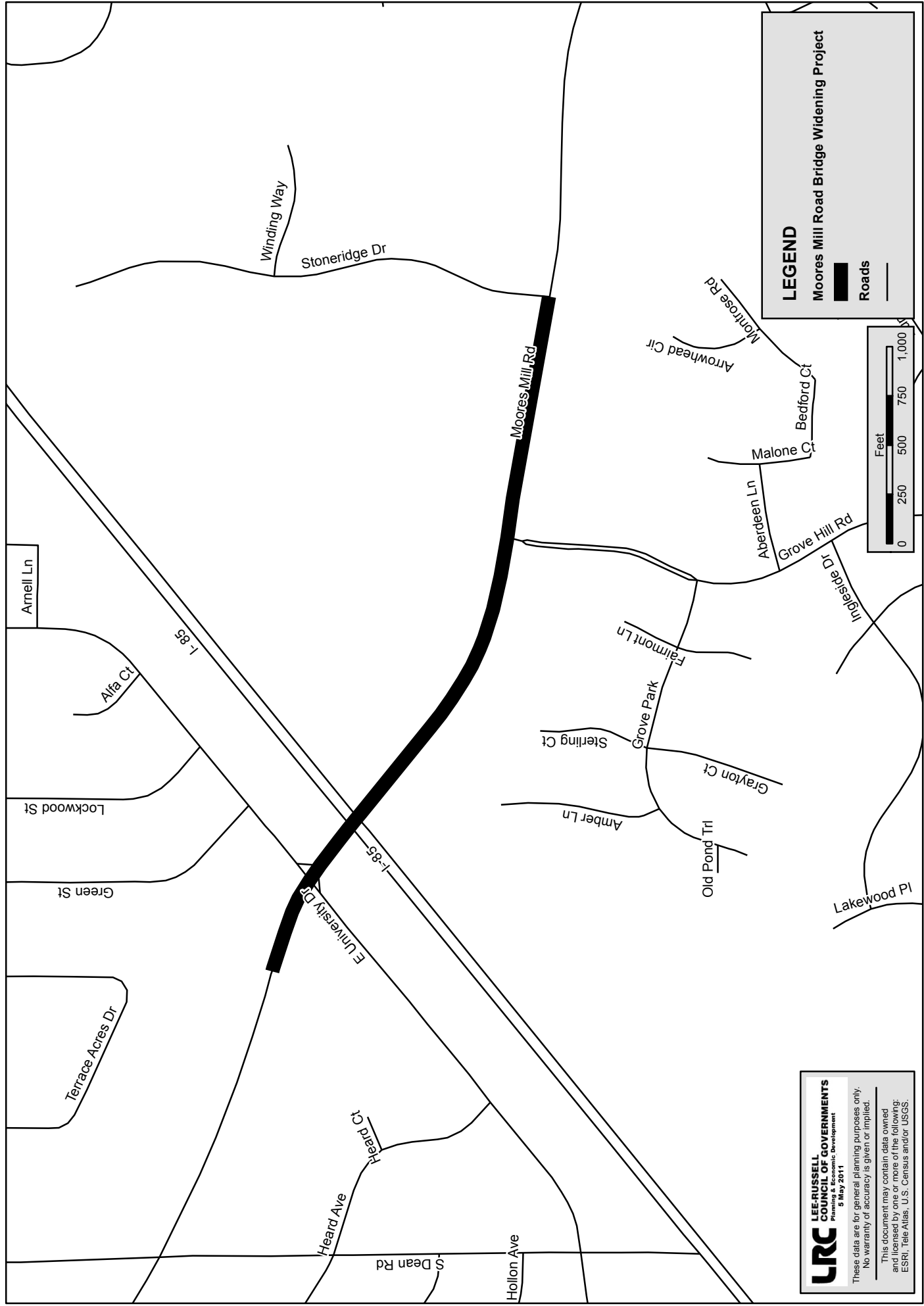
2.4.1 Surface Transportation Attributable Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year	Conformity Requirement	Federal State Other			Estimated Total Cost
Sponsor : Auburn														
24501	100043891	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	UT	P	BRIDGES AND APPROACHES	2014	4.0	NA	NA	\$383,199	\$0	\$0	\$478,999
36293	100059965	RESURFACING BENT CREEK ROAD FROM CHAMPION BOULEVARD TO CR-16 (HAMILTON ROAD) IN AUBURN	0.72	CN	P	RESURFACING	2014	0.0	NA	NA	\$245,000	\$0	\$61,250	\$306,250
36295	100059967	RESURFACING ROSS STREET / CHEWACLA DRIVE FROM MAGNOLIA AVENUE TO CR-146 (SAMFORD AVENUE)	0.7	CN	P	RESURFACING	2014	0.0	NA	NA	\$160,300	\$0	\$40,075	\$200,375
36296	100059968	RESURFACING AND TRAFFIC SIGNAL REPLACEMENT ON WOODFIELD DRIVE FROM GAY STREET TO CR-40 (SOUTH COLLEGE STREET)	0.37	PE	P	RESURFACING	2014	0.0	NA	NA	\$4,000	\$0	\$1,000	\$5,000
	100059969		0.37	CN	P	RESURFACING	2014	0.0	NA	NA	\$400,000	\$0	\$100,000	\$500,000
36297	100059970	RESURFACING GAY STREET FROM REESE AVENUE TO WOODFIELD AVENUE	0.52	PE	P	RESURFACING	2015	0.0	NA	NA	\$4,000	\$0	\$1,000	\$5,000
	100059971		0.52	CN	P	RESURFACING	2015	0.0	NA	NA	\$200,000	\$0	\$50,000	\$250,000
36298	100059972	RESURFACING CR-82 (DONAHUE DRIVE) FROM CARY DRIVE TO SR-147 (SHUG JORDAN PARKWAY)	0.98	PE	P	RESURFACING	2014	0.0	NA	NA	\$4,000	\$0	\$1,000	\$5,000
	100059973		0.98	CN	P	RESURFACING	2014	0.0	NA	NA	\$721,337	\$0	\$180,334	\$901,671

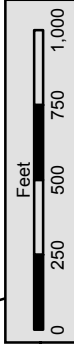
2.4.1 Surface Transportation Attributable Projects

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
36299	100059974	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO 402 EAST UNIVERSITY DRIVE	0.18	PE	P	RESURFACING	2015	0.0	NA		\$4,000 \$0 \$1,000 \$112,000	\$5,000
	100059975											
	STPOA - 9008 ()		0.18	CN	P	RESURFACING	2015	0.0	NA		\$0 \$28,000	\$140,000
36300	100059976	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAD	0.19	PE	P	RESURFACING	2015	0.0	NA		\$4,000 \$0 \$1,000 \$215,000	\$5,000
	100059977											
	STPOA - 9008 ()		0.19	CN	P	RESURFACING	2015	0.0	NA		\$0 \$53,750	\$268,750
37515	100061629	SIGNALIZED INTERSECTION COORDINATION VIA CENTRALIZED TRAFFIC CONTROL CENTER IN THE CITY OF AUBURN	0.0	PE	P	SIGNALIZATION	2014	0.0	NA		\$55,000 \$0 \$13,750 \$608,400	\$68,750
	100061630											
	STPOA - UR14 ()		0.0	CN	P	SIGNALIZATION	2015	0.0	NA		\$0 \$152,100	\$760,500
Total By Sponsor							Federal	\$3,120,236	All Funds	\$3,900,295		
Sponsor : Lee County												
36301	100059978	BRIDGE REPLACEMENT CR-137 (WIRE ROAD) OVER CHOCLAFAULA CREEK	0.0	PE	P	BRIDGE REPLACEMENT	2015	0.0	NA		\$4,000 \$0 \$1,000 \$507,081	\$5,000
	100059979											
	STPOA - 9003 ()		0.0	CN	P	BRIDGE REPLACEMENT	2015	0.0	NA		\$0 \$126,770	\$633,851
Total By Sponsor							Federal	\$511,081	All Funds	\$638,851		

2.4.1.1- Moore's Mill Bridge Widening Project UT Phase Project # 100043891



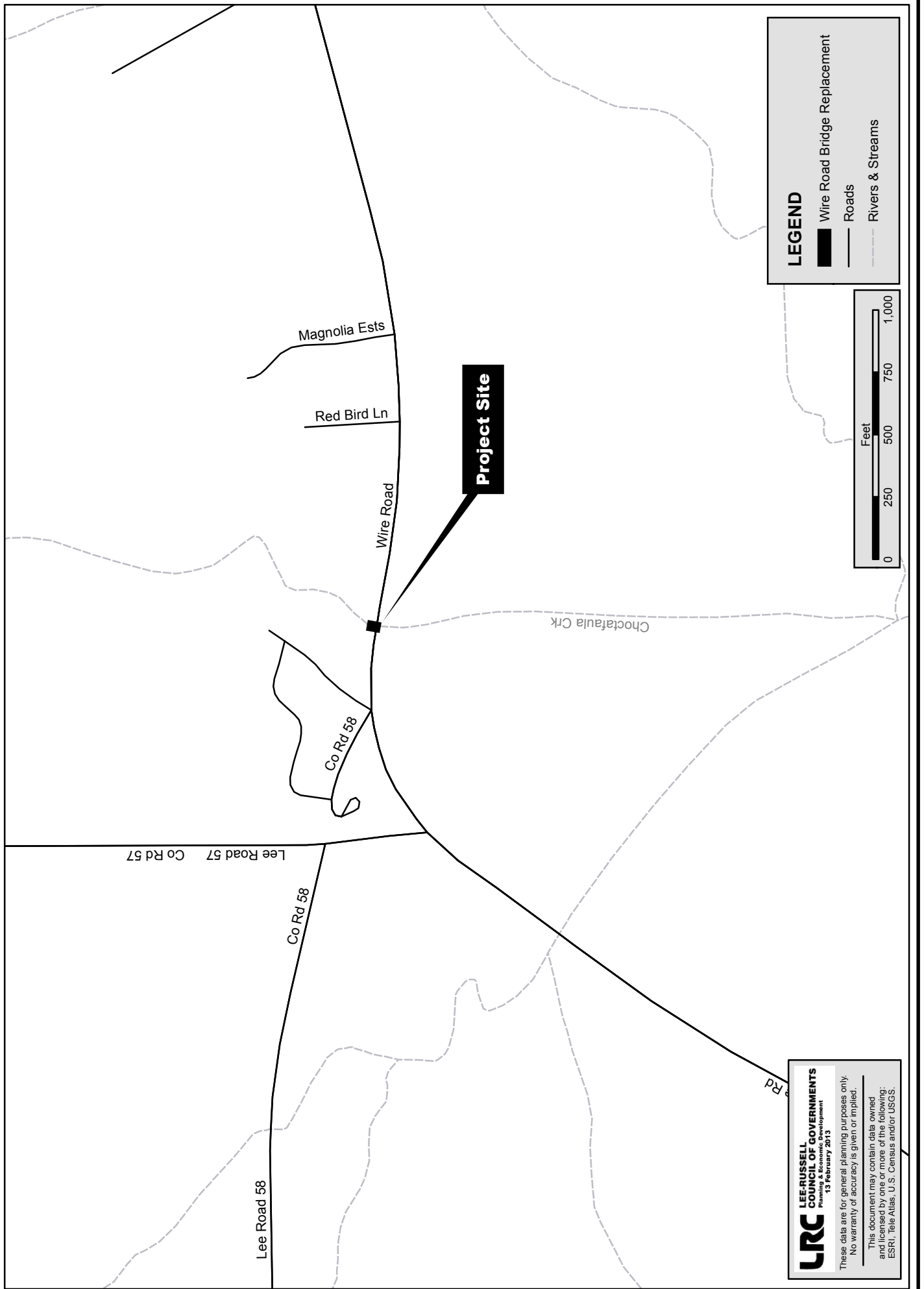
LEGEND
 Moore's Mill Road Bridge Widening Project
 Roads



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 5 May 2011

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2.4.1.2 - Wire Road (Lee Road 137) Bridge Replacement PE Phase Project # 100059978 | CN Phase Project # 100059979

