

# 2045

# Long Range Transportation Plan

*for the Auburn-Opelika Metropolitan Planning Organization*



February  
2020  
DRAFT



# 2045 Long Range Transportation Plan

## Auburn-Opelika Metropolitan Planning Organization

This document is posted at:

[www.lrcog.com/transportation.html](http://www.lrcog.com/transportation.html)

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Date amended:

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

## MPO Policy Committee

| Name                        | Position  |
|-----------------------------|---|
| Gary Fuller, Chair          | Mayor, City of Opelika                          |
| Ron Anders, Jr., Vice-Chair | Mayor, City of Auburn                           |
| David Canon                 | Councilman, City of Opelika                     |
| Tommy Dawson                | Councilman, City of Auburn                      |
| Bill English                | Probate Judge, Lee County Commission            |
| Steve Graben                | Region Engineer, ALDOT Southeast Region         |
| Johnny Lawrence             | Commissioner, Lee County                        |
| Mark D. Bartlett*           | Administrator, FHWA Alabama Division            |
| D.E. Phillips, Jr*          | State Local Transportation Engineer, ALDOT      |
| Courtney Roberts*           | Program Analyst, Federal Transit Administration |

\*indicates non-voting status

## Technical Advisory Committee

| Name                     | Position   |
|--------------------------|--|
| Justin Hardee, Chair     | County Engineer, Lee County                                    |
| Scott Parker, Vice-Chair | City Engineer, City of Opelika                                 |
| David Bollie             | County Transportation Engineer, ALDOT Southeast Region         |
| Ben Burmester            | Auburn University Campus Planning                              |
| Karl Westfall            | Transit Director, LRCOG  |
| Forrest Cotten           | Planning Director, City of Auburn                              |
| Brandy Ezelle            | Traffic Engineer, City of Auburn                               |
| Alison Frazier           | Engineering Service Director, City Engineer, City of Auburn    |
| Mike Hilyer              | Public Works Director, ESG                                     |
| Don Andrae               | Tiger Transit Manager, Auburn University                       |
| William T. Hutto, Jr.    | Director, Auburn University Regional Airport                   |
| Bill James               | Public Safety Director, City of Auburn                         |
| Jay Jones                | Sheriff, Lee County  |
| Matt Mosley              | Planning Director, City of Opelika                             |
| Jeffrey LaMondia         | Civil Engineering Professor, Auburn University                 |
| John McEachern           | Police Chief, City of Opelika                                  |
| Lisa Sandt               | Executive Director, LRCOG                                      |
| Daniel Wyatt             | Transportation Planner, LRCOG                                  |
| R. Clint Andrews*        | Transportation Planning Engineer, FHWA Alabama Division        |
| Jim Buston, III*         | Information Technology Director, City of Auburn                |
| Michael Hora*            | Assistant State Local Transportation Engineer, Planning, ALDOT |
| Steve Graben*            | Region Engineer, ALDOT Southeast Region                        |
| Stephen Dawe*            | Chief Technology Officer, City of Opelika                      |
| Richie LaGrand*          | Chief Appraiser, Lee County                                    |
| Courtney Roberts*        | Program Analyst, Federal Transit Administration                |

\*indicates non-voting status

# Citizen Advisory Committee

| Name             | Position   |
|------------------|------------|
| Dana Camp        | Auburn     |
| Rex Griffin      | Auburn     |
| Dr. Johnny Green | Auburn     |
| Dr. Larry Molt   | Auburn     |
| J.R. Smith       | Auburn     |
| VACANT           | Opelika    |
| David McCain     | Opelika    |
| Todd Rauch       | Opelika    |
| Sherri Reese     | Opelika    |
| Kenneth Ridley   | Opelika    |
| Butch Brock      | Lee County |
| VACANT           | Lee County |
| VACANT           | Lee County |
| VACANT           | Lee County |
| VACANT           | Lee County |

\*i indicates non-voting status

*Placeholder for MPO Adopting Resolution*

# Table of Contents

|   |           |
|---|-----------|
| <b>1.0 Introduction .....</b>                         | <b>1</b>  |
| What is the Long Range Transportation Plan? .....     | 2         |
| The Role of the Long Range Transportation Plan .....  | 2         |
| What is the Metropolitan Planning Organization? ..... | 3         |
| The Planning Process .....                            | 4         |
| Public and Stakeholder Involvement.....               | 4         |
| <b>2.0 Transportation Today.....</b>                  | <b>5</b>  |
| Roadway and Bridge Conditions.....                    | 6         |
| Bicycle and Pedestrian Conditions .....               | 7         |
| Public Transit Conditions.....                        | 8         |
| Freight Conditions.....                               | 9         |
| <b>3.0 Planning for Tomorrow .....</b>                | <b>11</b> |
| Growth Impacts.....                                   | 12        |
| Changing Demographics and Travel Behavior .....       | 13        |
| Connected and Autonomous Vehicles (CAV).....          | 14        |
| Electric and Alternative Fuel Vehicles.....           | 16        |
| <b>4.0 The Vision.....</b>                            | <b>17</b> |
| Strategic Framework and Vision.....                   | 18        |
| Goals and Objectives .....                            | 19        |
| Performance Measures .....                            | 20        |
| <b>5.0 Implementation .....</b>                       | <b>21</b> |
| Strategies .....                                      | 22        |
| Roadway Projects .....                                | 24        |
| Bicycle and Pedestrian Projects .....                 | 49        |
| Public Transit Projects.....                          | 56        |
| Next Steps .....                                      | 61        |



# List of Tables

- Fiscally Constrained Roadway Capacity Projects ..... 28
- Fiscally Constrained Roadway Non-Capacity Projects..... 30
- Visionary Roadway Capacity Projects..... 36
- Visionary Roadway Non-Capacity Projects ..... 42
- Fiscally Constrained Bicycle and Pedestrian Projects ..... 52
- Visionary Bicycle and Pedestrian Project Corridors ..... 54
- Fiscally Constrained List of Transit Projects ..... 58

# List of Figures

- Fiscally Constrained Roadway Capacity Projects ..... 26
- Fiscally Constrained Roadway Non-Capacity Projects..... 27
- Visionary Roadway Capacity Projects..... 34
- Visionary Roadway Non-Capacity Projects ..... 35
- Fiscally Constrained Bicycle and Pedestrian Projects..... 50
- Visionary Bicycle and Pedestrian Project Corridors ..... 51
- Public Transit Projects..... 57

## Technical Reports

- 1) Transportation Modeling and Forecasting
- 2) Existing Conditions
- 3) Transportation Performance Management Report
- 4) Needs Assessment
- 5) Plan Development
- 6) Federal Compliance Checklist
- 7) Other ALDOT Requirements

