

FY2024 Unified Planning Work Program (UPWP)

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

Prepared by:



August 3, 2023

Auburn-Opelika
Metropolitan Planning Organization

FY2024 Unified Planning Work Program (UPWP)

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This UPWP was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the Infrastructure Investment and Jobs Act 11201, November 2021. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Metropolitan Planning Organization
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* indicates non-voting status

MPO Resolution 2023-08

Auburn-Opelika Metropolitan Planning Organization (MPO) Adopting the FY2024 Unified Planning Work Program (UPWP)

WHEREAS, the Auburn-Opelika MPO 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, November 2021); 42 USC2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

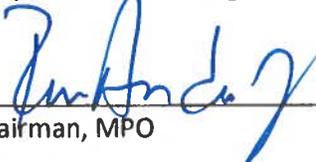
WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, and doing area-wide urban transportation planning, to submit a Unified Planning Work Program (UPWP) as a condition for meeting the provisions of Title 23, U. S. Code, Section 134 and 135; and

WHEREAS, consistent with the declaration of these provisions, Lee-Russell Council of Governments Transportation Planning staff, in cooperation with the Alabama Department of Transportation (ALDOT), has prepared a Unified Planning Work Program (UPWP) for Fiscal Year 2024; and

WHEREAS, pursuant to its duties, functions and responsibilities, the Auburn-Opelika Metropolitan Planning Organization (MPO), in session this 3rd of August, did review and evaluate the aforementioned FY2024 Unified Planning Work Program (UPWP); now

THEREFORE, BE IT RESOLVED by the Auburn-Opelika Metropolitan Planning Organization (MPO) that the same does hereby endorse and adopt said FY2024 Unified Planning Work Program (UPWP).

Adopted this 3rd of August, 2023;



Chairman, MPO

8/23/23

Date

ATTEST:


Executive Director, LRCOG

8/3/23

Date

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1.0 INTRODUCTION

1.1 Overview – Planning Activities and Accomplishments

The Unified Planning Work Program (UPWP) is the instrument for coordinating federally-funded metropolitan transportation planning activities in the Auburn-Opelika MPO (AOMPO) Metropolitan Planning Area. The objective of the UPWP is the development of an integrated planning program which considers the planning activities of each modal group and coordinates those activities to produce a total transportation plan serving all segments of the population. The UPWP represents the budget and work tasks necessary to accomplish and maintain the transportation planning process within the Auburn-Opelika Metropolitan Planning Area (MPA) for Fiscal Year (FY) 2024, which is from October 1, 2023 to September 30, 2024.

Funding for transportation planning is a product of federal and local monies. Federal transportation funds – from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) - provide eighty percent (80%) of the funding for the local transportation planning process, which is administered by the Auburn-Opelika Metropolitan Planning Organization. Local governments provide a twenty percent (20%) funding appropriation to match the federal dollars allotted to the area.

1.2 Laws and Regulations

The laws that require Metropolitan Planning Organizations (MPOs) to develop unified planning work programs are found in Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The Code was superseded or amended by the Infrastructure Investment and Jobs Act, Sections 11201, November 2021. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Section 450.308 specifically relates to the development of unified planning work programs.

1.3 Public Participation in UPWP Development

The public is encouraged to participate in the development of the UPWP. All AOMPO meetings are open to the public. At these meetings, the AOMPO committees review and approve the UPWP in draft and final form. Interested individuals may review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly. The Transportation Planner at Lee-Russell Council of Governments (LRCOG) should be contacted to coordinate an address to any MPO committee and to obtain unapproved draft and final documents. Detailed public participation procedures are outlined in the FY2020-2023 Public Participation Plan (PPP).

FY2023 Program Year Public Participation Highlights:

- [FY2020-2023 Public Participation Plan \(PPP\)](#) – The FY2020-2023 PPP will be reviewed to ensure procedural and strategic effectiveness in providing citizens and interested parties

reasonable and fair opportunities for participation in the local transportation planning process.

- Executive Order 12898 and Environmental Justice – Consideration will be given to minority and low-income populations in the MPO Planning Area with respect to disproportionately high and adverse human and health environmental effects as related to MPO programs.
- Disadvantaged Business Enterprise (DBE) – The MPO will ensure a demonstrated commitment to provide Disadvantaged Business Enterprises (DBE) the opportunity to compete for LRCOG contracts by providing all necessary information as requested and considering all contract proposals fairly and equally.

1.4 Scope of the Planning Process

According to federal law, the metropolitan planning process shall be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Furthermore, as the decision-making body of the regional transportation network, MPOs will be encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement. The metropolitan planning process promotes consistency between transportation improvements at the state and local level, and local planned growth and economic development patterns.

IJA 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:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
- B. Increase the safety of the transportation system for motorized and non-motorized users;*
- C. Increase the security of the transportation system for motorized and non-motorized user;*
- D. Increase the accessibility and mobility options available to people and for freight;*
- E. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing and economic development patterns;*
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
- G. Promote efficient system management and operation.*
- H. Emphasize the preservation of the existing transportation system.*
- I. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the stormwater impacts on surface transportation;*
- J. Enhance travel and tourism.*

1.5 Title VI in the Work Program

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

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

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

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin. The MPO will provide an open, accessible, transparent, inclusive, and responsive public planning environment and will exclude no one from participation in MPO activities on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 794 which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as *Environmental Justice*, which requires that federal programs, policies, and activities affecting human health or the environment will

identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.

- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the FY2020-2023 Public Participation Plan which can be accessed in Appendix 6.9 of the LRTP.

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 the sustainability of these principles, the MPO will provide the following **Livability Indicators** using tables, charts, or Geographic Information Systems (GIS) mapping tools in the Long Range Transportation or Regional Transportation Plan (LRTP/RTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP)/Public Involvement Plan (PIP), Bicycle and Pedestrian Plan, Congestion Management Process Plan (CMPP) (if applicable), and Air Quality Conformity Report (if applicable):

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 Transportation Performance Management

FAST Act created a performance-based surface transportation program with requirements for State Departments of Transportation, Metropolitan Planning Organizations, and transit agencies. Along with DOT's, FHWA has required MPOs to adopt targets or accept the state target for the following categories:

- Serious Injuries per Vehicle Miles Traveled, Fatalities per vehicle miles Traveled, Total Serious Injuries, Total Fatalities, Non-Motorized Fatalities and Serious Injuries;
- Percentage of Pavement on the Interstate in Good Condition, Percentage of Pavement on the Interstate in Poor Condition, Percentage of Pavement on Non-Interstate NHS in Good Condition, Percentage of Pavement on Non-Interstate NHS in Poor Condition, Percentage of Bridge Decks on the Non-Interstate NHS in Good Condition, Percentage of Bridge Decks on the Non-Interstate NHS in Poor Condition;
- Percentage of Person-Miles Traveled on the Interstate that are Reliable, Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable, Truck Travel Time Reliability Index, Annual Hours of Peak Excessive Delay Per Capita, Percent of Non-Single Occupancy Vehicle (SOV) Travel, and Total Emissions Reduction.

FTA's final rule defined the term "state of good repair" (SGR) and established a minimum Federal requirement for transit asset management. This requirement applies to all recipients and sub-recipients who own, operate, or manage public transportation capital assets. Three SGR performance measures include:

- Rolling Stock (Revenue Vehicles): % by type that exceed Useful Life Benchmark (ULB);
- Equipment (over \$50,000): % of non-revenue service vehicles by type that exceed ULB;
- Facilities (FTA Sponsored): % rated less than 3.0 on the TERM scale.

1.8 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. (Tasks 3.2.2, 3.5.1, 3.5.2, 3.6.3, and 3.6.4)

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. (Tasks 3.2.2, 3.4.4, 3.5.1, 3.5.2, 3.6.3, 3.6.4, and 3.8)

3. Complete Streets

The Auburn-Opelika MPO will work with ALDOT, regional offices for both FHWA and FTA, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort will work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. The Auburn-Opelika MPO will work with jurisdictions to promote complete street designs—roads that include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. The Auburn-Opelika MPO will encourage jurisdictions to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles. (Tasks 3.2.4, 3.6.3, and 3.6.4)

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.
(Tasks 3.4 and 3.5.1.1)

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.
(Tasks 3.2 and 3.6)

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)).
(Tasks 3.2 and 3.6)

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.