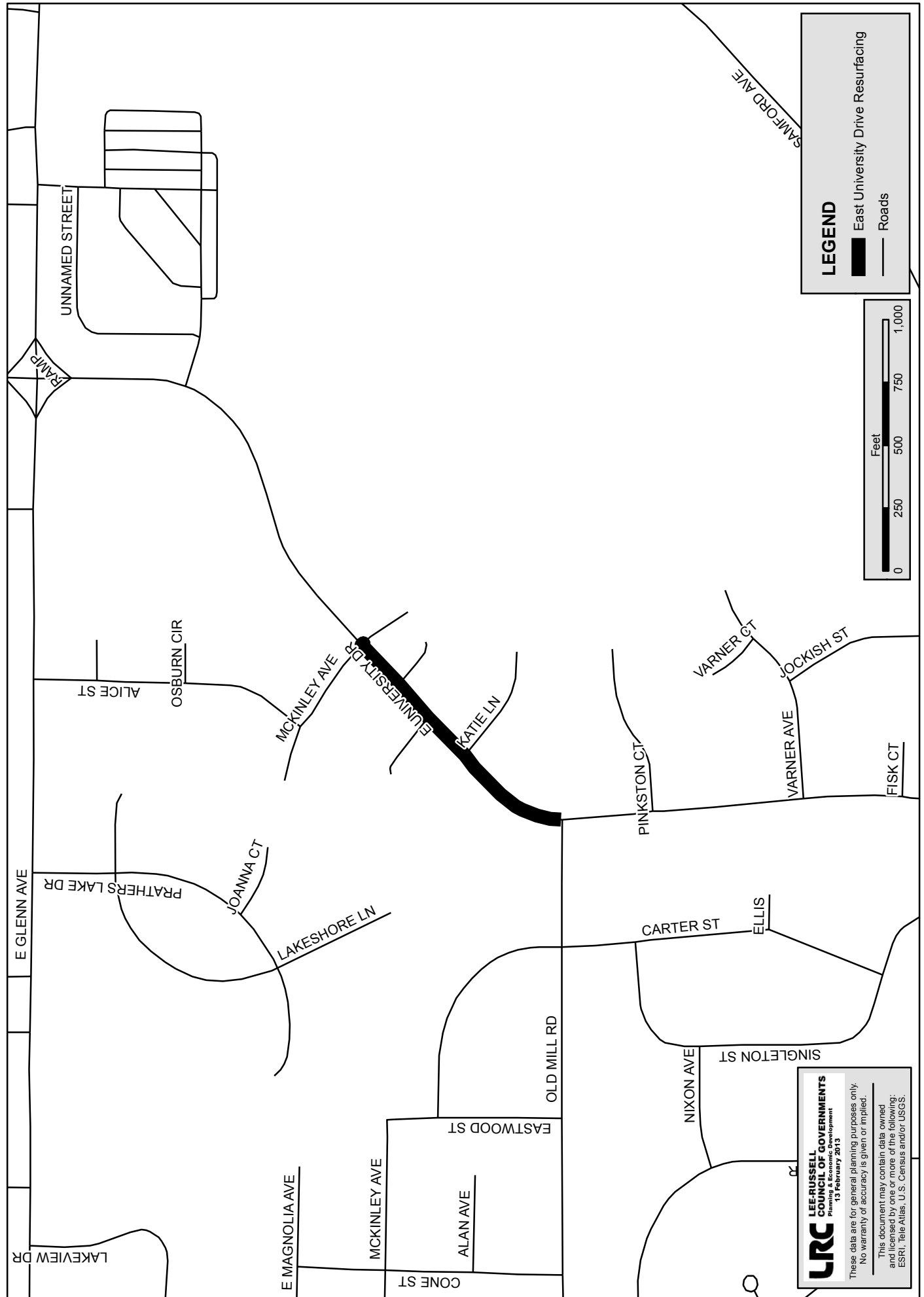


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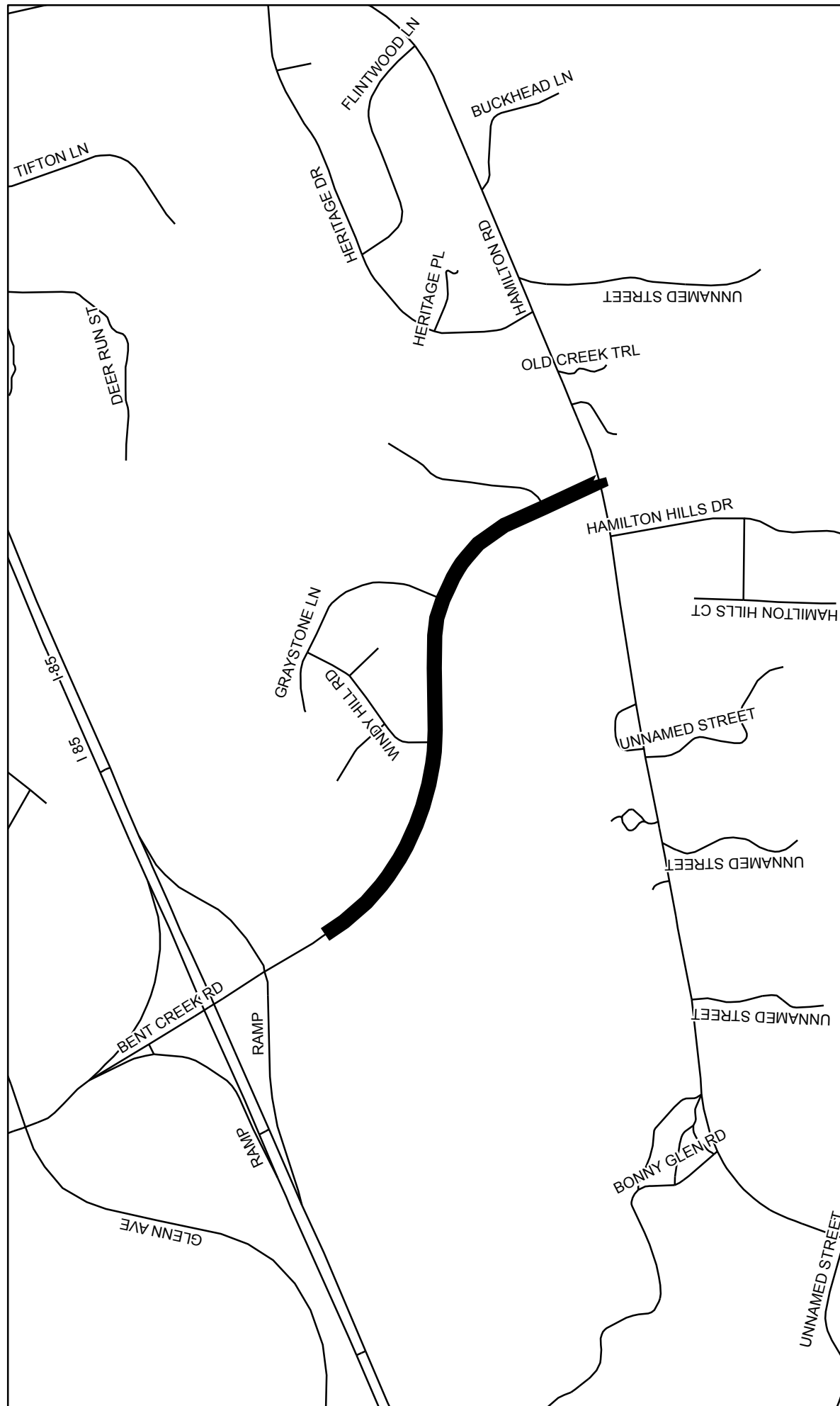
2.4.1.3 - East University Drive Resurfacing - McKinley to Old Mill PE Phase Project # 100059976 | CN Phase Project # 100059977



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2.4.1.4 - Bent Creek Road Resurfacing Project PE Phase Project # 100059964 | CN Phase Project # 100059965