# Acronym Guide

| Acronym  | Description  |
|----------|--|
| ADA      | Americans with Disabilities Act                                      |
| ALDOT    | Alabama Department of Transportation                                 |
| ATRIP    | Alabama Transportation Rehabilitation and Improvement Program        |
| BUILD    | Better Utilizing Investments to Leverage Development (grant program) |
| CAC      | Citizen Advisory Committee   |
| CMAQ     | Congestion Mitigation Air Quality program                            |
| EJ       | Environmental Justice  |
| FAST Act | Fixing America's Surface Transportation Act                          |
| FHWA     | Federal Highway Administration                                       |
| FTA      | Federal Transit Administration                                       |
| GARVEE   | Grant Anticipation Revenue Vehicle bonds                             |
| GIS      | Geographic Information Systems                                       |
| HSIP     | Highway Safety Improvement Program                                   |
| INFRA    | Infrastructure for Rebuilding America (grant program)                |
| ITS      | Intelligent Transportation Systems                                   |
| LRCOG    | Lee-Russell Council of Governments                                   |
| LRPT     | Lee-Russell Public Transportation                                    |
| L RTP    | Long Range Transportation Plan                                       |
| MPA      | Metropolitan Planning Area   |
| MPO      | Metropolitan Planning Organization                                   |
| PPP      | Public Participation Plan  |
| STIP     | Statewide Transportation Improvement Program                         |
| STP      | Surface Transportation Program                                       |
| TAC      | Technical Advisory Committee   |
| TAP      | Transportation Alternatives Program                                  |
| TIP      | Transportation Improvement Program                                   |
| VMT      | Vehicle Miles Traveled   |
| TSM      | Transportation Systems Management                                    |
| UPWP     | Unified Planning Work Program  |

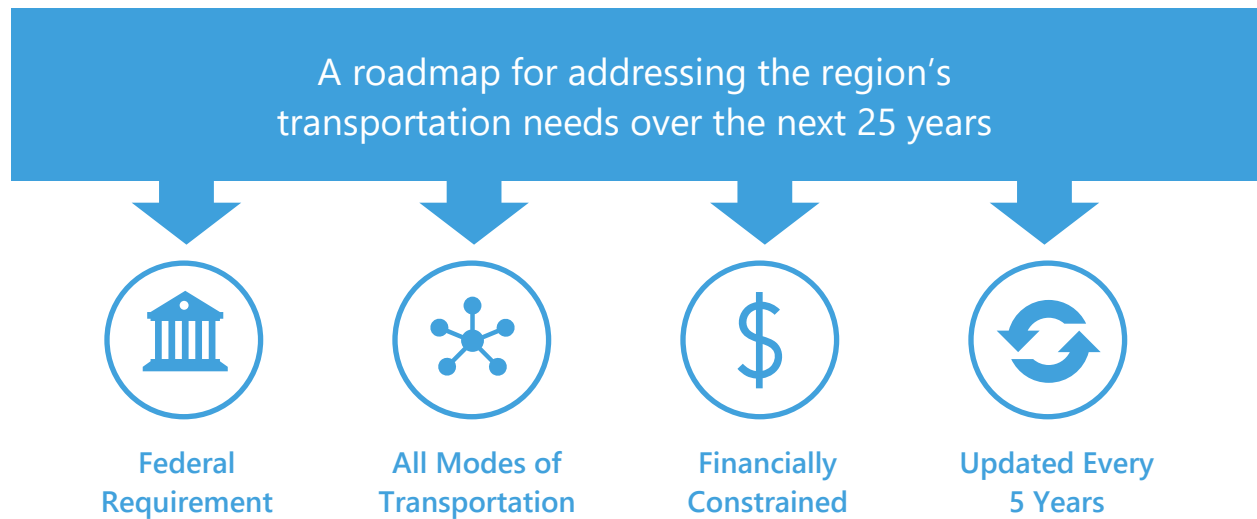
An aerial photograph of a city, likely a university campus, with a semi-transparent red overlay. The image shows various buildings, streets, and parking lots. The text is overlaid on the lower-left portion of the image.

# 1.0 Introduction

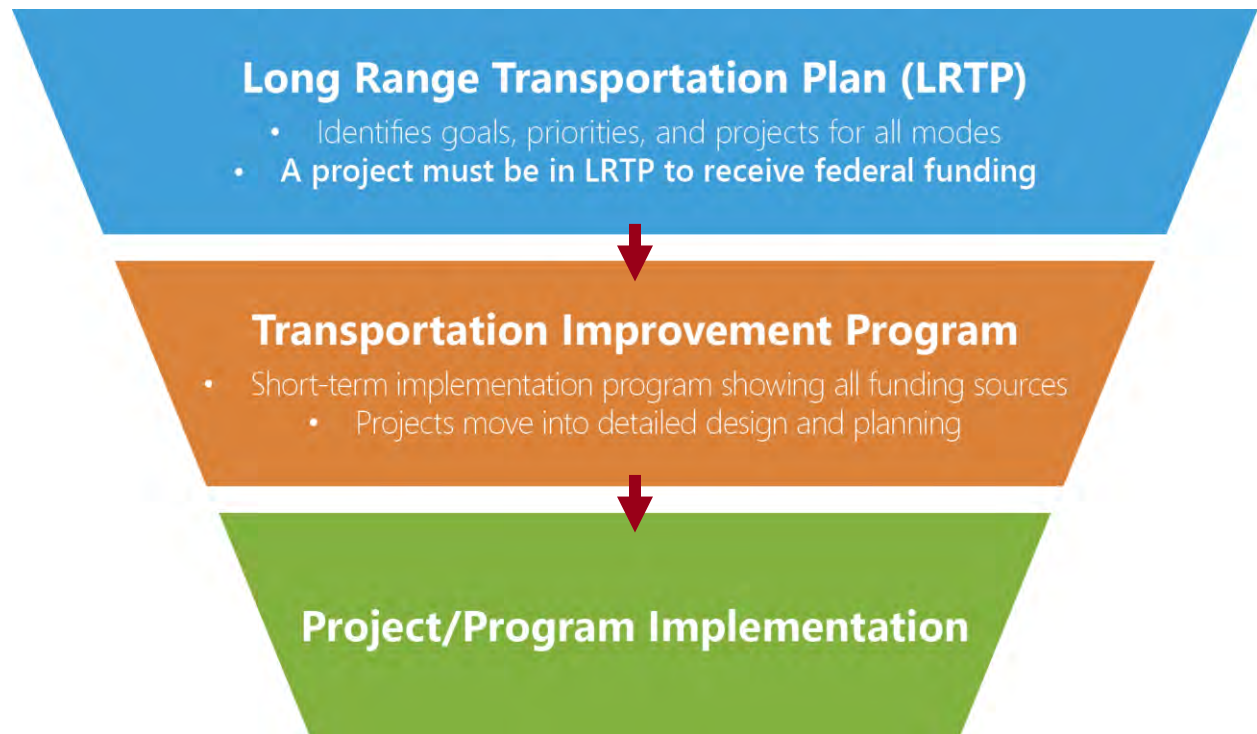
Learn about the background of the Long Range Transportation Plan and the regional organization that develops it, the Metropolitan Planning Organization.