(Tasks 3.2, 3.4, 3.5, and 3.6)

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.

(Tasks 3.2 and 3.6)

2.0 ORGANIZATION and MANAGEMENT

2.1 MPO Structure | Participating Governments | Roles and Agreements

The Auburn-Opelika MPO (AOMPO) was formed in 1982 after the 1980 Census established the population of the Auburn-Opelika Urbanized Area at 51,823. The 2020 Census established the population for the Auburn-Opelika Urbanized Area at 100,842. The Auburn-Opelika Urbanized Area encompasses parts of the City of Auburn, the City of Opelika, and Lee County. Lee-Russell Council of Governments (LRCOG) manages and maintains the eligibility of the AOMPO to receive federal transportation funds. The AOMPO comprises the Policy Board, the Technical Advisory Committee, and the Citizen Advisory Committee.

The Policy Board serves as the policy and decision-making body of the AOMPO. Through the transportation planning process, the Citizen Advisory Committee and the Technical Advisory Committee advise the Policy Board on transportation projects and programs. The Policy Board submits approved projects and programs to the Alabama Department of Transportation, and the Federal Highway Administration. Policy Board members are designated by their positions in the City of Auburn, the City of Opelika, Lee County, the Alabama Department of Transportation and the Federal Highway Administration. The Policy Board comprises seven voting members and three non-voting members.

The Technical Advisory Committee (TAC) provides technical assistance and input to the various planning elements involved in the transportation planning process. TAC members are designated by their positions in the City of Auburn, the City of Opelika, Lee County, Auburn University, the Alabama Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and LRCOG.

The Citizen Advisory Committee (CAC) serves as a formal means through which citizens may participate in the transportation planning process. The CAC offers opinions and suggestions to the TAC and MPO Policy Board on transportation planning documents and issues. The CAC comprises fifteen members; the City of Auburn, the City of Opelika, and Lee County each appoint five representatives to serve on the CAC.

In the course of normal business, the MPO often must enter into various agreements. From time to time, the MPO may also enter into contractual agreements for services, such as development of the Long Range Transportation Plan.

2.2 State and Federal Certification Findings and Resolutions

State or federal certification findings and resolutions refer to MPO deficiencies identified by a joint review process and corrective actions prescribed to correct those deficiencies. The Auburn-Opelika MPO is not a Transportation Management Area (TMA) and, therefore, will not receive a formal Federal Certification.

3.0 WORK PROGRAM

The UPWP is divided into nine (9) tasks which comprise the functions necessary for local transportation and transit planning. The work of each task will be carried out by the MPO staff at Lee-Russell Council of Governments (LRCOG) with the assistance of the Alabama Department of Transportation (ALDOT).

UPWP Tasks:

3.1 Administration

3.2 Data Collection and Analysis

3.3 UPWP

3.4 Public Involvement

3.5 Environmental Mitigation and Streamlining

3.6 Transportation Systems

3.7 Education and Training

3.8 Transportation Safety and Security Planning

3.9 Future Planning Projects

Each task or subtask is subdivided into the following categories:

- Task number and title
- Objectives
- Previous Work
- Proposed Work
- Products
- Staffing
- Schedule
- Funding Source

3.1 Administration

3.1.1 Administration Duties

Objectives

- To coordinate and monitor transportation planning activities throughout the Auburn-Opelika Metropolitan Planning Area (MPA).
- To ensure that all transportation planning tasks are responsive to the rules and regulations of the Infrastructure and Investment Jobs Act, the Alabama Department of Transportation, the MPO, and community needs.
- To coordinate the updating of Americans with Disabilities Act (ADA) Transition Plans by the local jurisdictions within the AOMPO area.

Previous Work

- MPO committee meetings were held to review and adopt reports, resolutions, documents, plans, and programs.
- Staff responded to requests and answered questions from individuals and agencies concerning transportation planning issues in the AOMPO area.
- Staff maintained files, submitted required reports, developed plans, and completed other transportation planning activities.

Proposed Work

- MPO meetings will be convened throughout the year to prepare, review, and adopt various transportation plans, programs, and activities of the Auburn-Opelika Metropolitan Planning Organization.
- MPO staff will perform all management and administrative activities necessary to retain federal and state funding, such as submitting reports and providing technical assistance to member governments and groups.
- MPO staff will respond in a timely manner to transportation planning requests from individuals and/or agencies.
- MPO Staff will continue to work with the municipalities in the MPO to develop and update the Americans with Disabilities Transition Plans to ensure transportation facilities are in compliance with the Americans with Disabilities Act.

Products

- Adoption of various MPO resolutions, plans, programs, work activities, federal grants, and state grants through organized meetings and the public involvement process.
- Efficient administration and management of the MPO that is compliant with State and Federal regulations.
-

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$121,790
LOCAL	\$30,448
TOTAL	\$152,238

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.1.2 Continuity of Operations Plan (COOP)

Objectives

- To prepare for the continued function and operation of the local transportation planning process in the event of a natural or man-made disaster and/or potential future pandemics.

Previous Work

- The current Continuity of Operations Plan (COOP) was reviewed and updated as needed. Original was approved in 2006.
- A workplace safety kit was established and maintained.
- Equipment, supplies, and software were purchased as needed.

Proposed Work

- The Continuity of Operations Plan (COOP) will be reviewed and updated, as needed in FY2024, as a part of the COOP maintenance program.
- The workplace safety kit will be under continuing maintenance.
- Equipment, supplies, and software will be purchased as needed.

Product

- A sound preparedness plan designed to minimize interruption of the local transportation planning process in the event of a natural or man-made disaster.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$4,000
LOCAL	\$1,000
TOTAL	\$5,000

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.2 Data Collection and Analysis

3.2.1 Database Maintenance

Objectives

- To maintain the necessary data for input into AOMPO transportation planning documents, primarily the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) Update

Previous Work

- As a part of the Continuity of Operations Plan (COOP), LRCOG maintained a Windows-based server with two data protection measures: (1) a redundant array of independent disks (RAID), and (2) an automated external backup system.

Proposed Work

- LRCOG will store and maintain data in a private cloud service that creates a secure and customized environment. Data will be regularly backed-up to multiple offsite Enterprise-Class Data Centers. In the event of a disaster, employees will have immediate access to their desktops from another location. This new environment will meet the COOP requirement to have remote and off-site backup.

Product

- A reliable data storage environment that can be reinstated should a hardware malfunction or data loss occur

Staffing

- Lee-Russell Council of Governments
- IT Consultant

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$12,098
LOCAL	\$3,025
TOTAL	\$15,123

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.2.2 Data Collection

Objectives

- To collect the necessary data for input into AOMPO transportation planning documents, primarily the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) Update

Previous Work

- Census updates were added to the existing Census information on file.
- Local government data were collected as a part of the 2045 LRTP update process.

Proposed Work

- LRCOG will maintain the current data inventory and work to update and augment the data as new data are published.
- The MPO will purchase socioeconomic data and any other necessary and relevant data needed to support the 2050 LRTP update process.
- The MPO will collect, prepare, and present *Livability Indicator* data as described on page 5. This work task is in response to an FHWA directive to ALDOT Metropolitan Planning on May 2nd, 2012. The collected data will be presented in the following planning documents: Long Range or Regional Plan, Transportation Improvement Program, Public Participation Plan, Congestion Management Plan (TMAs only), and Bicycle and Pedestrian Plan. The data to be provided include:
 1. Percent of jobs and housing located within one-half (1/2) mile of transit service
 2. Percent of household income spent on housing and transportation
 3. Percent of workforce living within a thirty (30) minute or less commute from primary job centers
 4. Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
 5. Percent of transportation projects where more than one federal funding source is utilized
 6. Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

Product

- A current, comprehensive, and proactive transportation planning data catalog

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$25,938
LOCAL	\$6,485
TOTAL	\$32,423

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.2.3 Geographic Information System (GIS)

Objectives

- To develop and maintain the necessary Geographic Information System (GIS) data for input into AOMPO transportation planning documents, primarily the Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP) Update

Previous Work

- The MPO utilized GIS to develop and maintain spatial data (e.g., census, socioeconomic, land use, traffic volume) for use in local transportation planning.
- The MPO updated and purchased computer hardware and software for use in AOMPO-related GIS and administrative applications.
- The MPO began a complete, system-wide review of the Highway Functional Classification System map for the entire MPO Study Area.