LEGEND

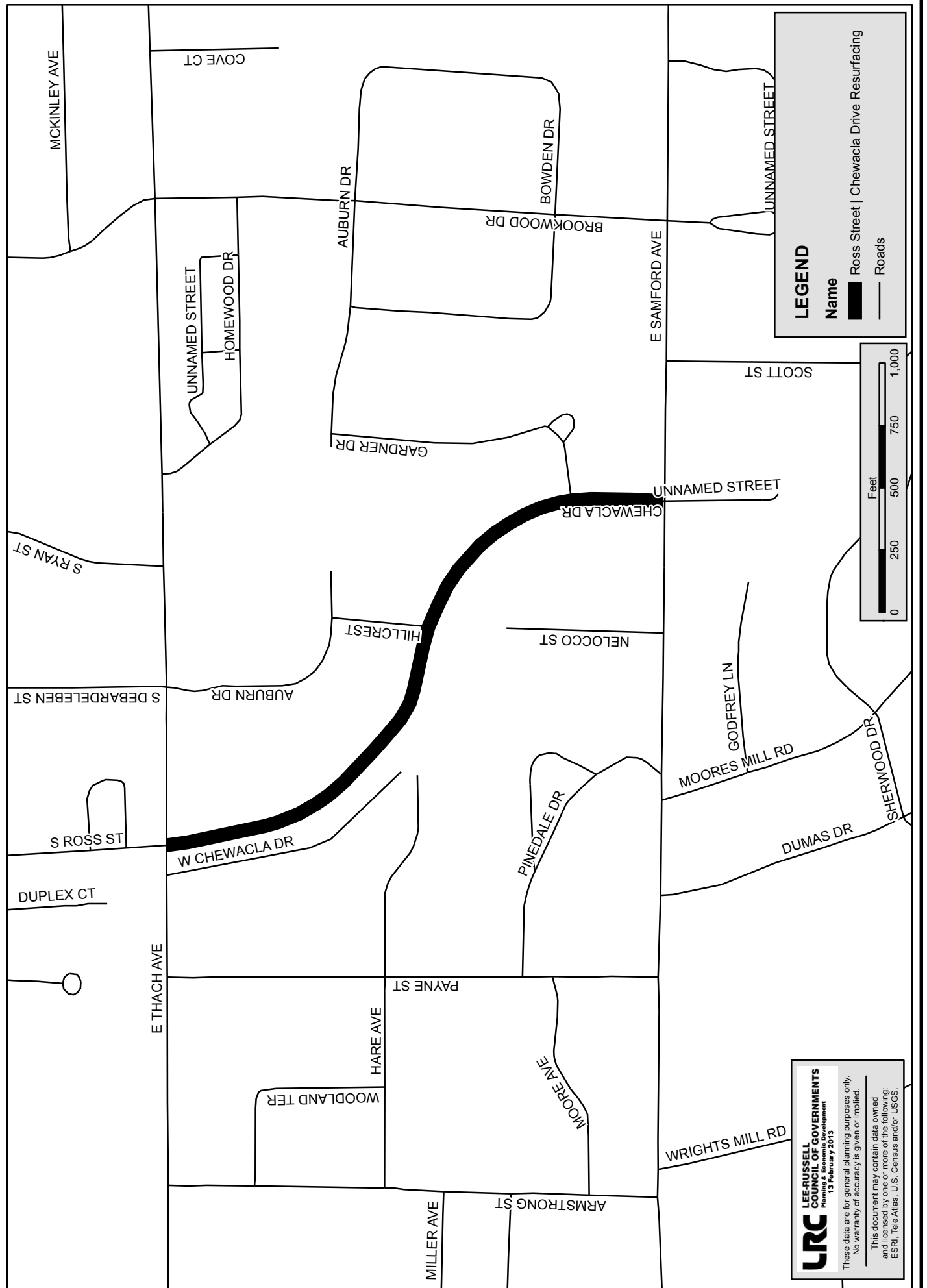
- Bent Creek Road Resurfacing
- Roads



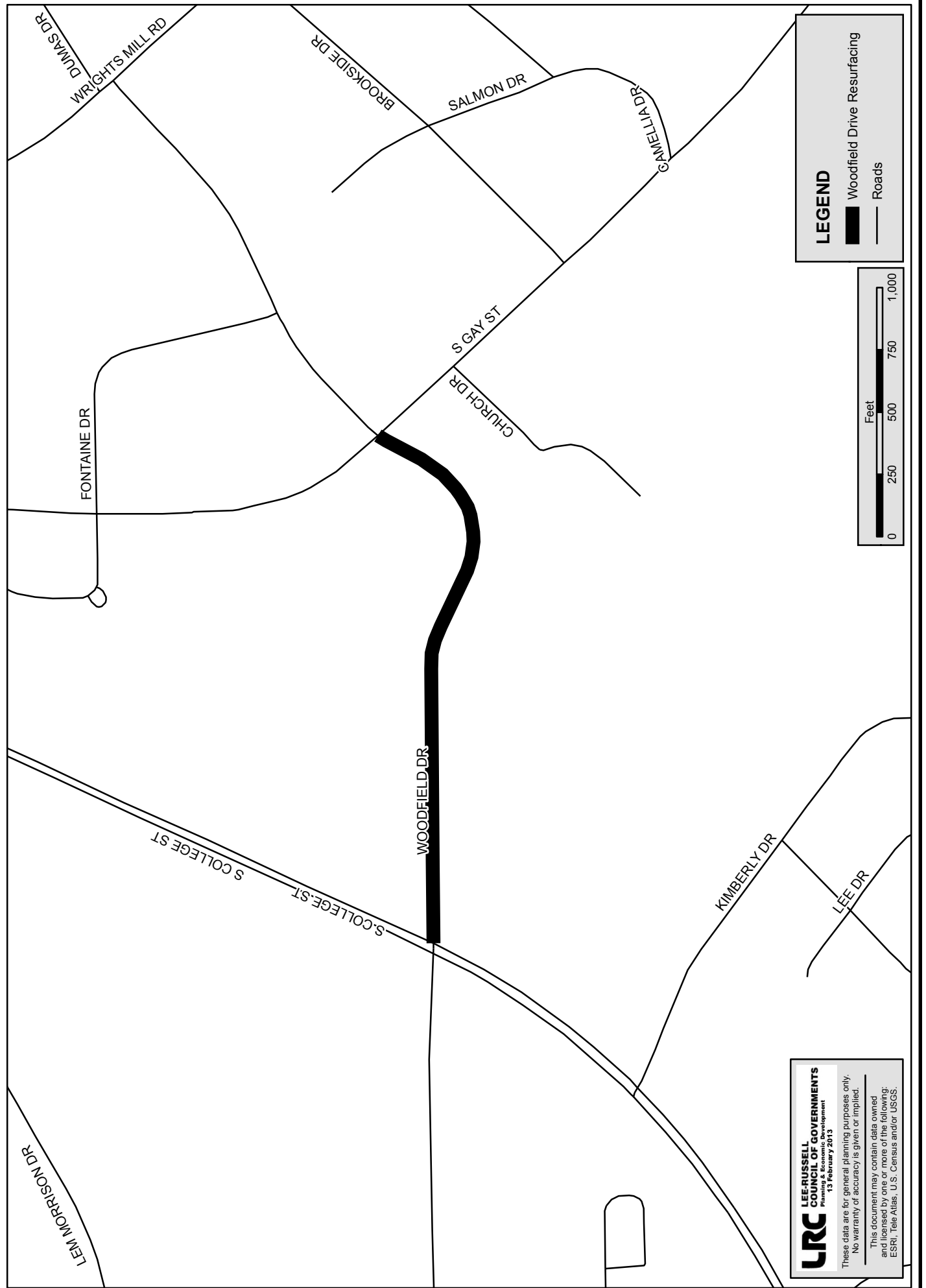
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2.4.1.5 - Ross Street | Chewacla Drive Resurfacing Project PE Phase Project # 100059966 | CN Phase Project # 100059967



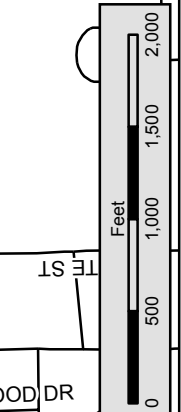
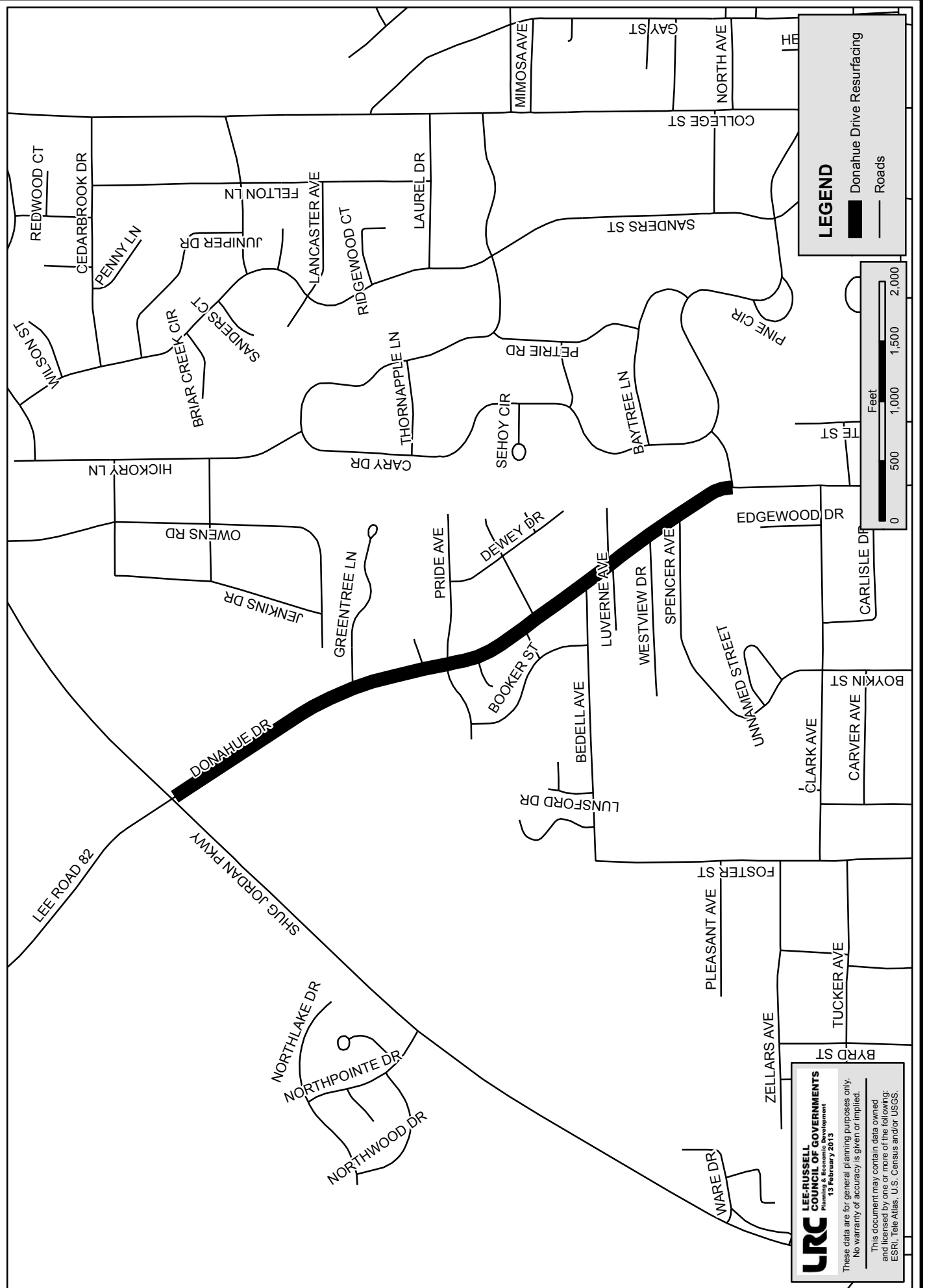
2.4.1.6 - Woodfield Drive Resurfacing & Traffic Signal Replacement Project PE Phase Project # 100059968 | CN Phase Project # 100059969



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**2.4.1.7 - Donahue Drive Resurfacing Project
PE Phase Project # 100059972 | CN Phase Project # 100059973**



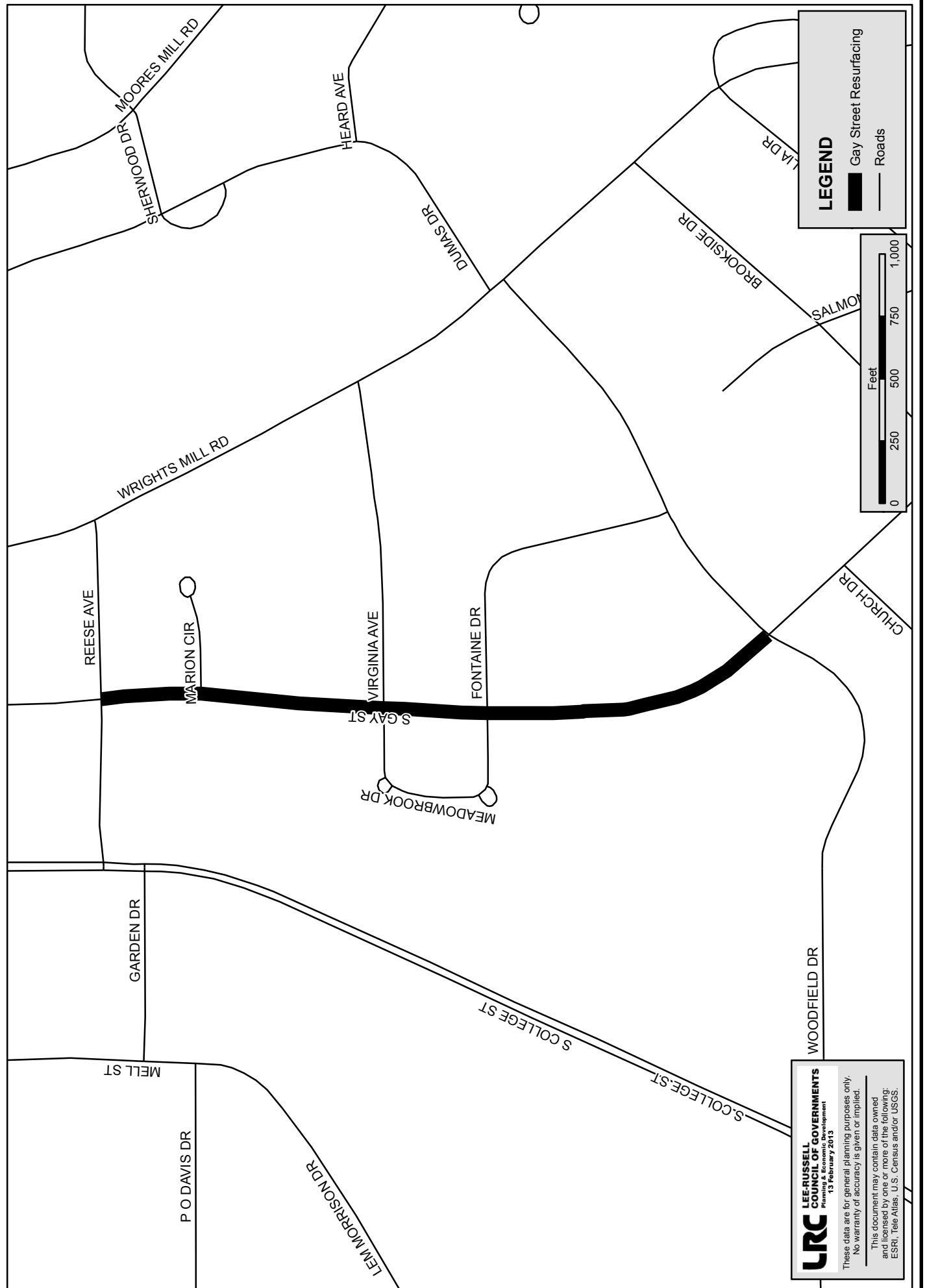
LEGEND

- Donahue Drive Resurfacing
- Roads

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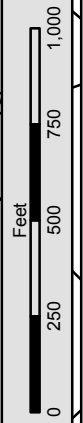
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2.4.1.8 - Gay Street Resurfacing Project PE Phase Project # 100059970 | CN Phase Project # 100059971



