

**FY2024-2027**

**Transportation Improvement Program (TIP)**

Prepared for:

Auburn-Opelika

Metropolitan Planning Organization  
(AOMPO)

Prepared by:

Lee-Russell Council of Governments

Opelika, AL

Current as of

August 25, 2025

Auburn-Opelika  
Metropolitan Planning Organization  
(AOMPO)

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

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\* indicates non-voting status

**MPO Resolution 2023-09**

**Auburn-Opelika Metropolitan Planning Organization (AOMPO)  
Adopting the FY2024-2027  
Transportation Improvement Program (TIP)**

**WHEREAS**, the Auburn-Opelika Metropolitan Planning Organization (AOMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (as amended by the Infrastructure and Investment Jobs Act, January 2021); 42 USC2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

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

**WHEREAS**, consistent with the declaration of these provisions, Lee-Russell Council of Governments (LRCOG), as staff to the AOMPO and in cooperation with the Alabama Department of Transportation, has prepared the FY2024-2027 Transportation Improvement Program (TIP); now,

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

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

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

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

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

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

# Change Log

Date	Page	Change	Description	Additional Information
11/1/2023		Add Project	CPMS # 100068461 (UT)	Resolution 2024-01
11/1/2023		Add Project	CPMS # 100070013 (PE)	Resolution 2024-02
11/1/2023		Add Project	CPMS # 100077562 (CN)	Resolution 2024-03
5/1/2024		Add Project	CPMS # 100078561 (PE/BR)	Resolution 2024-04
5/1/2024		Add Project	CPMS 100078486 (CN/BR)	Resolution 2024-05
5/30/2024		Increase Cost	CPMS # 100070016 (CN)	Resolution 2024-09
8/1/2024		Delete Project	CPMS # 100070013 (PE)	Resolution 2024 -10
8/1/2024		Add Project	CPMS # 100078131 (PE) CPMS # 10078696 (UT) CPMS # 10078132 (CN)	Resolution 2024 – 11
8/1/2024		Add Project	CPMS # 100078133(PE)	Resolution 2024-12
8/1/2024		Add Project	CPMS # 100078572	Resolution 2024-13
8/6/2024		Increase Cost	CPMS # 10070016 (CN)	Admin Modification
11/7/2024		Change Year	CPMS # 100078850	Resolution 2025-15
11/7/2024		Decrease Cost	CPMS #100078486	Resolution 2024-16
11/7/2024		Change Year	CPMS 100063742	Resolution 2024-17
11/7/2024		Add Projects	CPMS # 100078911 CPMS # 100078696 CPMS # 100074147 CPMS # 100076995 CPMS # 100077074 CPMS # 100077075 CPMS # 100077076 CPMS # 100069307 CPMS # 100078186 CPMS # 100077222 CPMS # 100077113	Resolution 2024-18

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

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

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

## 1.2 – MPO History

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

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

Urbanized Areas are designated decennially by the United States Census Bureau and reflect urbanization without regard to political boundaries. For this reason, MPOs are responsible for the federally funded transportation planning process at the local level, and which may include more than a single political entity. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting

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

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

### 1.3 – Regulations and Laws for the TIP

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

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

#### 1.3.1 – Consistency with Other Plans

There are general and specific directions for the consistency requirement. 23 USC 134, Section 1201, states "Under the metropolitan planning process, transportation plans and TIPs shall be developed with consideration of other related planning activities...." Document consistency is found in 6001(a)(j)(3)(c): "Each project shall be consistent with the long range transportation plan...." The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134 and is to be found in 23 CFR 450.324. The MPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Advisory Committee, Citizen Advisory Committee, and MPO Policy Committee. The MPO consults with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the RTP and TIP. A contact list of officials and agencies have been developed and is maintained. These agencies are invited to attend all public involvement meetings including those specifically for the TIP and RTP review. In accordance with its policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county comprehensive and master plans (airport, seaport, multimodal, transit, utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle and Pedestrian Plans, Public Participation Plans (PPP), and Environmental Plans (NEPA).

### 1.3.2 – Conformity Determination

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

### 1.4 – Scope of the Planning Process

IJJA retains the eight (8) MAP-21 (Moving Ahead for Progress in the 21st Century) planning factors as the Scope of the Planning Process, and these factors must be considered in development of road projects, programs, and strategies. Additionally, two (2) other factors were added by the FAST Act. In all, the following factors must be considered: *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*

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

## 1.5 Planning Emphasis Areas (PEAs)

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

### 1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

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

### 2. Equity and Justice Transportation Planning

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

### 3. Complete Streets

The Auburn-Opelika MPO will work with ALDOT, regional offices for both FHWA and FTA, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort will work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. The Auburn-Opelika MPO will work with jurisdictions to promote complete street designs—roads that include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. The Auburn-Opelika MPO will en-

courage jurisdictions to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

#### 4. Public Involvement

The Auburn-Opelika MPO will work with ALDOT, regional offices for both FHWA and FTA, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

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

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

#### 6. Federal Land Management Agency (FLMA) Coordination

The Auburn-Opelika MPO will work with ALDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. The MPO will coordinate with ALDOT, Tribal Governments, FLMAs, and local agencies to focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. The MPO will explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). The MPO will appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs will be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).



## 7. Planning and Environment Linkages

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

## 8. Data in Transportation Planning

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

### 1.6 - Livability Principles and Indicators

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

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

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

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

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

### 1.7 - Bicycle and Pedestrian Consideration

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

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

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

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

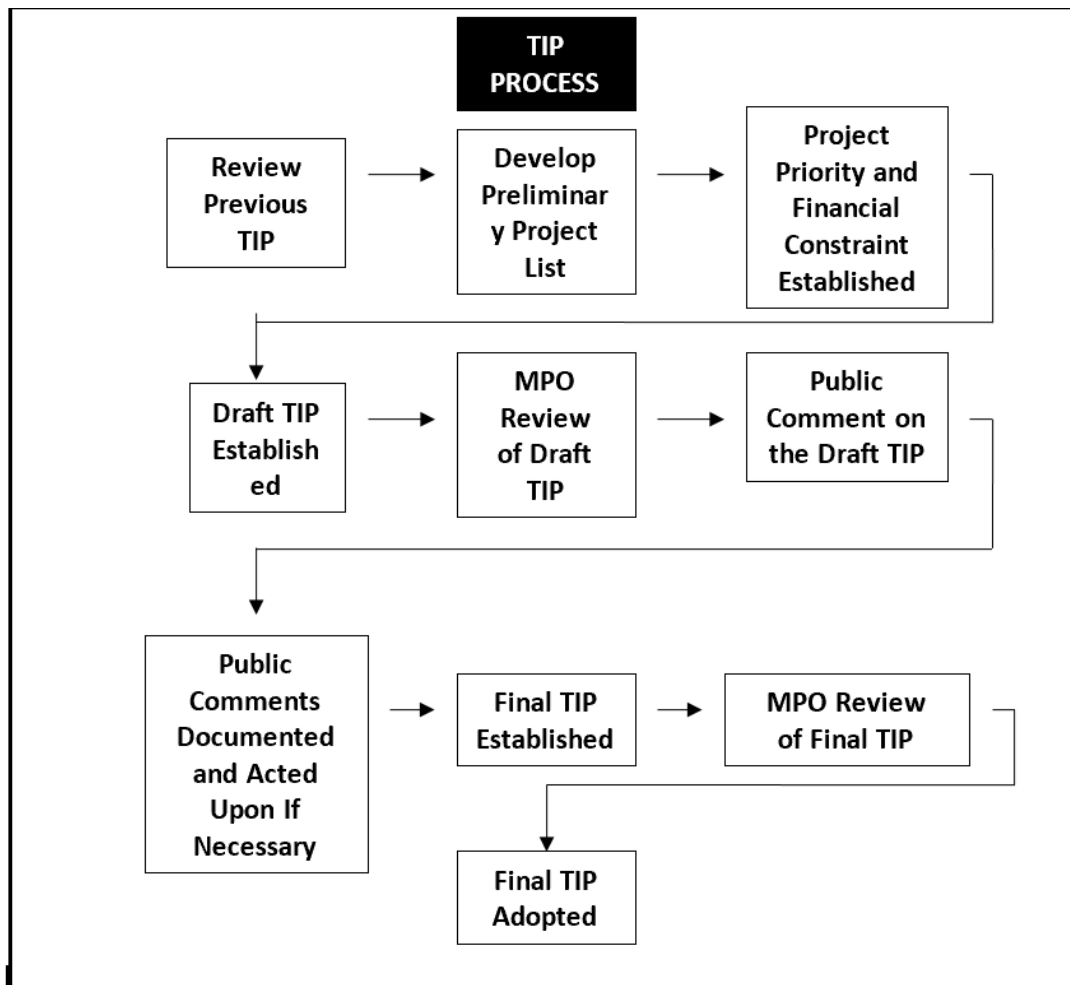
Therefore, for the purposes of the TIP (and LRTP), it is assumed that bicycling and pedestrian facilities will be incorporated into all transportation projects. However, it is understood that each project will be fully analyzed during the environmental and design phase to determine if exceptional circumstances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

### 1.8 – TIP Process

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

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

The following flow chart provides a graphic representation of the TIP process:



### 1.9 – TIP Amendment Process and Criteria

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

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

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

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

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

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

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

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

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

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

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

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 794 which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act (ADA) of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as “Environmental Justice,” which requires that federal programs, policies, and activities affecting human health, or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the FY2020-2023 Public Participation Plan which can be accessed in Appendix 6.9 of the LRPT.

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

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

#### 1.10.1 – Environmental Justice

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

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

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

### 1.11 – Public Participation Process

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

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

### 1.12 – Certification Process

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 U.S.C. 7504, 7506 (c) and (d)], and 40 CFR part 93;



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

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

### 1.13 – Environmental Mitigation

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

To satisfy this requirement, the AOMPO will, to the extent practicable, place emphasis on the environmental impact of federally-funded transportation projects in the region. In addition, the AOMPO will continue to develop and maintain relationships with state and local governments/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

### 1.13.1 – Climate Change

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

According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of 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 also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme elevated temperatures. Long-term transportation planning will need to respond to these threats.

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

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

### 1.14 – Air Quality

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

### 1.15 –Freight Planning

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

### 1.16 – Safety Planning

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

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

### 1.16 – Regionally Significant Projects

From 23 CFR 450.104, a *regionally significant project* means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.324) that is on a facility which serves regional transportation needs (such as access to and from the

area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

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

At this time, the AOMPO does not have any regionally significant projects planned or programmed for the 2016-2019 TIP timeframe that are not already included in the project listings.

### 1.17 - Level of Effort (LVOE)

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93.

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

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

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. The MPOs will be notified as soon as any specific projects within their urban areas, are iden-

tified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted

### 1.18 – Financial Constraint

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

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

MPO funding during the FY2024-2027 timeframe is uncertain due to an anticipated decline in Highway Trust Fund revenue. If current funding levels are maintained, and the required match is met, the AOMPO can expect to receive federal funds in the sum of:

\$2,125,730 in fiscal year 2024

\$2,125,730 in fiscal year 2025

\$2,125,730 in fiscal year 2026

\$2,125,730 in fiscal year 2027

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

\$2,657,163 in fiscal year 2020

\$2,657,163 in fiscal year 2021

\$2,657,163 in fiscal year 2022

\$2,657,163 in fiscal year 2023

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

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

### 1.19 – Project Selection and Prioritization

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

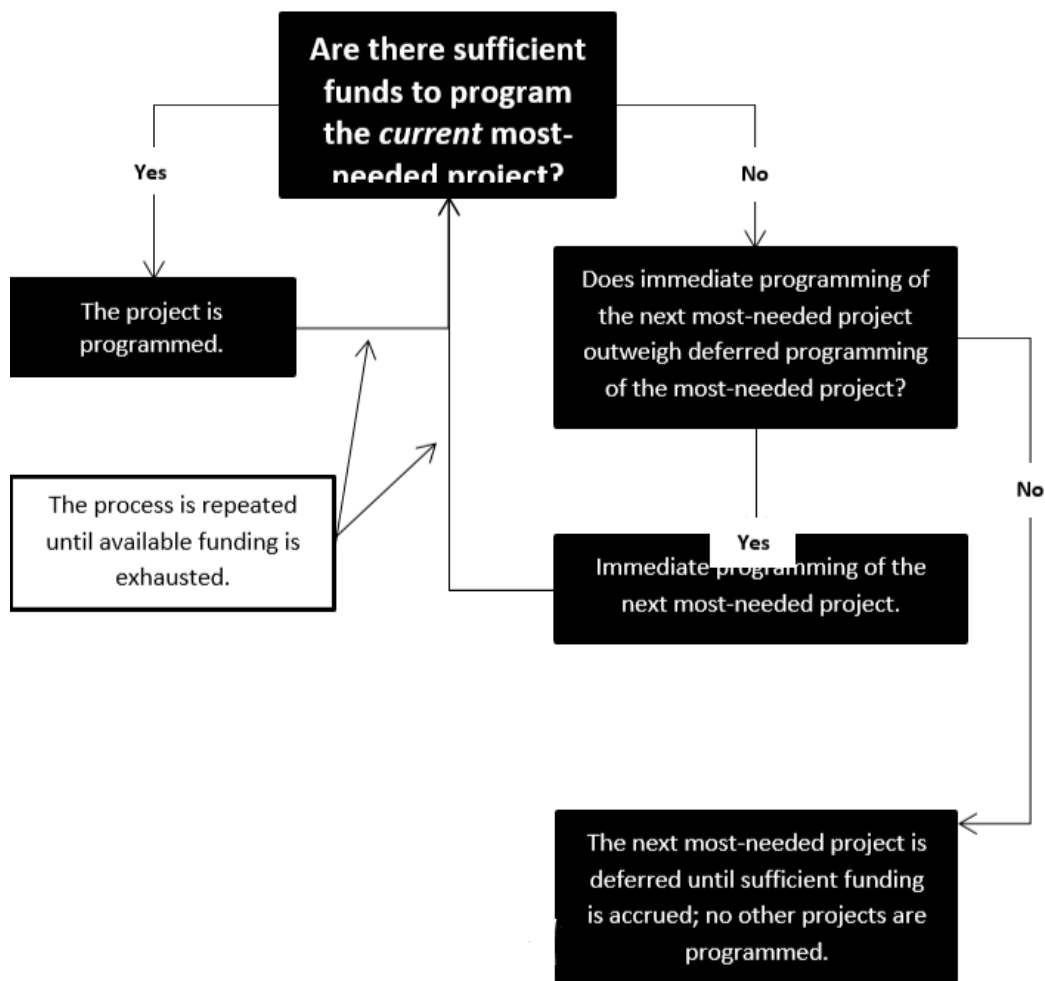
Public Participation Plan (PPP) - Public involvement is a key component of the transportation planning process and, subsequently, the project selection and prioritization process. To that end, the PPP documents and defines the process for providing citizens, public officials, transportation stakeholders,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