Proposed Work

- A GIS will be used to develop and maintain spatial data for use in local transportation planning to improve transportation resiliency and reliability.
- The MPO will continue to update and purchase computer hardware and software for use in AOMPO-related GIS and administrative applications.
- Review and possible modification of assigned roadway functional classifications within the MPO Study Area.
- ESRI software, licenses, and maintenance will be purchased and maintained as needed in the approximate amount of \$8,000.00.
- CityLabs Streetlytics subscription will be maintained as needed in the approximate amount of \$1,500.

Product

- A modern and mature GIS capable of serving the on-going transportation planning process and supporting Travel Demand Model development.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$46,933
LOCAL	\$11,733
TOTAL	\$58,666

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.2.4 Traffic Analysis Zones, Traffic Models, and Traffic Count Inventories

Objectives

- To collect, develop, and maintain the necessary traffic data for input into AOMPO transportation planning documents, primarily the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP)

Previous Work

- Traffic count data were obtained from ALDOT in digital (GIS) and hardcopy form.
- Traffic analysis zones (TAZs) were reviewed during the 2045 LRTP update process.
- A travel demand model was developed as a part of the 2045 LRTP update process.

Proposed Work

- Traffic count data will be obtained from ALDOT as available.
- Traffic count data can/will be shared with local member governments.
- Traffic analysis zones (TAZs) will be reviewed during the 2050 LRTP update process.
- A travel demand model will be developed as a part of the 2050 LRTP update process.

Product

- A collection of current traffic data that will be used to drive transportation planning functions.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$6,816
LOCAL	\$1,704
TOTAL	\$8,520

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.3 UPWP

Objectives

- To establish a Unified Planning Work Program (UPWP) that reflects the budget and work tasks necessary to meet the transportation planning needs of the AOMPO urbanized area

Previous Work

- The AOMPO developed the Draft and Final FY2024 UPWP in accordance with all rules and regulations set forth by FHWA and ALDOT.
- The Draft FY2024 UPWP was adopted May 2023 and the Final FY2024 UPWP was adopted August 2023.

Proposed Work

- The AOMPO will develop a comprehensive FY2025 UPWP, in accordance with all rules and regulations set forth by FHWA and ALDOT, which will guide and support the transportation planning process in the Auburn-Opelika Urbanized Area.

Products

- The UPWP development process will produce Draft and Final FY2025 UPWP documents according to the schedule below.

Staffing

- Lee-Russell Council of Governments

Schedule

- Draft FY2025 UPWP due by May 2024
- Final FY2025 UPWP due by August 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$10,919
LOCAL	\$2,730
TOTAL	\$13,649

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.4 Public Involvement

3.4.1 Public Information Officer (PIO)

Objectives

- To have an appointed spokesperson on staff to provide and disseminate transportation planning information to citizens and other interested parties within the MPO area.

Previous Work

- The AOMPO has no appointed PIO; the LRCOG Transportation Planner serves as the de facto PIO.
- The MPO maintained a webpage dedicated to information on the local transportation process.
- The MPO posted flyers in public places and placed meeting dates and times in the Community Calendar section of the Opelika-Auburn News for each set of MPO meetings.
- The MPO placed newspaper display ads regarding public comment periods for the Bicycle and Pedestrian Plan, UPWP, TIP, LRTP, and PIP.

Proposed Work

- LRCOG’s Transportation Planner will continue to serve as the de facto PIO and will ensure that the public has access to information on the transportation planning process.
- The MPO will continue to maintain a webpage dedicated to information on the local transportation process to enhance and promote tourism.
- The MPO will post flyers in public places and place meeting dates and times in the Community Calendar section of the Opelika-Auburn News for each set of MPO meetings.
- The MPO will place newspaper display ads regarding public comment periods for the Bicycle and Pedestrian Plan, UPWP, TIP, and LRTP.

Product

- An AOMPO representative charged with the dissemination of transportation planning information to the public.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$2,019
LOCAL	\$505
TOTAL	\$2,524

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.4.2 Public Participation Plan (PPP)

Objectives

- To define the methods and actions the MPO employs in providing citizens and interested parties reasonable and fair opportunities for participation in the metropolitan transportation planning process and to ensure those methods and actions follow forthcoming performance management approach requirements.

Previous Work

- The draft 2020-2023 PPP was approved by the MPO in May 2019.
- The final 2020-2023 PPP was approved in August 2019.
- The 2006, 2008 and 2013 Public Involvement Plan (PIP) preceded the 2020-2023 PPP.

Proposed Work

- LRCOG will review the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open public participation process in local transportation planning.
- The AOMPO will develop a FY2024-2027 PPP, in accordance with all rules and regulations set forth by FHWA and ALDOT, which will guide and support the transportation planning process in the Auburn-Opelika Urbanized Area.
- The MPO will continue to include the Livability Principles and Livability Indicators in the PPP and ensure that agencies and the public have full access to documents and data as requested. The most current available data (as shown) used in the operational plans (Long Range, TIP, Congestion Management, Bicycle and Pedestrian Plan, Conformity Report) will be provided in the Plan.
- The MPO will follow forthcoming performance management approach requirements.

Product

- A defined methodology to encourage and ensure public participation in the transportation planning process that meets all state and federal requirements.
- Updated FY2024-2027 based on the schedule below.

Staffing

- Lee-Russell Council of Governments

Schedule

- Ongoing activities throughout the fiscal year
- Final FY2024-2027 PPP will be approved November 2023.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$2,019
LOCAL	\$505
TOTAL	\$2,524

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.4.3 Title VI Planning

Objectives

- To ensure minority and low-income citizens in the MPO area are offered reasonable and fair opportunities to be involved in the metropolitan transportation planning process.

Previous Work

- Transportation planning meetings were advertised in the newspaper with the largest circulation in the MPO area.
- Transportation planning meeting flyers were placed in parts of the MPO area known to include minority and low-income citizens to inform those citizens of opportunities to participate in the transportation planning process.
- LRCOG was audited for Title VI compliance by ALDOT Title VI staff in August 2014.
- The AOMPO filed its FY2023 Title VI report and self-certification to ALDOT in September 2023.

Proposed Work

- Transportation planning meetings will be advertised in the newspaper with the largest circulation in the MPO area.
- Transportation planning meeting flyers will be placed in parts of the MPO area known to include minority and low-income citizens to inform those citizens of opportunities to participate in the transportation planning process.
- MPO staff will ensure that it complies with the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012, and that it fulfills the requirements under 4702.1B of the Limited English Proficiency (LEP) provisions. The MPO will prepare and maintain a Language Assistance Plan in accordance with Circular 4702.1B
- The AOMPO will file its FY2024 Title VI report and self-certification to ALDOT in a timely fashion.

Product

- A local transportation planning process that strictly adheres to the Title VI requirements of the Civil Rights Act of 1964

Staffing

- Lee-Russell Council of Governments

Schedule

- The Title VI report and self-certification will be due September 2024.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$1,391
LOCAL	\$348
TOTAL	\$1,739

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.4.4 Environmental Justice

Objectives

- To provide all citizens and other interested parties with reasonable and fair opportunities to be involved in the metropolitan transportation planning process.

Previous Work

- LRCOG staff identified low-income and minority population areas within the MPO planning area. Flyers were posted in those areas advertising the availability of the UPWP, TIP, LRTP, and PIP for public comment by residents in those areas.