LEGEND

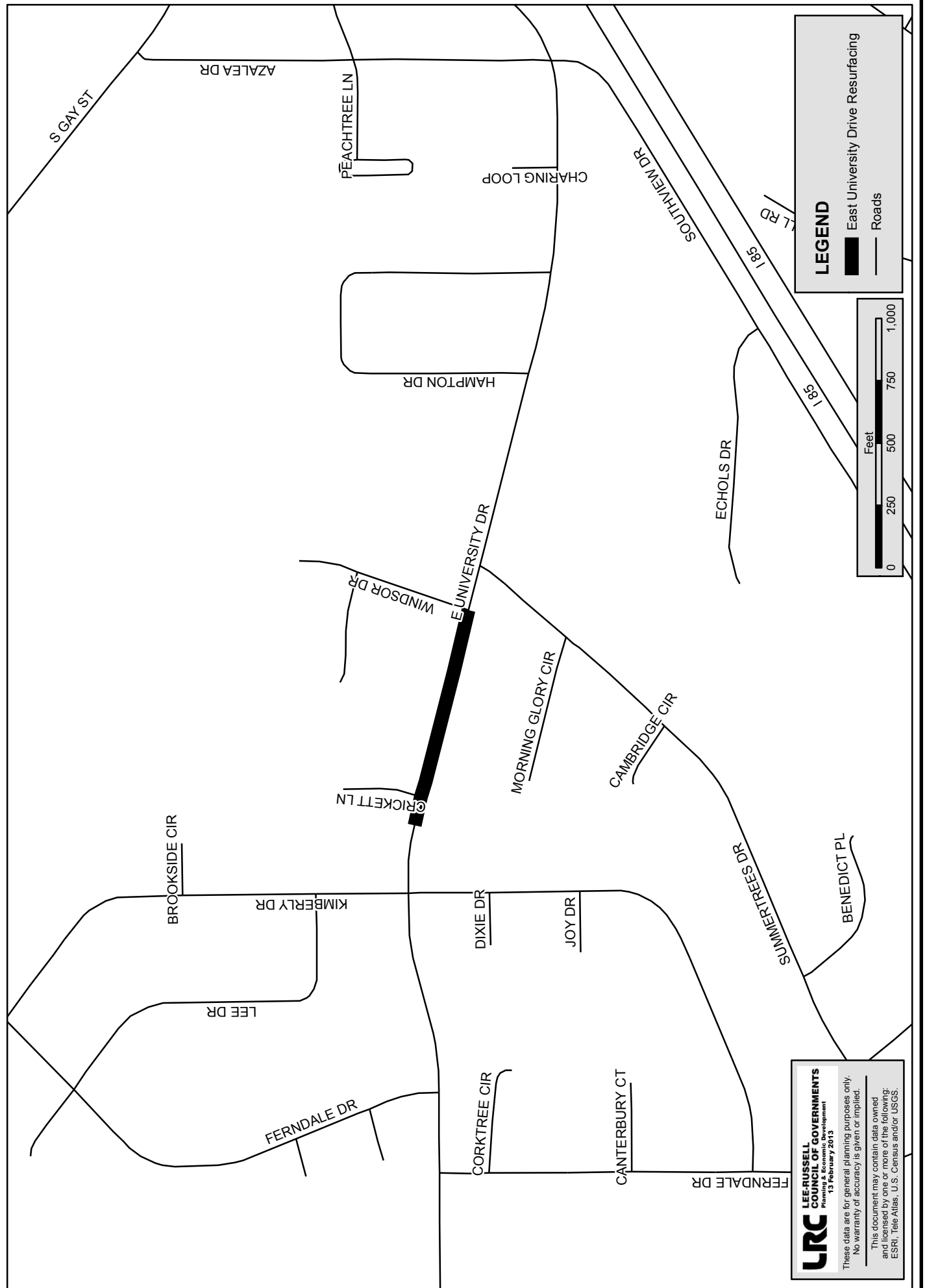
- Gay Street Resurfacing
- Roads



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**2.4.1.9 - East University Drive Resurfacing - Windsor to 402 E.U.D.
PE Phase Project # 100059974 | CN Phase Project # 100059975**



LEGEND

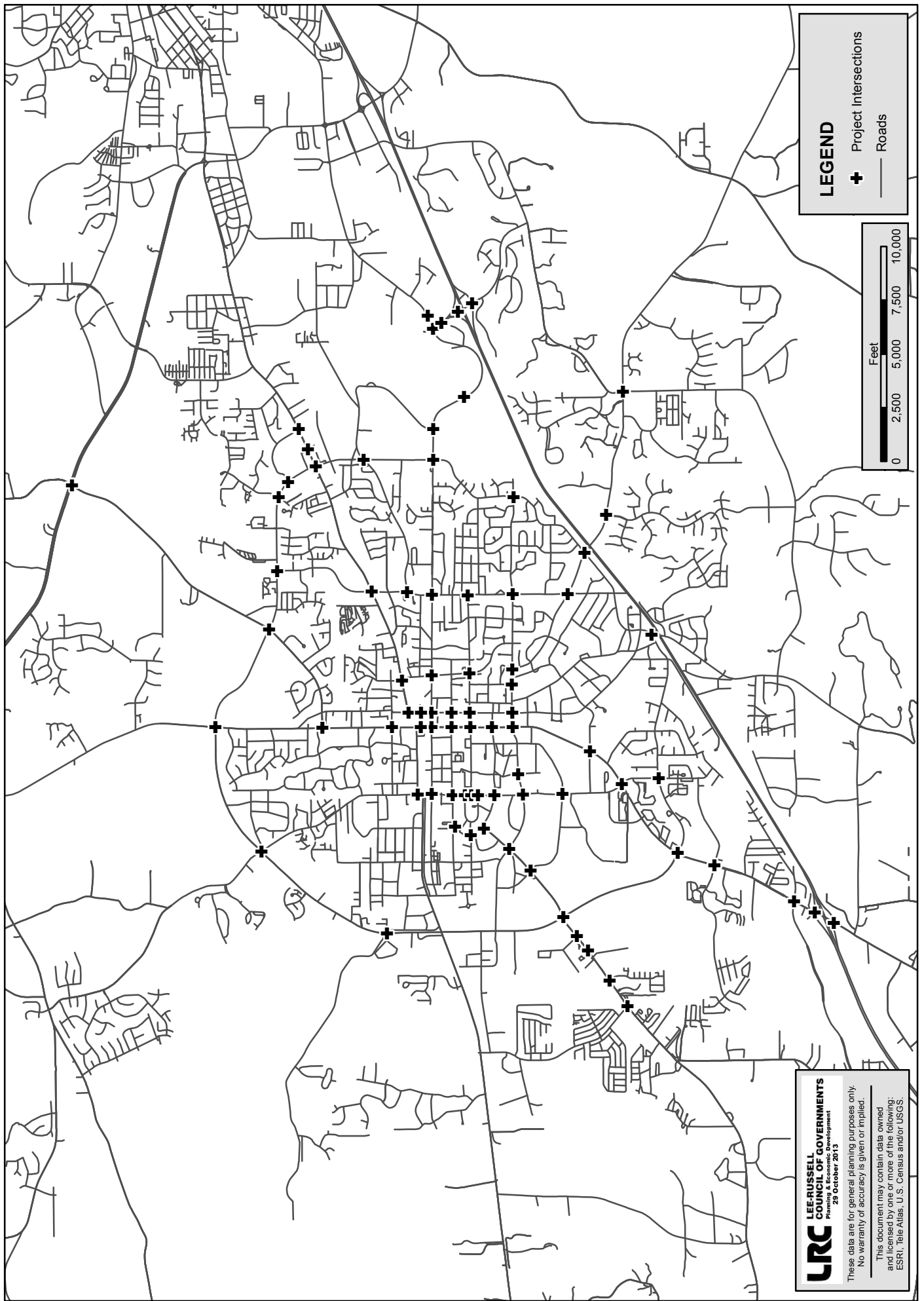
- East University Drive Resurfacing
- Roads



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 13 February 2013

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2.4.1.10 - Signalized Intersection Coordination Project PE Phase Project # 100061629 | CN Phase Project # 100061630



LEGEND

- + Project Intersections
- Roads



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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
30393	100052963	RESURFACE SR-15 (US-29) FROM I-85 TO CHAMBERS COUNTY LINE, FY 2009 PHASE 2	8.503	FM	P	RESURFACING	2015	0.0	NA	\$2,020,461 \$505,115 \$0	\$2,525,577

Sponsor : ALDOT

Total By Sponsor **Federal** **\$2,020,461** **All Funds** **\$2,525,577**

Sponsor : Auburn

24501	100043892	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	CN	P	BRIDGES AND APPROACHES	2014	5.0	NA	\$4,832,812 \$0 \$1,208,203	\$6,041,015
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34944	100058414	INTERSECTION IMPROVEMENTS ON SR-147 (SOUTH COLLEGE STREET) AND LONGLEAF DRIVE IN THE CITY OF AUBURN	0.06	CN	P	INTERSECTION IMPROVEMENTS	2014	0.0	NA	\$679,703 \$0 \$169,926	\$849,629
	100059566	INTERSECTION IMPROVEMENT WIDENING AT SR-14 (OPELIKA ROAD) & CR-706 (EAST UNIVERSITY DRIVE)	0.0	CN	P	INTERSECTION IMPROVEMENTS	2014	0.0	NA	\$976,692 \$0 \$244,173	\$1,220,865

Total By Sponsor **Federal** **\$6,489,207** **All Funds** **\$8,111,509**

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Project Family ID	Project Number (FANBR)	Project Description	Project			FY	Map ID	Conformity Year Requirement	Federal State Other			Estimated Total Cost
			Length (miles)	SCP	STS				Project Type	State	Other	
Sponsor : ALDOT												
33244	100055985	I-85 PAVEMENT REHAB FROM SR-15 (US-29, EXIT 51) TO BENT CREEK RD.	5.16	CN	P	PAVEMENT REHABILITATION	2014	0.0	NA	\$9,336,094	\$1,037,344	\$10,373,437
37018	100056935	RESURFACING AND STRIPING ON SR-38 (US-280) FROM .38 MILES EAST OF WAVERLY PARKWAY (MP 105.096) TO JCT OF PEPPERELL PARKWAY	3.907	FM	P	RESURFACING	2014	0.0	NA	\$3,120,000	\$780,000	\$3,900,000
37258	100061253	INTERSTATE MEDIAN BARRIER ON I-85 FROM EXIT 50 (COX RD) TO THE GEORGIA STATE LINE	30.3	PE	P	GUARDRAIL	2014	0.0	NA	\$15,000	\$1,667	\$16,667
	100061254		30.3	CN	P	GUARDRAIL	2014	0.0	NA	\$2,834,000	\$326,000	\$3,260,000
										\$0	\$0	\$0
Total By Sponsor										\$15,405,094	All Funds	\$17,550,104

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	Conformity Year	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 Transportation Alternatives

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	All Funds	\$0	\$0
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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 State Other		Estimated Total Cost
1246	100059086	REPLACE BRIDGE BIN 002013, SR-51 OVER ROBINSON CREEK (SUGG=44.1, STATUS = SD)	0.15	PE	P	BRIDGE REPLACEMENT	2014	0.0	NA		\$173,056 \$43,264 \$0	\$216,320
	100003744	REPLACE BRIDGE NO. 51-41-14.6 OVER BRANCH	0.15	RW	P	BRIDGE REPLACEMENT	2015	0.0	NA		\$5,474 \$1,369 \$0	\$6,843
	100003743		0.15	CN	P	BRIDGE REPLACEMENT	2015	0.0	NA		\$1,121,077 \$280,269 \$0	\$1,401,346

Total By Sponsor **Federal** **\$1,299,607** **All Funds** **\$1,624,509**

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
36425	100060172	SEPARATE TRUCK ENTRANCES AND EXITS ON NORTH PARK DRIVE TO BENEFIT PROJECT THUNDER IN THE CITY OF OPELIKA	0.0	CN	P	GRADE, DRAIN, BASE AND PAVE	2014	0.0	NA	\$0 \$1,368,016	\$0 \$1,368,016

Sponsor : Opelika

Total By Sponsor **Federal** **\$0** **All Funds** **\$1,368,016**

2.4.8 Enhancement 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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2.4.9 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	2014	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	2014	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	2014	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	2014	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	2014	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	2014	0.0	NA	\$200,000 \$0 \$0	\$400,000		
34044	100057084	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		