# 1.0 Introduction

## What is the Long Range Transportation Plan?



## The Role of the Long Range Transportation Plan





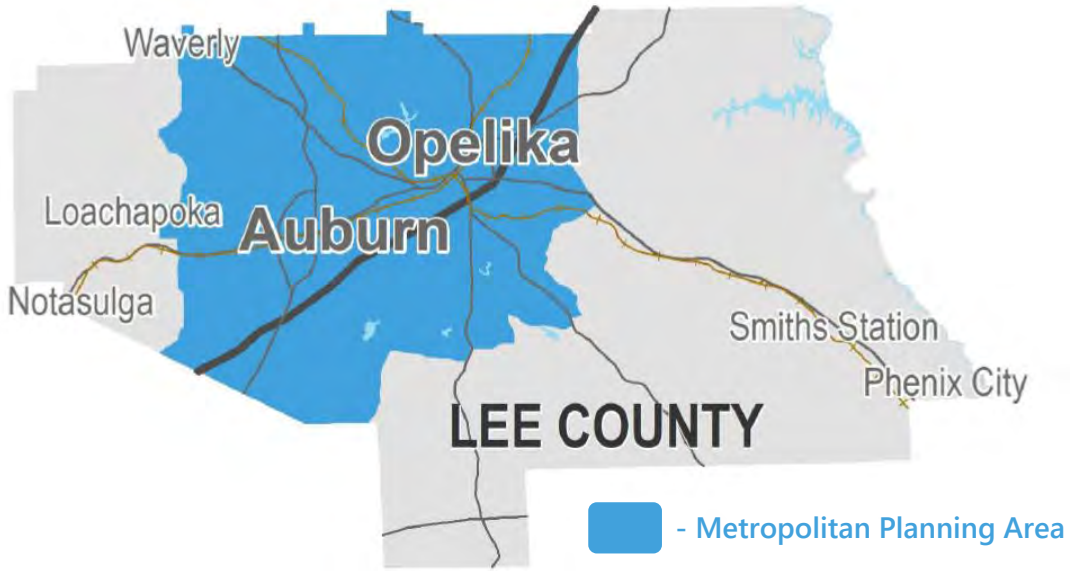
# What is the Metropolitan Planning Organization?

All urban areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization (MPO) to conduct regional transportation planning.

## The MPO Structure (How It All Works)



## The Metropolitan Planning Area



# 1.0 Introduction

## The Planning Process



## Public and Stakeholder Involvement

The planning process incorporated public and stakeholder input at key phases of the project, resulting in a plan that reflects local priorities and needs.





# 2.0 Transportation Today

Review highlights of existing transportation conditions in the region for all modes.



# 2.0 Transportation Today

## Roadway and Bridge Conditions



**Congestion** – Opelika Road has the worst congestion in the region. Other areas of concern are I-85, Glenn Ave., and 2<sup>nd</sup> Ave.



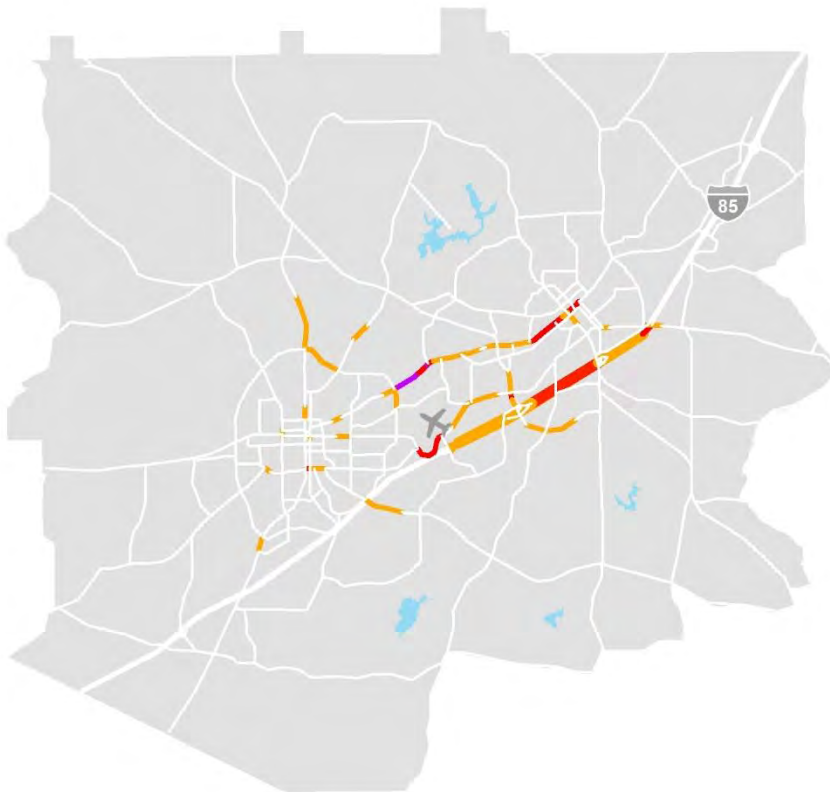
**Pavement Conditions** – Nearly all major roadways in the region have pavement in fair or good condition.



**Bridge Conditions** – The vast majority of bridges are in fair or good condition and bridges in poor condition are being addressed.



**Safety** – From 2014 to 2018 there were 50 deaths and 528 severe injuries resulting from vehicular crashes.



### Congested Corridors

- Excessive Delay
- Very Long Delays
- Long Delays



## Bicycle and Pedestrian Conditions



**High Demand Areas** – The highest demand areas are around Downtown Auburn, Auburn University, Downtown Opelika, and along AL-14.