Proposed Work

- LRCOG will continue to work to identify environmentally sensitive groups to include (but not limited to) low-income and minority populations, transportation disadvantaged individuals, senior populations, and populations of limited English proficiency as updated Census data become available. Publications will be available to the public both in print and online when practical. In cases where a specific group may be disproportionately affected by a transportation project, effort will be made to provide information to and receive input from the affected group. Both conventional and unconventional strategies may be utilized to include these groups in the transportation planning process.

Product

- Identification of traditionally underserved groups in order to encourage their involvement in the transportation planning process.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$1,019
LOCAL	\$255
TOTAL	\$1,274

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.4.5 Disadvantaged Business Enterprise (DBE)

Objectives

- To consider available Disadvantaged Business Enterprises (DBE) for contracts financed in part or in whole with federal funding.

Previous Work

- Disadvantaged Business Enterprises has been used by LRCOG in the past for computer/network administration.

Proposed Work

- LRCOG staff will provide information on the DBE process at the request of individual groups and agencies.

Product

- A demonstrated commitment to provide Disadvantaged Business Enterprises with the opportunity to compete for LRCOG contracts.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$1,019
LOCAL	\$255
TOTAL	\$1,274

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.5 Environmental Mitigation and Streamlining

3.5.1 Air Quality Planning

Objectives

- The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standard (NAAQS) for particular pollutants. An Air Quality plan is required for planning areas in non-attainment status or those areas anticipating non-attainment. This task provides for Air Quality Conformity Determination actions that may be required of the MPO. *The AOMPO area is not currently in non-attainment status, but could be in non-attainment status upon modifications to EPA air quality standards.*

Previous Work

- MPO staff began planning for non-conformity status by researching relevant standards and requirements as well as attending training classes on EPA's MOVES2010 non-point source emissions simulation software.

Proposed Work

- MPO staff will attend FHWA, FTA, ADEM, EPA, and ALDOT Air Quality training courses and seminars as necessary, including seminars on software used to determine Air Quality conformity/non-conformity status such as Cube Voyager. This task will also support Transportation Systems plan development, as applicable: LRTP, TIP, Congestion Management, Public Participation, Freight, Bicycle/Pedestrian, Transit Development, and Air Quality Conformity Determination. A staff member or the PIO will be assigned as spokesperson on air quality and will become fluent in conformity/non-conformity language and issues.

Product

- Staff familiarity with current guidelines and requirements.

Staffing

- Lee-Russell Council of Governments
- State and Federal Agency Training Personnel

Schedule

- Training dates will be established as sessions are announced.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$2,500
LOCAL	\$625
TOTAL	\$3,125

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.5.1.1 Air Quality Conformity Public Involvement

Objectives

- This task provides for public involvement activities related to air quality conformity determination requirements.

Previous Work

- Not applicable; no previous work required.

Proposed Work

- If Lee County is designated as non-attainment for ground level ozone (O₃) or particulate matter (PM_{2.5}), MPO staff will perform all necessary and required public involvement activities associated with amending the LRTP and/or TIP project listings.

Product

- A defined methodology to encourage the public to be involved in the air quality conformity process.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$825
LOCAL	\$206
TOTAL	\$1,031

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.5.2 Climate Change and Greenhouse Gas (GHG) Emissions

Objectives

- FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels and appropriate steps be initiated to instruct and train MPO staff in sources and causes of Greenhouse Gas (GHG) emissions and consider potential long range effects by and to the transportation network:

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

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

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

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

- Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-conforming.

Previous Work

- MPO staff began researching relevant standards and requirements as well as seeking educational and training resources.
- The Transportation Planner has been assigned as the spokesperson for climate change and is preparing for interaction with the public, local government agencies, and interested parties on GHG guidelines and requirements.

Proposed Work

- MPO staff will undergo training in climate change and GHG issues as guidelines are provided by state and federal agencies, and will become familiar with the conceptual framework as provided in FHWA's *Integrating Climate Change into the Transportation Planning Process - Final Report-July 2008*.

Product

- A staff that is conversant on current climate change and greenhouse gas guidelines and requirements.

Staffing

- Lee-Russell Council of Governments
- State and Federal Agency Training Personnel

Schedule

- Training dates will be established as sessions are announced.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$500
LOCAL	\$125
TOTAL	\$625

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6 Transportation Systems

3.6.1 Long Range Transportation Plan (LRTP)

Objectives

- To update the Long Range Transportation Plan (LRTP) to reflect substantive changes in land use assumptions, development plans, traffic volumes, and traffic patterns.
- To include a multimodal (automobile, public and private transit, air, freight, bicycle, pedestrian, rail, etc.) element in the LRTP
- To ensure the LRTP follows forthcoming performance management approach requirements
- To promote regional cooperation and coordination in the development of the LRTP to ensure a regional approach to transportation planning

Previous Work

- MPO staff aided the LRTP consultant with data collection, public involvement meetings, and other 2045 LRTP-related tasks.
- The consultant prepared the final 2045 LRTP.
- The final 2045 LRTP was approved in August 2020.
- MPO Staff began preparing for the 2045 LRTP update in the Fall of 2018.

Proposed Work

- The 2045 LRTP will be amended as needed.
- The MPO will prepare to work with a consultant in preparation of the 2050 LRTP.
- The MPO will follow forthcoming performance management approach requirements.
- The MPO will promote regional cooperation and coordination in the development of the LRTP to ensure a regional approach to transportation planning.

Product

- A comprehensive LRTP that forecasts the transportation and transit needs of the MPO area residents, businesses, and governments
- An LRTP that includes a multimodal transit element

Staffing

- Lee-Russell Council of Governments, Consultant

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$5,600
LOCAL	\$1,400
TOTAL	\$7,000

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.2 Transportation Improvement Program (TIP)

Objectives

- To maintain a financially-constrained FY2020-2023 TIP which describes and details the prioritized list of transportation improvement projects for the Auburn-Opelika MPO Study Area.
- To include a multimodal/transit element in the TIP.
- To ensure the TIP follows forthcoming performance management approach requirements.
- To promote regional cooperation and coordination in the development of the TIP to ensure a regional approach to transportation planning.

Previous Work

- The FY2020-2023 TIP was adopted by resolution in accordance with the State Transportation Improvement Program (STIP) in August 2019.
- MPO staff included a multimodal/transit element in the FY2020-2023 TIP.

Proposed Work

- Track and manage the status of projects in the current TIP.
- Amend the FY2020-2023 TIP as needed (including restoration of Financial Constraint).
- Produce and adopt FY2024-2027 TIP.
- Promote public involvement in the TIP process, including the opportunity to comment on the draft TIP, as outlined in the Public Participation Plan (PPP).
- MPO staff will continue to include a multimodal/transit element in the TIP.
- The MPO will prepare and present *Livability Indicator* data as required on page 5. The data will be displayed in the Plan as percentages in charts, tables, or maps.
- The MPO will follow forthcoming performance management approach requirements.
- The MPO will promote regional cooperation and coordination in the development of the TIP to ensure a regional approach to transportation planning.

Products

- A TIP consisting of a prioritized and financially-constrained planning program of projects covering the FY2024-2027 time frame.
- A TIP that includes a multimodal/transit element.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024
- FY2024-2027 TIP to be submitted to FHWA by Oct. 1, 2023.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$4,950
LOCAL	\$1,238
TOTAL	\$6,188

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.3 Public Transportation

Lee-Russell Public Transit (LRPT) is the local, demand response public transit system serving Lee and Russell counties. LRPT is operated by LRCOG with the assistance of the Federal Transit Administration and the Alabama Department of Transportation.

