

**FY2026
Unified Planning Work Program
(UPWP)**

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

Prepared by:



August 7, 2025

Auburn-Opelika
Metropolitan Planning Organization

**FY2026 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, as amended by the Infrastructure Investment and Jobs Act 11201 in November 2021. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Auburn-Opelika Metropolitan Planning Organization

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* indicates non-voting status

MPO Resolution 2025-23

Adopting the FY2026 Unified Planning Work Program (UPWP)

WHEREAS, the Auburn-Opelika Metropolitan Planning Organization 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 draft Unified Planning Work Program 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, has prepared a Unified Planning Work Program for Fiscal Year 2025; and

WHEREAS, pursuant to its duties, functions and responsibilities, the AMPO, in session this 7th of August 2025, did review and evaluate the aforementioned FY2026 Unified Planning Work Program; now, therefore, be it

RESOLVED by the Auburn-Opelika Metropolitan Planning Organization that the same does hereby endorse and adopt said FY2026 Unified Planning Work Program.

Adopted this 7th day of August 2025.



Chairman, MPO

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1.0 INTRODUCTION

1.1 Overview and Purpose

The Unified Planning Work Program (UPWP) is the instrument for coordinating federally funded metropolitan transportation planning activities in the Auburn-Opelika Metropolitan Planning Organization's (AOMPO) Metropolitan Planning Area (MPA). The objective of the UPWP is the development of an integrated planning program which considers the planning activities of each partner agency and coordinates those activities to produce a total transportation plan serving all segments of the population and modes of transportation. The UPWP represents the budget and work tasks necessary to accomplish and maintain the transportation planning process within the Auburn-Opelika Metropolitan Planning Area (AOMPA) for Fiscal Year (FY) 2026, which is from October 1, 2025, to September 30, 2026.

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 Challenges and Opportunities

The AOMPA is at a pivotal point in its development trajectory. Positioned in one of the third-fastest growing metropolitan areas in Alabama, the area faces the complex task of balancing rapid population growth, evolving mobility needs, and long-term sustainability goals.¹ These dynamics present both opportunities and pressing challenges for regional transportation planning and investment.

1.2.1 Population Growth and Development Pressures

Over the past decade, the Auburn-Opelika region has experienced sustained population growth, driven by the continued expansion of Auburn University, a robust manufacturing and logistics sector, and a high quality of life that attracts new residents. This growth has led to increased demands on the transportation network, including higher traffic volumes, new commuter patterns, and pressure on existing infrastructure. As residential development expands into rural areas, partner agencies are likely to find it more and more difficult to accommodate that growth, keep congestion within acceptable limits, and maintain community character.

¹ Ramsey Archibald. "Alabama Is Home to 2 of the Fastest Growing Metro Areas in the U.S." al.com, March 14, 2025. <https://www.al.com/news/2025/03/alabama-is-home-to-2-of-the-fastest-growing-metro-areas-in-the-us.html>.

This growth presents several opportunities. These include creating a strong case for expanding regional transit options, increasing the amount of the eligible share of Surface Transportation Block Grant funds set aside for use in the MPO. In addition, when the AOMPA reaches a population exceeding 200,000, it will become a transportation management area (TMA), giving it greater control over project selection.

1.2.2 Integration of Land Use and Transportation Development

A key challenge for the AOMPA is the effective integration of land use planning with transportation and, to some extent, other infrastructure planning. The lack of planning for transportation infrastructure leads to fragmented development patterns and inefficient travel behavior.² As the region continues to grow, there is a critical need to align planning for significant transportation infrastructure (transit and major thoroughfares) with land use and development regulation.

Resolving this issue is complicated by the legal and institutional framework under which planning occurs in Alabama. When the state adopted its version of the Standard City Planning Enabling Act (SCPEA), it omitted a key provision from the original model legislation: the requirement that municipalities adopt a major thoroughfare plan before exercising subdivision control. This omission has allowed cities to approve subdivisions without first establishing a coordinated vision for the network and pattern of its transportation infrastructure.

As a result, much of the region's growth has occurred through a "piece-by-piece" approach, where individual tracts are developed incrementally based on historical property boundaries.³ These boundaries—often remnants of agricultural land divisions or partition of estates among children or heirs—frequently dictate the layout of new subdivisions, regardless of broader connectivity or mobility goals. Even though most local regulations still speak of "blocks," these blocks are essentially irrelevant as a tool for helping to shape transportation patterns and urban form. This has led to disjointed street networks, limited access points, and a lack of continuity between neighborhoods.

Without a statutory requirement to plan for major corridors in advance, local governments lose the opportunity to preserve right-of-way for future arterials or collectors. This makes it difficult to retrofit infrastructure once development is in place, contributing to congestion, reduced mobility options, and increased infrastructure costs over time.

² United States Department of Transportation, *Land Use as a Strategy for Transportation, Housing, and the Environment: Opportunities for State and Local Governments* (Washington, DC, 2025). <https://www.transportation.gov/sites/dot.gov/files/2025-01/Land%20Use%20as%20a%20Strategy.pdf>

³ See, for a comparative example, Nicholas Falk, "Masterplanning and Infrastructure in New Communities in Europe," in *Urban Design in the Real Estate Development Process*, ed. Steve Tiesdell and David Adams (Wiley, 2011), 34-53.

Nevertheless, these challenges present opportunities:

- Adoption of regional goals and policies to coordinate development regulations that encourage master planning at the neighborhood or corridor scale to ensure that new developments contribute to a connected street grid and support multimodal access.
- As development pressures mount, there may be growing momentum to revise subdivision ordinances and public works design manuals to require inter-tract connectivity, pedestrian and bicycle infrastructure, and alignment with long-range transportation goals. These updates can serve as a catalyst for more integrated and resilient communities.
- Opportunity to Leverage Form-Based Codes and Overlays: The fragmented nature of development offers a compelling case for using form-based codes, overlay districts, and other zoning tools to guide growth in a way that transcends individual property lines and jurisdictional boundaries. These tools can help create cohesive urban form and support development.
- Opportunity for Data-Driven Connectivity Retrofits: Mapping and analyzing legacy parcel patterns and street networks can reveal strategic opportunities for retrofitting connectivity—such as adding new collector roads, trail links, or parks—especially in areas where growth is accelerating.

By shifting from a reactive, parcel-driven model to a more integrated and anticipatory planning framework, the region can better align land use decisions with transportation investments—ultimately supporting a more sustainable, accessible, and livable Auburn-Opelika.

1.2.3 Transportation Network Patterns

The Auburn-Opelika region's street network is increasingly strained by the mismatch between historical rural infrastructure and modern development demands. Much of the area's growth is occurring on a legacy network of rural roads—originally designed for low-density agricultural use—not for the traffic volumes or multimodal needs of today's expanding suburban and exurban communities.

As new subdivisions and planned developments are added incrementally, often guided by historical property lines and without a comprehensive street hierarchy as mentioned above, development tends to rely heavily on a limited number of existing rural roads. These roads, typically narrow and lacking shoulders, sidewalks, or turn lanes, are ill-equipped to handle the surge in daily traffic volumes, school buses, delivery vehicles, and cyclists and pedestrians. That many of these developments are single use, whether commercial, residential, or otherwise, compounds the issue. Without the parallel development of new major thoroughfares or collector roads, congestion

becomes concentrated on a few key corridors, leading to longer travel times, increased crash risk, and reduced quality of life.⁴

This pattern of growth also limits future flexibility. Once subdivisions are built without provisions for future connectivity or right-of-way preservation, retrofitting infrastructure becomes costly and politically challenging. The result is a fragmented network that lacks redundancy, forcing all trips—short or long—onto the same overburdened roads.