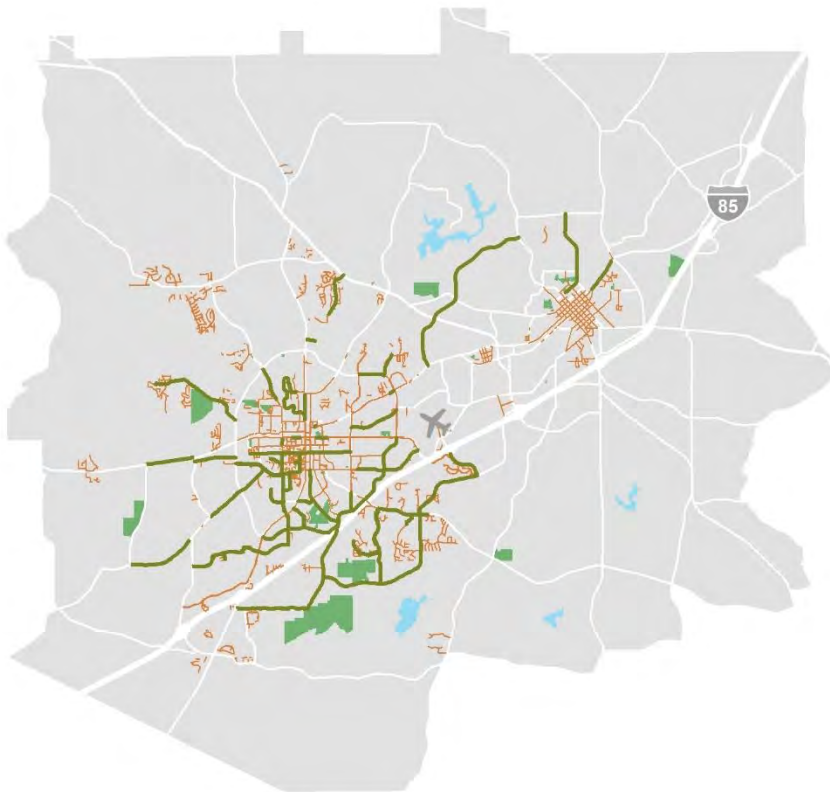
**Coverage** – There are many sidewalk gaps in high demand areas and bike infrastructure is limited outside of the City of Auburn.



**Level of Service** – The majority of major roadways in the region do not have a good level of service for bicyclists or pedestrians.



**Safety** – 16 percent of bicycle crashes and 31 percent of pedestrian crashes from 2014 to 2018 resulted in an incapacitating injury or fatality.



### Bike/Ped Facilities

- Bike Lanes and Shared-Use Paths
- Sidewalks
- Parks

# 2.0 Transportation Today

## Public Transit Conditions



**High Demand Areas** – Many areas could support fixed route transit. The highest demand is near Auburn University and other activity centers.



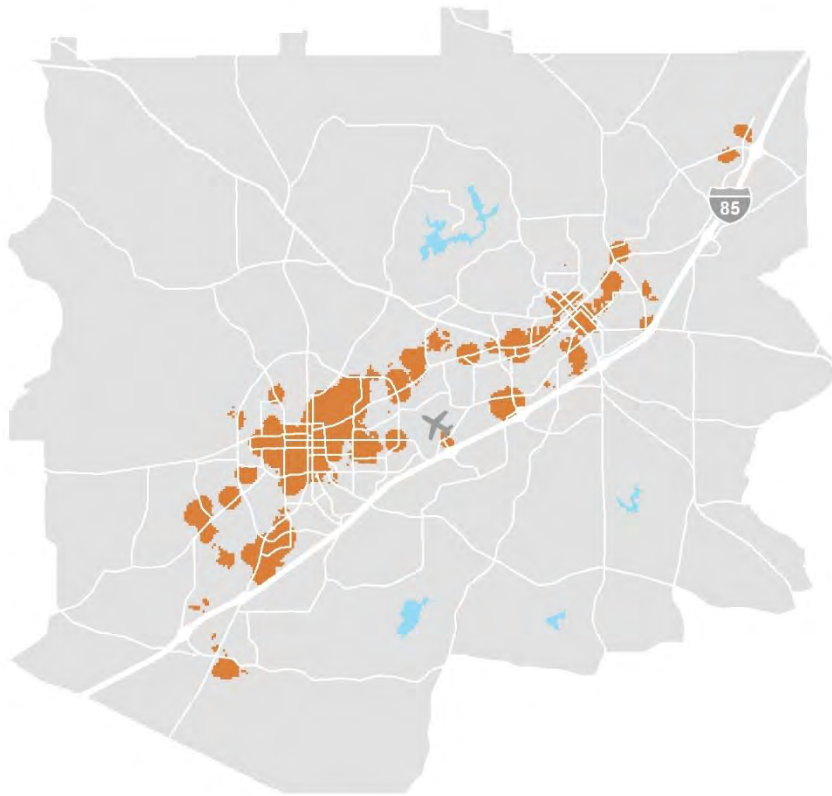
**No Public Fixed Route Service** – Despite demand, public transit is currently limited to dial-a-ride service. Tiger Transit is not for the public.



**Maintenance** – Most vehicles in the Lee Russell Public Transportation (LRPT) fleet exceed their useful life benchmark.



**Safety** – There have been few reported safety and security events in recent years for LRPT and most did not involve injuries.



### Transit Demand

 Supports Fixed Route Transit Service

## Freight Conditions



**Highest Truck Traffic** – The highest truck volumes by far are on Interstate 85 where nearly 10,000 trucks travel per day.



**Freight Truck Congestion** – The biggest area of concern for freight truck congestion is on Interstate 85 around Opelika.



**At-Grade Rail Crossings** – There are over 40 at-grade rail crossings. ALDOT is working to improve at-grade rail crossings across the state.



**Safety** – Nearly seven percent of all fatal crashes in the region from 2014 to 2018 involved a heavy vehicle (e.g. freight truck).



## 2.0 Transportation Today

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# 3.0 Planning for Tomorrow

Learn how growth and redevelopment, new mobility options, and evolving lifestyle preferences will transform the way people get around the region.

# 3.0 Planning for Tomorrow

## Growth Impacts

Over the next 25 years, the region is projected to continue growing at a rate faster than the state average. This growth will concentrate in certain areas, creating new transportation challenges and opportunities for the region.



**Suburban Neighborhoods** – Most residential growth is projected to occur at the edges of cities and existing developed areas.



**Downtowns** – Recent residential and commercial growth in downtown areas is projected to continue.

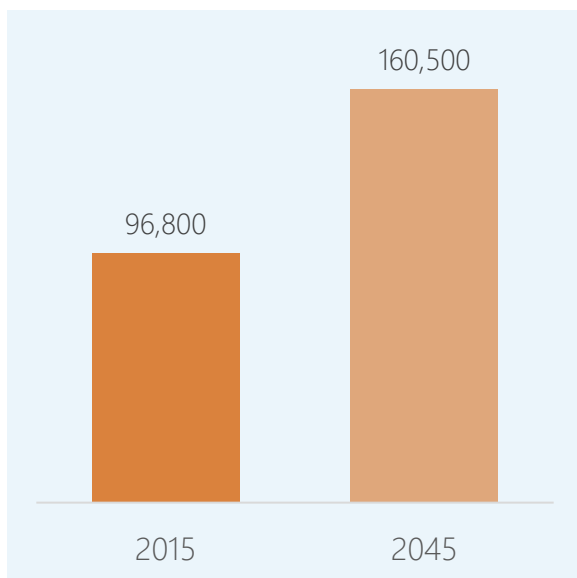


**Industrial Areas** – Most industrial growth is anticipated to occur near industrial parks and other existing industrial clusters.