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

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

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

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



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

### 1.20 – Performance Measures

States and MPOs are required to set targets that must be reached within a designated timespan. Federal legislation provided each MPO with the choice to either set its own performance targets or agree to support the Alabama statewide targets. The

Auburn-Opelika MPO opted to support the statewide targets. The Alabama Department of Transportation (ALDOT) developed the targets based on performance trends over the

last four years, which were then projected into the future. The following table lists the roadway performance targets as adopted by the AOMPO in November 2022:

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



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

### 1.21 – Conclusion

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

## **2.0 – The Portal**

## 2.1 – The Portal

ALDOT utilizes the online Portal as a medium for information exchange Alabama's MPOs. The Portal is a fully functional, integrated, computerized information management and decision-support system, designed specifically for metropolitan

planning organizations and state departments of transportation. The main purpose of the Portal is to provide user-friendly, comprehensive, and efficient tools for managing. Transportation Improvement Programs (TIP), while meeting the planning and

programming requirements. ALDOT specifically employs the Portal which is a web-based version of its desktop and network-based platforms. Using the

Portal platform, MPOs can use web browsers as an interface to available project information. The Portal reports detail project information such as Project Number, Project Description, Project Type, and Project Cost, among other items.

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

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

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

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

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

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

2.4.7 State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

- 2.4.8 Enhancement Projects – This category is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives Program (TAP)** (see 2.4.5). The Enhancements Projects funding category remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities ***no longer covered*** under TAP include (*truncated*):
- Safety and educational activities for pedestrians and bicyclists.
  - Acquisition of scenic easements or historic sites.
  - Landscaping and scenic beautification.
  - Historic preservation and rehabilitation, including railroad and canal facilities. (Some exceptions – see section 101(a)(29)(E)).
  - Archaeological planning and research. (Under TAP, certain mitigation measures related to project impacts are covered.)
  - Establishment of Transportation museums.
- 2.4.9 Transit Projects – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and typically appear in these documents as *funding actions*, and carrying an ALDOT project number.
- 2.4.10 System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation. Typical projects include shoulder repair, bridge painting, traffic signal upgrades, and roadway mowing.
- 2.4.11 Safety Projects – This program provides comprehensive funding to states for safety projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP). Projects funded under this program are required to be consistent with the SHSP and correct or improve a hazardous road location or feature or addresses a highway safety problem.
- 2.4.12 Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

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

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

## 2.3 - Project Report Format (Portal)

### 5 2.4.1 Surface Transportation Attributable Projects

Sponsor: AUBURN													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
1972	100008575 STPOA 9059 ( )	DONAHUE DR FR N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	TURN LANES	2018	0.000	2		\$2,201,915 \$0 \$550,479	\$2,752,394	12
1972	100008577 STPOA 9059 (002)	DONAHUE DR FR N OF BRAGG AV TO BEDELL AVE	0.69	RW	P	TURN LANES	2017	2.000			\$1,245,301 \$0 \$311,325	\$1,556,626	
1972	100033351 STPOA 9059 ( )	DONAHUE DR FR N OF BRAGG AV TO BEDELL AVE	0.69	UT	P	TURN LANES	2017	0.000			\$507,055 \$0 \$126,764	\$633,819	
24518	100043913 STPOA 0147 (910)	FEASIBILITY STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-26 (BEEHIVE RD) TO SR-38 (US-280) @ MP-101.37, & WIDENING PREVIOUS ROADWAY	13.00	SP	P	UNCLASSIFIED	2016	0.000			\$221,161 \$0 \$55,290	\$276,451	

1 – Sponsor, in this case, Auburn. Sponsor must be entered by MPO staff.

2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System).

3 – Funding code and Federal Aid program number, in this case STPOA – 3059.

4 – Route and Termini description (from – to).

5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).

6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.

7 – Project Status. 'P' indicates Planning, 'A' is Authorized.

8 – Type of work actually being performed, in this example Bridges and Approaches.

9 – Map ID, assigned to project maps and linked.

10 – Change in 2014: 10A: this field is for an assigned Project Priority number. 10B: the second field will be the year in which conformity must be carried out.

11 – FY or Fiscal Year 2016 is the year work will be performed.

12 – Funding sources and the total project costs in Year of Expenditure (YOE).

## **2.4 – Project Listings**



## **2.4 Project Listings**

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

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

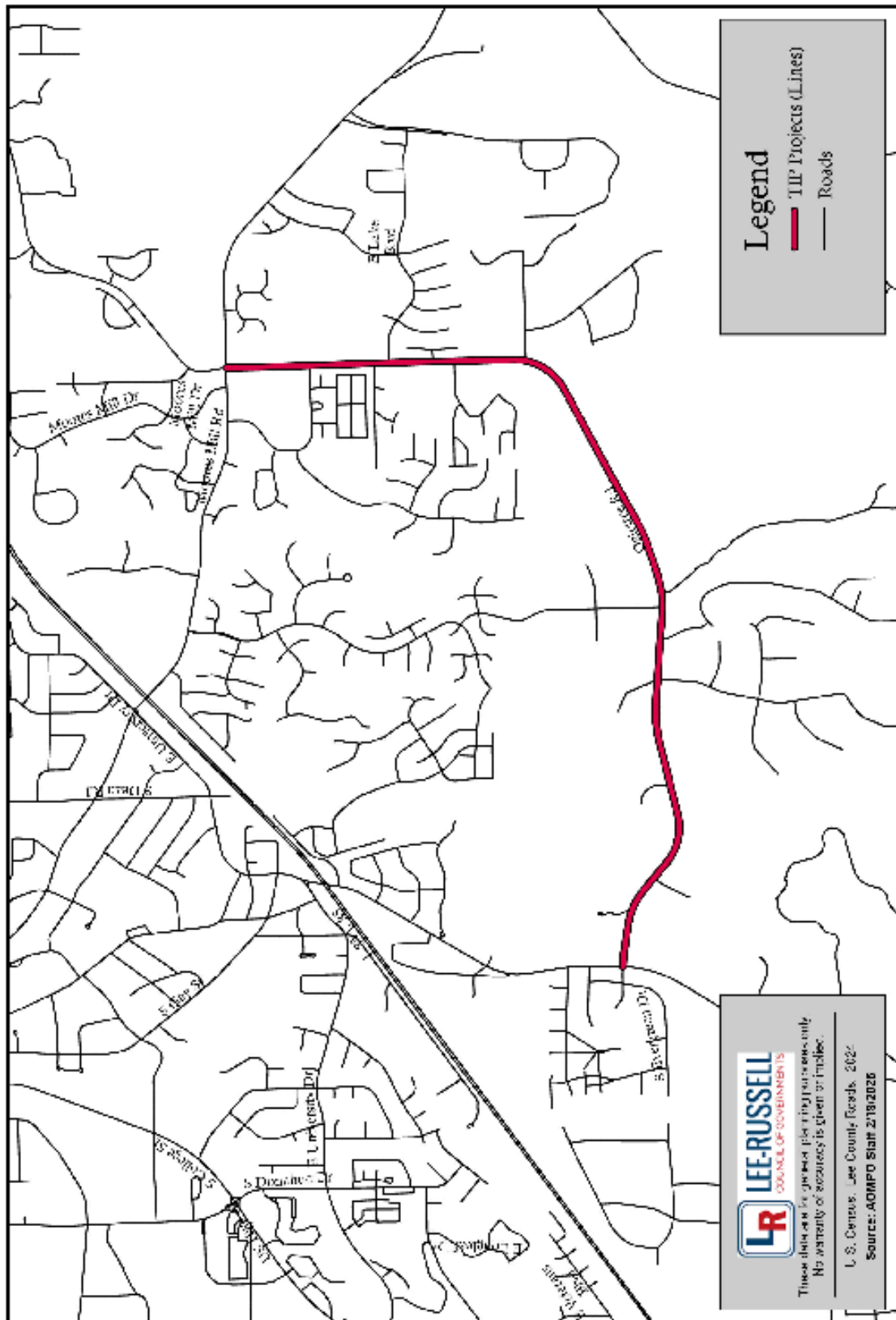
In some cases, a blank list is included. This indicates that there are no projects in the Auburn-Opelika MPO area that are funded from this category. The blank lists were added at the request of ALDOT to maintain consistency between the Alabama MPO TIPs and the STIP.

# 1. Surface Trans STP attributable projects

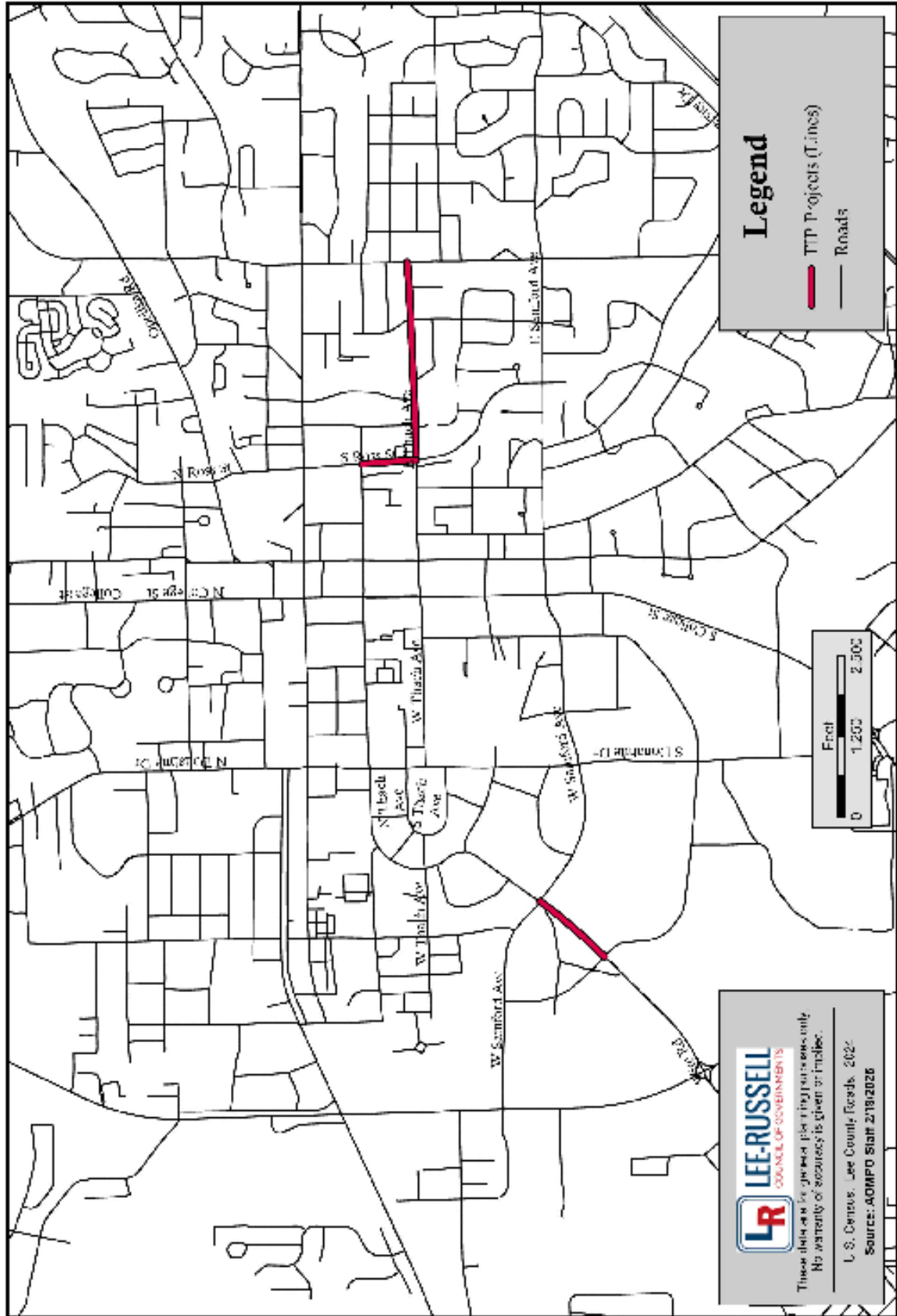
Sponsor: AUBURN												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
51257	100078847 STPSU 4124 ()	RESURFACING OGLETREE ROAD FROM WRIGHTS MILL ROAD TO MOORES MILL ROAD	3.40	PE	P	RESURFACING	2026	0.000	EXEMPT	NA	\$200,970 \$0 \$50,242	\$251,212
51257	100078848 STPSU 4124 ()	RESURFACING OGLETREE ROAD FROM WRIGHTS MILL ROAD TO MOORES MILL ROAD	3.40	CN	P	RESURFACING	2026	0.000	EXEMPT	NA	\$1,339,794 \$0 \$334,948	\$1,674,742
51259	100078850 STPSU 4125 ()	RESURFACING VARIOUS ROADWAYS IN THE CITY OF AUBURN (WIRE ROAD THACH AVENUE ROSS STREET)	5.00	PE	P	RESURFACING	2026	0.000	EXEMPT	NA	\$200,666 \$0 \$50,167	\$250,833
51259	100078853 STPSU 4125 ()	RESURFACING VARIOUS ROADWAYS IN THE CITY OF AUBURN (WIRE ROAD THACH AVENUE ROSS STREET)	5.00	CN	P	RESURFACING	2026	0.000	EXEMPT	NA	\$1,337,774 \$0 \$334,444	\$1,672,218
Totals By Sponsor		Federal					\$3,079,204		ALL Funds \$3,849,005			
Sponsor: LEE COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
51260	100078851 STPSU 4124 ()	WIDENING TURN LANE INSTALLATION AND RESURFACING ON CR-10 FROM CR-137 TO COX ROAD	3.25	PE	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	EXEMPT	NA	\$4,080 \$0 \$1,020	\$5,101
51260	100078852 STPSU 4124 ()	WIDENING TURN LANE INSTALLATION AND RESURFACING ON CR-10 FROM CR-137 TO COX ROAD	3.25	CN	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	EXEMPT	NA	\$4,282,400 \$0 \$1,070,600	\$5,353,000
Totals By Sponsor		Federal					\$4,286,480		ALL Funds \$5,358,101			
Sponsor: OPELIKA												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
42914	100068461 STPSU 4118 (250)	ADDING TURN LANES RESURFACING PEDESTRIAN SIDEWALKS AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT	0.00	UT	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	01/01/2022	12/22-8/23	\$108,286 \$0 \$0	\$108,286
42914	100068462 STPSU 4118 (250)	ADDING TURN LANES RESURFACING PEDESTRIAN SIDEWALKS AND TRAFFIC SIGNAL IMPROVEMENTS ON PEPPERELL PARKWAY FROM LOWNDES STREET TO WESTEND COURT	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	03/25/2021	07/28/2023	\$2,581,530 \$0 \$645,383	\$3,226,913
51263	100078855 STPSU 4124 ()	RESURFACING VETERANS PARKWAY AND ADDING MULTI-USE PATH FROM SR-38 (US-280) TO PEPPERELL PARKWAY	1.10	CN	P	RESURFACING	2026	0.000	EXEMPT	NA	\$1,313,630 \$0 \$328,408	\$1,642,038
Totals By Sponsor		Federal					\$4,003,446		ALL Funds \$4,977,236			