1.2.4 Infrastructure Maintenance and Fiscal Sustainability

As population and the amount of development within the AOMPA continues to grow, the long-term fiscal sustainability of its transportation network is becoming a central concern. While new development often brings short-term economic activity, it also expands the region's infrastructure footprint, particularly its roadway network—creating long-term maintenance obligations that must be met with limited public resources.

One key resource for managing these obligations is the functional classification of roadways. Roads classified as arterials, collectors, or other eligible categories under the Federal Highway Administration (FHWA) system are critical to regional mobility and are eligible for federal-aid funding. These funds—distributed through ALDOT and the AOMPO—represent a vital resource for both capital improvements and, in some cases, maintenance of eligible routes.

However, many of the roads added through suburban and rural subdivision development are local roads, which are not eligible for federal-aid dollars. As a result, the financial burden of maintaining these roads falls entirely on local governments, even as they serve increasingly dispersed populations. This creates a structural funding gap: the more the region grows outward on local roads, the more it commits to infrastructure that cannot be supported by federal resources.⁵

This challenge presents several strategic opportunities:

- **Maximizing Federal-Aid Eligibility:** By planning future growth along or near functionally classified corridors, AOMPA jurisdictions can ensure that new infrastructure is eligible for federal funding. This includes not only roadway construction but also multimodal enhancements such as sidewalks, bike lanes, and transit facilities.

⁴ See Institute of Transportation Engineers, *Planning Urban Roadway Systems: An ITE Proposed Recommended Practice* (Washington, D.C., 2011).

- **Reclassification and Network Optimization:** Periodic review and adjustment of the functional classification system can help ensure that key corridors reflect their actual usage and importance. Upgrading certain roads to collector or minor arterial status may open new funding opportunities.
- **Targeted Investment in Federal-Aid Routes:** Prioritizing maintenance and capacity improvements on functionally classified roads can stretch limited local dollars further by leveraging federal match programs. This approach also supports regional mobility and economic development.
- **Data-Driven Asset Management:** Implementing asset management systems that track pavement condition, traffic volumes, and maintenance costs can help highway management agencies make more informed decisions about where to invest limited funds—especially when aligning with federal performance-based planning requirements.
- **Fiscal Impact Analysis for Local Roads:** Evaluate the long-term cost of maintaining new local roads, especially those built through low-density development—can inform more sustainable land use decisions and help justify developer contributions.

By aligning growth with the functionally classified roadway network and strategically leveraging federal-aid dollars, the Auburn-Opelika region can build a more fiscally resilient transportation system—one that balances expansion with long-term stewardship.

1.2.5 Interagency Coordination

The AOMPA encompasses the cities of Auburn and Opelika, Lee County, and ALDOT. Each of these entities has its own planning priorities, funding constraints, regulatory frameworks, and political leadership. This diversity can make it difficult to align transportation investments, land use decisions, and infrastructure standards across the region.

Coordination challenges often arise in areas such as:

- **Project prioritization,** where different jurisdictions may have competing interests or timelines.
- **Cost-sharing,** especially for infrastructure that crosses boundaries or serves regional rather than local needs.
- **Data sharing and analysis,** where inconsistent formats or methodologies can hinder collaborative planning.
- **Public engagement,** where residents may be affected by decisions made by neighboring jurisdictions with limited input.

These complexities can slow down project delivery, reduce funding competitiveness, and possibly lead to fragmented infrastructure that doesn't serve the region as a whole.

Despite these challenges, the multi-jurisdictional nature of the AOMPO also presents a powerful opportunity to build a more unified and strategic regional planning framework:

- **MPO as a Convening Body:** The MPO can serve as a neutral platform for aligning transportation priorities, coordinating funding applications, and facilitating data sharing across jurisdictions.
- **Joint Planning Initiatives:** Developing shared corridor plans, regional thoroughfare plans, or unified performance targets, design guidelines, and regulations can streamline decision-making and improve the region's competitiveness for federal grants such as RAISE, INFRA, and Safe Streets and Roads for All (SS4A).
- **Formal Agreements:** Intergovernmental agreements or memoranda of understanding (MOUs) can clarify roles, responsibilities, and cost-sharing arrangements for projects that span multiple jurisdictions.
- **Unified Messaging:** A coordinated regional voice can strengthen advocacy efforts at the state and federal levels, helping secure more funding and policy support.

By embracing collaboration and leveraging the MPO's regional role, AOMPO can turn jurisdictional complexity into a strategic advantage—building a transportation system that reflects shared goals and serves the entire region effectively.

1.3 Laws and Regulations

The laws that require 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.

1.4 Public Participation in UPWP Development

Prior to developing a draft, LRCOG solicited comments and recommendations from Technical Advisory Committee, the Citizens Advisory Committee, and other stakeholders in February 2025. A draft UPWP was then presented to these committees and to the Policy Board for review and approval in April and May 2025.

LRCOG prepared a revised draft to incorporate various modifications requested or required by ALDOT. A copy of the revised draft was posted on www.lrcog.com. LRCOG staff published posts on Facebook and Nextdoor calling attention to the document as well as upcoming meetings of the MPO Policy Board and Committees. The posts advised anyone interested in commenting on the final draft to contact LRCOG to submit comments or to request to address MPO committee.

1.5 Scope of the Planning Process

Federal law requires that 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.

IIJA retains the eight MAP-21 (Moving Ahead for Progress in the 21st Century) Act 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 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 users.*
- 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.*

1.6 Title VI in the Work Program

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.
- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, 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 Public Participation Plan which can be accessed in Appendix 6.9 of the LRTP.

1.7 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 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.*
7. *Percent of FY2016-FY2019 MPO transportation projects where more than one federal funding source is utilized.*
8. *Work commute modal choice by percent.*

1.8 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 exceeds 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.

The AOMPO has thus far chosen to adopt the performance measures promulgated by ALDOT, shown in the table below.

FHWA Safety Performance Measures (PM1)	Annual Target - 2023
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.440
Number of Serious Injuries	6,300
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.80
Number of Non-motorized fatalities and serious injuries	400
FHWA Bridge/Pavement Performance Measures (PM2)	Original 4-Year Target – 2022
% of Pavements of the Interstate System in Good Condition	≥ 50.0%
% of Pavements of the Interstate System in Poor Condition	≤ 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	≥ 25.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	≤ 5.0%
% of NHS bridges in Good condition by deck area	≥ 20%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
FHWA System Performance Measures (PM3)	Original 4-Year Target – 2022
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3

FTA Transit State of Good Repair Performance Measures	Annual Target – 2024
% of Rolling Stock (Revenue vehicles) with a particular asset class meet or exceed Useful Life Benchmark (ULB)	Reduce by 5% of
% of Equipment (including non-revenue vehicles and equipment value over \$50K) that have meet or exceed Useful Life Benchmark (ULB)	Overall reduce inventory by 10.0%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale.	No more than 20% of facilities rate less than average

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA’s Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP Final Rule requires that all public transportation providers develop safety performance measures. An update to the PTASP Final Rule was issued in 2024, requiring 14 measures for all agencies subject to PTASP requirements. There are an additional 8 Performance Measures required for Transportation Management Areas as a part of the Safety Risk Reduction Program. More information, including the specific measures, can be found at this link:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-11/SPTs-Guide-v3-11-06-2024.pdf>.