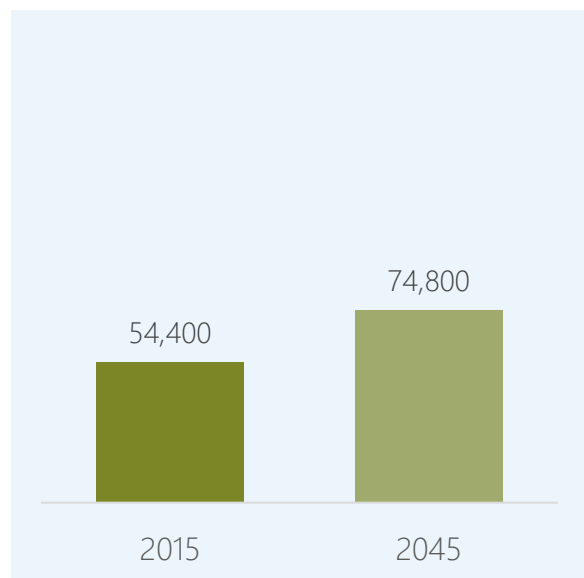


**Commercial Areas** – Commercial corridors are projected to expand in rapidly growing areas and redevelop along key regional corridors.

### Population Growth



### Employment Growth



*Note: These numbers are for the Metropolitan Planning Area – a portion of Lee County.*

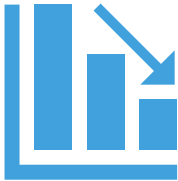
### Changing Demographics and Travel Behavior

In recent years, travel patterns have changed dramatically due to demographic changes and technological advances. Many of these changes are part of longer-term trends and others are newer, emerging trends.



#### The Population is Aging

The population aged 65 or older will grow rapidly over the next 25 years, nearly doubling from 2012 to 2050. This growth will increase the demand for alternatives to driving, especially for public transportation for people with limited mobility or disabilities.



#### Most People Are Traveling Less

Except for people over age 65, all age groups are making fewer trips per day. There are many factors driving this trend, including less face-to-face socializing, online shopping, and working from home. If this trend continues, travel demand may be noticeably impacted. Some major roadway projects may no longer be required and smaller improvements, such as intersection or turn lane improvements, may be sufficient for these needs.



#### Relationships with Cars Are Evolving

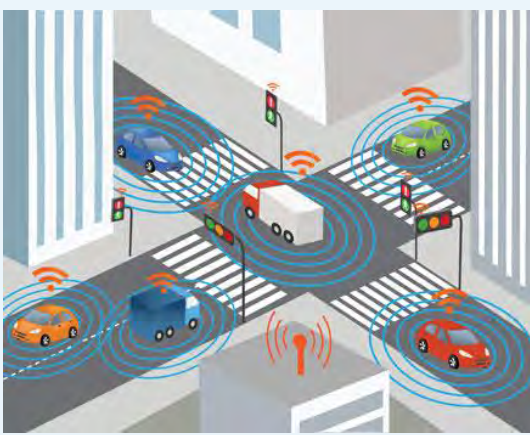
People are increasingly interested in car-free or car-lite lifestyles. In the short-term, people are paying premiums for walkable and bikeable neighborhoods and more frequently using ride-hailing (Uber/Lyft) and shared mobility (car share/bike share) services. In the long-term, car ownership rates could decrease, increasing the need for investments in bicycle, pedestrian, transit, and other mobility options.

# 3.0 Planning for Tomorrow

## Connected and Autonomous Vehicles (CAV)

Today, most newer vehicles have some elements of both connected and autonomous vehicle technologies. These technologies are advancing rapidly and becoming more common.

### Connected Vehicles




Connected vehicles are vehicles that use various communication technologies to exchange information with other cars, roadside infrastructure, and the Cloud.

#### Communication Types

- V2I** • Vehicle to Infrastructure
- V2V** • Vehicle to Vehicle
- V2C** • Vehicle to Cloud
- V2X** • Others

vs.

### Autonomous Vehicles



Autonomous, or "self-driving" vehicles, are vehicles in which operation of the vehicle occurs with limited, if any, direct driver input.

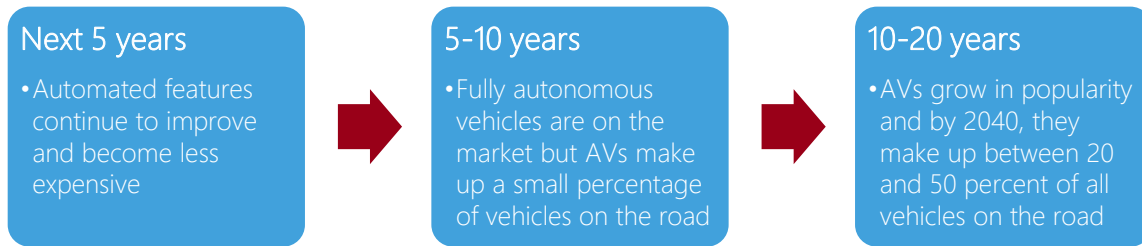
#### Levels of Automation

- 1** • Driver Assistance
- 2** • Partial Automation
- 3** • Conditional Automation
- 4** • High Automation
- 5** • Full Automation



# 3.0 Planning for Tomorrow

## Potential Timeline



## Potential Transportation Impacts



**Overall Safety** – In the long-term, CAV technology is anticipated to reduce human error and improve overall traffic safety.



**Bicycle and Pedestrian Safety** – CAV interactions with bicyclists and pedestrians is a major area of concern that still needs improvement.



**Traffic** – CAVs have the potential to improve overall traffic flow and reduce congestion, even as they may increase vehicle miles traveled.



**Big Data for Planning** – Connected vehicle technology may provide valuable historical and real-time travel data for transportation planning.



**Parking Reform** – Autonomous vehicles could dramatically reduce demand for parking, opening this space up for other uses.



**Transit** – CAV technology has the potential to drastically reduce the cost of operating transit in environments that are safe for autonomous transit.



**Freight** – Both delivery and long-haul freight look to be early adopters of CAV technology, reducing costs and improving safety and congestion.



**Development Patterns** – The benefits of CAV technology may make longer commutes more attractive and increase urban sprawl.

# 3.0 Planning for Tomorrow

## Electric and Alternative Fuel Vehicles

There has been growing interest and investment in alternative fuel vehicle technologies in recent years, especially for electric vehicles. This renewed interest has also included the transit and freight industries. By 2030, some projections show electric vehicles making up nearly one-third of all cars in the United States.



### Potential Transportation Impacts



**Air Quality Improvement** – Electric and other alternative fuel vehicles have the potential to drastically reduce automobile related emissions.