1. Surface Trans STP attributable projects

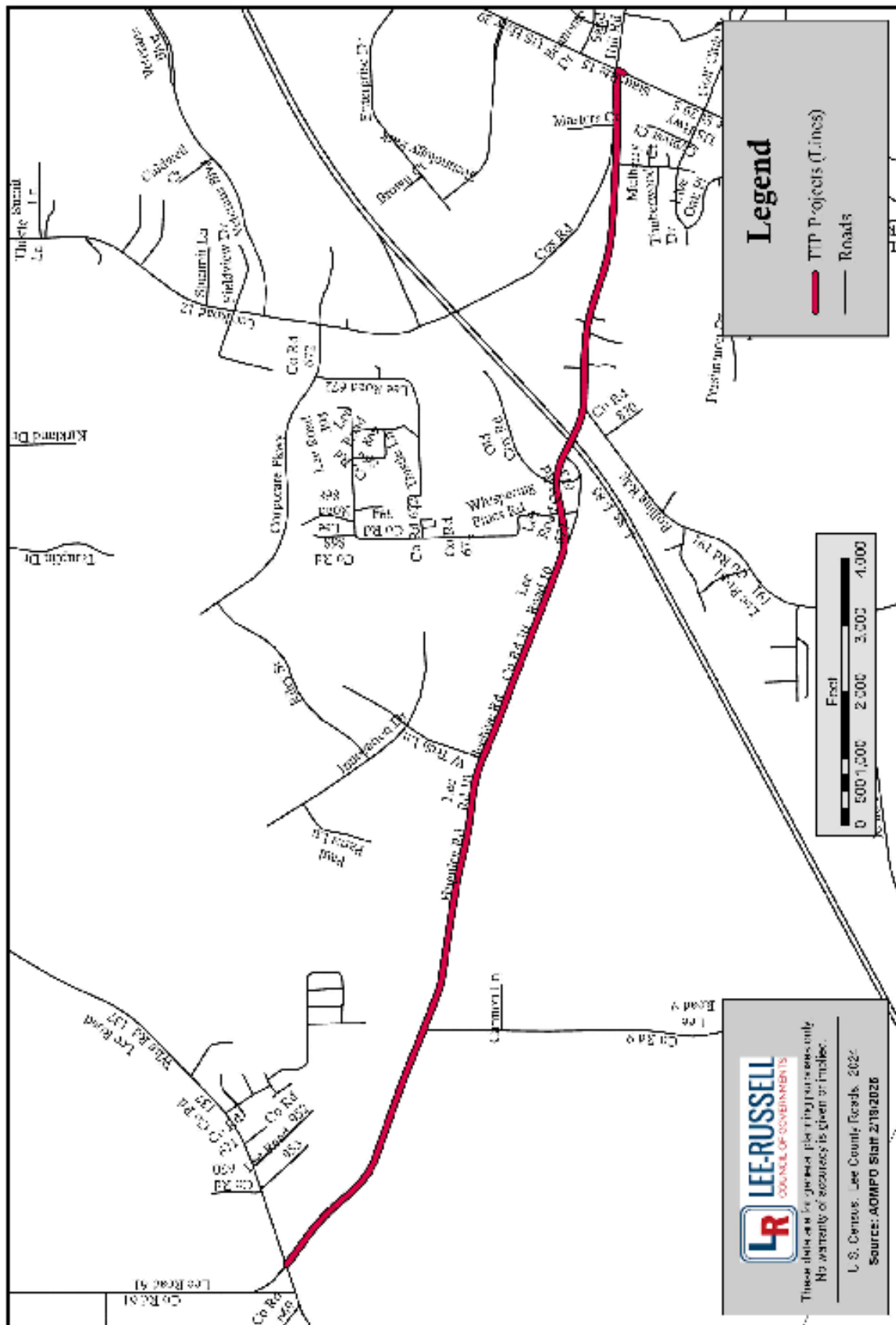
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
52790	100080867 CRPAU 4126 ()	FIBER INSTALLATION ON (SITE 1) N. DEAN RD FROM ANNALUE DR TO OPELIKA RD; (SITE 2) ALONG OPELIKA RD FROM N. DEAN RD TO MALL PKWY	1.69	PE	P	INTELLIGENT TRANSPORTATION SYSTEMS	2026	0.000		NA	\$64,640 \$0 \$16,160	\$80,800
52790	100080868 CRPAU 4126 ()	FIBER INSTALLATION ON (SITE 1) N. DEAN RD FROM ANNALUE DR TO OPELIKA RD; (SITE 2) ALONG OPELIKA RD FROM N. DEAN RD TO MALL PKWY	1.69	CN	P	INTELLIGENT TRANSPORTATION SYSTEMS	2027	0.000		NA	\$652,864 \$0 \$163,216	\$816,080
Totals By Sponsor						Federal		\$717,504			ALL Funds	\$896,880