On September 24, 2024, FTA issued General Directive 24-1: Required Actions Regarding Assaults on Transit Workers. More information is available here:

<https://www.transit.dot.gov/assaults>.

2.0 WORK PROGRAM

The UPWP is divided into nine tasks which comprise the functions necessary for local transportation and transit planning. These tasks are:

- 2.1 Administer the 3-C Process
- 2.2 Collect and Maintain Data
- 2.3 Conduct Research and Analysis
- 2.4 Prepare and Maintain the UPWP
- 2.5 Engage in Public Involvement
- 2.6 Environmental Mitigation and Streamlining
- 2.7 Plan Transportation Systems
- 2.8 Attend Education and Training
- 2.9 Prepare for 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

2.1 Administer the 3-C Process

2.1.1 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 follow 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$20,757
LOCAL	\$5,189
TOTAL	\$25,946

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.

2.2 Collect and Maintain Data

2.2.1 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

- Local government data and economic and population data were collected or purchased as a part of the 2050 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.

Product

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

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$12,534
LOCAL	\$3,134
TOTAL	\$15,668

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.

2.2.2 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.

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.

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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$25,074
LOCAL	\$6,269
TOTAL	\$31,343

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.

2.2.3 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 2050 LRTP update process.
- A travel demand model was developed as a part of the 2050 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.

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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$8,358
LOCAL	\$2,090
TOTAL	\$10,448

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.

2.3 Conduct Research and Analysis

2.3.1 Develop Current Land Use Inventory Map

Objectives

- Develop and maintain a current parcel-based land use map for the Metropolitan Planning Area not within municipal limits
- Integrate municipal land use inventory maps to produce an overall land use map

Previous Work

- None. This is a new initiative, and no previous work has been conducted in this area.

Proposed Work

- Data Collection: Gather and compile existing land use data from various sources, including municipal records, satellite imagery, and field surveys.
- Mapping and Analysis: Utilize Geographic Information System (GIS) technology to create detailed parcel-based land use maps. Analyze land use patterns and trends.
- Integration: Combine municipal land use inventory maps with the newly developed non-municipal land use maps to create a comprehensive map of the entire Metropolitan Planning Area.
- Validation and Updates: Regularly update the land use map to reflect changes and ensure accuracy. Validate data through periodic field checks and stakeholder feedback.

Product

- Comprehensive Land Use Map: A detailed, parcel-based land use map covering the entire Metropolitan Planning Area, including both municipal and non-municipal areas.
- Reports and Documentation: Detailed reports on land use patterns, trends, and changes, along with documentation of methodologies and data sources.

Staffing

- Lee-Russell Council of Governments. Responsible for overseeing the project, coordinating data collection, mapping, analysis, and integration efforts.

Schedule

- October 1, 2025, to September 30, 2026. The project will be conducted over a one-year period, with key milestones including data collection, initial mapping, integration, validation, and finalization.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$26,500
LOCAL	\$6,625
TOTAL	\$33,125

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.

2.3.2 Conduct Suitability Analysis

Objectives

- To identify and evaluate areas suitable for future development and infrastructure projects and ensure that new projects are planned in locations that maximize benefits and minimize negative impacts.

Previous Work

- None. This is a new initiative, and no previous work has been conducted in this area.

Proposed Work

- Data Collection: Gather relevant data on land use, environmental constraints, transportation networks, and socio-economic factors.
- Initial Mapping: Create preliminary maps to visualize the data and identify potential areas for further analysis.
- Integration and Analysis: Combine various data layers to conduct a comprehensive suitability analysis, identifying areas that meet the criteria for development.
- Validation: Cross-check the analysis results with ground-truthing and stakeholder input to ensure accuracy and relevance.
- Finalization: Prepare a final report and maps that summarize the findings and provide recommendations for future planning efforts.

Product

- Comprehensive Land Use Map: A detailed, parcel-based land use map covering the entire Metropolitan Planning Area, including both municipal and non-municipal areas.
- Reports and Documentation: Detailed reports on land use patterns, trends, and changes, along with documentation of methodologies and data sources.

Staffing

- Lee-Russell Council of Governments.

Schedule

- October 1, 2025, to September 30, 2026. The project will be conducted over a one-year period, with key milestones including data collection, initial mapping, integration, validation, and finalization.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$26,500
LOCAL	\$6,625
TOTAL	\$33,125

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.

2.3.3 Conduct Safety Analysis

Objectives

- To identify safety issues within the MPA.

Previous Work

- Safety data was collected and analyzed for

Proposed Work

- LRCOG will work with state and local partners to study setting specific regional traffic safety goals.
- Quarterly and year-end reports on Safety in the Metropolitan Planning Area.

Product

- Quarterly Safety Reports

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$26,500
LOCAL	\$6,625
TOTAL	\$33,125

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.

2.4 Prepare and Maintain 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 FY2026 UPWP in accordance with all rules and regulations set forth by FHWA and ALDOT.
- The Draft FY2026 UPWP was adopted May 2025 and the Final FY2025 UPWP was adopted August 2025.

Proposed Work

- The AOMPO will develop a comprehensive FY2027 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 **FY2027** UPWP documents according to the schedule below.

Staffing

- Lee-Russell Council of Governments

Schedule

- Draft FY2027 UPWP due by May 2026
- Final FY2027 UPWP due by August 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$20,000
LOCAL	\$5,000
TOTAL	\$25,000

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.

2.5 Engage in Public Involvement

2.5.1 Public Participation Plan (PPP)

Objectives

- The primary objective of this proposed work is to create a robust Public Involvement Plan that leverages modern technologies and platforms to enhance reach, engagement, and inclusivity in the transportation planning process.
- Specific objectives include:
 - Designing a PIP tailored to the unique demographics, preferences, and needs of the Auburn-Opelika community.
 - Implementing innovative digital tools and platforms, such as *PublicInput*, to widen the scope of public outreach and facilitate two-way communication.
 - Establishing measurable goals and performance indicators to evaluate the effectiveness of public involvement efforts.
 - Ensuring equity and inclusivity by reaching out to traditionally underrepresented communities and soliciting their input.

Previous Work

- The 2006, 2008 and 2013 Public Involvement Plan (PIP) preceded the 2020-2023 PPP.

Proposed Work

- Conducting a comprehensive assessment of current public involvement practices and identifying areas for improvement.
- Engaging key stakeholders, including community leaders, advocacy groups, local businesses, and residents, to solicit input on their preferred modes of engagement.
- Researching, selecting and purchasing a state-of-the-art digital platform and tool, namely *PublicInput*, that will facilitate public outreach, such as social media, interactive websites, mobile applications, and virtual town hall meetings.
- Developing a strategic communication plan outlining the methods, timing, and frequency of engagement activities.
- Creating user-friendly materials and resources to educate the public about transportation planning processes, projects, and opportunities for involvement.