Objectives

- To ensure the efficient administration and management of the Lee-Russell Public Transit system by maintaining files, client databases, route maps, and other measures to ensure efficiency and productivity
- To ensure public input into the transit planning process
- To evaluate LRPT services to determine if the MPO area needs are being met
- To maintain and enhance public transit system marketing strategies to increase ridership
- To continually evaluate access to essential services such as housing, employment, health care, schools, and recreation

Previous Work

- The Lee County Transit Agency (LETA) fixed-route, paratransit and demand response services were merged into Lee-Russell Public Transit (LRPT) which is a demand response-only service.
- Transit operations were run in-house by LRCOG.
- The staff operated and managed the LRPT system according to federal program management guidelines and procedures.
- Staff sought new contracts and renewed existing contracts.
- The capital replacement schedule, budgets, and other necessary financial reports were submitted to the Alabama Department of Transportation.
- The transit staff maintained and updated client databases, service area maps and brochures, required grants and reports, capital replacement schedules, and program management files.
- Information was provided to individuals, passengers, and local agencies by attending public events, distributing brochures on the fleet, and making presentations to interested parties.
- Transit staff answered and investigated complaints and questions concerning the LRPT system.
- Management reports were submitted each quarter in FY2023, and the FY2024 5307 and 5311 grants were submitted.
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

Proposed Work

- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the Fast Act, for inclusion into the Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP), and other necessary documentation as required by ALDOT.
- Transit staff will continue to meet program requirements by updating, revising, and distributing information; maintaining program files and client databases; responding to questions and complaints; involving the public in the transit planning process and submitting the required reports and grants.
- Transit staff will annually re-evaluate the existing system and services.
- Transit staff will implement necessary service changes to better serve the community. In cases requiring public participation, Alabama Department of Transportation guidelines will be followed in addition to the process/procedure as outlined in the Public Participation Plan (PPP).
- Transit staff will continue to raise community awareness of the LRPT through continuing marketing efforts.
- Should a change in service type from a demand response system be considered, transit staff will evaluate the proposed transportation system’s connectivity to essential services such as housing, employment, health care, schools, and recreation and include that determination as a part of the decision making process.

Products

- An effective and productive transit service that meets the needs of the community.
- Increased awareness of the services offered by the LRPT.
- Public input in the transit planning process by conducting surveys and public hearings.
- Improved resiliency and reliability of the transportation system.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$5,886
LOCAL	\$1,472
TOTAL	\$7,358

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.3.1 Private Enterprise Participation

Objectives

- Establish and maintain contact with private transportation providers in the Auburn-Opelika area

Previous Work

- LRCOG developed Coordinated Transportation Plans in 2006-2020. A part of each plan detailed LRCOG's efforts to contact local transportation providers to inventory their vehicle capacities, operating hours, handicapped capacity, and funding sources.

Proposed Work

- The Coordinated Transportation Plan will be reviewed and updated as needed.
- Information collected in the Coordinated Transportation Plan will be used to support the Mobility Management and Transportation program where possible.

Product

- An up-to-date accounting of private transportation providers in the Auburn-Opelika area that can be leveraged to provide service opportunities for local citizens.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$408
LOCAL	\$102
TOTAL	\$510

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.3.2 Transportation Disadvantaged Service Plan

Objectives

- To effectively provide transportation options to the transportation disadvantaged citizens in Lee and Russell counties

Previous Work

- A Mobility Manager was hired to coordinate local efforts and services for the transportation disadvantaged.
- The Coordinated Transportation Advisory Council (CTAC) met as needed.
- The Coordinated Transportation Plan was updated in FY2020.
- A public information brochure detailing LRCOG’s available services to the transportation disadvantaged was developed and distributed.
- A database of transportation disadvantaged service providers has been developed as a step towards a toll-free telephone information referral service for the transportation disadvantaged.

Proposed Work

- The directory of transportation disadvantaged service providers will be enhanced and maintained.

Product

- A comprehensive and up-to-date collection of transportation options for the transportation disadvantaged

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$668
LOCAL	\$167
TOTAL	\$835

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.3.3 Transit Development Plan

The Transit Development Plan (TDP) offers a blueprint of activities and funding support of transit operations over a three to ten year span of time. The LRPT Transit Development Plan includes capital and operations activities as well as funding and implementation strategies.

Objectives

- The Lee-Russell Public Transit TDP will provide support for the request of federal funding and provide the basis for local governmental participation in capital and operating initiatives.

Previous Work

- In FY2023, LRCOG is updating the TDP to ensure plan compliance.

Proposed Work

- In FY2024, LRCOG will monitor and implement the TDP as well as other plan options as funds become available.

Product

- An up-to-date Transit Development Plan for Lee and Russell counties

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$448
LOCAL	\$112
TOTAL	\$560

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.4 Safe and Accessible Transportation Options

Objectives

- Work with local governments to carry out projects that create safer, more walkable streets, including pedestrian and bicycle infrastructure, Safe Routes to School programs, and other local community projects.
- To maintain data that would be used to develop a consolidated Bicycle and Pedestrian Plan and Network Map for the AOMPO
- To assist the Bicycle and Pedestrian Committees of the local governments in identifying funding sources for bicycle and pedestrian projects
- Promote USDOT bicycle and pedestrian guidelines.
- Assist local governments with bicycle and pedestrian-related grant applications

Previous Work

- The MPO has maintained contact with the Bicycle and Pedestrian Committees of the local governments.
- The MPO maintained contact with the ALDOT Safe Routes to School administrator.
- Staff developed a Bicycle and Pedestrian Plan in FY2016 that conforms to current transportation legislation requirements.
- Final Bicycle and Pedestrian Plan, Fall 2016

Proposed Work

- The MPO will reconvene the Bicycle and Pedestrian Committee as needed.
- Staff will provide assistance to the Bicycle and Pedestrian Committee of the member governments of the AOMPO.
- Staff will assist in project implementation by identifying funding sources for bicycle and pedestrian uses.
- Staff will continue to work with the state on the Safe Routes to School program and other initiatives.
- Staff will update the Bicycle and Pedestrian Plan as needed.

Products

- Technical assistance and coordination for the implementation of bicycle and pedestrian projects and grants among local governments.
- Updated Bicycle and Pedestrian components for the LRTP and TIP.
- An updated Bicycle and Pedestrian Plan.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024

FUNDING SOURCE	AMOUNT
PL	\$14,000
LOCAL	\$3,500
TOTAL	\$17,500

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.5 Freight Planning

Objectives

- To prepare for future integration of freight transportation as an essential component of the transportation planning process, including assessment, evaluation, and recommendation of future development strategies in support of LRTP and TIP projects. The freight network assessment will encompass all applicable modes: truck, rail, river, and air. Further consideration will be given to intermodal operations involving some or all of the above modes: truck/rail, rail/river-port, truck/air, and inland port operations.

Previous Work

- MPO staff continued to monitor current Freight Planning tools and techniques.

Proposed Work

- LRCOG and MPO transportation staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act concerning freight movements and operations in the planning area.
- LRCOG and MPO transportation staff will review existing Freight Planning activities.
- LRCOG and MPO transportation staff will identify regional multimodal/intermodal transportation facilities and associated freight movement and assess potential economic and infrastructure impacts to the freight movement network.
- If required by state and federal agencies, staff will draft and forward for approval a Regional Freight Plan according to guidelines as provided by those agencies, with particular emphasis on general and special commodity movement via commercial trucking or truck/rail operations.
- Staff will provide modeling support for the Freight Plan as needed or directed.
- LRCOG and the MPO transportation staff will seek training and educational opportunities to improve understanding of freight movement and planning needs.
- As an adjunct to Freight Planning activities, the MPO will develop and incorporate outreach strategies into the LRTP, TIP, and Public Participation Plan (PPP). This would include interaction with local governments, agencies, and ad hoc public interest groups.
- Staff will provide Freight Planning information for the Long Range Transportation Plan and the Transportation Improvement Program as required.
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performances measures, and targets required by the FAST Act for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

Product

- An MPO staff well-versed in freight planning guidelines and prepared to meet future freight planning requirements

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 – September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$509
LOCAL	\$127
TOTAL	\$636

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.6.6 Transportation Management and Operations Planning

Objectives

- To assist local governments with Transportation Management and Operations Planning by advocating and supporting a regional transportation system where management and operation functions are actively and continuously coordinated.

Previous Work

- Staff monitored current Transportation Management and Operations Planning coordination strategies and techniques.