**Resurfacing Various Roadways in the City of Auburn (Wire Rd, Thach Ave, Ross St)**  
**Project Number PE #100079850**

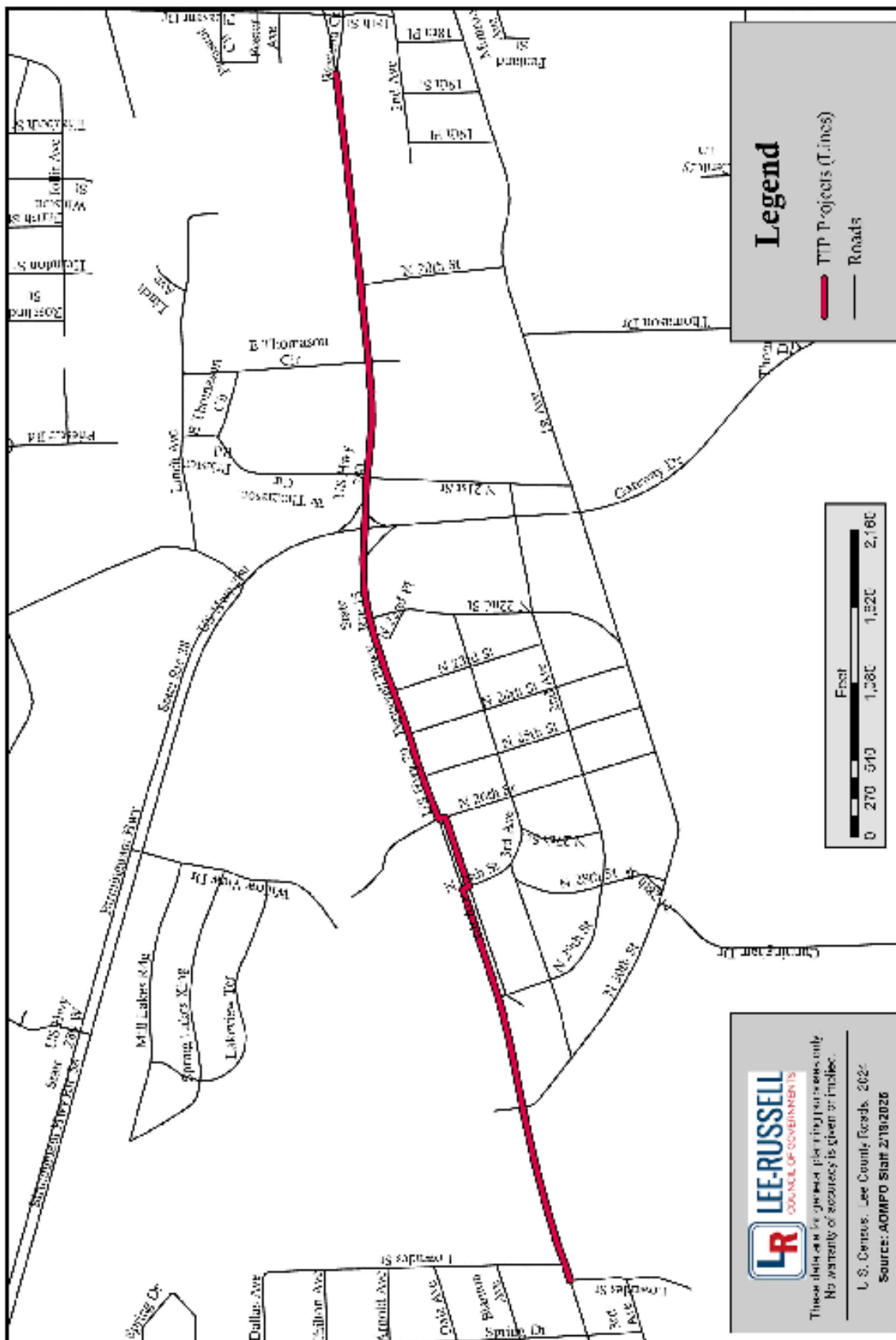


**Widening, turn lane installation, and resurfacing on CR-10 from CR-137 to Cox Rd**  
**Project Number #100078851**



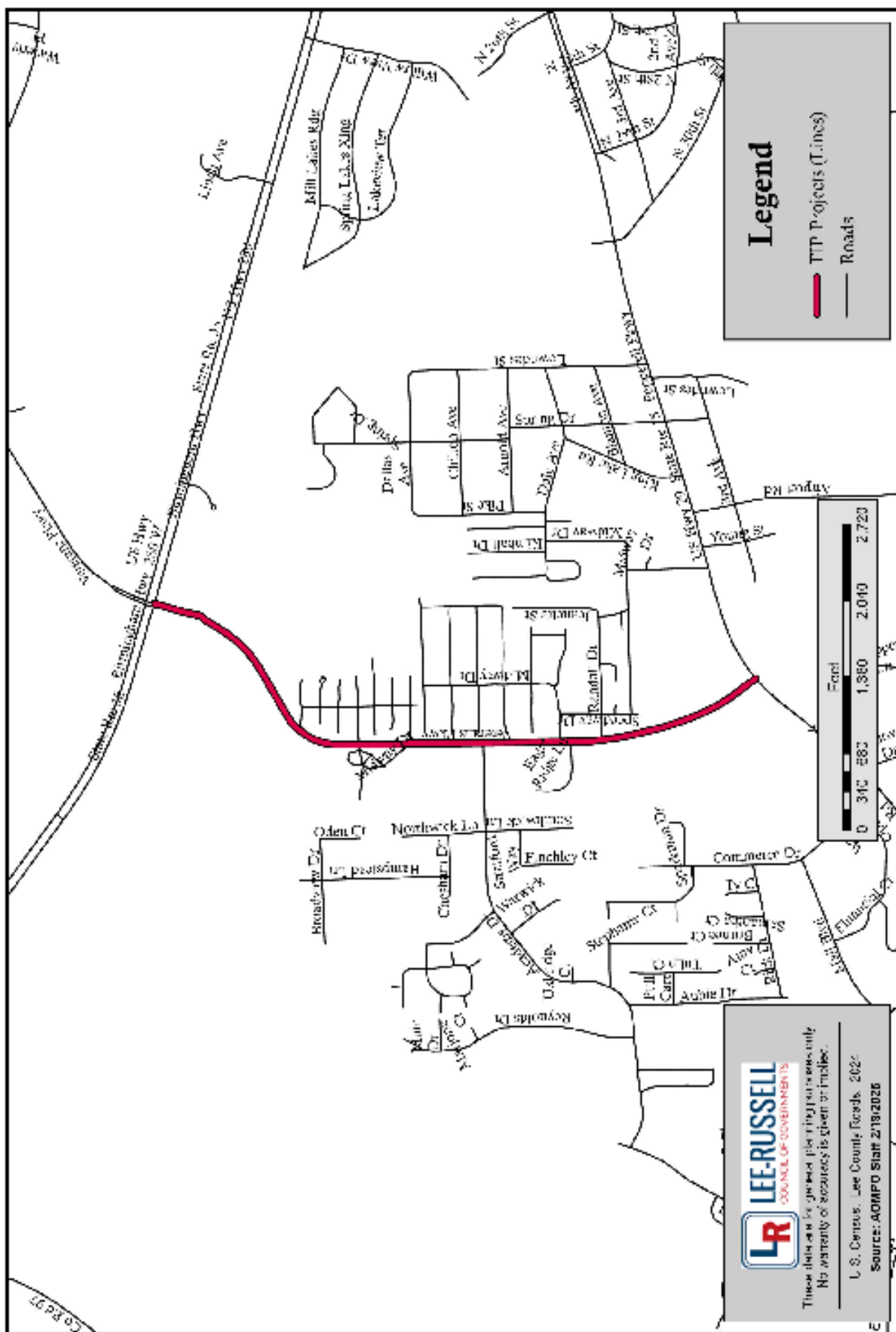
# Adding turn lanes, resurfacing pedestrian sidewalks, and traffic signal improvements on Pepperell Pkwy

Project Number UT #100068461 CN #100068462





## Project Number CN #100078855 PE #100078854

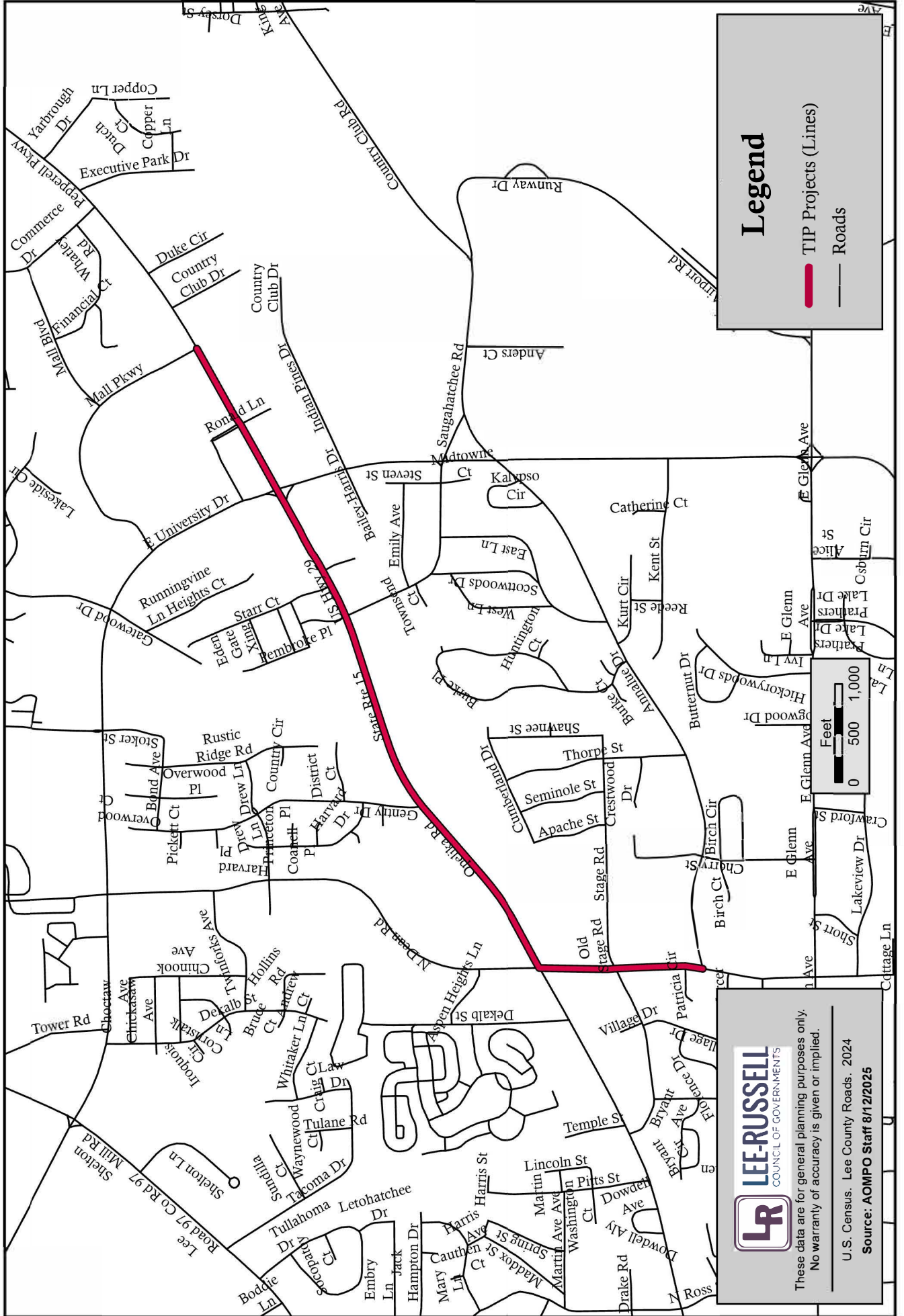






Fiber installation along N. Dean Rd from Annaluae Dr to Opelika Rd and along Opelika Rd from N. Dean Rd to Mall Pkwy

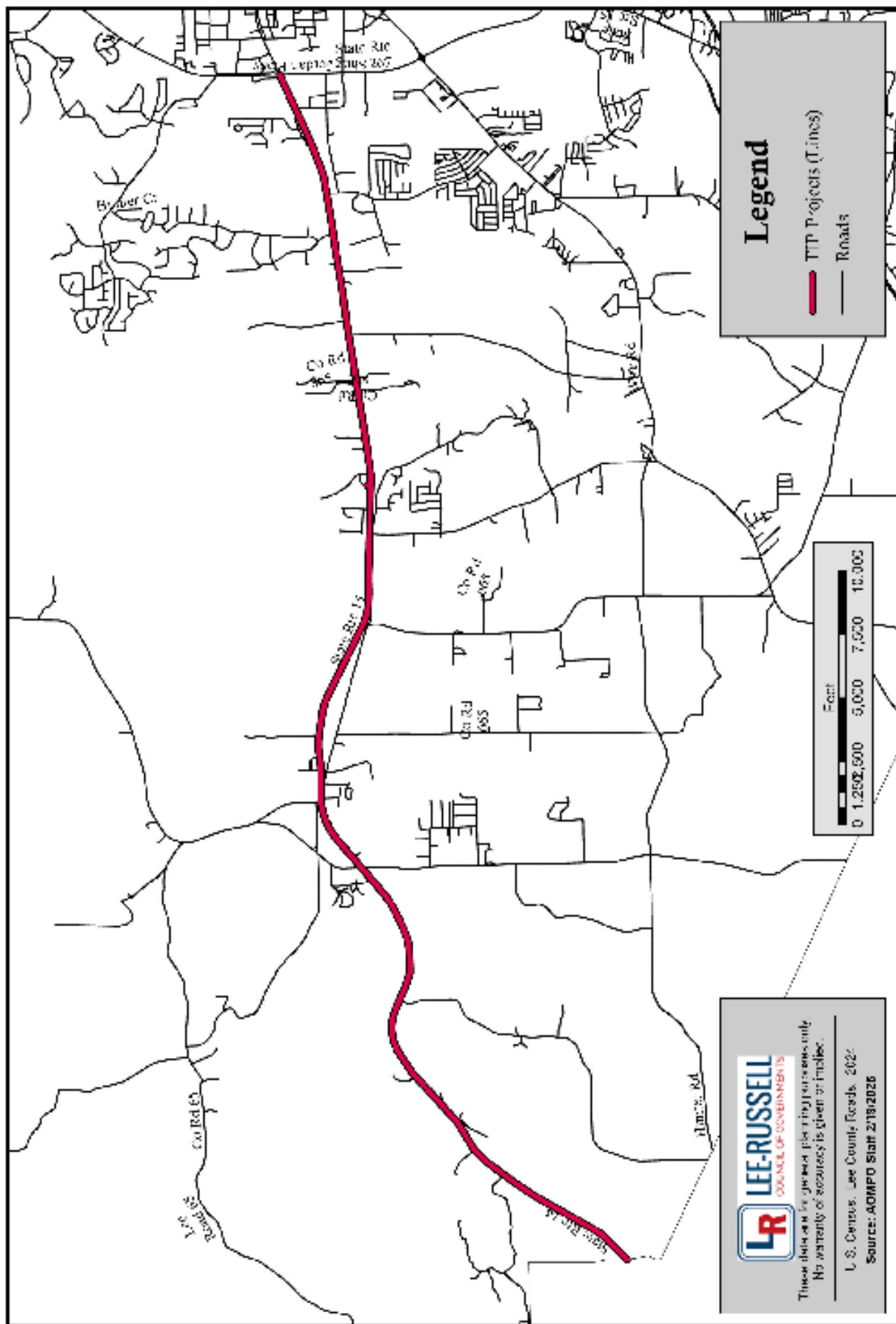
Project Number: PE #100080867 CN #100080868



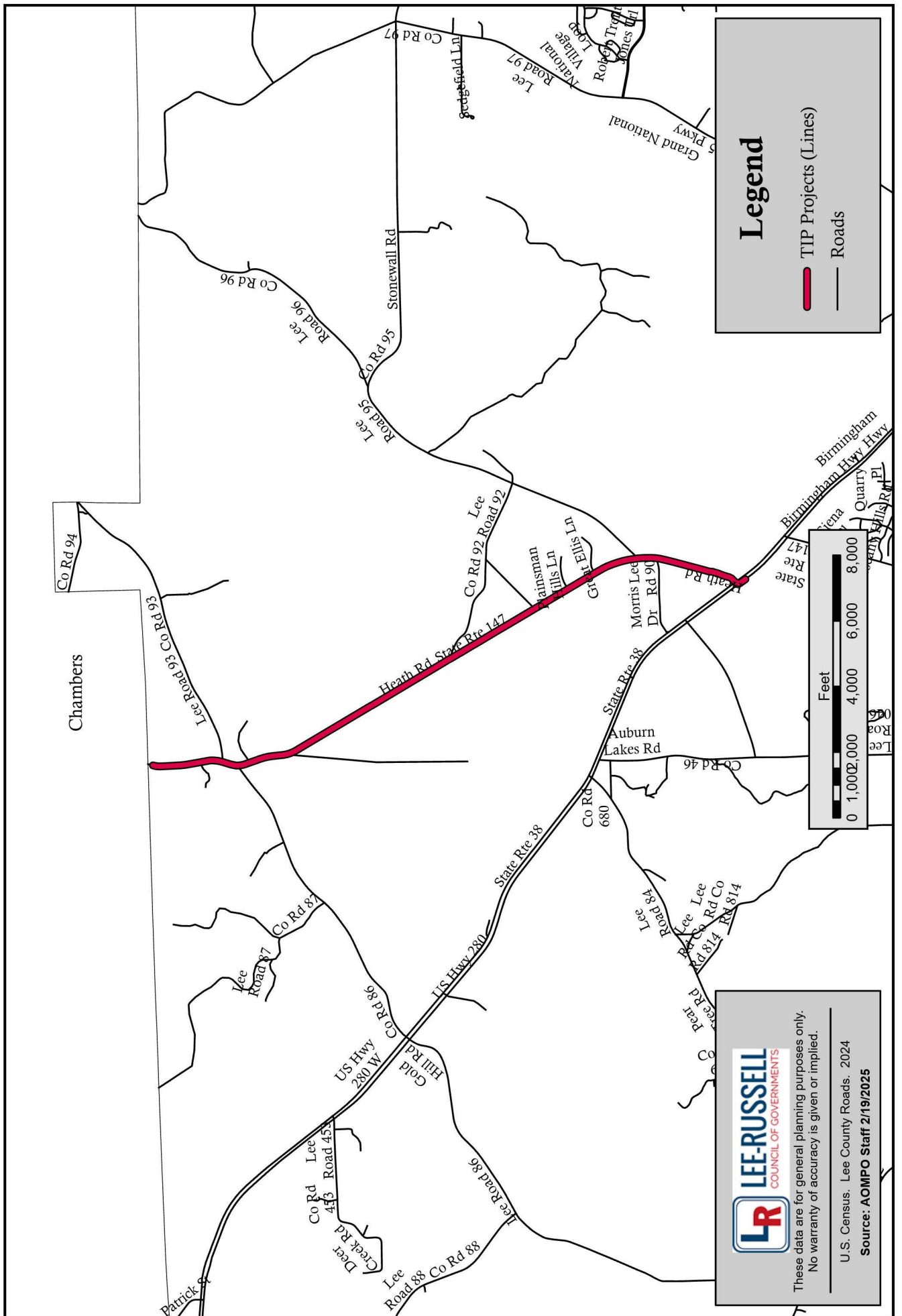
2.4.2. Other Surface Transportation Program Projects