- Establishing protocols for collecting, analyzing, and incorporating feedback received from various engagement channels.
- Training MPO staff and stakeholders on the use of digital platforms and tools to ensure effective implementation of the PIP.

Product

- Updated Public Participation Plan that includes a defined methodology to encourage and ensure public participation in the transportation planning process that meets all state and federal requirements.

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2025, to March 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$43,200
LOCAL	\$10,800
TOTAL	\$54,000

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.

2.5.2 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 FY2024.
- 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 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 FY2025 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 2026.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$5,200
LOCAL	\$1,300
TOTAL	\$6,500

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.

2.5.3 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$4,800
LOCAL	\$1,200
TOTAL	\$6,000

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.

2.6 Environmental Mitigation and Streamlining

2.6.1 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	\$5,000
LOCAL	\$1,250
TOTAL	\$6,250

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.

2.6.2 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$5,000
LOCAL	\$1,250
TOTAL	\$6,250

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.

2.7 Plan Transportation Systems

2.7.1 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$97,427
LOCAL	\$24,357
TOTAL	\$121,784

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

2.7.2 Transportation Improvement Program (TIP)

Objectives

- To maintain a financially constrained 2024-2027 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 FY2024-2027 TIP was adopted by resolution in accordance with the State Transportation Improvement Program (STIP) in August 2023.
- MPO staff included a multimodal/transit element in the FY2024-2027 TIP.

Proposed Work

- Track and manage the status of projects in the current TIP.
- Amend the FY2024-2027 TIP as needed (including restoration of Financial Constraint).
- Promote public involvement in the TIP process, 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$8,607
LOCAL	\$2,152
TOTAL	\$10,759

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.

2.7.3 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. The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IJJA.

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, performances measures,

- and targets required by the IJJA 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 IJJA, 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.
- If a change in service type from a demand response system be considered, 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$5,738
LOCAL	\$1,435
TOTAL	\$7,173

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.

2.7.4 Complete Streets Policy

The IJIA requires that metropolitan planning organizations use at least 2.5 percent of allocated planning funds to carry out one or more activities to increase safe and accessible transportation options. The main activity is the adoption of “Complete Streets standards or policies,” which are defined “standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”

Objectives

- Institutionalize Complete Streets Across All Projects
Ensure that, when appropriate, Complete Streets principles are systematically embedded in *all* transportation projects—new construction, reconstruction, maintenance, and operations—for functionally classified roadways in the metropolitan planning area.
- Adopt a Strong, Enforceable Policy Linked to Federal Funding
Establish a clearly defined Complete Streets policy that sets expectations for multimodal design and implementation. Tie project eligibility for federal funding to policy compliance to ensure accountability and incentivize comprehensive integration across the region.
- Promote Interagency and Interjurisdictional Coordination
Enhance collaboration among cities, counties, and the state to support consistent application and broader buy-in by adopting and implementing Complete Streets policies.
- Adopt Best-Practice Design Standards
Apply up-to-date, context-sensitive guidelines—such as NACTO, FHWA, or AASHTO—to design streets that reflect the needs of all users and local community contexts.

Previous Work

- Development and adoption of the 2016 Bike and Pedestrian Plan, which was “focused on developing complete streets.”
- Inclusion of Pedestrian and Bike facilities in the 2045 and 2050 Long Range Transportation Plans.

Proposed Work

- Policy Review and Gap Analysis
 - Assess existing MPO policies, plans, and project selection criteria.
 - Identify gaps and opportunities for integrating Complete Streets principles.
- Stakeholder and Community Engagement
 - Facilitate inclusive engagement with member jurisdictions, transportation agencies, advocacy groups, and the public.
 - Prioritize input from underserved and historically marginalized communities.
- Best Practices Research
 - Review national and regional Complete Streets policies, including guidance from Smart Growth America and FHWA.
 - Identify model policies and implementation strategies relevant to the MPO's context.
- Drafting the Policy Framework
 - Develop a policy that includes a clear vision, applicability to all projects, equity prioritization, performance measures, and design guidance.
 - Include provisions that link policy compliance to federal funding eligibility.

Products

- Draft Complete Streets policy
- Stakeholder engagement summary

Staffing

- Lee-Russell Council of Governments

Schedule

- October 1, 2025, to May 31, 2026.

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$7,794
LOCAL	\$0
TOTAL	\$7,794

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.

2.7.5 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$234
LOCAL	\$59
TOTAL	\$293

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.

2.7.5.2 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 FY2025.
- 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$383
LOCAL	\$96
TOTAL	\$479

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.

2.7.5.3 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. The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IJJA.

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 updated 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$257
LOCAL	\$64
TOTAL	\$321

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.

2.7.6 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.
- Staff developed a Bicycle and Pedestrian Plan in FY2016 that conforms to current transportation legislation requirements.
- Final Bicycle and Pedestrian Plan, adopted Fall 2016

Proposed Work

- The MPO will reconvene the Bicycle and Pedestrian Committee as needed.
- Staff will aid 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$11,477
LOCAL	\$2,869
TOTAL	\$14,346

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.

2.7.7 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. The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IJA.

Previous Work

- Consultant obtained freight data for incorporation into the 2050 LRTP.

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 IIJA 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, performance measures, and targets required by the IIJA 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$292
LOCAL	\$73
TOTAL	\$365

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.

2.7.8 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 IJA 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, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$1,198
LOCAL	\$300
TOTAL	\$1,498

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.

2.8 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 Alabama Transportation Planning Association Conference, TransCAD Training.
- Staff maintained subscriptions to transportation periodicals.

Proposed Work

- The MPO staff will attend state and federal training conferences, 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

Schedule

- October 1, 2025, to September 30, 2026

Funding Source

FUNDING SOURCE	AMOUNT
PL	\$5,000
LOCAL	\$1,250
TOTAL	\$6,250

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

2.9 Future Planning Projects

Objectives

- To set aside current year and carryover funds that are not allocated to a specific task.

Previous Work

- Not applicable.

Proposed Work

- No work will be done this fiscal year. To be used for a project, these funds will be transferred into a new or existing task by amendment.

Products

- None

Staffing

- Lee-Russell Council of Governments

Schedule

- None

Funding Source

FUNDING SOURCE	AMOUNT
LOCAL	\$33,171
PL CARRYOVER	\$132,683
TOTAL	\$165,854

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

The 20% local match is not applied to carryover funds unless allocated towards a project.