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
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	\$344,588
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
35257	100058710 FTA9C - TR13 ()	SECTION 5307 TRANSIT AUBURN / OPELIKA CAPITAL ROLLING STOCK FY-2013	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$184,000 \$0 \$46,000	\$230,000
35274	100058730 FTA9C - TR14 ()	SECTION 5307 TRANSIT AUBURN/OPELIKA CAPITAL ROLLING STOCK FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$176,000 \$0 \$44,000	\$220,000
35275	100058731 FTA9C - TR14 ()	SECTION 5307 TRANSIT AUBURN / OPELIKA CAPITAL SUPPORT EQUIPMENT FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$24,000 \$0 \$6,000	\$30,000
35284	100058742 FTA9C - TR15 ()	SECTION 5307 TRANSIT AUBURN / OPELIKA CAPITAL ROLLING STOCK FY 2015	0.0	TR	P	UNCLASSIFIED	2015	0.0	NA		\$180,000 \$0 \$45,000	\$225,000
35285	100058743 FTA9C - TR15 ()	SECTION 5307 TRANSIT AUBURN / OPELIKA CAPITAL SUPPORT EQUIPMENT FY 2015	0.0	TR	P	UNCLASSIFIED	2015	0.0	NA		\$28,000 \$0 \$7,000	\$35,000
29145	100050408 RPT0 - TR10 ()	SECTION 5311 LEE COUNTY OPERATING ASSISTANCE FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$111,857 \$0 \$0	\$223,713

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
29146	100050409	SECTION 5311 LEE COUNTY ADMINISTRATION ASSISTANCE FOR FY 2010	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$79,702 \$0 \$0	\$99,628
29300	100050619	SECTION 5311 LEE-RUSSELL COUNTIES TRANSIT BUSES FOR FY 2008 (2 MV)	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$78,486 \$0 \$19,622	\$98,108
33762	100056795	SECTION 5311 TRANSIT LEE / RUSSELL COUNTIES CAPITAL SUPPORT EQUIPMENT FY 2013	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$1,200 \$0 \$300	\$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 \$12,500	\$62,500
33866	100056905	SECTION 5311 TRANSIT LEE/RUSSELL COUNTIES OPERATING ASSISTANCE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$130,000 \$0 \$0	\$260,000
33867	100056906	SECTION 5311 TRANSIT LEE/RUSSELL COUNTIES ADMINISTRATION ASSISTANCE FY 2014	0.0	TR	P	UNCLASSIFIED	2014	0.0	NA		\$125,000 \$0 \$0	\$156,250
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 \$0	\$1,500

Total By Sponsor	\$3,178,758	All Funds	\$5,094,025
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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 Length (miles)	SCP	STS	Project Type	FY	Map ID	Conformity Year Requirement	Federal State Other			Estimated Total Cost
37258	100061253	INTERSTATE MEDIAN BARRIER ON I-85 FROM EXIT 50 (COX RD) TO THE GEORGIA STATE LINE	30.3	PE	P	GUARDRAIL	2014	0.0	NA		\$7,500	\$833	\$8,333
	100061254										\$0	\$1,467,000	\$0
			30.3	CN	P	GUARDRAIL	2014	0.0	NA		\$163,000	\$163,000	\$1,630,000

Total By Sponsor **Federal** **\$1,474,500** **All Funds** **\$1,638,333**

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	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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2.4.13 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													
33160	100058685	CR-35 (SHELTON MILL ROAD) RESURFACING FROM CR-40 (COLLEGE STREET) TO CR-706 (EAST UNIVERSITY DR.)	0.64	CN	A	RESURFACING	2013	0.0	NA	\$237,971 \$0 \$153,831	\$391,801		
36293	100059964	RESURFACING BENT CREEK ROAD FROM CHAMPION BOULEVARD TO CR-16 (HAMILTON ROAD) IN AUBURN	0.72	PE	A	RESURFACING	2013	0.0	NA	\$4,000 \$0 \$1,000	\$5,000		
36295	100059966	RESURFACING ROSS STREET / CHEWACLA DRIVE FROM MAGNOLIA AVENUE TO CR-146 (SAMFORD AVENUE)	0.7	PE	A	RESURFACING	2013	0.0	NA	\$4,000 \$0 \$1,000	\$5,000		
Total By Sponsor										Federal	\$245,971	All Funds	\$401,801
Sponsor : Lee County													
33625	100056630	WIDEN AND RESURFACE CR-391 FROM OPELIKA SOUTH EAST CITY LIMITS NEAR SPRING VILLA TO SR-1 (US-431)	2.73	CN	A	RESURFACING	2013	0.0	NA	\$380,558 \$0 \$95,139	\$475,697		
Total By Sponsor										Federal	\$380,558	All Funds	\$475,697

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	Conformity Year Requirement	Federal State Other			Estimated Total Cost	
Sponsor : ALDOT													
35722	100058922	RESURFACING AND STRIPING SR-51 FROM OPELIKA CITY LIMITS TO I-85	2.202	FM A	WIDENING & RESURFACING (RDWY)	2013	0.0	NA	\$713,000	\$178,250	\$0	\$891,250	
Total By Sponsor									\$713,000	All Funds			\$891,250
Sponsor : Auburn													
34944	100058413	RESURFACE CR-146 (MOORES MILL ROAD) FROM DEAN ROAD TO SAMFORD AVENUE	0.79	CN A	PAVEMENT REHABILITATION	2013	0.0	NA	\$849,164	\$0	\$215,938	\$1,065,102	
Total By Sponsor									\$849,164	All Funds			\$1,065,102

2.4.15.3 Authorized NHS / Interstate Maintenance / NHS Bridge 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
35722	100058927	RESURFACING AND STRIPING ON SR-38 (US-280) FROM SR-147 TO 0.3 MILE WEST VETERANS PARKWAY	3.46	FM	A	RESURFACING	2013	0.0	NA		\$2,971,284	\$742,821	\$0	\$3,714,105

Sponsor : ALDOT

Total By Sponsor **Federal** **\$2,971,284** **All Funds** **\$3,714,105**

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 Transportation Alternatives

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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2.4.15.6 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
36245	100059895	NORTH AUBURN STREAM RESTORATION NEAR THE INTERSECTION OF NORTH COLLEGE STREET (SR-147) AND EAST UNIVERSITY DRIVE (SR-267) IN THE CITY OF AUBURN	0.0	CN	A	UNCLASSIFIED	2013	0.0	NA		\$0 \$20,000 \$0	\$20,000

Sponsor : ALDOT

Total By Sponsor **Federal** **\$0** **All Funds** **\$20,000**

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	Conformity Year	Requirement	Federal State Other	Estimated Total Cost
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	A	LANDSCAPING	2013	0.0	NA		\$260,880	\$526,717
	TCSP - 11AL (001)										\$265,837	
Sponsor : Opelika												
Total By Sponsor											\$260,880	\$526,717
											Federal	All Funds

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		Estimated Total Cost
										Other	Other	
Sponsor : Lee-Russell COG												
34034	100057074	SECTION 5307 TRANSIT, AUBURN/OPELIKA (LEE-RUSSELL COUNCIL OF GOV) OPERATING () ASSISTANCE FY 2013	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$218,708	\$437,416
34035	100057075	SECTION 5307 TRANSIT, AUBURN / OPELIKA (LEE -RUSSELL COUNCIL OF GOV.) PREVENTIVE () MAINTENANCE FY 2013	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$157,031	\$196,289
36013	100059615	SECTION 5316 JARC LEE RUSSELL COUNCIL OF LOCAL GOVERNMENT FY 2013 DHR (URBAN)	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$58,706	\$62,347
36026	100059628	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS FY 2013 URBAN (OTHER)	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$242,294	\$484,588
36050	100059652	SECTION 5316 JARC LEE RUSSELL COUNCIL OF LOCAL GOVTS FY 2013 M MGMT URBAN (OTHER)	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$37,130	\$46,412
33760	100056793	SECTION 5311 TRANSIT LEE / RUSSELL COUNTIES OPERATING ASSISTANCE FY 2013	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$115,878	\$231,756
33761	100056794	SECTION 5311 TRANSIT LEE / RUSSELL COUNTIES ADMINISTRATION ASSISTANCE FY 2013	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$106,045	\$132,566
36035	100059637	SECTION 5316 JARC LEE RUSSELL COUNCIL OF GOVTS FY 2013 RURAL (DHR)	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$19,568	\$22,884
											\$3,316	

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		Estimated Total Cost
											Other	Other	
36048	100059650	SECTION 5316 - JARC LEE RUSSELL COUNCIL OF GOVTS) FY 2013 RURAL (OTHER)	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$79,432	\$0	\$158,864
36053	100059655	SECTION 5316 - JARC LEE RUSSELL COUNCIL LOCAL) GOVTS M MGMT FY 2013 RURAL	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$16,210	\$0	\$20,262
36781	100060604	SECTION 5310 TRANSIT LEE-RUSSELL COG PURCHASED) TRANSPORTATION	0.0	TR	A	UNCLASSIFIED	2013	0.0	NA		\$60,000	\$0	\$75,000

Total By Sponsor **Federal** **\$1,111,002** **All Funds** **\$1,868,374**

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	Year	Conformity Requirement	Federal State Other	Estimated Total Cost
35722	100060072	LINE TRIMMING ON I-85 IN LEE AND CHAMBERS	32.54	MC	A	ROADSIDE MOWING	2013	0.0	NA		\$0	\$25,000
99-404-690-685-301	()	COUNTIES									\$25,000	\$0

Sponsor : ALDOT

Total By Sponsor **Federal** **\$0** **All Funds** **\$25,000**

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
35722	100058922	RESURFACING AND STRIPING SR-51 FROM OPELIKA CITY LIMITS TO I-85	2.202	FM	A	WIDENING & RESURFACING (RDWY)	2013	0.0	NA		\$33,422	\$37,135
	STPAA-HSIP - 0051 (510)										\$3,714	\$0

Sponsor : ALDOT

Total By Sponsor **Federal** **\$33,422** **All Funds** **\$37,135**

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	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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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
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
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
PA	Planning Area
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