Sponsor: ALDOT		Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43011		100078911	STPAA-FMGR 0014 (560)	RESURFACING ON SR-14 FROM THE MACON COUNTY LINE TO SHUG JORDAN PKWY IN AUBURN	10.14	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2026	0.000	EXEMPT	NA	\$3,110,400 \$777,600 \$0	\$3,888,000
43011		100075824	STPAA-HSIP 0147 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-147 FROM SR-38 (US-280) TO THE CHAMBERS COUNTY LINE	3.74	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2027	0.000	EXEMPT	NA	\$1,105,538 \$276,384 \$0	\$1,381,922
Totals By Sponsor								Federal		\$4,215,938			ALL Funds	\$5,269,922

**Mill and resurface on SR-14 from the Macon County line to Shug Jordan Pkwy in Auburn**  
**Project Number FM #100078911**



**Resurfacing and 2 safety widenings on SR-147 from SR-38 (US-280) to the Chambers County Line**  
**Project Number FM #100075824**

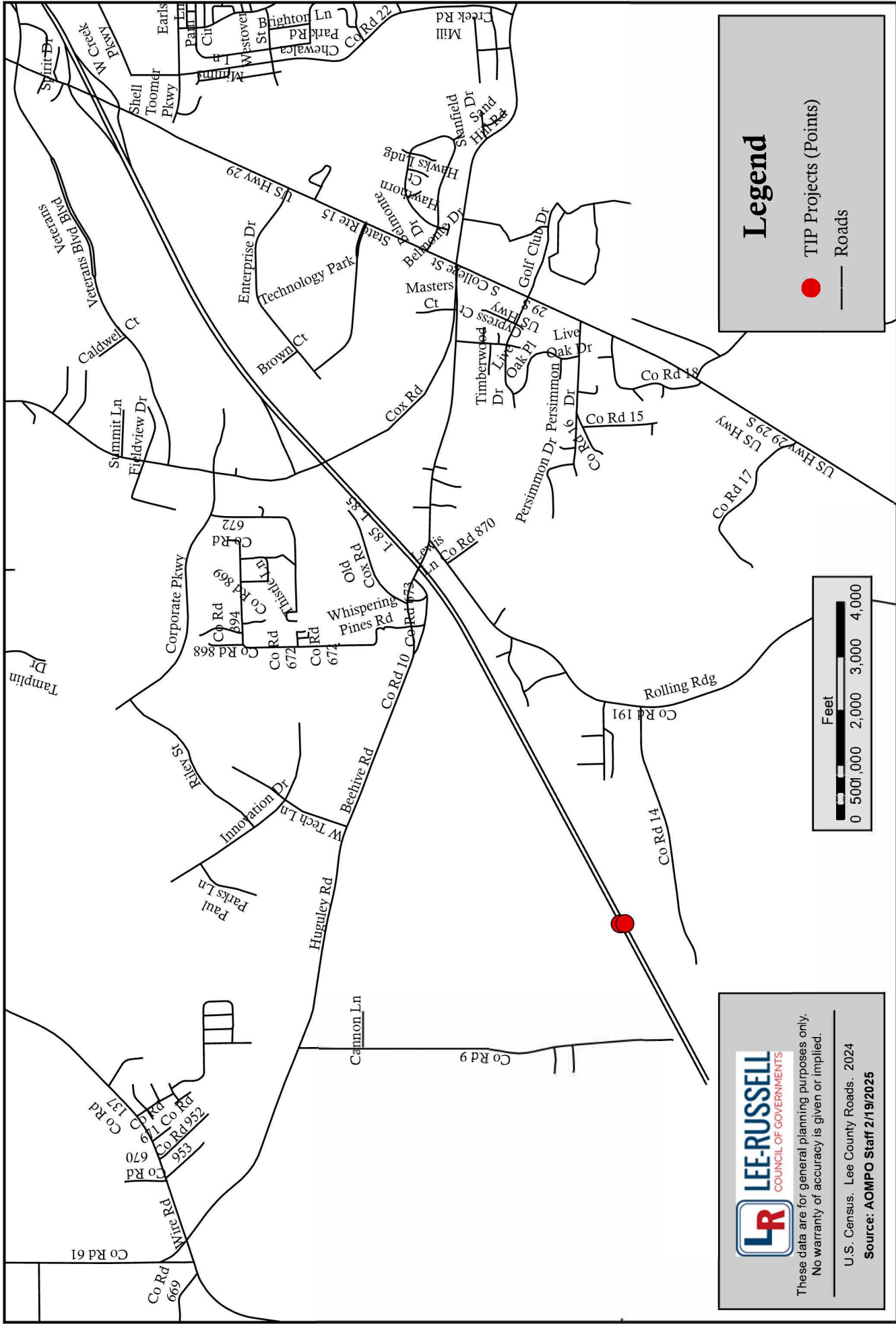


### 2.4.3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
29639	100051084 IM 1085 (380)	BRIDGE REPLACEMENT ON I-85 (BIN 008593) AND (BIN 008594) OVER CHOCTAFAULA CREEK	0.23	CN	P	BRIDGE REPLACEMENT	2026	0	EXEMPT	NA	\$22,725,000 \$2,525,000 \$0	\$25,250,000
50686	100078133 NH 0147 ()	ADDITIONAL LANES ON SR-147 FROM SR-267 (SHUG JORDAN PARKWAY) TO SR-38 (US-280)	2.92	PE	P	ADDITIONAL ROADWAY LANES	2027	0	EXEMPT	NA	\$329,696 \$82,424 \$0	\$412,120
Totals By Sponsor				Federal				\$23,054,696		ALL Funds \$25,662,120		
Sponsor: AUBURN												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50685	100078131 NH 0147 ()	CONSTRUCTING A RIGHT TURN LANE ON SR-147 AT CR-137 (WIRE ROAD)	0.00	PE	P	TURN LANES	2027	0	EXEMPT	NA	\$82,424 \$20,606 \$0	\$103,030
Totals By Sponsor				Federal				\$82,424		ALL Funds \$103,030		

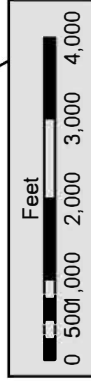


# Bridge replacement on I-85 (BIN 008593) and (BIN 008594) over Choctawhatchee Creek Creek Project Number CN #100051084



## Legend

- TIP Projects (Points)
- Roads

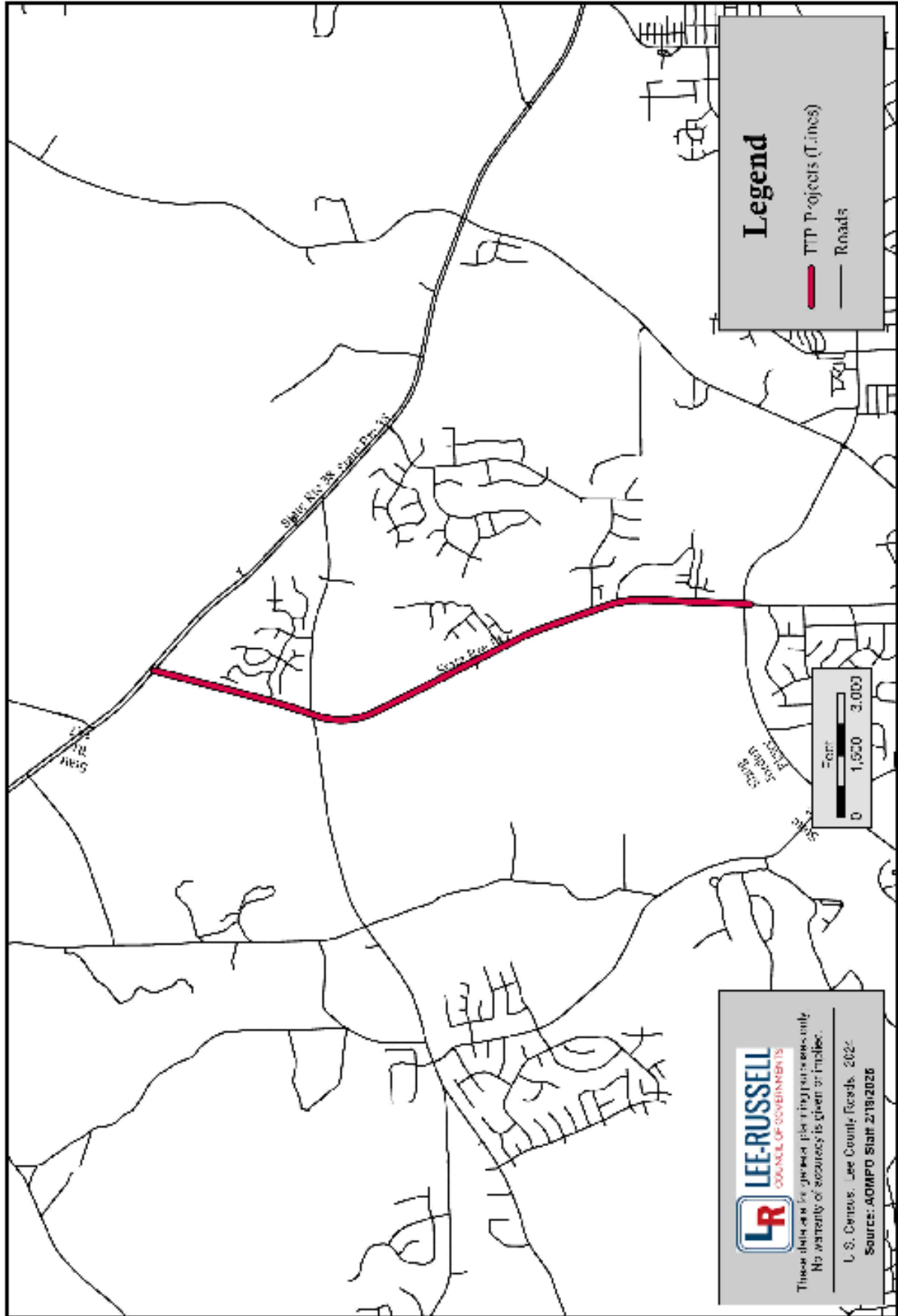


These data are for general planning purposes only.  
 No warranty of accuracy is given or implied.

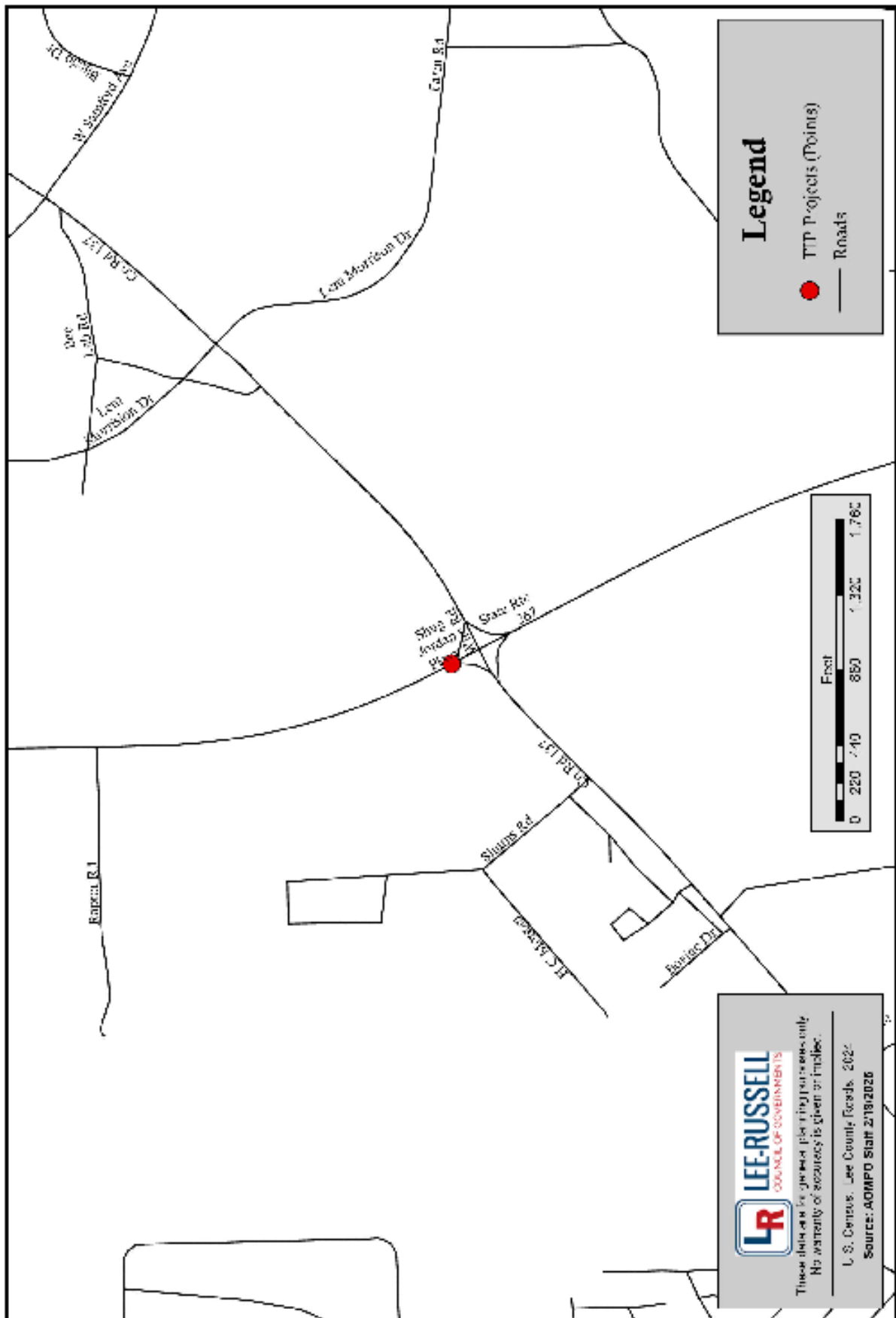
U.S. Census. Lee County Roads. 2024  
 Source: AOMPO Staff 2/19/2025

Additional lanes on SR-147 from SR-267 (Shug Jordan Pkwy) to SR-38 (US-280)

Project Number PE #100078133



Project Number UT #100078696 PE #100078131 CN #100078132



There is no warranty for this product, its use, or its results. No warranty of accuracy is given or implied.