Summary Financial Table

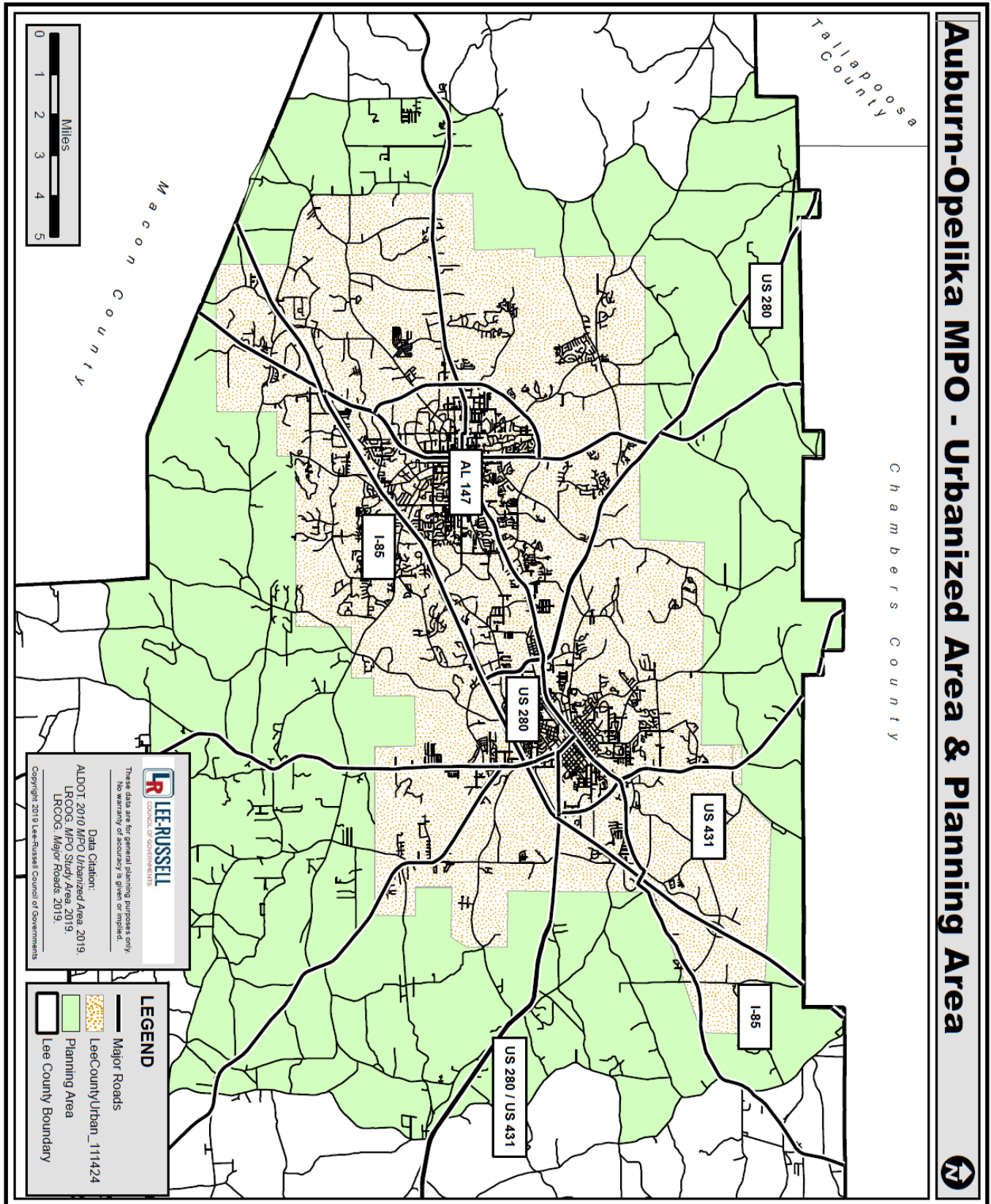
Task	Description	Federal (PL)	Local	Total
2.1	Administer the 3-C Process	\$20,757	\$5,189	\$25,946
2.2	Collect and Maintain Data	\$45,967	\$11,493	\$57,459
2.3	Conduct Research and Analysis	\$79,500	\$19,875	\$99,375
2.4	Prepare and Maintain the UPWP	\$20,000	\$5,000	\$25,000
2.5	Engage in Public Involvement	\$53,200	\$13,300	\$66,500
2.6	Environmental Mitigation and Streamlining	\$10,000	\$2,500	\$12,500
2.7	Plan Transportation Systems	\$125,614	\$32,964	\$157,018
2.7.4	Complete Streets	\$7,794	\$0	\$7,794
2.8	Attend Education and Training	\$5,000	\$1,250	\$6,250
2.9	Prepare for Future Planning Projects	\$132,683	\$33,171	\$165,854
	Total	\$500,515	\$124,742	\$623,696

Task	Total
2.1.1 Administration Duties	\$25,946
2.2.1 Data Collection	\$15,668
2.2.2 Geographic Information System (GIS)	\$31,343
2.2.3 Traffic Analysis Zones, Traffic Models, and Traffic Count Inventories	\$10,448
2.3.1 Develop Current Land Use Inventory Map	\$33,125
2.3.2 Conduct Suitability Analysis	\$33,125
2.3.3 Conduct Safety Analysis	\$33,125
2.4 Prepare and Maintain UPWP	\$25,000
2.5.1 Public Participation Plan	\$54,000
2.5.2 Planning	\$6,500
2.5.3 Disadvantaged Business Enterprise (DBE)	\$6,000
2.6 Air Quality Planning	\$6,250
2.6.2 Air Quality and Conformity Public Involvement	\$6,250
2.7.1 2050 Long Range Transportation Plan (LRTP)	\$121,784
2.7.2 Transportation Improvement Program (TIP)	\$10,759
2.7.3 Public Transportation	\$7,173
2.7.4 Complete Streets	\$7,794
2.7.5.1 Private Enterprise Participation	\$293
2.7.5.2 Transportation Disadvantaged Service Plan	\$479
2.7.5.3 Transit Development Plan	\$321
2.7.6 Safe and Accessible Transportation Options	\$14,346
2.7.7 Freight Planning	\$365
2.7.8 Transportation Management and Operations Planning	\$1,498
2.8 Education and Training	\$6,250
2.9 Future Planning Projects	\$165,854
TOTAL	\$623,696

FY 2026 Auburn Opelika MPO Planning Budget

Federal (PL)	Local	Total	Task	Consultant PL Budget
\$20,757	\$5,189	\$25,946	2.1.1 Administration Duties	\$0
\$12,534	\$3,134	\$15,668	2.2.1 Data Collection	\$0
\$25,074	\$6,269	\$31,343	2.2.2 Geographic Information System (GIS)	\$0
\$8,358	\$2,090	\$10,448	2.2.3 Traffic Analysis Zones, Traffic Models, and Traffic Count Inventories	\$0
\$26,500	\$6,625	\$33,125	2.3 Conduct Research and Analysis	\$0
\$26,500	\$6,625	\$33,125	2.3.2 Conduct Suitability Analysis	\$0
\$26,500	\$6,625	\$33,125	2.3.3 Conduct Safety Analysis	\$0
\$20,000	\$5,000	\$25,000	2.4 Prepare and Maintain UPWP	\$0
\$43,200	\$10,800	\$54,000	2.5.1 Public Participation Plan	\$0
\$5,200	\$1,300	\$6,500	2.5.2 Planning	\$0
\$4,800	\$1,200	\$6,000	2.5.3 Disadvantaged Business Enterprise (DBE)	\$0
\$5,000	\$1,250	\$6,250	2.6 Environmental Mitigation and Streamlining	\$0
\$5,000	\$1,250	\$6,250	2.6.2 Air Quality and Conformity Public Involvement	\$0
\$97,427	\$24,357	\$121,784	2.7.1 2050 Long Range Transportation Plan (LRTP)	\$121,784
\$8,607	\$2,152	\$10,759	2.7.2 Transportation Improvement Program (TIP)	\$0
\$5,738	\$1,435	\$7,173	2.7.3 Public Transportation	\$0
\$7,794		\$7,794	2.7.4 Complete Streets = 2.5% of total	
\$234	\$59	\$293	2.7.3.1 Private Enterprise Participation	\$0
\$383	\$96	\$479	2.7.3.2 Transportation Disadvantaged Service Plan	\$0
\$257	\$64	\$321	2.7.3.3 Transit Development Plan	\$0
\$11,477	\$2,869	\$14,346	2.7.4 Safe and Accessible Transportation Options	\$0
\$292	\$73	\$365	2.7.4 Freight Planning	\$0
\$1,198	\$300	\$1,498	2.7.5 Transportation Management and Operations Planning	\$0
\$5,000	\$1,250	\$6,250	2.8 Education and Training	\$0
\$132,683	\$33,171	\$165,854	2.9 Future Planning Projects	\$0
\$500,515	\$124,742	\$623,696	TOTAL	\$121,784

Appendix A: Urbanized Planning Area Map



Appendix B: Organization and Management

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.