Proposed Work

- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performances measures, and targets required by the FAST Act concerning access management in the planning area.
- The MPO will be prepared to coordinate forums where local governments and ALDOT can discuss Transportation Management and Operations Planning.
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performances measures, and targets required by the FAST Act for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

Product

- Coordination and implementation of Transportation Management and Operations Planning forums as requested.

Staffing

- Lee-Russell Council of Governments
- ALDOT
- Local government staff

Schedule

- October 1, 2023 – September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$2,089
LOCAL	\$522
TOTAL	\$2,611

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.7 Education and Training

Objectives

- To develop and maintain a transportation planning staff that is current and conversant on required policies and procedures, transportation modeling techniques, GIS, and other technical items employed in the transportation planning process

Previous Work

- Staff attended ALDOT training courses, statewide MPO meetings, GIS conferences, and user group meetings as well as technical training seminars and webinars.
- Staff maintained subscriptions to transportation periodicals.
- Staff worked with Auburn University to develop MPO Training Modules.

Proposed Work

- The MPO staff will attend state and federal training conferences, statewide MPO meetings, and technical training seminars and webinars.
- LRCOG will continue to procure the necessary resources (e.g., books, journals, articles) to help MPO staff stay current on transportation planning innovation, thought, and methodology.
- Staff will provide user support to member governments and groups pertaining to the advancements in technology and transportation policy.

Product

- A transportation planning staff that is well-versed in the policy, modeling, socio-economic, and geographic information elements of the transportation planning process.

Staffing

- Lee-Russell Council of Governments
- ALDOT and FHWA staff
- Conference and seminar staff

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$18,549
LOCAL	\$4,637
TOTAL	\$23,186

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.8 Transportation Safety and Security Planning

Objectives

- To incorporate transportation safety and security in the transportation planning process

Previous Work

- The Safety and Congestion Management Committee has met as necessary since 1998.

Proposed Work

- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performances measures, and targets required by the FAST Act 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 Alabama Department of Transportation (ALDOT) on setting goals, objectives, performances measures, and targets required by the FAST Act for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

Products

- A transportation planning process that considers safety and security issues
- A safety component will be included in the Long Range Transportation Plan (LRTP), Bicycle and Pedestrian Plan, and the FY2024-2027 Transportation Improvement Plan (TIP)
- A Continuity of Operations Plan (COOP) that addresses the actions of the AOMPO staff in the event of a natural or man-made disasters

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$6,150
LOCAL	\$1,538
TOTAL	\$7,688

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

3.9 Future Planning Projects

3.9.1 2050 Long Range Transportation Plan (LRTP)

Objectives

- To produce the Long Range Transportation Plan (LRTP) that reflects substantive changes in land use assumptions, development plans, traffic volumes, and traffic patterns
- To include a multimodal (automobile, public and private transit, air, freight, bicycle, pedestrian, rail, etc.) element in the LRTP
- To ensure the LRTP follows forthcoming performance management approach requirements
- To promote regional cooperation and coordination in the development of the LRTP to ensure a regional approach to transportation planning

Previous Work

- MPO staff aided the LRTP consultant with data collection, public involvement meetings, and other 2045 LRTP-related tasks.
- The consultant prepared the final 2045 LRTP.
- The final 2045 LRTP was approved in August 2020.
- MPO Staff began preparing for the 2045 LRTP update in the Fall of 2018.

Proposed Work

- The MPO will prepare to work with a consultant in preparation of the 2050 LRTP.
- The MPO will follow forthcoming performance management approach requirements.
- The MPO will promote regional cooperation and coordination in the development of the LRTP to ensure a regional approach to transportation planning.

Product

- A comprehensive LRTP that forecasts the transportation and transit needs of the MPO area residents, businesses, and governments.
- An LRTP that includes a multimodal transit element.

Staffing

- Lee-Russell Council of Governments
- Consultant

Schedule

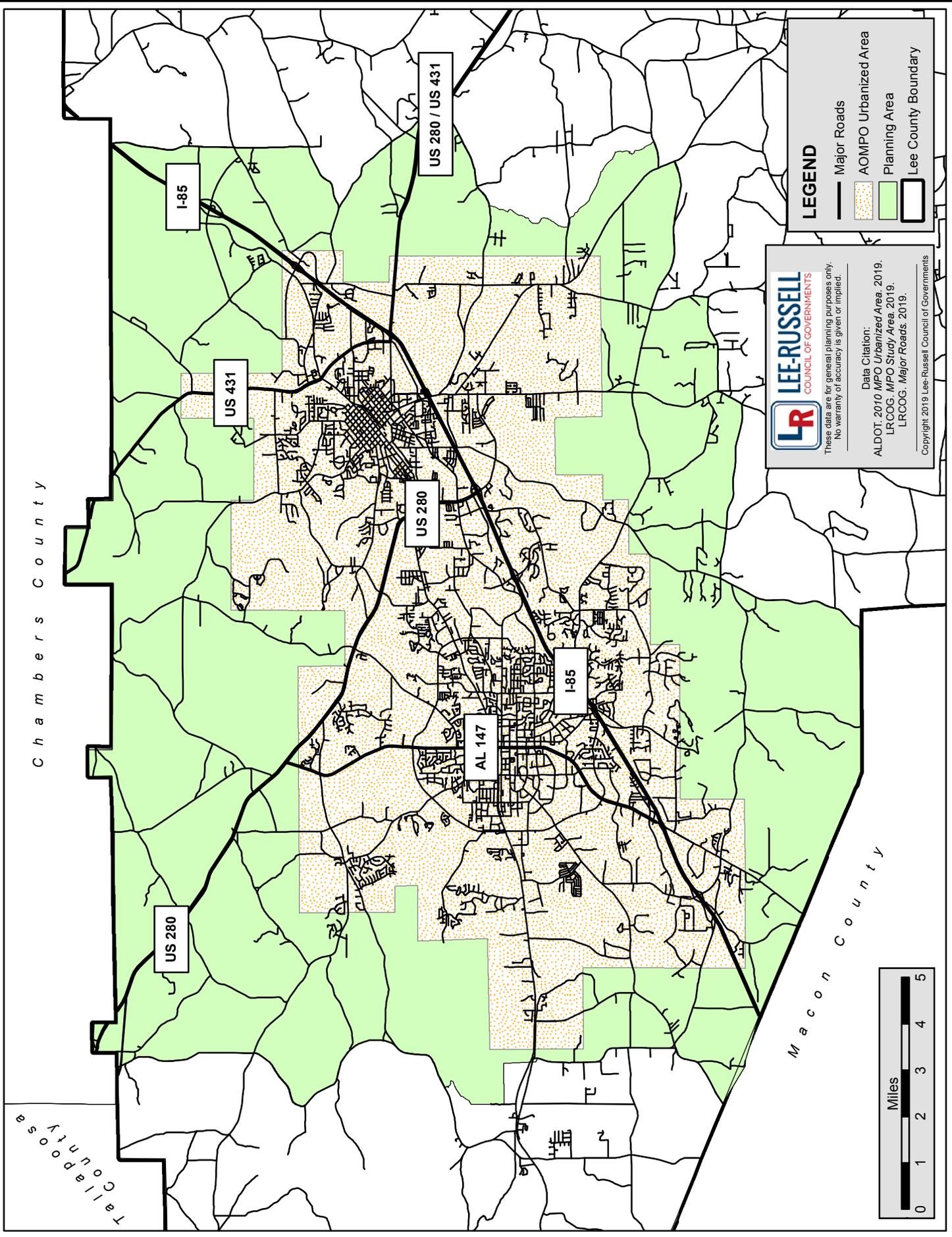
- October 1, 2023 to September 30, 2024

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$135,850
LOCAL	\$33,963
TOTAL	\$169,813

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.
All equipment and software purchases over \$1500 will be listed under Proposed Work.

Auburn-Opelika MPO - Urbanized Area & Planning Area



LEGEND

- Major Roads
- AOMPO Urbanized Area
- Planning Area
- Lee County Boundary

LEE-RUSSELL
COUNCIL OF GOVERNMENTS

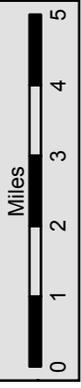
These data are for general planning purposes only. No warranty or accuracy is given or implied.