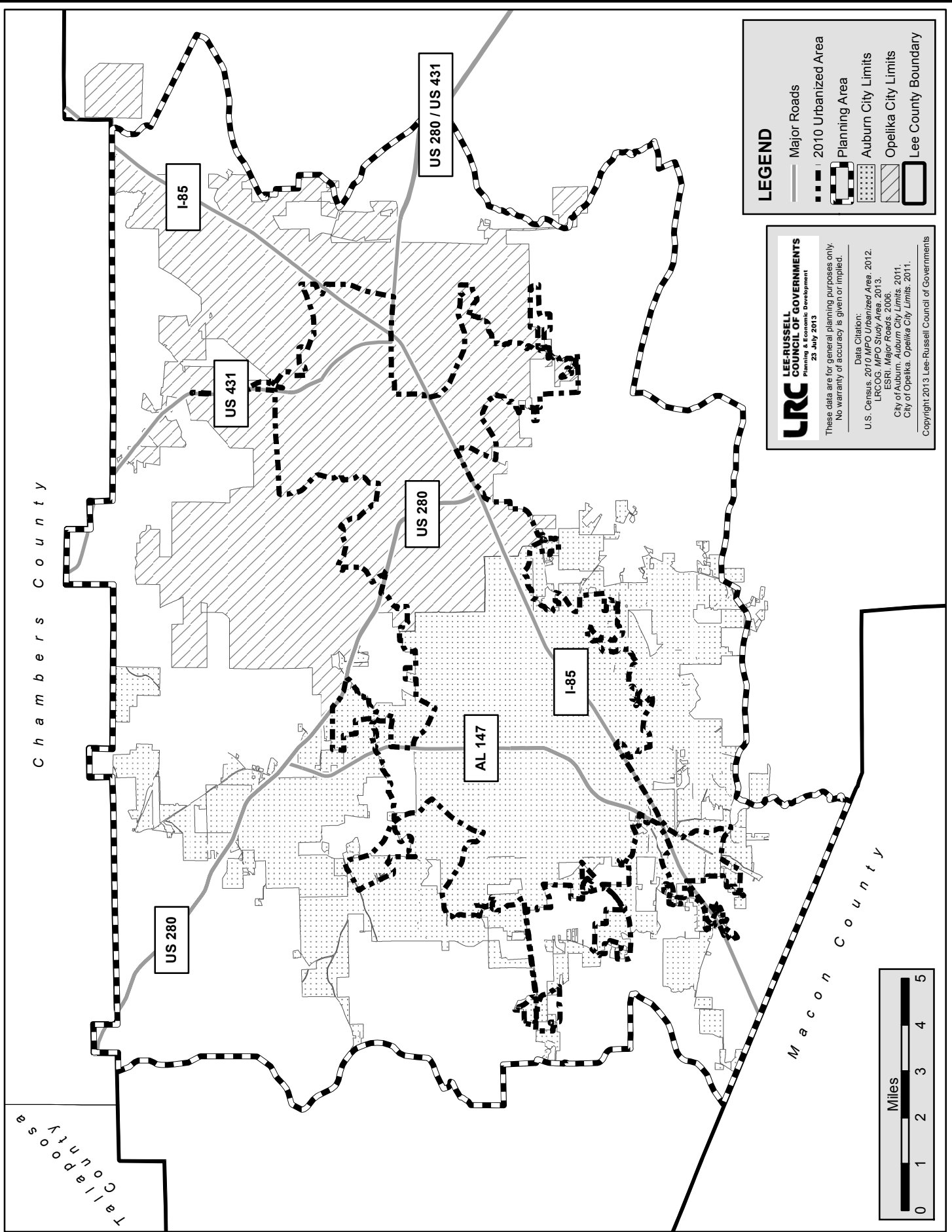
3.1 - Abbreviations and Acronyms

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

3.2 - Urbanized Area & Metropolitan Planning Area Map



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



Chambers County

Macon County

Tallapoosa County

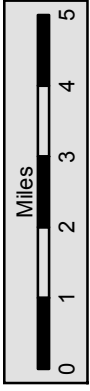
LEGEND

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

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

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

Data Citation:
 U.S. Census, 2010 MPO Urbanized Area, 2012.
 LRCSG, MPO Study Area, 2013.
 ESRI, Major Roads, 2006.
 City of Auburn, Auburn City Limits, 2011.
 City of Opelika, Opelika City Limits, 2011.
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3.3 – Financial Documentation

**AUBURN-OPELIKA METROPOLITAN PLANNING ORGANIZATION
 NOVEMBER 2013 AMENDED FY2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM
 3.3.1 - FINANCIALLY-CONSTRAINED SPREADSHEET OF LOCALLY-SPONSORED PROJECTS**

Project Description	Scope	Project Number	2012			2013			2014			2015	
			Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal
Moore's Mill Bridge Widening	RW	100055851	\$1,563,549	\$1,250,839	\$312,710								
	UT	100043891						\$407,999	\$383,199	\$95,800			
Widen and Resurface CR-391	PE	100056629	\$4,445	\$3,556	\$889								
	CN	100056630				\$475,698	\$380,558	\$95,140					
West Glenn Avenue Resurfacing	CN	100055853	\$1,186,451	\$949,161	\$237,290								
	UT	100008567	\$1,534,293	\$1,227,434	\$306,859								
Shelton Mill Road Resurfacing	CN	100008564	\$584,589	\$467,671	\$116,918								
	CN	100055865				\$297,464	\$237,971	\$59,493					
Bent Creek Resurfacing	PE	10059964				\$5,000	\$4,000	\$1,000					
	CN	10059965							\$306,250	\$245,000	\$61,250		
Ross Street Chewacla Drive Resurfacing	PE	10059966				\$5,000	\$4,000	\$1,000					
	CN	10059967							\$200,375	\$160,300	\$40,075		
Woodfield Drive Resurfacing & Traffic Signal Replacement	PE	10059968							\$5,000	\$4,000	\$1,000		
	CN	10059969							\$500,000	\$400,000	\$100,000		
Donahue Drive Resurfacing	PE	10059972							\$5,000	\$4,000	\$1,000		
	CN	10059973							\$901,671	\$721,337	\$180,334		

**AUBURN-OPELIKA METROPOLITAN PLANNING ORGANIZATION
NOVEMBER 2013 AMENDED FY2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM
3.3.1 - FINANCIALLY-CONSTRAINED SPREADSHEET OF LOCALLY-SPONSORED PROJECTS**

Project Description	Scope	Project Number	2012		2013		2014		2015		
			Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Gay Street Resurfacing	PE	10059970							\$5,000	\$4,000	\$1,000
	CN	10059971							\$250,000	\$200,000	\$50,000
East University Drive Resurfacing - Windsor 402 EUD	PE	10059974							\$5,000	\$4,000	\$1,000
	CN	10059975							\$140,000	\$112,000	\$28,000
East University Drive Resurfacing - McKinley Old Mill	PE	10059976							\$5,000	\$4,000	\$1,000
	CN	10059977							\$268,750	\$215,000	\$53,750
Wire Road (LR137) Bridge Replacement at Choclafula Creek	PE	10059978							\$5,000	\$4,000	\$1,000
	CN	10059979							\$633,851	\$507,081	\$126,770
Traffic Signal Coordination & Monitoring	PE								\$68,750	\$55,000	\$13,750
	CN								\$760,500	\$608,400	\$152,100

Totals	2012		2013		2014		2015		
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Prior FY Carryover	\$2,577,522	\$2,577,522	\$0	\$382,253	\$1,328,111	\$0	\$930,811	\$930,811	\$0
FY Apportionment	\$1,235,721	\$1,235,721	\$0	\$1,572,386	\$1,575,536	\$0	\$1,575,536	\$1,575,536	\$0
FY Special Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$3,813,243	\$3,813,243	\$0	\$1,954,639	\$2,903,647	\$0	\$2,506,347	\$2,506,347	\$0
Authorized Projects	\$4,288,738	\$3,430,990	\$857,748	\$626,528	\$2,903,647	\$156,632	\$2,506,347	\$2,506,347	\$0
Planned Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Project Funds	\$3,430,990	\$3,430,990	\$0	\$626,528	\$1,972,836	\$0	\$2,073,101	\$1,658,481	\$414,620
Unobligated Balance	\$0	\$382,253	\$0	\$0	\$2,903,647	\$0	\$0	\$2,506,347	\$0
Remaining Balance	\$382,253	\$382,253	\$0	\$1,328,111	\$930,811	\$0	\$847,866	\$847,866	\$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
Appalachian Highway System Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$117,500		\$117,500	\$117,500
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A		0%	0%
Bridge Projects (State and Federal)				
Funds Available for Programming Statewide (Federal Funds Only)	\$81,647		\$81,647	\$81,647
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A		0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$11,782		\$11,782	\$11,782
Apportionment (Federal Funds Only)	\$0		\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0		\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Balance Forward (Federal Funds Only)	\$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
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A		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
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Interstate System Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$129,024		\$129,024	\$129,024
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A		0%	0%
National Highway System Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$145,441		\$145,441	\$145,441
Auburn-Opelika Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0		\$0	\$0
Percentage Programmed in the Auburn-Opelika Area (Federal Funds Only)	N/A		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		FEDERAL FUNDING ONLY			
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Status	Start Date	Authorized	
100008564	FREDERICK RD/AUBURN CL TO HAMILTON ROAD (PHASE 1A)	CN	\$0	Authorized	11/02/2012	9/5/2012	
100008567	FREDERICK RD/AUBURN CL TO HAMILTON ROAD (PHASE 1A)	UT	\$1,227,434	Authorized	06/01/2012	5/3/2012	
100055851	BRIDGE WIDENING AND ADDITIONAL LANES CR-146 (MOORE'S MILL ROAD) @ OVERPASS I-85.	RW	\$1,250,839	Authorized	10/01/2012	8/14/2012	
100055853	WEST GLENN AVENUE RESURFACING FROM N. COLLEGE STREET TO N. DONAHUE DRIVE	CN	\$949,161	Authorized	03/30/2012	3/1/2012	
100056629	RESURFACE CR-391 FROM THE OPELIKA CITY LIMITS TO SR-1 (U.S. 280/431)	PE	\$3,556	Authorized	08/01/2012	7/17/2012	

TOTALS FOR FISCAL YEAR 2012

Prior FY Carryover	\$2,577,522	Authorized Projects	\$3,430,990	Unobligated Balance	\$382,253
FY Apportionment	\$1,235,721	Planned Projects	\$0	Remaining Balance	\$382,253
FY Special Allocation	\$0	Total Project Funds	\$3,430,990		
Total Funds	\$3,813,243				

100055865	RESURFACING CR-35 (SHELTON MILL ROAD) FROM CR-40 (COLLEGE STREET) TO SOUTH OF SH	CN	\$237,971	Authorized	06/28/2013	5/31/2013
100056630	RESURFACE CR-391 FROM THE OPELIKA CITY LIMITS TO SR-1 (US-280/431) - LCP 41-109-10	CN	\$380,558	Authorized	12/07/2012	11/9/2012
100059964	RESURFACING BENT CREEK ROAD FROM CHAMPION BOULEVARD TO CR-16 (HAMILTON ROAD)	PE	\$4,000	Authorized	09/01/2013	7/18/2013
100059966	RESURFACING ROSS STREET / CHEWACLA DRIVE FROM MAGNOLIA AVENUE TO CR-146 (SAMF	PE	\$4,000	Authorized	09/01/2013	7/18/2013

TOTALS FOR FISCAL YEAR 2013

Prior FY Carryover	\$382,253	Authorized Projects	\$626,528	Unobligated Balance	\$1,328,111
FY Apportionment	\$1,572,386	Planned Projects	\$0	Remaining Balance	\$1,328,111
FY Special Allocation	\$0	Total Project Funds	\$626,528		
Total Funds	\$1,954,639				

100043891	BRIDGE REPLACEMENT AND ADDITIONAL LANES CR-146 (MOORE'S MILL ROAD) @ OVERPASS I	UT	\$383,199	Planned	02/01/2014	
100059965	RESURFACING BENT CREEK ROAD FROM CHAMPION BOULEVARD TO CR-16 (HAMILTON ROAD)	CN	\$245,000	Planned	02/28/2014	
100059967	RESURFACING ROSS STREET / CHEWACLA DRIVE FROM MAGNOLIA AVENUE TO CR-146 (SAMF	CN	\$160,300	Planned	02/28/2014	
100059968	RESURFACING AND TRAFFIC SIGNAL REPLACEMENT ON WOODFIELD DRIVE FROM GAY STREE	PE	\$4,000	Planned	12/01/2013	
100059969	RESURFACING AND TRAFFIC SIGNAL REPLACEMENT ON WOODFIELD DRIVE FROM GAY STREE	CN	\$400,000	Planned	04/25/2014	
100059972	RESURFACING CR-82 (DONAHUE DRIVE) FROM CARY DRIVE TO SR-147 (SHUG JORDAN PARKW	PE	\$4,000	Planned	12/01/2013	
100059973	RESURFACING CR-82 (DONAHUE DRIVE) FROM CARY DRIVE TO SR-147 (SHUG JORDAN PARKW	CN	\$721,337	Planned	04/25/2014	
100061629	SIGNALIZED INTERSECTION COORDINATION VIA CENTRALIZED TRAFFIC CONTROL CENTER IN	PE	\$55,000	Planned	06/02/2014	

TOTALS FOR FISCAL YEAR 2014

Prior FY Carryover	\$1,328,111	Authorized Projects	\$0	Unobligated Balance	\$2,903,647
FY Apportionment	\$1,575,536	Planned Projects	\$1,972,836	Remaining Balance	\$930,811
FY Special Allocation	\$0	Total Project Funds	\$1,972,836		
Total Funds	\$2,903,647				

100059970	RESURFACING GAY STREET FROM REESE AVENUE TO WOODFIELD AVENUE	PE	\$4,000	Planned	12/01/2014	
100059971	RESURFACING GAY STREET FROM REESE AVENUE TO WOODFIELD AVENUE	CN	\$200,000	Planned	04/24/2015	

3.3.3 URBAN AREA FUNING AVAILABILITY REPORT

URBAN AREA		FEDERAL FUNDING ONLY				
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100059974	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO 4	PE	\$4,000	12/01/2014	Planned	
100059975	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM WINDSOR DRIVE .18 MILES WEST TO 4	CN	\$112,000	04/24/2015	Planned	
100059976	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAL	PE	\$4,000	12/01/2014	Planned	
100059977	RESURFACING CR-706 (EAST UNIVERSITY DRIVE) FROM MCKINLEY AVENUE TO OLD MILL ROAF	CN	\$215,000	04/24/2015	Planned	
100059978	BRIDGE REPLACEMENT CR-137 (WIRE ROAD) OVER CHOCLAFAULA CREEK	PE	\$4,000	10/01/2014	Planned	
100059979	BRIDGE REPLACEMENT CR-137 (WIRE ROAD) OVER CHOCLAFAULA CREEK	CN	\$507,081	04/24/2015	Planned	
100061630	SIGNALIZED INTERSECTION COORDINATION VIA CENTRALIZED TRAFFIC CONTROL CENTER IN	CN	\$608,400	12/05/2014	Planned	

TOTALS FOR FISCAL YEAR 2015

Prior FY Carryover	\$930,811	Authorized Projects	\$0	Unobligated Balance	\$2,506,347
FY Apportionment	\$1,575,536	Planned Projects	\$1,658,481	Remaining Balance	\$847,866
FY Special Allocation	\$0	Total Project Funds	\$1,658,481		
Total Funds	\$2,506,347				

3.4 – Livability Indicators

3.4.1 – Livability Indicators

As a measure of sustainability and in direct relation to the **Livability Principles** established on page 5, the Auburn-Opelika MPO has provided the following **Livability Indicators** for the MPO’s Metropolitan Planning Area (MPA), also known as the MPO Study Area (see map on page 74):

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

Lee-Russell Public Transit provides demand response service to the entire MPA, therefore the percent of jobs and housing located within ½ mile of transit service is 100%; see map on page 74.