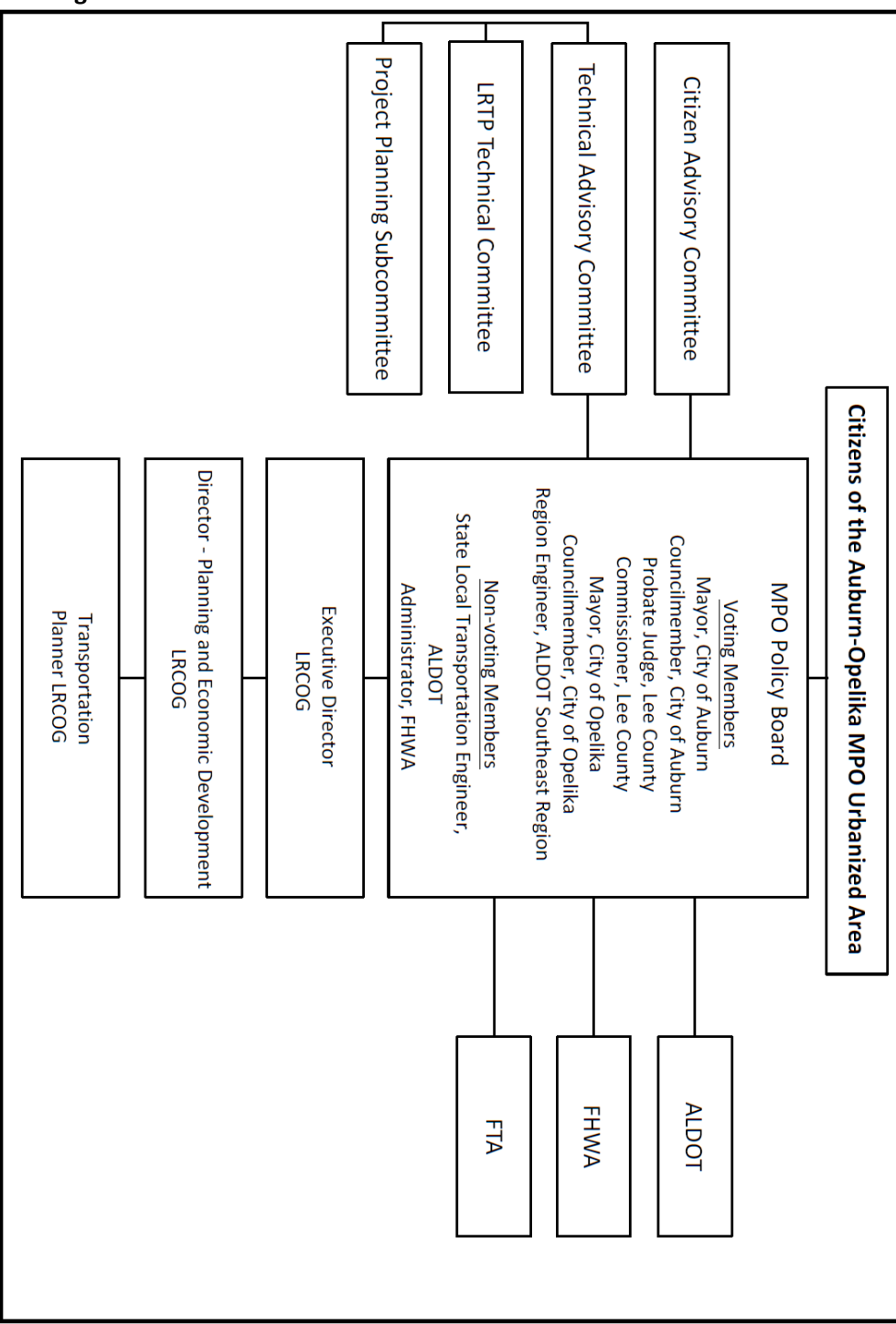
The Citizen Advisory Committee (CAC) serves as a formal means through which citizens may participate in the transportation planning process. The CAC offers opinions and suggestions to the TAC and MPO Policy Board on transportation planning documents and issues. The CAC comprises fifteen members; the 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.

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.

Auburn-Opelika Metropolitan Planning Organization Organizational Chart



Appendix C: Organizational Chart

Appendix D: Abbreviations & 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
L RTP	LONG RANGE TRANSPORTATION PLAN
MPA	METROPOLITAN PLANNING AREA
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 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.lrcog.com/mpo.html	Complete
AOMPO	AOMPO Long Range Transportation Plan	http://www.lrcog.com/mpo.html	Complete
AOMPO	AOMPO Transportation Improvement Plan	http://www.lrcog.com/mpo.html	Complete
AOMPO	AOMPO Public Participation Plan	http://www.lrcog.com/mpo.html	Complete

The list above describes other major planning activities that will be ongoing during FY 2025.

Appendix F: LRCOG Indirect Cost Plan



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

January 8, 2025

Lisa Sandt, Executive Director
Lee-Russell Council of Governments
2207 Gateway Drive
Opelika, AL 36801

Re: Indirect Cost Rate Certificate

Lisa Sandt:

With this letter, the Interior Business Center (IBC), on behalf of the Economic Development Administration (EDA), a component of the Department of Commerce and your cognizant agency, acknowledges receipt of your Certificate of Indirect Costs for FY 2025 dated January 7, 2025. As a unit of state or local government that receives less than \$35 million in annual cumulative direct Federal funding, you are not required to submit an indirect cost rate proposal to EDA and, consequently, EDA will not review your submission at this time. For more information on this requirement, see 2 C.F.R. part 200, App. VII §D.1.b.

Your organization is required to develop an indirect cost rate proposal or cost allocation plan in accordance with 2 C.F.R. part 200 and retain it with related supporting documentation for audit. For more information on this requirement, see 2 C.F.R. part 200, App. VII §D.1.b. and 2 C.F.R. §200.333. EDA reserves the right to review this or future indirect cost rate proposals at a later time to ensure conformity with the requirements of 2 C.F.R. part 200. Typically, EDA will exercise this right if there is a relevant audit finding, a concern is raised by another government agency concerning a particular indirect cost rate, and/or if EDA finds an anomaly in an indirect cost rate proposal. In such circumstances EDA may review such an indirect cost rate proposal itself or through another Federal agency.