Data Citation:
ALDOT, 2010 MPO Urbanized Area, 2019.
LRCOG, MPO Study Area, 2019.
LRCOG, Major Roads, 2019.

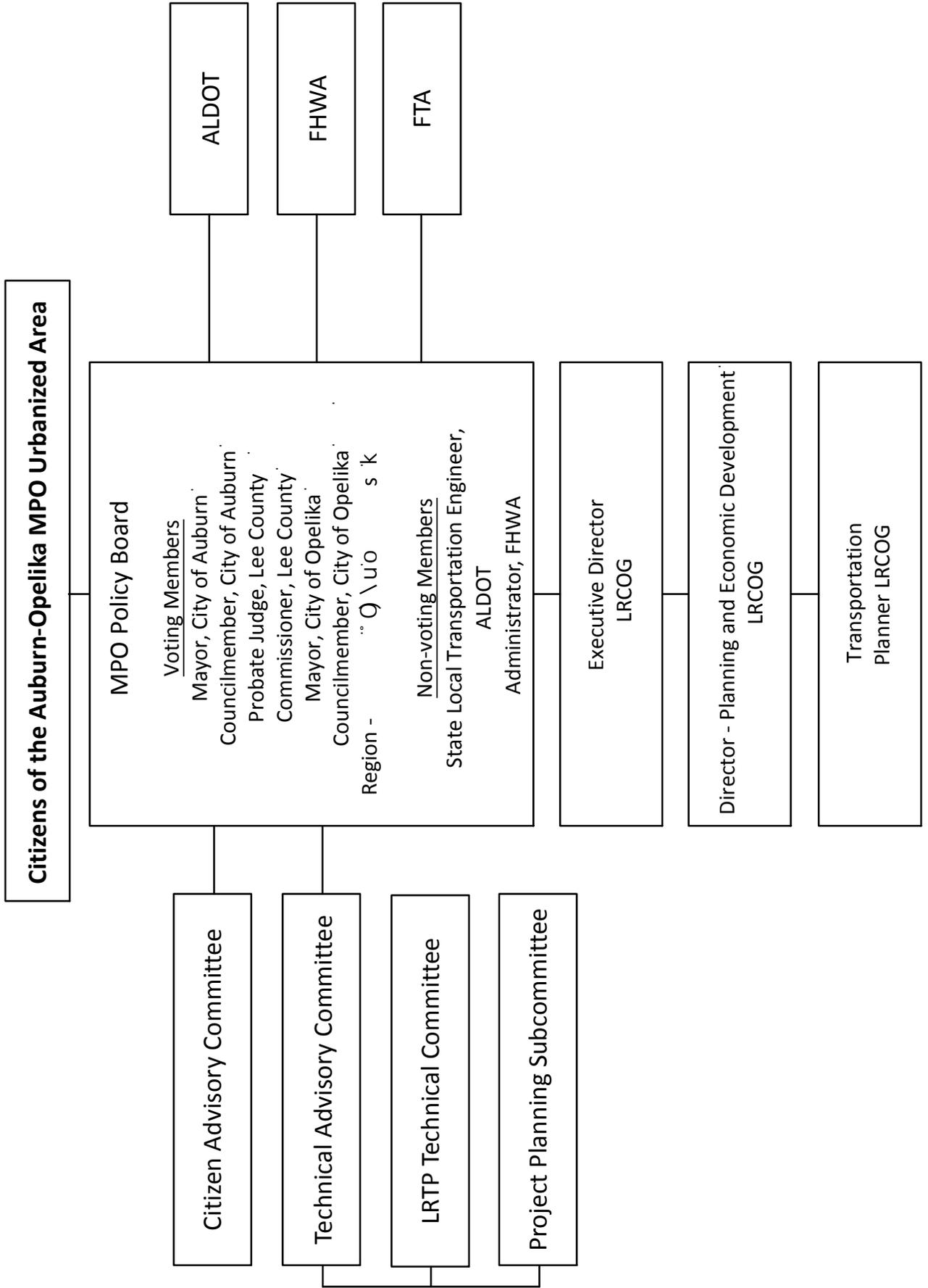
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Chambers County

Macon County



Auburn-Opelika Metropolitan Planning Organization Organizational Chart



Appendix C
Abbreviations and Acronyms

ADA	AMERICANS WITH DISABILITIES ACT
ALDOT	ALABAMA DEPARTMENT OF TRANSPORTATION
ADEM	ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
AOMPO	AUBURN-OPELIKA METROPOLITAN PLANNING ORGANIZATION
CAC	CITIZENS ADVISORY COMMITTEE
CARE	CRITICAL ANALYSIS REPORTING ENVIRONMENT
CFR	CODE OF FEDERAL REGULATIONS
CMPP	CONGESTION MANAGEMENT PROCESS PLAN
COOP	CONTINUITY OF OPERATIONS PLAN
CTAC	COORDINATED TRANSPORTATION ADVISORY COUNCIL
CTP	COORDINATED TRANSPORTATION PLAN
DBE	DISADVANTAGED BUSINESS ENTERPRISE
DRI	DEVELOPMENTS OF REGIONAL IMPACT
EPA	ENVIRONMENTAL PROTECTION AGENCY
ESRI	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE
FAST ACT	FIXING AMERICA'S SURFACE TRANSPORTATION ACT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FY	FISCAL YEAR
FTA	FEDERAL TRANSIT ADMINISTRATION
GIS	GEOGRAPHIC INFORMATION SYSTEM
GHG	GREENHOUSE GAS
JARC	JOB ACCESS AND REVERSE COMMUTE
LAP	LANGUAGE ASSISTANCE PLAN
LEP	LIMITED ENGLISH PROFICIENCY
LETA	LEE COUNTY TRANSIT AGENCY
LRCOG	LEE-RUSSELL COUNCIL OF GOVERNMENTS
LRPT	LEE-RUSSELL PUBLIC TRANSIT
LRTP	LONG RANGE TRANSPORTATION PLAN
MPA	METROPOLITAN PLANNING AREA

Appendix C
Abbreviations and Acronyms (continued)

MPO	METROPOLITAN PLANNING ORGANIZATION
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
O ₃	OZONE
PL	PLANNING FUNDS
PIP/PPP	PUBLIC INVOLVEMENT PLAN/PUBLIC PARTICIPATION PLAN
PM _{2.5}	PARTICULATE MATTER (LESS THAN 2.5 MICROMETERS IN DIAMETER)
RAID	REDUNDANT ARRAY OF INDEPENDENT DISCS
SPR	STATE PLANNING AND RESEARCH
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
TAC	TECHNICAL ADVISORY COMMITTEE
TAP	TRANSPORTATION ALTERNATIVES PROGRAM
TAZ	TRAFFIC ANALYSIS ZONE
TDP	TRANSIT DEVELOPMENT PLAN
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TMA	TRANSPORTATION MANAGEMENT AREA
UPWP	UNIFIED PLANNING WORK PROGRAM
U.S.C./USC	UNITED STATES CODE
USDOT	UNITED STATES DEPARTMENT OF TRANSPORTATION

Appendix D
Financial Constraint Data, Tables and Reports
TABLE 1: FY2024 Transportation and Transit Planning Funding - Overview

Task	Task Description	Prior Years'		Total FY24 Planning Funds	2024 Local Match	SPR	State	Total FY24 Funds/Match
		PL- FHWA/FTA Carryover	2024 PL- FHWA/FTA					
Task 3.1	Administration	\$0	\$125,790	\$125,790	\$31,448			\$157,238
Task 3.2	Data Collection and Analysis	\$0	\$91,785	\$91,785	\$22,946			\$114,731
Task 3.3	Unified Planning Work Program	\$0	\$10,919	\$10,919	\$2,730			\$13,649
Task 3.4	Public Involvement	\$0	\$7,467	\$7,467	\$1,867			\$9,334
Task 3.5	Environmental Mitigation and Streamlining	\$0	\$3,825	\$3,825	\$956			\$4,781
Task 3.6	Transportation Systems	\$0	\$34,558	\$34,558	\$8,640			\$43,198
Task 3.7	Education and Training	\$0	\$18,549	\$18,549	\$4,637			\$23,186
Task 3.8	Transportation Safety and Security Planning	\$0	\$6,150	\$6,150	\$1,538			\$7,688
Task 3.9	Future Planning Projects	\$129,207	\$6,643	\$135,850	\$33,963			\$169,813
GRAND TOTAL				\$129,207	\$305,686	\$434,893	\$108,723	\$543,617

Note: Numbers were rounded under the individual tasks to conform to the 80/20 rule ratio and not rounded further in the tables. Totals here are consistent with individual Task and Sub-task totals, and carried forward to Table 2. Carryover in the amount of \$129,207 from FY2022.