Related Livability Principle: 1

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO

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

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

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

3. Percent of vehicles available per occupied housing unit:

Vehicles Per Occupied Housing Unit	Percent	Error
No vehicles available	5.9%	+/-1.3
1 vehicle available	30.2%	+/-3.0
2 vehicles available	41.1%	+/-2.9
3 or more vehicles available	22.9%	+/-2.7

Related Livability Principle: 2
 Geographic Extent: Auburn-Opelika, AL Metro Area
 Source: U.S. Census Bureau
 Dataset: 2010 American Community Survey 1-Year Estimates

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

Due to the size of the Auburn-Opelika MPO’s MPA, 100% of the MPA workforce lives within a 30-minute commute of the primary job centers, which are Auburn University and East Alabama Medical Center; see map on page 74.

Related Livability Principle: 3
 Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area
 Source: Auburn-Opelika MPO and Reference USA

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

Percent	Error
13.9%	+/-2.8

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

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

Percent	Error
3.1%	+/-1.3

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

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

Total Projects	Projects with >1 Fed Funding Source	Percent of Projects with >1 Fed Funding Source
52	2	3.8%

Related Livability Principle: 5

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Alabama Department of Transportation

8. Work commute modal choice by percent:

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

Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

3.5 – Transportation Planning Process Agreement

3.5.1 - Transportation Planning Process Agreement

AN AGREEMENT CONCERNING A
TRANSPORTATION PLANNING PROCESS
FOR THE AUBURN/OPELIKA URBANIZED AREA

BETWEEN

THE COUNTY OF

LEE

AND

THE MUNICIPALITIES OF AUBURN AND OPELIKA

AND THE

LEE-RUSSELL COUNCIL OF GOVERNMENTS

AND

THE STATE OF ALABAMA

Sec. 1-1.

An agreement concerning a Metropolitan Transportation Planning Process for the Auburn/Opelika Urbanized Area between the County of Lee, hereinafter referred to as COUNTY; the municipalities of Auburn and Opelika; hereinafter referred to as CITIES; the Lee-Russell Council of Governments, hereinafter referred to as COUNCIL; and the State of Alabama (acting by and through the Alabama Department of Transportation), hereinafter referred to as STATE.

Sec. 1- 2.

- (a) WHEREAS, section 134 of Title 23 of the United States Code and Sections 1604 (1), 1607 (a) and 1607 (c) Title 49 of the United States Code requires that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and
- (b) WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on August 10, 2005, new regulations concerning metropolitan transportation planning process.

Sec. 1-3

NOW, THEREFORE, it is hereby agreed as follows:

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

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

Sec.1- 4.

- (a) The responsibilities of the Metropolitan Planning Organization will be as follows:
- (1) Organize and elect a Chairman, Vice-Chairman and establish its rules of procedure and by-laws.
 - (2) Appoint members to the Technical and Citizens' Advisory Committees.
 - (3) Take official action on Technical and Citizens' Advisory Committees' recommendations and other matters pertaining to furthering the planning process.
 - (4) Set the transportation study area and federal-aid urban area boundaries.
 - (5) Adopt transportation goals and objectives to guide the Auburn/Opelika urbanized area metropolitan planning process.
 - (6) Annually endorse the Unified Planning Work Program which documents the transportation related planning activities to be performed with planning assistance provided under FTA and FHWA Planning funds of the Safe Accountable, Flexible, Efficient Transportation Equity Act 2005: A Legacy for Users (SAFETEA-LU) and other funding sources.

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

Sec. 1-5.

- (a) IT IS further agreed that the COUNCIL accepts and has the responsibility for the

coordination of the "3C PROCESS" and further has the responsibility to provide the local coordination for all of the member governmental units and agencies as needed to achieve a comprehensive metropolitan planning program.

(b) IT IS further agreed that the COUNCIL accepts the designation as the recipient of metropolitan planning funds as provided in 23 U.S.C. 104F and 49 U.S.C. 1607.

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

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

Sec 1-6.

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

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

Sec. 1-7

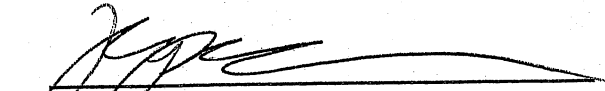
- (a) IT IS recognized by the parties to this agreement that the COUNCIL performs the functions required by the Office of Management and Budget Circular A-133 (Evaluation, Review and Coordination of Federal and Federally Assisted Programs and Projects).
- (b) IT IS envisioned that the membership of the Metropolitan Planning Organization, as set by this agreement, and the Board of Directors of the COUNCIL will continually overlap to insure coordination of the "3C PROCESS" and regional plans.
- (c) IT IS agreed that the base data, statistics, and projections developed by the COUNCIL for regional comprehensive planning will be available for determining socio-economic and land use data within the Auburn/Opelika metropolitan study area.

Sec. 1- 8

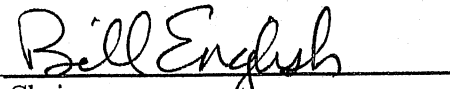
- (a) IT IS agreed that the agreement between the Alabama Department of Transportation and the COUNCIL concerning a Lee County Area Transportation Study, entered into on the 24th day of October 1994, is hereby null and void.
- (b) IT IS agreed that this agreement may be terminated by any party which provides the remaining parties written notice sixty days in advance of the termination date. Such notice will be provided by registered mail and the termination date will be determined as that date sixty days from date of delivery.
- (c) IT IS further agreed that this agreement will remain in full force and effect upon succeeding State Administrations providing a succeeding State Administration does not advise the COUNTY, the CITIES and the COUNCIL by letter within thirty days after assuming office that this agreement has been discontinued.
- (d) Nothing shall be construed under the terms of this agreement by the COUNTIES, the CITIES, the COUNCIL, or the STATE that will cause any conflict with Title 23, Section 15 (1) of the Laws of the State of Alabama (7/24th Law).

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

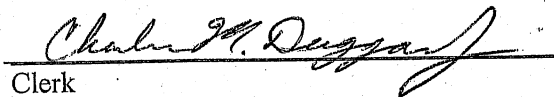
ATTEST:


Clerk

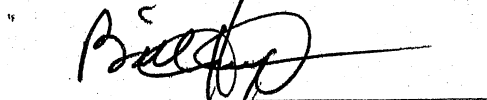
COUNTY OF LEE


Chairman

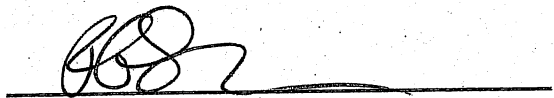
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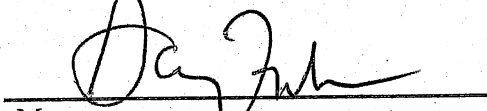
CITY OF AUBURN


Mayor

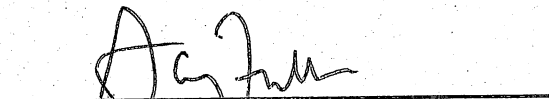
ATTEST:


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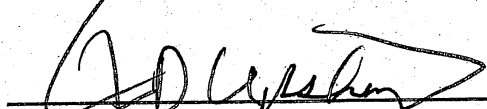
CITY OF OPELIKA


Mayor

ATTEST:


Clerk

LEE-RUSSELL COUNCIL OF GOVERNMENTS


Chairman

APPROVED AS TO FORM

BY: Jim Rippolito Jr. J.T.
Chief Counsel, Jim Rippolito, Jr.

RECOMMENDED FOR APPROVAL:

Robert J. Jilla
Multimodal Transportation Planning Engineer
Robert J. Jilla

D. W. Vaughn
Chief Engineer, D. W. Vaughn

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

D. J. McInnes
Transportation Director, D. J. McInnes

The foregoing agreement is hereby executed in the name of the State of Alabama and signed by the Governor on this 29 day of April, 2010.

Bob Riley
GOVERNOR OF ALABAMA, BOB RILEY

COUNTERSIGNED:

Secretary of State

MPO RESOLUTION 2013-10

Approving ALDOT Changes to the Functionally Classified Road Network and the Draft Functional Classification Map Based on US 2010 Census Data for the Auburn-Opelika Metropolitan Planning Organization

WHEREAS, the Auburn-Opelika Metropolitan Planning Organization (AOMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (SAFETEA-LU Section 6001 August 2005); 42 USC 2000d-1,7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, in conformity with the federal codes cited above, the State of Alabama and the Federal Highway Administration (FHWA) require MPOs to establish a functionally classified road network within the Metropolitan Planning Area and produce a Functional Classification Map; and

WHEREAS, ALDOT's proposed functional classification network (see Appendix A) has been reviewed by the Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC), and both committees have recommended the changes for approval by the Policy Board; now

THEREFORE, BE IT RESOLVED that the Policy Board of the Auburn-Opelika Metropolitan Planning Organization, having reviewed the recommended changes to the Functionally Classified Road Network and the Draft Functional Classification Map, does hereby approve the same, as shown in Appendix A, for re-submittal to ALDOT and FHWA.