IBC is a shared service provider operating under the Department of the Interior. EDA has entered into an agreement with IBC to review and process Certificates of Indirect Costs on their behalf. EDA remains your cognizant agency and this letter, although issued from IBC, is EDA's acknowledgment of receipt.

Please contact IBC if you have any questions or concerns.

Sincerely,

Craig A. Wills
Indirect Cost & Contract Audit Division Chief

Enclosure: Certificate of Indirect Costs

Phone: (916) 930-3803
Fax: (916) 930-3804

Email: EDA_Indirect@ibc.doi.gov
Website: <https://ibc.doi.gov/ICS/icrna>

U.S. Department of Commerce, Economic Development Administration
1401 Constitution Avenue, NW
Washington, DC 20230

CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost rate proposal prepared and maintained herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal dated October 1, 2024 to establish indirect costs rate(s) for September 30, 2025 are allowable in accordance with the requirements of the Federal award(s) to which they apply and OMB Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (codified at 2 C.F.R. Part 200) Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

(3) The indirect cost rate calculated within the proposal is **42.4584**, which was calculated using a direct cost base type of Salary & Fringe. The calculations were based on actual costs from fiscal year 2024 to obtain a federal indirect cost billing rate for fiscal year 2025.

(4) All documentation supporting the indirect cost rate identified above must be retained by the Recipient. This rate should be reviewed and validated as part of the Recipient's annual financial audit.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Organization Name: Lee-Russell Council of Governments

Signature: 

Name of Authorized Official: Lisa Sandt

Title: Executive Director

Email Address and Phone: lsandt@lrcog.com 334-749-5264

Date of Execution: January 7, 2025



LEE-RUSSELL
COUNCIL OF GOVERNMENTS

January 7, 2025

Indirect Cost Program Officer
US Dept of The Interior
Office of the Secretary
Washington, DC 20240

To Whom It May Concern:

Enclosed is the Lee-Russell Council of Governments Certificate of Indirect Costs for fiscal year 2025. Please email a letter of acknowledgement to me at vvanoy@lrcog.com.

Sincerely,

Van Vanoy
Finance Director

Mayor Gary Fuller, Chairman **Lisa Sandt**, Executive Director

2207 Gateway Drive • Opelika, Alabama 36801-6834 • 334.749.5264 • Fax 334.749.6582 • www.lrcog.com

M&G Cost Rate Computation and Analysis

LEE-RUSSELL COUNCIL OF GOVERNMENTS
Period From 10/1/2023 to 9/30/2024

Period: 09/30/2024
Run Date: 1/7/2025
Run Time: 12:05:47 pm
Page 1 of 3

Acct	Description	Budget	Current	Year to Date	Under/Over	% Budget
999500	Indirect Cost Pool M/G					
Expenses						
50000	SALARIES	0.00	26,710.68	312,334.44	(312,334.44)	0.00%
50500	FRINGE BENEFITS	0.00	13,495.87	81,478.96	(81,478.96)	0.00%
51300	WORKER'S COMP EXPENSE	0.00	25.69	322.65	(322.65)	0.00%
59900	INDIRECT COSTS	0.00	14,819.32	105,167.58	(105,167.58)	0.00%
	Expenses	0.00	55,051.56	499,303.63	(499,303.63)	0
	Element Total	0.00	55,051.56	499,303.63	(499,303.63)	0

M&G Cost Rate Computation and Analysis

LEE-RUSSELL COUNCIL OF GOVERNMENTS

Period From 10/1/2023 to 9/30/2024

Period: 09/30/2024

Run Date: 1/7/2025

Run Time: 12:05:47 pm

Page 2 of 3

Acct	Description	Budget	Current	Year to Date	Under/Over	% Budget
	M&G Cost Total	0.00	55,051.56	499,303.63	(499,303.63)	0

M&G Cost Pool: 499,303.63

Base for Distribution: 3,169,486.21

Year to Date M&G Rate 15.7535 %

M&G Cost Rate Computation and Analysis

LEE-RUSSELL COUNCIL OF GOVERNMENTS
Period From 10/1/2023 to 9/30/2024

Period: 09/30/2024
Run Date: 1/7/2025
Run Time: 12:05:47 pm
Page 3 of 3

Acct	Description	Budget	Current	Year to Date	Under/Over	% Budget
Total MG Cost						
Expenses						
50000	SALARIES	0.00	26,710.68	312,334.44	(312,334.44)	0.00%
50500	FRINGE BENEFITS	0.00	13,495.87	81,478.96	(81,478.96)	0.00%
51300	WORKER'S COMP EXPENSE	0.00	25.69	322.65	(322.65)	0.00%
59900	INDIRECT COSTS	0.00	14,819.32	105,167.58	(105,167.58)	0.00%
	Expenses	0.00	55,051.56	499,303.63	(499,303.63)	0.00%

Common Cost Rate Computation and Analysis

LEE-RUSSELL COUNCIL OF GOVERNMENTS
Period From 10/1/2023 to 9/30/2024

Period: 09/30/2024
Run Date: 1/7/2025
Run Time: 12:05:48 pm
Page 1 of 3

Acct	Description	Budget	Current	Year to Date	Under/Over	% Budget
999000	Indirect Cost Pool					
Expenses						
50000	SALARIES	0.00	0.00	720.00	(720.00)	0.00%
50500	FRINGE BENEFITS	0.00	4.57	53.45	(53.45)	0.00%
51300	WORKER'S COMP EXPENSE	0.00	0.00	0.81	(0.81)	0.00%
51600	LIABILITY INSURANCE	0.00	0.00	72,116.46	(72,116.46)	0.00%
51700	PROFESSIONAL SERVICES	0.00	4,116.49	22,198.59	(22,198.59)	0.00%
51800	ACCOUNTING AND LEGAL SVS	0.00	4,000.00	34,000.00	(34,000.00)	0.00%
51900	COMPUTER SOFTWARE/ SERVIC	0.00	39,245.02	238,521.33	(238,521.33)	0.00%
52000	OFFICE SUPPLIES	0.00	7,101.70	49,259.05	(49,259.05)	0.00%
52100	DUES & SUBSCRIPTIONS	0.00	714.62	37,300.47	(37,300.47)	0.00%
52200	DUPLICATING & PRINTING	0.00	157.00	3,348.31	(3,348.31)	0.00%
52500	OFFICE VEHICLE	0.00	411.28	6,930.28	(6,930.28)	0.00%
52800	JANITORIAL SERVICES/ SUPPLIES	0.00	150.90	3,247.72	(3,247.72)	0.00%
52900	TEMPORARY SERVICES	0.00	0.00	110.00	(110.00)	0.00%
53000	OFFICE RENT	0.00	4,643.11	55,717.32	(55,717.32)	0.00%
53200	POSTAGE	0.00	81.70	1,199.43	(1,199.43)	0.00%
53300	STORAGE RENT	0.00	593.00	6,945.74	(6,945.74)	0.00%
53500	EQUIPMENT REPAIR & MAINTENANCE	0.00	2,166.35	18,153.52	(18,153.52)	0.00%
53600	BUILDING MAINTENANCE	0.00	0.00	2,508.32	(2,508.32)	0.00%
54000	TELEPHONE	0.00	2,402.42	26,494.85	(26,494.85)	0.00%
54100	TRAINING	0.00	0.00	4,658.50	(4,658.50)	0.00%
54200	TRAVEL	0.00	3,277.91	24,213.56	(24,213.56)	0.00%
54300	UTILITIES	0.00	2,197.00	24,502.04	(24,502.04)	0.00%
59000	MARKETING	0.00	2,825.00	51,097.00	(51,097.00)	0.00%
65200	SUPPLIES	0.00	0.00	423.02	(423.02)	0.00%
	Expenses	0.00	74,088.07	683,719.77	(683,719.77)	0
	Element Total	0.00	74,088.07	683,719.77	(683,719.77)	0