**Infrastructure Needs** – There may be a long-term need for public investment in vehicle charging stations.



**Gas Tax Revenues** – If adoption rates increase substantially, gas tax revenues will be impacted and new user fees may need to be considered.



A green-tinted photograph of a tree-lined path. The path is paved and curves to the right. On the right side of the path, there is a bench and several streetlights. The trees are lush and green, and the overall scene is peaceful and natural. The text is overlaid on the left side of the image.

# 4.0 The Vision

The vision and goals in this plan lay the foundation for identifying strategies and projects that will help the region meet its established performance targets.



# 4.0 Visioning

## Strategic Framework and Vision



## Goals and Objectives



### Provide Reliable Transportation Options

- TO.1** Reduce roadway congestion and delay
- TO.2** Make more areas in the region walkable and bikeable
- TO.3** Expand and improve transit to meet the needs of the region
- TO.4** Support convenient and affordable access to surrounding airports and regions



### Improve Safety and Security

- SS.1** Redesign corridors and areas with existing safety and security needs
- SS.2** Coordinate with local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response
- SS.3** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events



### Maintain and Maximize Our System

- MM.1** Maintain transportation infrastructure and assets in a good state of repair
- MM.2** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity



### Support Prosperity

- SP.1** Pursue transportation improvements that are consistent with local plans for growth and economic development
- SP.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
- SP.3** Address the unique needs of visitors to the region and the impacts of tourism
- SP.4** Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values



### Protect Our Environment and Communities

- EC.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)
- EC.2** Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff
- EC.3** Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles
- EC.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking

# 4.0 Visioning

## Performance Measures

Using a performance-based approach to transportation planning helps the region understand its current needs and allows planners and decision-makers to track progress over time. As required by federal legislation, the Metropolitan Planning Organization (MPO) adopted performance targets for several federally required transportation performance measures and is monitoring performance for these measures over time.

### Current Performance

The graphic below summarizes how the MPO and region are performing today regarding these required performance measures. For more detailed information, see the Transportation Performance Management Report.

| Safety   | Pavement   | Bridge Conditions  | Travel Time Reliability  | Truck Time Reliability   | Transit State of Repair  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
| Needs Improvement  | Needs Improvement  | Needs Improvement  | Needs Improvement  | Good   | Poor   |
| <b>Good</b> Meets Target   |  | Needs Improvement  | Does Not Meet All Targets  |  | <b>Poor</b> Does Not Meet Most Targets   |

### Improving Performance

The Long Range Transportation Plan uses data and stakeholder input to identify the root causes of poor performance in federally required performance measures. It prioritizes investments that will improve current and future performance.



A large construction crane is positioned on a bridge deck under construction. The crane's long lattice boom extends diagonally across the frame. The bridge structure consists of concrete piers and spans. The entire scene is overlaid with a semi-transparent yellow filter. The foreground shows a rough, uneven ground surface.

# 5.0 Implementation

This section presents the strategies and associated improvement plan that will help the region achieve its goals and meet its performance targets. It also provides guidance on the next steps for the MPO.

# 5.0 Implementation

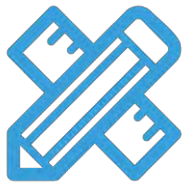
## Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.



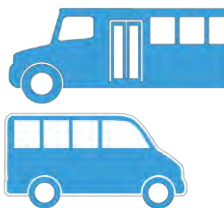
### Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.



### Redesign Key Corridors and Intersections

This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to bicyclists and pedestrians. These corridors can be found in the list of non-capacity roadway projects.



### Improve and Expand Public Transportation

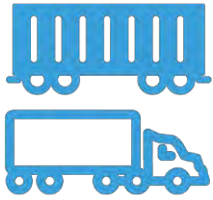
Improve existing dial-a-ride services to meet high demand and consider introducing fixed-route service in the cities of Auburn and Opelika. Explore additional funding options and consider partnering with Auburn University for fixed route service.



### Rapidly Expand Biking and Walking Infrastructure

The most frequent comments from public input were for better walking and biking conditions. The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects.





## Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry. The MPO should advocate for the widening of I-85, a freight bottleneck of statewide significance.



## Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.



## Establish a Safety Management System

The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.



## Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

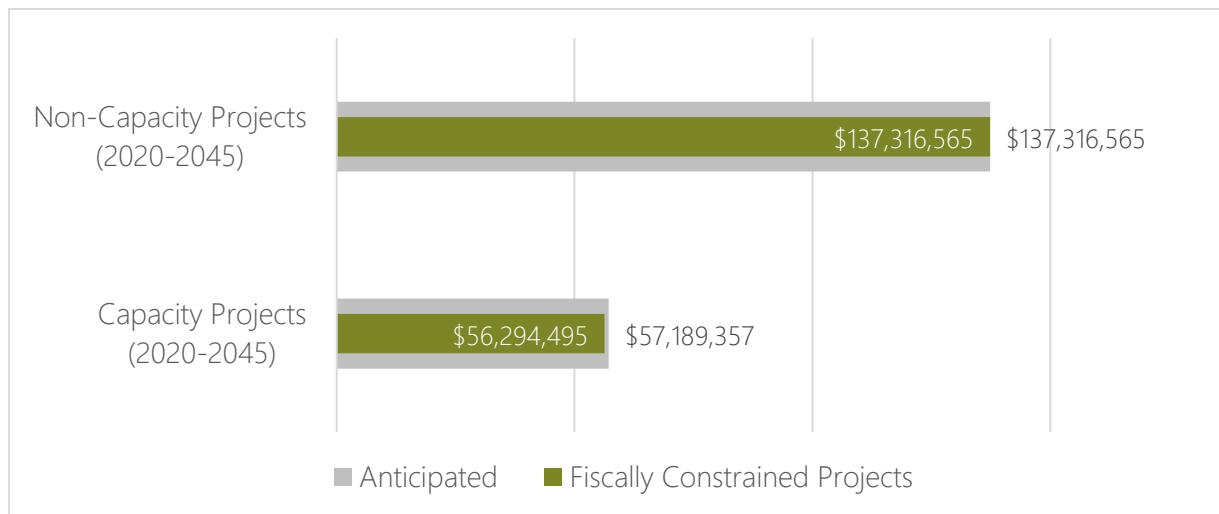
# 5.0 Implementation

## Roadway Projects

Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

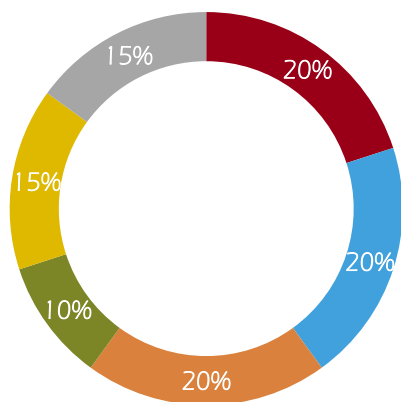
### Fiscally Constrained Projects

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections by ALDOT, approximately \$195 million in federal funds will be available to the MPO for roadway projects from 2020 to 2045.