U.S. Census. Lee County, Florida. 2022.  
Source: AOMPO Staff 2/19/2026



2.4.4 Appalachian Highway System Projects

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

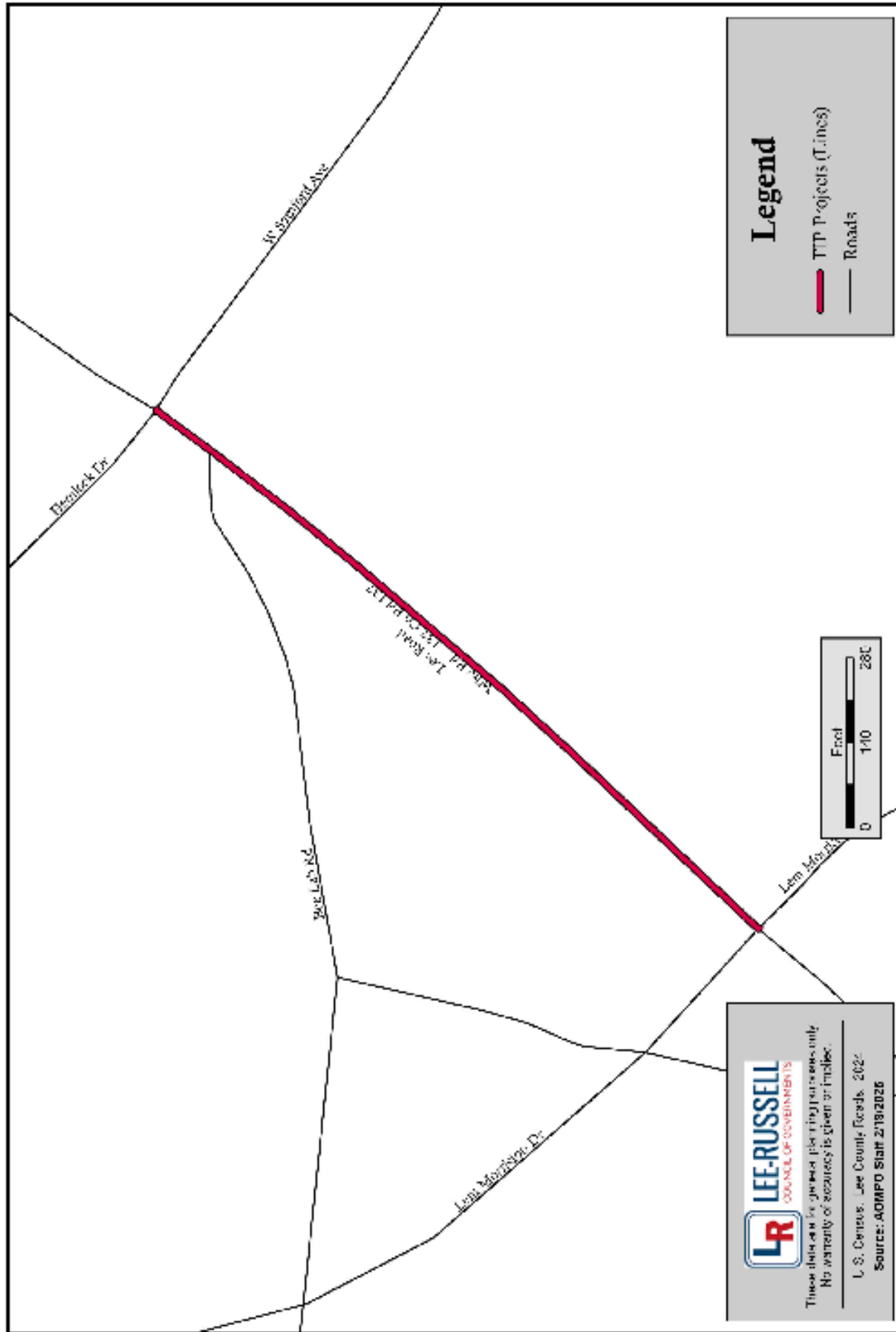
No Records Found

2.4.5. Transportation Alternatives

Sponsor: AUBURN												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
51877	100079666 TAPAA TA25 (917)	SIDEWALKS ALONG WIRE ROAD BEGINNING AT THE LEM MORRISON DRIVE/WIRE ROAD INTERSECTION TO WEST SAMFORD AVENUE ON AUBURN UNIVERSITY CAMPUS	0.00	CN	P	SIDEWALK	2026	0.000	EXEMPT	NA	\$800,000 \$0 \$200,000	\$1,000,000
Totals By Sponsor			Federal					\$800,000		ALL Funds \$1,000,000		



Sidewalks along Wire Rd beginning at the Lem Morrison Dr / Wire Rd intersection to W Samford Ave  
Project Number CN #100079666



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

U.S. Census, Lee County Records, 2020  
Source: AOMPO Staff 2/19/2026

2.4.6 Bridge Projects (State and Federal)

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

No Records Found

2.4.7 State Funded Projects

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

No Records Found

2.4.8 Enhancement Projects

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

No Records Found

2.4.9 Transit Projects

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

No Records Found

2.4.10 System Maintenance Projects

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

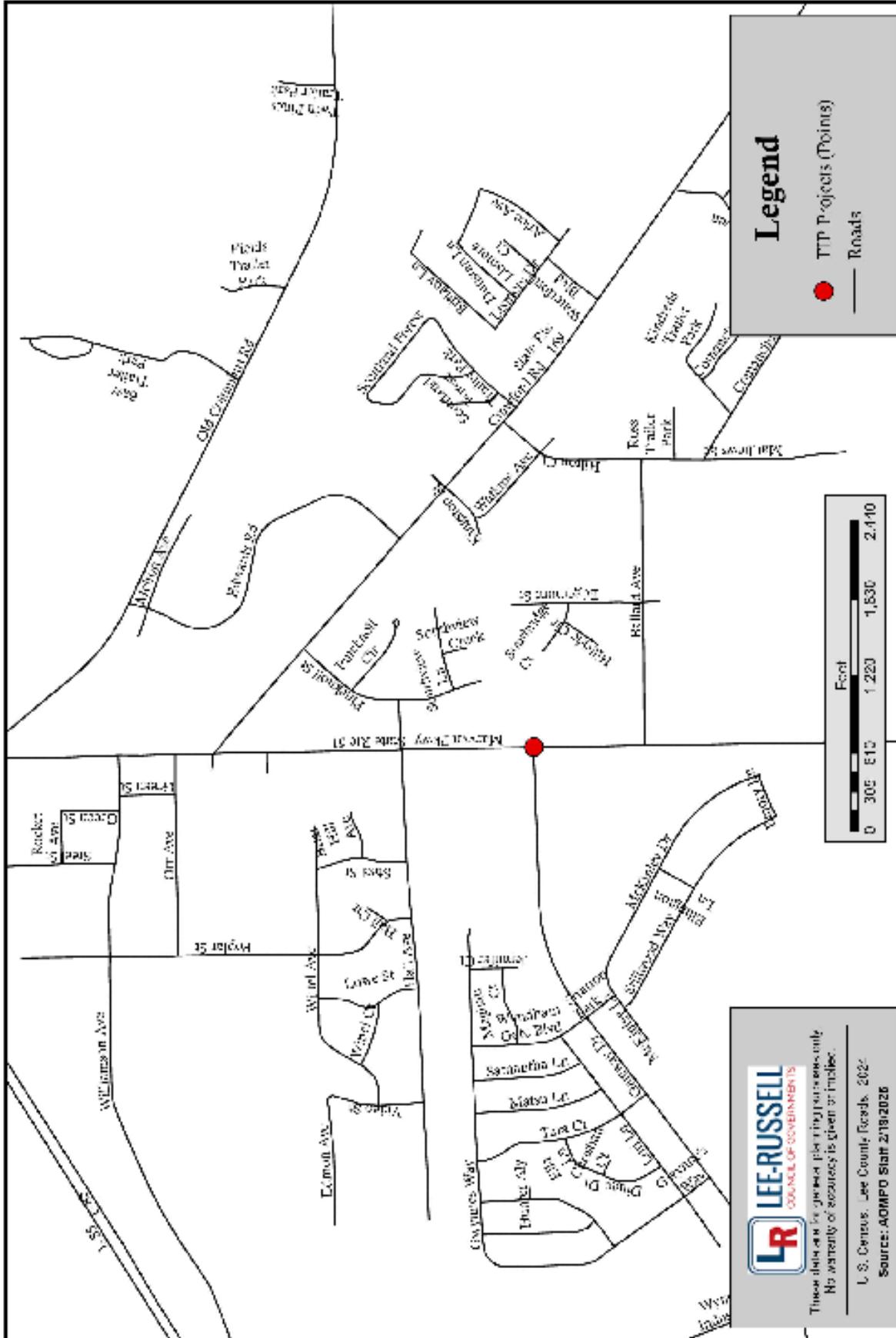
No Records Found



## 2.4.11. Safety Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44614	100070674 HSIP 0051 (519)	CONSTRUCTING ROUNDABOUT AT SR-51 AND GATEWAY DRIVE	0.16	RW	P	SAFETY IMPROVEMENTS	2026	0.000	EXEMPT	NA	\$238,842 \$26,538 \$0	\$265,380
11397	100079529 LRSI 4125 ()	SAFETY IMPROVEMENTS (2 SAFETY WIDENING AND RPMS) AT 11 CURVES ON CR-54	5.61	CN	P	SAFETY IMPROVEMENTS	2026	0.000	EXEMPT	NA	\$346,517 \$0 \$38,502	\$385,019
44614	100070673 HSIP 0051 (519)	CONSTRUCTING ROUNDABOUT AT SR-51 AND GATEWAY DRIVE	0.16	UT	P	SAFETY IMPROVEMENTS	2027	0.000	EXEMPT	NA	\$241,230 \$26,803 \$0	\$268,034
43011	100075824 STPAA-HSIP 0147 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-147 FROM SR-38 (US-280) TO THE CHAMBERS COUNTY LINE	3.74	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2027	0.000	EXEMPT	NA	\$310,932 \$34,548 \$0	\$345,481
Totals By Sponsor			Federal					\$1,137,522		ALL Funds \$1,263,913		
Sponsor: OPELIKA												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43552	100069307 HSIP 4119 (250)	INTERSECTION IMPROVEMENTS (SIDEWALKS MULTI USE PATH CENTER TURNLANE AND ROUNDABOUT) ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.00	UT	P	INTERSECTION IMPROVEMENTS	2025	0.000		NA	\$305,718 \$0 \$33,969	\$339,686
43552	100069301 HSIP 4119 (250)	INTERSECTION IMPROVEMENTS (SIDEWALKS MULTI USE PATH CENTER TURNLANE AND ROUNDABOUT) ON COLUMBUS PARKWAY AT 4TH 6TH AND 7TH STREETS	0.00	CN	P	INTERSECTION IMPROVEMENTS	2026	0.000		NA	\$2,699,761 \$0 \$299,973	\$2,999,735
Totals By Sponsor			Federal					\$3,005,479		ALL Funds \$3,339,421		
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
52458	100080427 HSIP 0038 ()	INSTALLATION OF A REDUCED CONFLICT INTERSECTION AT THE INTERSECTION OF SR-38 (US-280) AND DUNLOP DRIVE	0.50	PE	P	INTERSECTION IMPROVEMENTS	2025	0.000		NA	\$45,000 \$5,000 \$0	\$50,000
52458	100080428 HSIP 0038 ()	INSTALLATION OF A REDUCED CONFLICT INTERSECTION AT THE INTERSECTION OF SR-38 (US-280) AND DUNLOP DRIVE	0.50	UT	P	INTERSECTION IMPROVEMENTS	2026	0.000		NA	\$45,450 \$5,050 \$0	\$50,500
52458	100080429 HSIP 0038 ()	INSTALLATION OF A REDUCED CONFLICT INTERSECTION AT THE INTERSECTION OF SR-38 (US-280) AND DUNLOP DRIVE	0.50	CN	P	INTERSECTION IMPROVEMENTS	2026	0.000		NA	\$1,727,100 \$191,900 \$0	\$1,919,000
Totals By Sponsor			Federal					\$1,817,550		ALL Funds \$2,019,500		