Common Cost Rate Computation and Analysis

LEE-RUSSELL COUNCIL OF GOVERNMENTS
Period From 10/1/2023 to 9/30/2024

Period: 09/30/2024
Run Date: 1/7/2025
Run Time: 12:05:48 pm
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Acct	Description	Budget	Current	Year to Date	Under/Over	% Budget
	Indirect Cost Total	0.00	74,088.07	683,719.77	(683,719.77)	0

Common Cost Pool	683,719.77
Base for Distribution:	2,560,275.93
Year to Date Common Cost Rate	26.7049 %

Common Cost Rate Computation and Analysis

LEE-RUSSELL COUNCIL OF GOVERNMENTS
Period From 10/1/2023 to 9/30/2024

Period: 09/30/2024
Run Date: 1/7/2025
Run Time: 12:05:48 pm
Page 3 of 3

Acct	Description	Budget	Current	Year to Date	Under/Over	% Budget
Total Indirect/ Common Cost						
Expenses						
50000	SALARIES	0.00	0.00	720.00	(720.00)	0.00%
50500	FRINGE BENEFITS	0.00	4.57	53.45	(53.45)	0.00%
51300	WORKER'S COMP EXPENSE	0.00	0.00	0.81	(0.81)	0.00%
51600	LIABILITY INSURANCE	0.00	0.00	72,116.46	(72,116.46)	0.00%
51700	PROFESSIONAL SERVICES	0.00	4,116.49	22,198.59	(22,198.59)	0.00%
51800	ACCOUNTING AND LEGAL SVS	0.00	4,000.00	34,000.00	(34,000.00)	0.00%
51900	COMPUTER SOFTWARE/ SERVIC	0.00	39,245.02	238,521.33	(238,521.33)	0.00%
52000	OFFICE SUPPLIES	0.00	7,101.70	49,259.05	(49,259.05)	0.00%
52100	DUES & SUBSCRIPTIONS	0.00	714.62	37,300.47	(37,300.47)	0.00%
52200	DUPLICATING & PRINTING	0.00	157.00	3,348.31	(3,348.31)	0.00%
52500	OFFICE VEHICLE	0.00	411.28	6,930.28	(6,930.28)	0.00%
52800	JANITORIAL SERVICES/ SUPPLIES	0.00	150.90	3,247.72	(3,247.72)	0.00%
52900	TEMPORARY SERVICES	0.00	0.00	110.00	(110.00)	0.00%
53000	OFFICE RENT	0.00	4,643.11	55,717.32	(55,717.32)	0.00%
53200	POSTAGE	0.00	81.70	1,199.43	(1,199.43)	0.00%
53300	STORAGE RENT	0.00	593.00	6,945.74	(6,945.74)	0.00%
53500	EQUIPMENT REPAIR & MAINTENANCE	0.00	2,166.35	18,153.52	(18,153.52)	0.00%
53600	BUILDING MAINTENANCE	0.00	0.00	2,508.32	(2,508.32)	0.00%
54000	TELEPHONE	0.00	2,402.42	26,494.85	(26,494.85)	0.00%
54100	TRAINING	0.00	0.00	4,658.50	(4,658.50)	0.00%
54200	TRAVEL	0.00	3,277.91	24,213.56	(24,213.56)	0.00%
54300	UTILITIES	0.00	2,197.00	24,502.04	(24,502.04)	0.00%
59000	MARKETING	0.00	2,825.00	51,097.00	(51,097.00)	0.00%
65200	SUPPLIES	0.00	0.00	423.02	(423.02)	0.00%
Expenses		0.00	74,088.07	683,719.77	(683,719.77)	0.00%

Attachment 1

DIRECT AND INDIRECT COSTS

Direct Costs

Costs that can be identified specifically with a particular project are budgeted and accounted for as direct charges to each grant (project) or cost center. The budget for direct costs is provided for within each project through the budgetary process. The Agency's accounting system records actual direct costs incurred in each project cost center and these remain within each project without further distribution. The costs consist of salaries (as determined by employee time sheets) and voucher expenditures identifiable to projects (cost centers or grant programs).

Indirect Costs

These costs are incurred for a common purpose which will benefit or support all Agency programs and activities and are not readily assignable directly. In most cases, attempts to charge these costs directly involved arbitrary decision-making or require efforts disproportionate to the benefits derived.

In the accounting system, indirect cost pools or centers accumulate actual expenditures on an annual basis. Fiscal, year-to-date, indirect costs are redistributed to projects monthly for reporting purposes. Through this mechanism, the accounting system is able to generate actual year-to-date indirect cost rates. The indirect cost pools disappear at the conclusion of the Fiscal Year when the final distribution of indirect costs is made. Through this procedure, the accounting system is an assurance that reimbursement will be for no more than actual indirect costs incurred. The very best an organization can do is to be reimbursed from funding sources for their fair share of indirect costs. Equitable sharing is assured through the principles embodied in the mechanism and carried out in the Agency's accounting system.

Attachment 2

This indirect cost allocation plan addresses all elements of cost incurred by LRCOG and identifies common or shared costs that require consistent and sound allocation in order to be equitable shared by all programs and activities. This plan does not increase common or shared costs, or the total costs of Agency operations. It does provide, however, for their identification and equitable distribution on an annualized Agency basis rather than through the assignment or negotiation of costs as a part of individual grant and contract budget negotiations.

Three distinct categories of shared or indirect costs are identified by this plan.

1. Leave costs are analyzed and a consistent methodology is established to assure their equitable distribution.
2. Fringe benefits are reviewed and fringe benefit rates are used to consistently distribute fringe costs in accordance with Agency personnel policies.
3. Indirect costs are detailed and management and administrative salaries, proportionate share of fringe benefits and other agency-wide administrative costs are combined to create an indirect cost pool and to develop an indirect cost rate.

As a result, all programs bear their fair share of these costs as envisioned by Federal Cost Principles.

Individual elements of cost have been classified as direct or indirect in accordance with the principles set forth in OMB Circular A-87. The standards contained in the cost principles, program budgetary structures and generally accepted accounting procedures are blended in order to delineate the direct and indirect characteristics of each expenditure category.

The cost allocation structure contained in this plan provides the organization with the ability to monitor the various components of allocated costs. It also provides the basis for a consistent budgetary, accounting and reporting structure for the

organization so that all components of the financial management system are compatible.

The indirect cost methodology allows the Agency to establish and maintain improved accountability for each grant or contract regardless of when received. It establishes the framework for an integrated financial management structure which treats all costs consistently and which enhances the quality and value of audit to the Agency and its funding sources.