### Prioritizing Roadway Capacity Projects

All roadway capacity projects identified in existing plans and the LRTP needs analysis were prioritized based on the criteria below. High scoring projects were included in the fiscally constrained plan and the remaining projects are in a list of visionary projects.



#### Project Scoring Breakdown

- Congestion Reduction
- Benefit Cost Ratio
- Safety Benefits
- Bicycle and Pedestrian Benefits
- Freight Benefits
- Supports Existing Plans

# 5.0 Implementation

## Impact of Roadway Capacity Projects

Implementing the planned roadway capacity projects are projected to reduce overall delay in the region by 15 percent in 2045. However, there will still be delay in parts of the region and the MPO will also need to implement non-capacity type projects to mitigate congestion.

**15%** Reduction in Hours of Delay



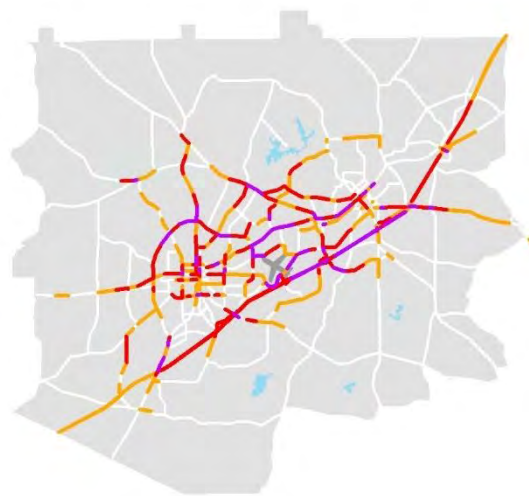
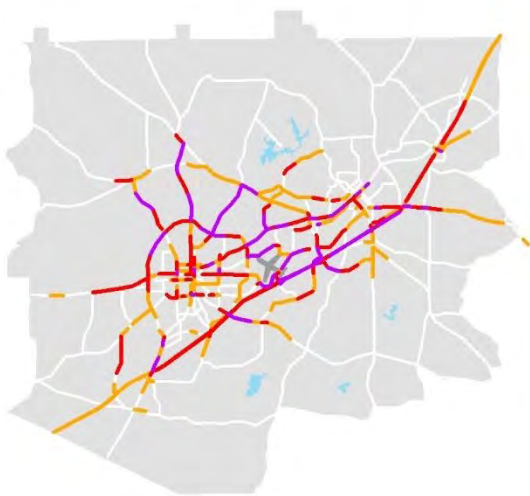
### 2045 - No New Projects

Only Existing and Committed Projects



### 2045 - The Plan

All Existing, Committed, & Planned Projects



### Congested Corridors

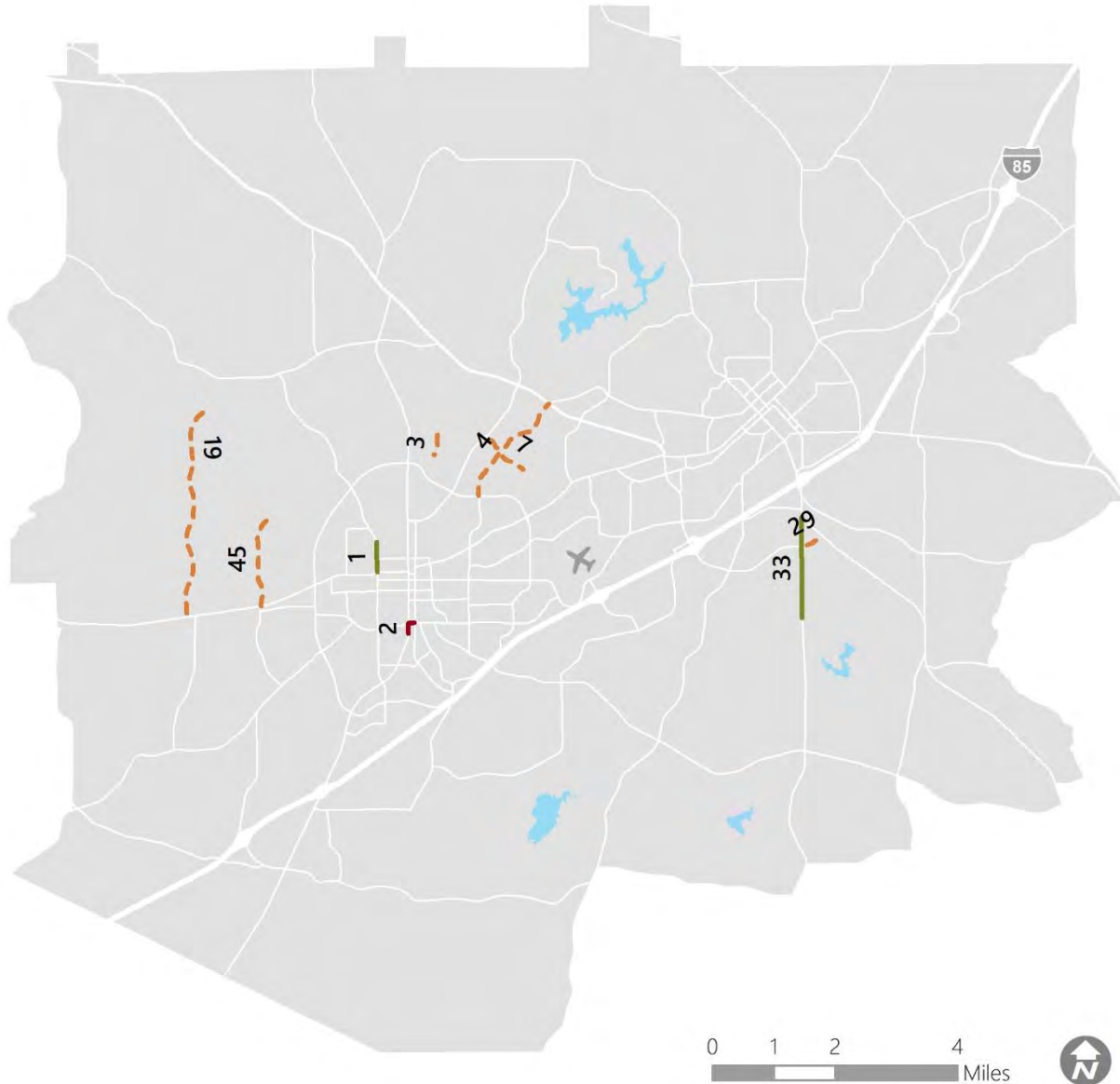
- Excessive Delay
- Very Long Delays
- Long Delays