Prior Years' PL-FHWA/FTA Carryover shown as Federal (80%) amount only.

FY2023 Carryover will be calculated after FY2023 ends and the FY2024 UPWP will then be amended to reflect this amount.

Task 3.9 includes \$129,207 in unexpended funds and is intended to be carried year over year for the purpose of hiring a consultant for the 2050 LRTP Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

Appendix D
Financial Constraint Data, Tables, and Reports (continued)

TABLE 2: FY2024 Transportation and Transit Planning Funding - Detailed View

Task Number	Subtask Number	Task/Subtask Description	Prior Years' PL-FHWA/FTA Carryover/Other	2024 PL-FHWA/FTA	Total FY24 Planning Funds	2024 Local Match	Total FY24 Funds/ Match
3.1		Administration					
	3.1.1	Administration Duties		\$121,790	\$121,790	\$30,448	\$152,238
	3.1.2	Continuity of Operations Plan (COOP)		\$4,000	\$4,000	\$1,000	\$5,000
		TASK 3.1 SUBTOTAL	\$0	\$125,790	\$125,790	\$31,448	\$157,238
3.2		Data Collection and Analysis					
	3.2.1	Database Maintenance		\$12,098	\$12,098	\$3,025	\$15,123
	3.2.2	Data Collection		\$25,938	\$25,938	\$6,485	\$32,423
	3.2.3	Geographic Information System (GIS)		\$46,933	\$46,933	\$11,733	\$58,666
	3.2.4	TAZs, Traffic Models and Traffic Count Inventories		\$6,816	\$6,816	\$1,704	\$8,520
		TASK 3.2 SUBTOTAL	\$0	\$91,785	\$91,785	\$22,946	\$114,731
3.3		Unified Planning Work Program					
		TASK 3.3 SUBTOTAL	\$0	\$10,919	\$10,919	\$2,730	\$13,649
3.4		Public Involvement					
	3.4.1	Public Information Officer (PIO)		\$2,019	\$2,019	\$505	\$2,524
	3.4.2	Public Participation Plan (PPP)		\$2,019	\$2,019	\$505	\$2,524
	3.4.3	Title VI Planning		\$1,391	\$1,391	\$348	\$1,739
	3.4.4	Environmental Justice		\$1,019	\$1,019	\$255	\$1,274
	3.4.5	Disadvantaged Business Enterprise (DBE)		\$1,019	\$1,019	\$255	\$1,274
		TASK 3.4 SUBTOTAL	\$0	\$7,467	\$7,467	\$1,867	\$9,334
3.5		Environmental Mitigation and Streamlining					
	3.5.1	Air Quality Planning		\$2,500	\$2,500	\$625	\$3,125
	3.5.1.1	Air Quality Conformity Public Involvement		\$825	\$825	\$206	\$1,031
	3.5.2	Climate Change and Green House Gas (GHG) Emissions		\$500	\$500	\$125	\$625
		TASK 3.5 SUBTOTAL	\$0	\$3,825	\$3,825	\$956	\$4,781
3.6		Transportation Systems					
	3.6.1	Long Range Transportation Plan (LRTP)		\$5,600	\$5,600	\$1,400	\$7,000
	3.6.1.1	LRTP Consultant Fees					
	3.6.2	Transportation Improvement Program (TIP)		\$4,950	\$4,950	\$1,238	\$6,188
	3.6.3	Public Transportation		\$5,886	\$5,886	\$1,472	\$7,358
	3.6.3.1	Private Enterprise Participation		\$408	\$408	\$102	\$510
	3.6.3.2	Transportation Disadvantaged Service Plan		\$668	\$668	\$167	\$835
	3.6.3.3	Transit Development Plan		\$448	\$448	\$112	\$560
	3.6.4	Safe and Accessible Transportation Options		\$14,000	\$14,000	\$3,500	\$17,500
	3.6.5	Freight Planning		\$509	\$509	\$127	\$636
	3.6.6	Transportation Management and Operations Planning		\$2,089	\$2,089	\$522	\$2,611
		TASK 3.6 SUBTOTAL	\$0	\$34,558	\$34,558	\$8,640	\$43,198
3.7		Education and Training					
		TASK 3.7 SUBTOTAL	\$0	\$18,549	\$18,549	\$4,637	\$23,186
3.8		Transportation Safety and Security Planning					
		TASK 3.8 SUBTOTAL	\$0	\$6,150	\$6,150	\$1,538	\$7,688
3.9		Future Planning Projects					
	3.9.1	Long Range Transportation Plan (LRTP) 2050*	\$129,207	\$6,643	\$135,850	\$33,963	\$169,813
	3.9.2			\$0	\$0	\$0	\$0
		TASK 3.9 SUBTOTAL	\$129,207	\$6,643	\$135,850	\$33,963	\$169,813
		GRAND TOTAL	\$129,207	\$305,686	\$434,893	\$108,723	\$543,616

PL-FHWA = Federal Highway Administration and Federal Transit Administration 80% FTA = Federal Transit Administration
 FY2024 PL-FHWA/FTA = \$305,686 Local = 20% Match
 Carryover in the amount of \$129,207 from FY2022.

Prior Years' PL-FHWA/FTA Carryover shown as Federal (80%) amount only.

FY2023 Carryover will be calculated after FY2023 ends and the FY2024 UPWP will then be amended to reflect this amount.

* Task 3.9.1 includes \$129,207 in unexpended funds and is intended to be carried year over year for the purpose of hiring a consultant for the 2050 LRTP Funds in 3.9.1 will be moved to 3.6.1.1 when the 2050 LRTP update begins and a consultant has been selected and approved.

Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category.

Note: MPOs may carry over funds for 3 years. The oldest unexpended funds will be returned to the funding pool for reallocation.

Appendix E
Other Major Planning Activities

Alabama Department of Transportation (ALDOT)			
Sponsor	Description	Website	Status
ALDOT	Statewide Transportation Plan	ALDOT Website	Past
ALDOT	Statewide Freight Plan	ALDOT Website	Past
ALDOT	Statewide Bicycle and Pedestrian Plan	ALDOT Website	Past
ALDOT	Alabama Rail Plan	ALDOT Website	Future
ALDOT	Statewide Management Plan	ALDOT Website	Past
ALDOT	Statewide Airport System Plan	ALDOT Website	Past
ALDOT	Alabama Public Involvement Plan	ALDOT Website	Future
ALDOT	Public Transportation Agency Safety Plan	ALDOT Website	Future
ALDOT	Statewide Highway Safety Plan	ALDOT Website	Future
ALDOT	Transportation Asset Management Plan	ALDOT Website	Future

Auburn-Opelika Metropolitan Planning Organization (AOMPO)			
Sponsor	Description	Website	Status
AOMPO	AOMPO Bicycle and Pedestrian Plan	http://www.ircog.com/mpo.html	Complete
AOMPO	AOMPO Long Range Transportation Plan	http://www.ircog.com/mpo.html	Complete
AOMPO	AOMPO Transportation Improvement Plan	http://www.ircog.com/mpo.html	Complete
AOMPO	AOMPO Public Participation Plan	http://www.ircog.com/mpo.html	Complete

The list above describes other major planning activities that will be ongoing during FY 2023-2024.