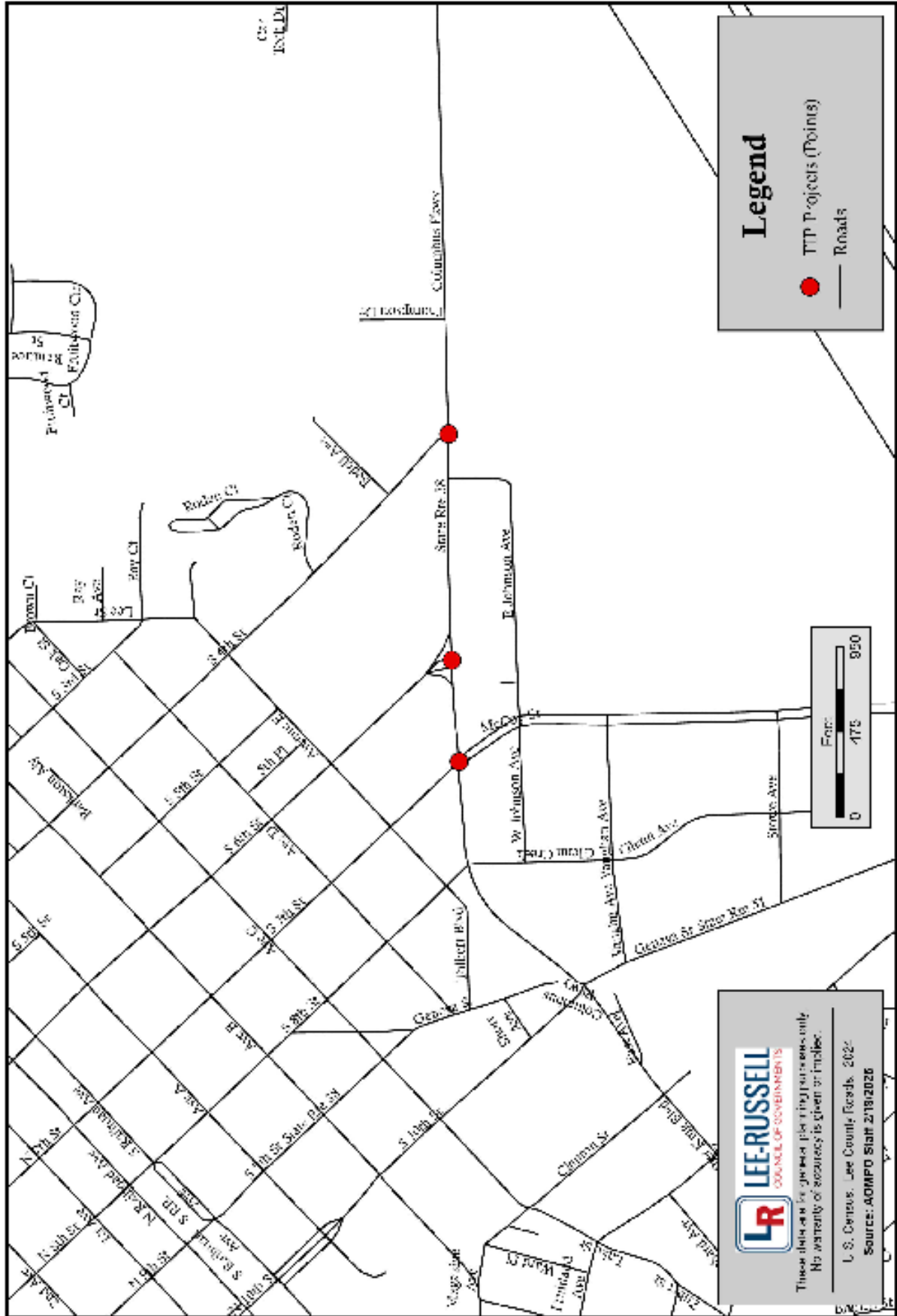
Constructing roundabout at SR-51 and Gateway Dr  
 Project Number UT #100070673 RW #100070674



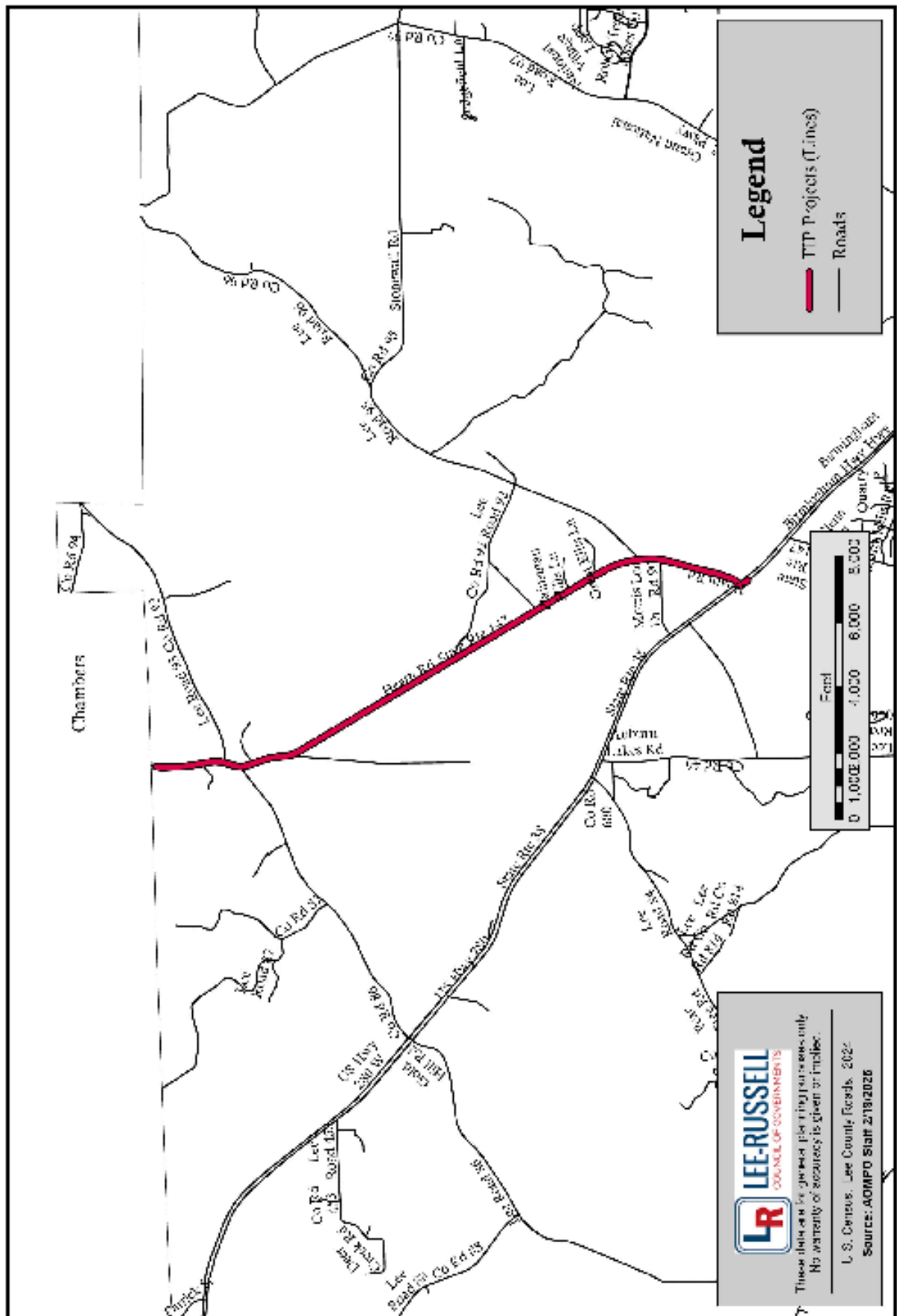
These data are for general planning purposes only.  
 No warranty of accuracy is given or implied.

U.S. Census, Lee County Records, 2020  
 Source: AOMPO Staff 2/18/2026

**Intersection improvements on Columbus Pkwy at 4th, 6th, and 7th**  
**Project Number CN #100069301 UT #100069307**

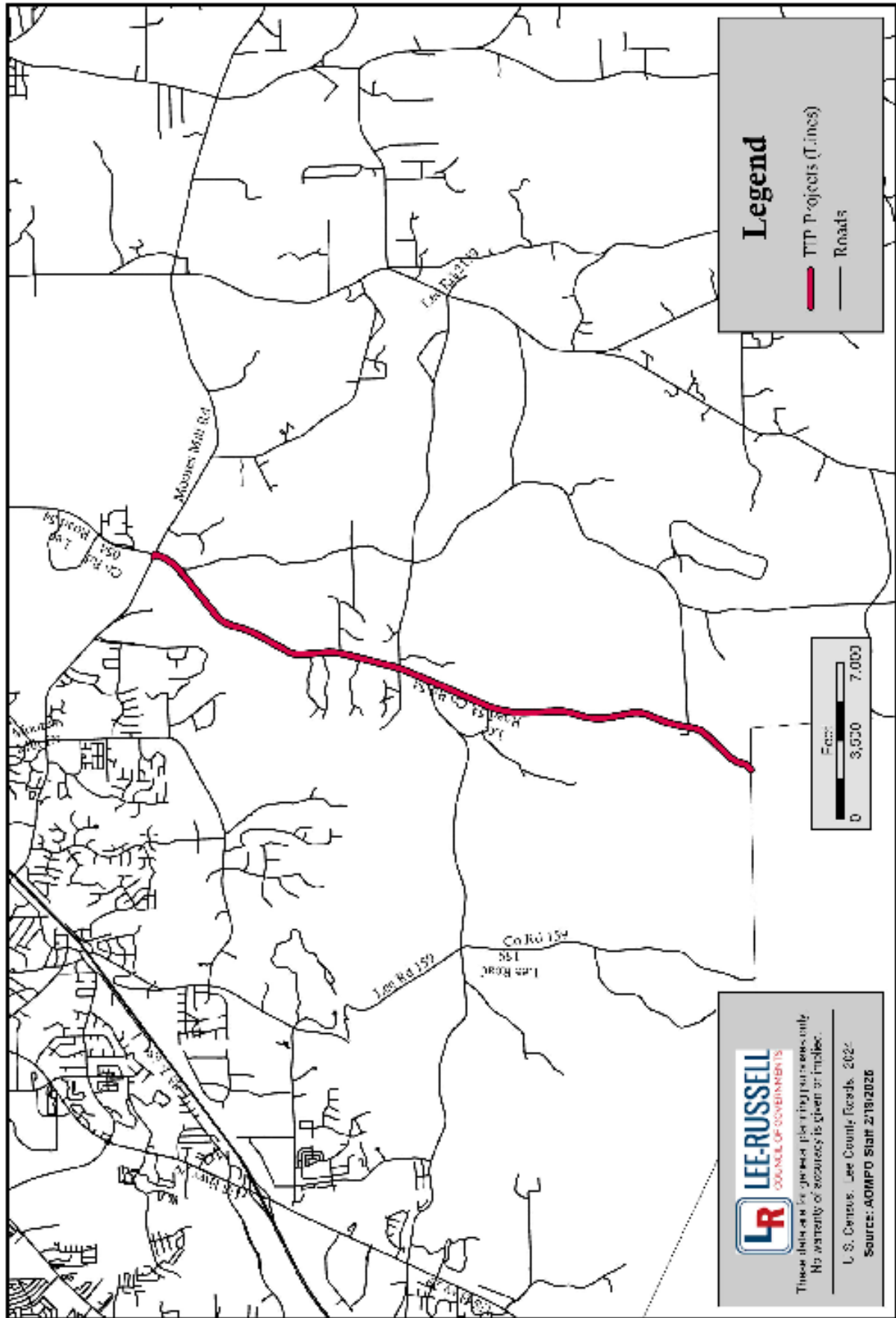


**Resurfacing and 2 safety widenings on SR-147 from SR-38 (US-280) to the Chambers County Line**  
**Project Number FM #100075824**