Adopted this 13th day of November, 2013

Chairman/Vice-Chairman/Acting Chairman, MPO

Date

ATTEST:

Transportation Planner, LRCOG

Date

2010 DRAFT Auburn\Opelika Urban Area



Legend

2010 Highway Functional Classification FHWA

- 1. Interstate
- 2. Freeway/Expressway
- 3. Principal Arterial
- 4. Minor Arterial
- 5. Major Collector
- 6. Minor Collector
- 7. Local

Proposed 2010 HEC FHWA

- 1. Interstate
- 2. Freeway/Expressway
- 3. Principal Arterial
- 4. Minor Arterial
- 5. Major Collector
- 6. Minor Collector
- 2000 Adjusted Urban
- 2010 Adjusted Urban
- City Limits
- Lake/River
- Stream

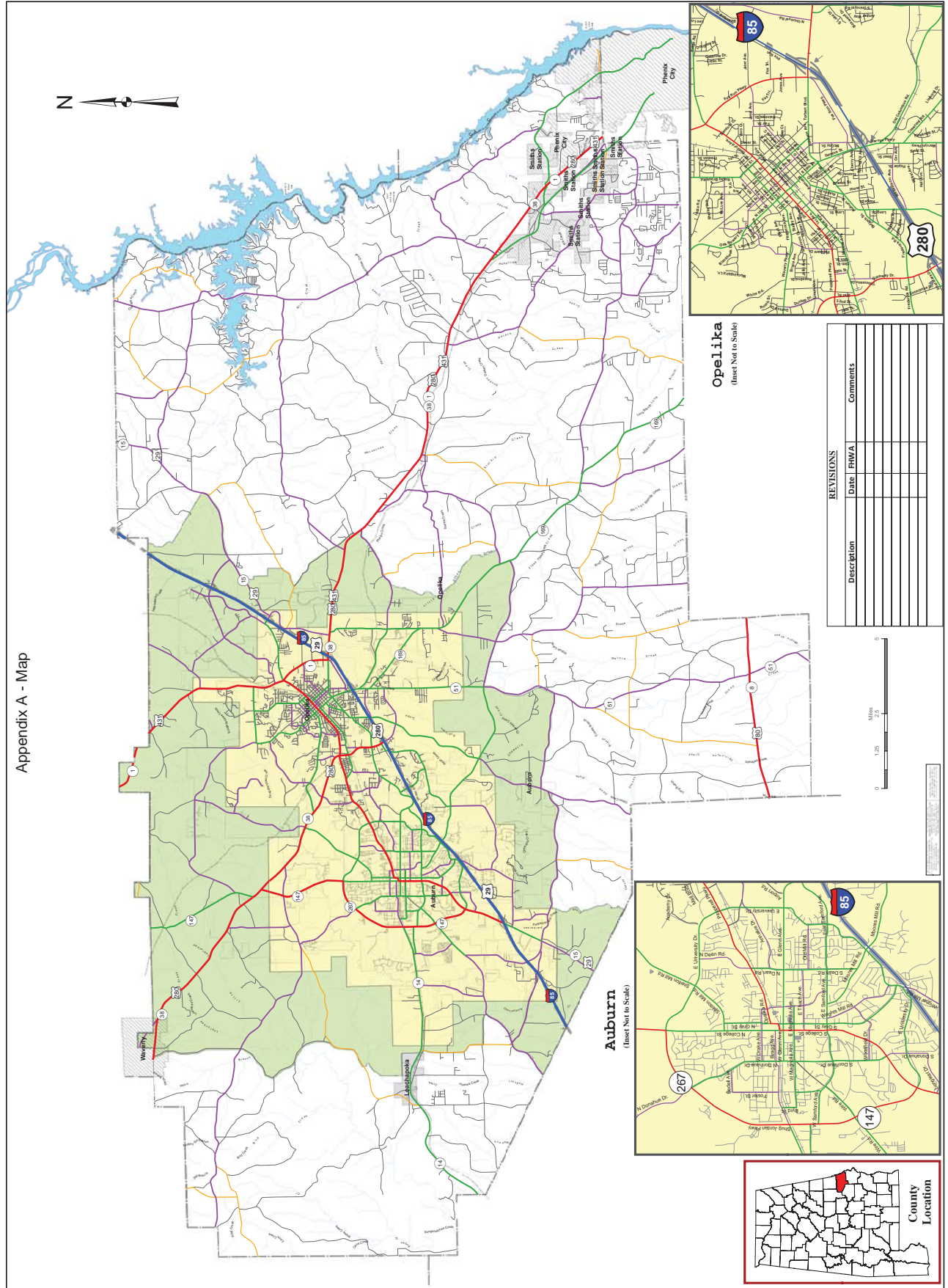


CERTIFICATION

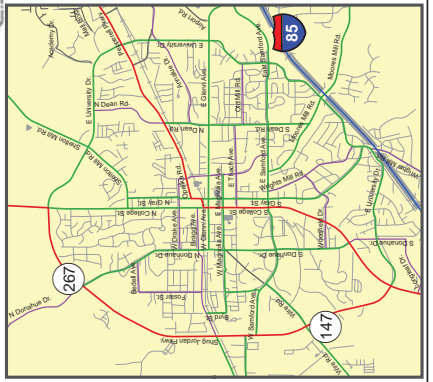
The Highway Functional Classification and Future All Urban Area Boundary digital bases are based on data provided by the Alabama Department of Transportation. The planning process and data have generated an appropriate final product for this report.

Customer	DATE
Prepared by	DATE
Reviewed by	DATE
Checked by	DATE
Approved by	DATE

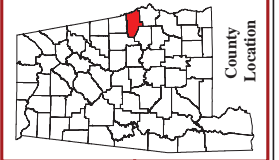
Appendix A - Map



Opelika
(Inset Not to Scale)



Auburn
(Inset Not to Scale)



County
Location

REVISIONS			
Description	Date	FHWA	Comments

Appendix A - Table

Auburn-Opelika MPO

2010 ALDOT Highway Functional Classification Updates

<i>Route Name</i>	<i>Distance</i>	<i>HFC</i>	<i>From</i>	<i>To</i>	<i>Inventory #</i>	
SR 14	3.55	UPA to MA	Lee Road 57	SR 267	SR 14	RmC - Rural minor Collector
Martin Luther King	1.08	UPA to MC	SR 269	S Donahue Dr.	CS	RMC - Rural Major Collector
S Donahue Dr.	0.13	UPA to MC	Martin Luther King	W Glenn Ave.	CS	UC - Urban Collector
W Glenn Ave	0.5	UPA MA	S Donahue Dr.	S College St.	CS	UMA - Urban Minor Arterial
E Glenn Ave	3.47	UPA to MA	S College St.	Bent Creek Rd.	CR 42	UPA - Urban principal Arterial
Frederick Rd.	1.9	UPA tp MA	Bent Creek Rd.	SR 38 (US 280)	CR 42	RI - Rural Interstate
Bent Creek Rd.	0.3	UPA to Ma	E Glenn Ave	Interstate 85	CS	UI - Urban Interstate
SR 169	2.54	UPA to MA	S Uniroyal Rd.	SR 51	SR 169	mC - Minor Collector
SR 51	0.57	UPA to Ma	SR 169	Interstate 85	SR 51	MC - Major Collector
Geneva St.	0.36	UPA to MA	Interstate 85	Torbert Blvd.	CS	MA - Minor Arterial
S 10th St	0.63	UPA to MA	Torbert Blvd.	2nd Ave.	CS	PA - Principal Arterial
Torbert Blvd.	1.29	UPA to MA	S 10th St.	SR 1 (US 431)	CS	EX - Freeway or Expressway
S 6th St.	0.63	UPA to MA	Torbert Blvd.	2nd Ave.	CS	IS - Interstate
Samford Ave.	1.19	UMA to PA	S 6th St.	SR 1 (US431)	CR 231	
SR 15	0.58	UMA to MC	Lee Road 18	Beehive Rd.	SR 15 (US 29)	
Moores Mill Rd.	2.4	RMC to MA	SR 51	Society Hill Rd.	CR 146	
SR 15	0.16	MA to MC	I 65	N Uniroyal Rd.	SR 15 (US 29)	
West Point Pkwy.	0.32	MA to MC	N Uniroyal Rd.	Lee Road 161	SR 15 (US 29)	
Ridge Rd.	0.65	MC to mC	N Uniroyal Rd.	0.65 mile east N Uniroyal Rd.	CR 63	
Wire Rd.	1.77	MA to MC	West of Chadwick Ln.	Cox Rd.	CR 53	
Society Hill Rd.	0.08	MA to MC	Moores Mill Rd.	0.08 mile south of Moores Mill Rd.	CR 146	
Beehive Rd.	2.55	L to MC	Wire Rd.	I 85	CR 26	
Sandhill Rd.	1.16	UC to MC	SR 15	east of Mill Creek Rd.	CR 26	
Spring Villa	0.5	MC	SR 169	0.5 mile east SR 169	CR 36	
Old Columbus Rd.	0.53	MC	S Uniroyal Rd.	0.53 east of S Uniroyal Rd.	CR 44	
Ridge Rd.	0.65	UC to mC	N Uniroyal Rd.	0.65 mile east N Uniroyal Rd.	CR 63	
Farmville Rd.	3.65	RMC to MC	0.8 mile west of Mrs. James Rd.	SR 38 (US 280)	CR 54	
Auburn Lakes Rd.	0.71	RMC to MC	Farmville Rd.	0.4 mile south Pear Tree Rd.	CR 13	
Mrs. James Rd.	0.92	RmC to mC	0.92 west of Farmville Rd.	Farmville Rd.	CR 258	
Shelton Mill Rd.	0.22	MA to MC	SR 38	0.22 mile north SR 38	CR 35	AADT
East Samford Ave.	0.918	NC to MA	E University Dr.	E Glenn Ave	CS	New Construction
Total	35.908					

MPO Resolution 2013-11

Auburn-Opelika Metropolitan Planning Organization (MPO) Adjusting Cost Overruns on the Frederick Road (1A) Project (#100008564)

WHEREAS, the Auburn-Opelika Metropolitan Planning Organization (AOMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (MAP-21, Sections 1201 and 1202, July 2012); 23 CFR 450; 42 USC 7401 et al., 2000d; 40 CFR Parts 51 and 93; and

WHEREAS, the City of Opelika has sponsored an FY2012 Auburn-Opelika Metropolitan Planning Organization (MPO) project to widen Frederick Road from U.S. 280 (Gateway Drive) to the City of Auburn corporate boundary, also known as ALDOT project #100008564; and

WHEREAS, the construction phase of said project is expected to incur overruns of at least \$467,671; and

WHEREAS, the City of Opelika is requesting the MPO Policy Board provide \$467,671 in dedicated Federal funds to said project; and

WHEREAS, the Metropolitan Planning Organization has reviewed this proposal and believes it to be in the best interest of the community; now

THEREFORE, BE IT RESOLVED by the Auburn-Opelika Metropolitan Planning Organization, that \$467,671 in AOMPO dedicated Federal funds be applied to Frederick Road (1A) construction phase overruns.

Adopted this 13th day of November, 2013

Chairman/Vice-Chairman/Acting Chairman, MPO

Date

ATTEST:

Transportation Planner, LRCOG

Date

MPO Resolution 2013-12

Approval of Consultant to Develop the 2040 Long Range Transportation Plan (LRTP) Update and Authorization of the LRTP Committee to Negotiate for Services

WHEREAS, in September 2013 the Metropolitan Planning Organization (MPO) Policy Board agreed to the Technical Advisory Committee's request to utilize the 2035 LRTP consultant for the 2040 LRTP update; and

WHEREAS, through merger and acquisition processes the 2035 LRTP consultant is now known as Atkins rather than PBS&J; and

WHEREAS, the Technical Advisory Committee has designated a subcommittee to oversee the LRTP process and said subcommittee has conducted a scoping meeting with Atkins to clarify project specifics; and

WHEREAS, Lee-Russell Council of Governments, as staff to the MPO, has received a formal proposal from Atkins to develop the 2040 LRTP and said proposal has been reviewed by the LRTP committee to confirm compliance with all required project criteria; now

THEREFORE, BE IT RESOLVED, by the Auburn-Opelika Metropolitan Planning Organization, that Atkins is approved to develop the 2040 LRTP and the LRTP Committee, along with Lee-Russell Council of Governments, is authorized to enter into contractual negotiations with Atkins.

Adopted this 13th day of November, 2013

Chairman/Vice-Chairman/Acting Chairman, MPO

Date

ATTEST:

Transportation Planner, LRCOG

Date

**Auburn-Opelika
Metropolitan Planning Organization**

Proclamation of Meritorious Service

WHEREAS, Dr. Robert Vecellio has served for many years as Chairman of the Auburn-Opelika MPO's Technical Advisory Committee; and

WHEREAS, Dr. Vecellio tendered his resignation from the Technical Advisory Committee on June 11, 2013; and

WHEREAS, Dr. Vecellio has exemplified the positive tenants of public service through said Chairmanship; and

WHEREAS, Dr. Vecellio consistently held the Technical Advisory Committee to a professional standard requisite to matters of the public's trust; and

WHEREAS, Dr. Vecellio has generously given his time and professional expertise to the betterment of the local transportation planning process;

THEREFORE, BE IT PROCLAIMED by the Auburn-Opelika Metropolitan Planning Organization that Dr. Robert Vecellio is hereby recognized for his meritorious service to the Technical Advisory Committee.

Adopted this 13th day of November, 2013

Chairman/Vice-Chairman/Acting Chairman, MPO

Date

ATTEST:

Transportation Planner, LRCOG

Date