# Safety Improvements at 11 curves on CR-54

Project Number CN #100079529



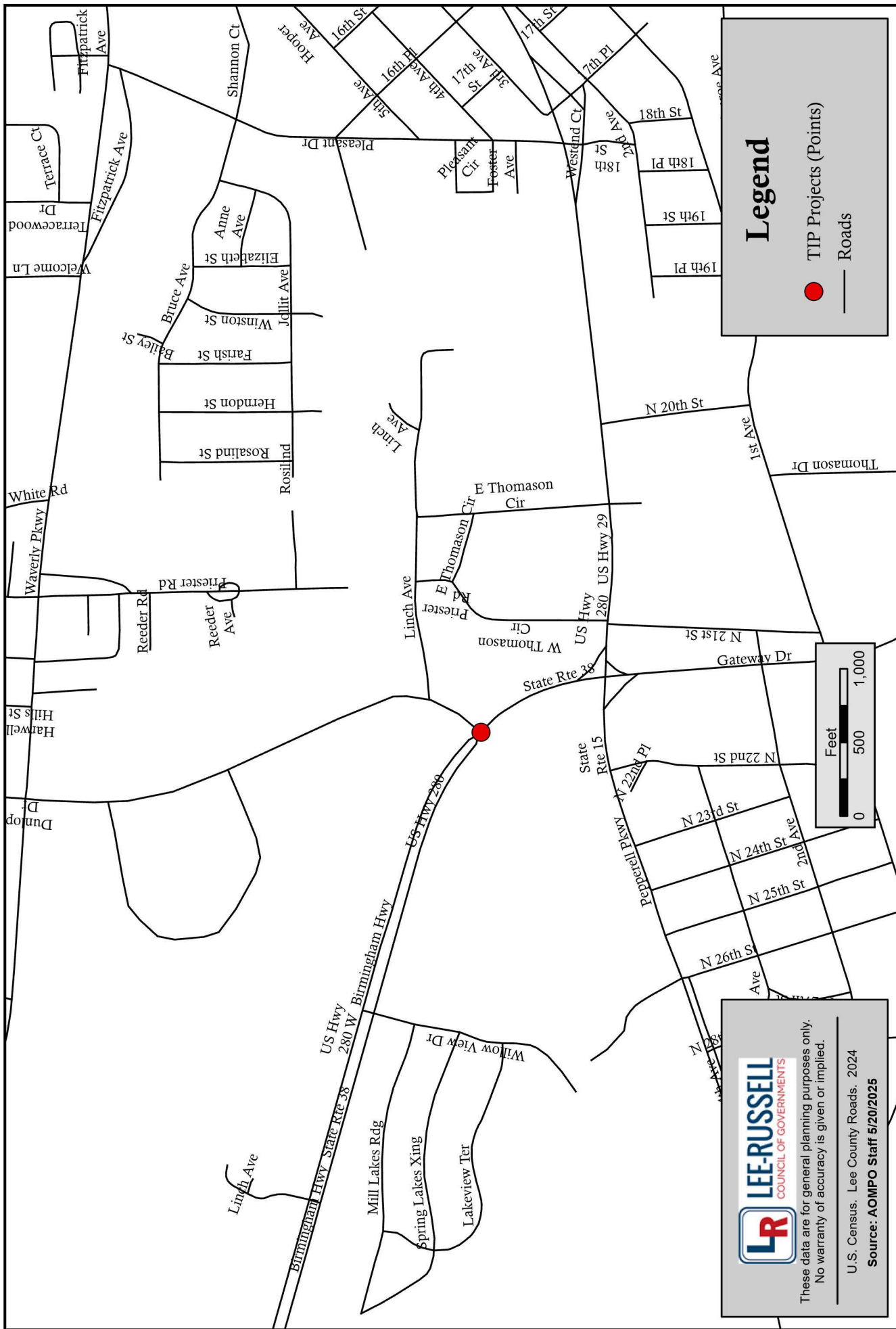
These data are for general planning purposes only.  
No warranty of accuracy is given or implied.

L. S. Census, Lee County Records, 2020  
Source: AOMPO Staff 2/19/2026



Installation of a reduced conflict intersection at the intersection of SR-38 (US-280) and Dunlop Dr

Project Number CN #100080429 UT #100080428 PE#100080427

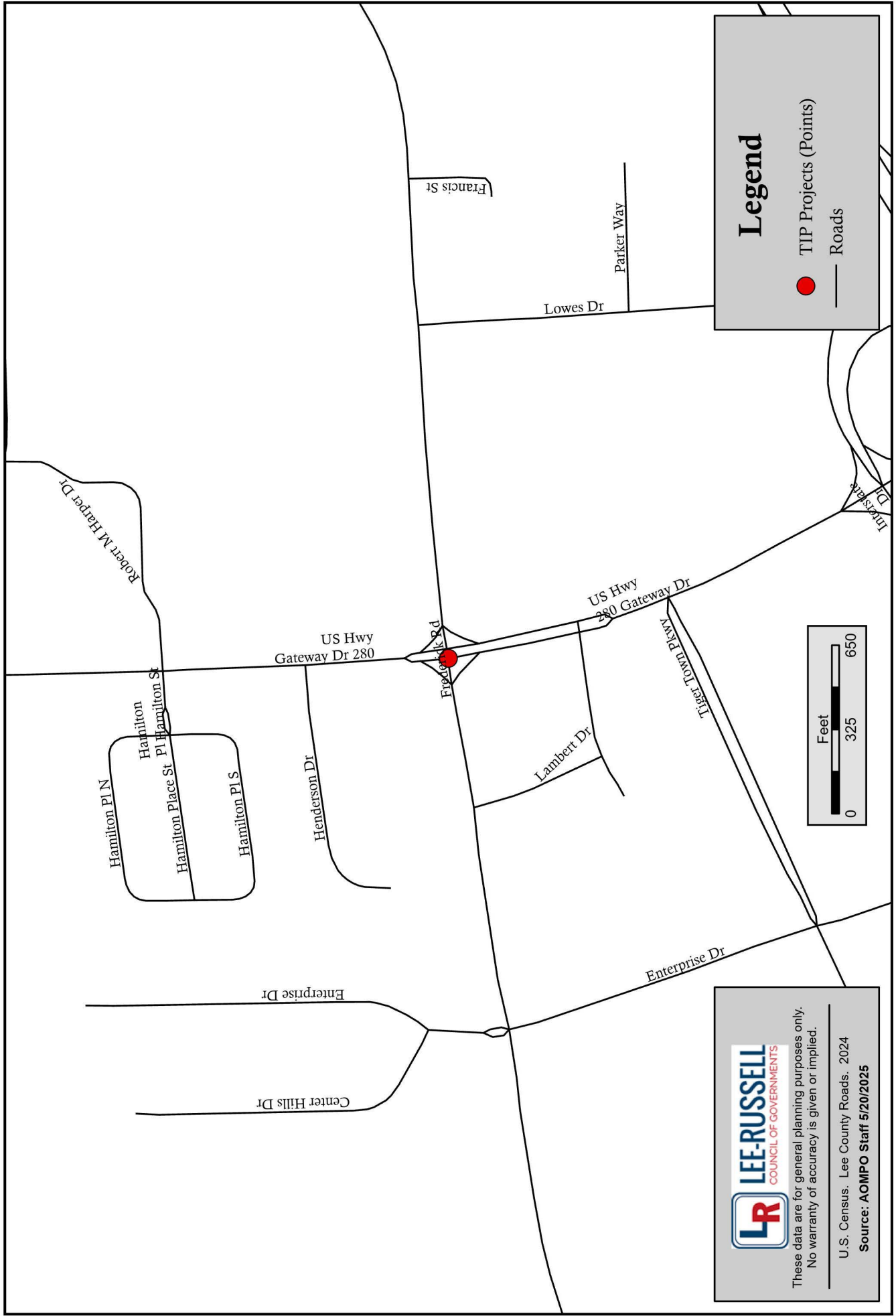


2.4.12. Other Federal and State Aid Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50737	100078572 ATRP2-41- 2024-384 ()	INTERSECTION IMPROVEMENTS AT SR-38 (US-280) AND FREDERICK ROAD INCLUDING LEFT TURN LANES ON SR-38 (US-280) AND SIGNAL MODIFICATION	0.00	CN	P	INTERSECTION IMPROVEMENTS	2026	0.000	EXEMPT	NA	\$0 \$1,980,000 \$0	\$1,980,000
52051	100079890 DEMO A218 ()	INSTALLATION OF TRAFFIC MONITORING CAMERAS ALONG I-85 FROM EXIT 50 TO EXIT 58	8.00	CN	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$840,000 \$0 \$210,000	\$1,050,000
Totals By Sponsor			Federal				\$840,000		ALL Funds \$3,030,000			



**Intersection improvements at SR-38 (US-280) and Frederick Rd including left turn lanes on SR-38 and signal modification**  
**Project Number CN #100078572**

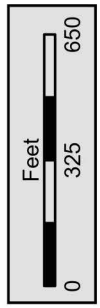






**LEE-RUSSELL**  
COUNCIL OF GOVERNMENTS

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

U.S. Census. Lee County Roads. 2024  
Source: AOMPO Staff 5/20/2025



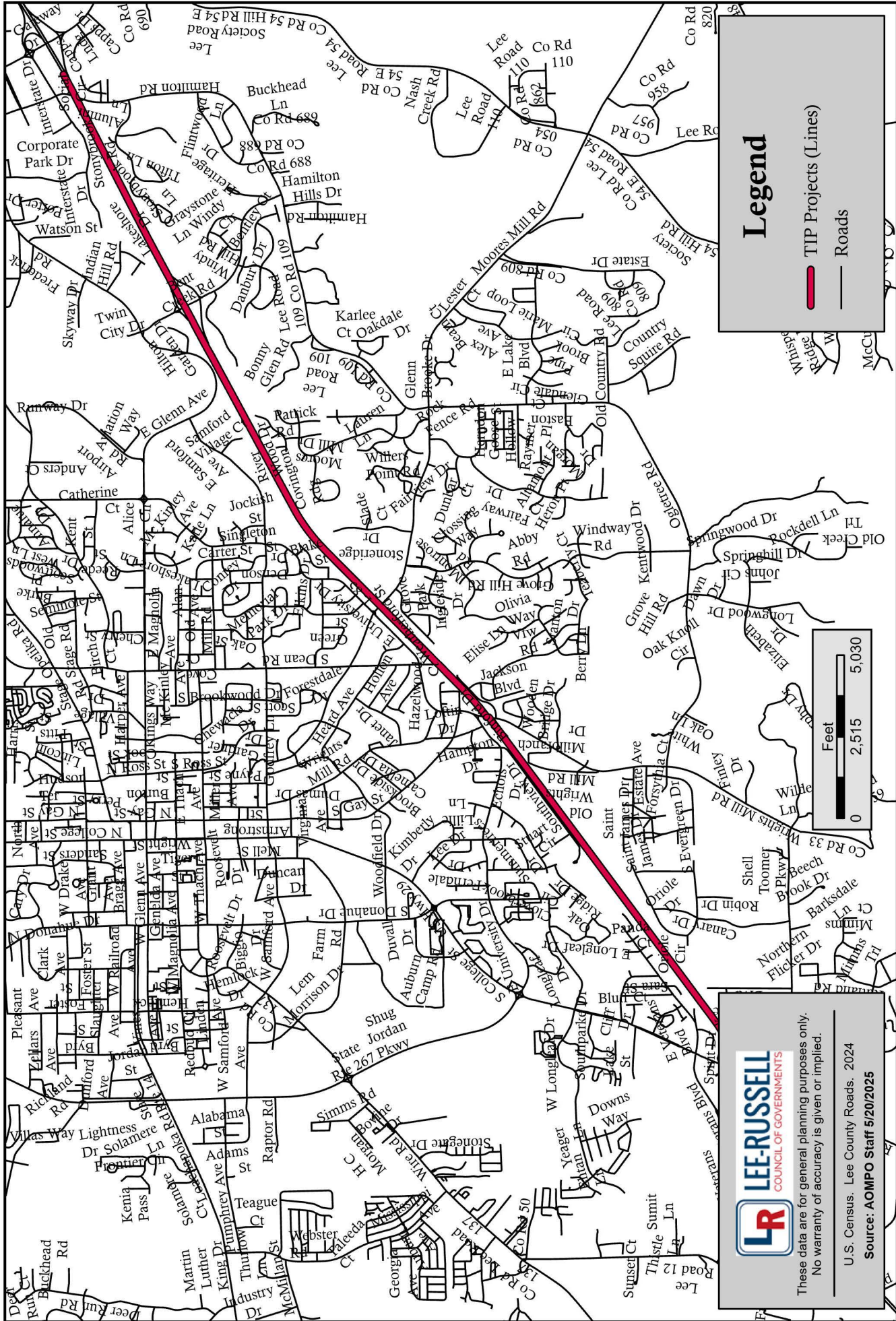
**Legend**

-  TIP Projects (Points)
-  Roads



Installation of traffic monitoring camera along I-85 from exit 50 to exit 58

Project Number CN #100079889 PE#10007890



**LEE-RUSSELL**  
COUNCIL OF GOVERNMENTS

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No warranty of accuracy is given or implied.

U.S. Census, Lee County Roads, 2024  
Source: AOMPO Staff 5/20/2025

2.4.13 Congestion Mitigation and Air Quality Projects

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

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

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

No Records Found

2.4.15 Carbon Reduction CRP Attributable Projects

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

No Records Found

#### 2.4.16 Other Carbon Reduction Program Projects

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

**No Records Found**

## **2.5 – Authorized Projects**

**2.4 Authorized Project Listings**

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

### **3.3 – Financial Documentation**





## **3.0 - Appendices**

### **3.4 – Livability Indicators**

#### **3.4.1 – Livability Indicators**

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

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

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

Related Livability Principle: 1

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO

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

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

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 3

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO and Reference USA

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

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

Related Livability Principle: 5

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

<b>Total Projects</b>	<b>Projects with &gt;1 Fed</b>	<b>Percent of Projects with &gt;1 Fed</b>
113	3	2.6%

Related Livability Principle: 7

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Alabama Department of Transportation

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

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

Related Livability Principle: 8

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2021 American Community Survey 1-Year Estimates

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

### **3.6 – Performance Measures**