# 5.0 Implementation

## Fiscally Constrained Roadway Capacity Projects

### Project Type

-  New Roadway
-  Turning Lane
-  Widening
-  Other/Multiple



## Fiscally Constrained Roadway Non-Capacity Projects

### Project Type

- Bridge
- Pavement
- Intersection
- Other/Multiple
- Corridor Redesign



# 5.0 Implementation

## Fiscally Constrained Roadway Capacity Projects

| L RTP ID | TIP ID | Roadway                   | Limits   | Length (Miles) | Type | Description                       |
|----------|--------|---------------------------|--|----------------|------|-----------------------------------|
| RC-1     | 1972   | N Donahue Dr              | Bragg Ave to Cary Dr   | 0.48           | ●    | Center Turn Lane                  |
| RC-2     | 41002  | S College (SR-147)        | South College St: Garden Dr to Samford Ave; Samford Ave and Gay St | .17; .09       | ●    | New lane; Drainage; Add Turn Lane |
| RC-3     | n/a    | Watercrest Blvd Extension | E University Dr (CR-706) to 0.73 miles north of E University Dr    | 0.73           | ●    | New 2 Lane Roadway                |
| RC-4     | n/a    | Dean Rd Extension         | E University Dr to Birmingham Hwy (US-280)                         | 1.89           | ●    | New 2 Lane Roadway                |
| RC-7     | n/a    | Academy Dr Extension      | Gatewood Dr to Shelton Mill Rd (CR-97)                             | 0.80           | ●    | New 2 Lane Roadway                |
| RC-19    | n/a    | Outer Loop - Segment 2/3  | Mrs. James Rd (CR-81) to Martin Luther King Drive (SR-14)          | 3.34           | ●    | New 2 Lane Roadway                |
| RC-29    | n/a    | Gateway Dr Extension      | Marvyn Pkwy (SR-51) to Crawford Rd (SR-169)                        | 0.38           | ●    | New 2 Lane Roadway                |
| RC-33    | n/a    | Marvyn Pkwy (SR-51)       | Crawford Rd (SR-169) to the southern city limits                   | 1.50           | ●    | Add Center Turn Lane              |
| RC-45    | n/a    | Webster Rd Extension      | Richland Rd to Martin Luther King Dr (SR-14)                       | 1.47           | ●    | New 2 Lane Roadway                |

Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Special Design Considerations: EJ – Environmental Justice EC – Environmental and Community

## 5.0 Implementation

|  | Phase | Sponsor         | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn  | 2021-2022   | n/a                 | n/a                   | \$3,466,447      | \$2,877,641        | EJ   EC      |
|  | UT    | City of Auburn  | 2020        | n/a                 | n/a                   | \$4,596,318      | \$3,698,630        | EJ   EC      |
|  | ALL   | City of Auburn  | 2034        | \$3,565,303         | 2,852,242             | \$4,798,429      | \$3,838,743        |              |
|  | ALL   | City of Auburn  | 2034        | \$9,230,716         | 7,384,573             | \$12,423,329     | \$9,938,663        | EJ           |
|  | ALL   | City of Auburn  | 2034        | \$3,907,181         | 3,125,745             | \$5,258,551      | \$4,206,841        | EJ           |
|  | ALL   | City of Auburn  | 2034        | \$16,312,482        | 13,049,986            | 21,954,453       | 17,563,562         | EJ           |
|  | ALL   | City of Opelika | 2034        | 1,417,111           | 1,133,689             | 1,907,245        | 1,525,796          | EC           |
|  | ALL   | City of Opelika | 2034        | 4,564,477           | 3,651,582             | 6,143,185        | 4,914,548          |              |
|  | ALL   | City of Auburn  | 2034        | 7,179,446           | 5,743,557             | 9,662,589        | 7,730,071          | EJ   EC      |

# 5.0 Implementation

## Fiscally Constrained Roadway Non-Capacity Projects

| L RTP ID | TIP ID | Roadway                   | Limits   | Length (Miles) | Type | Description  |
|----------|--------|---------------------------|--|----------------|------|--|
| RN-1     | 42914  | Pepperell Pkwy            | Lowndes St to Westend Court  | 0.00           | ●    | Resurfacing/Milling/Pe<br>destrian Sidewalks and<br>Signals                                  |
| RN-2     | 44154  | Pepperell Pkwy            | Lowndes St to Auburn City<br>Limits                                    | 0.00           | ●    | Resurfacing Sidewalks<br>and Signals   |
| RN-3     | 44157  | I-85                      | At Exit 50 (Cox Rd)  | 0.00           | ●    | Interchange Lighting<br>and Landscaping  |
| RN-4     | 44178  | I-85                      | At Exit 57 (Bent Creek Rd)   | 0.00           | ●    | Interchange Lighting<br>and Landscaping  |
| RN-5     | 11397  | CR-137                    | Macon County Line to<br>Chadwick Ln                                    | 3.56           | ●    | Resurfacing and<br>Widening  |
| RN-6     | 29639  | I-85 Bridges (4)          | Over Choctawfaula Creek<br>and Over Halawakee<br>Creek                 | 0.00           | ●    | Bridge Widening  |
| RN-7     | 42005  | I-85 Bridges (6)          | Over Long St, NS Railroad,<br>and Marvyn Pkwy                          | 1.80           | ●    | I-85 Bridge<br>Replacement w/<br>Access/Decel<br>Extensions NB Off<br>Ramp and SB On<br>Ramp |
| RN-8     | 43344  | I-85                      | Macon County Line to .42<br>Mile West of SR-15                         | 3.71           | ●    | Pavement<br>Preservation   |
| RN-9     | 42669  | N College St (SR-<br>147) | At Farmville Rd  | 0.00           | ●    | Construct Roundabout   |
| RN-10    | 43548  | Wire Rd                   | At Cox Rd  | 0.00           | ●    | Construct Roundabout   |
| RN-11    | 43552  | Columbus Pkwy             | At 4th, 6th, and 7th<br>Streets  | 0.00           | ●    | Intersection<br>Improvements   |
| RN-42    | n/a    | Multiple                  | All At-Grade Rail<br>Crossings within<br>Metropolitan Planning<br>Area | 0.00           | ●    | Railroad Crossings<br>Safety Study   |
| RN-43    | n/a    | Gateway Drive             | Marvyn Parkway (SR-51)   | 0.00           | ●    | Construct Roundabout   |
| RN-44    | n/a    | Gateway Drive<br>(US-280) | At Frederick Rd  | 0.00           | ●    | Innovative Intersection<br>Study and Conceptual<br>Plans                                     |



## 5.0 Implementation

|  | Phase | Sponsor         | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Opelika | 2020-2021   | n/a                 | n/a                   | \$3,206,175      | \$2,585,341        | EJ           |
|  | ALL   | City of Opelika | 2022-2023   | n/a                 | n/a                   | \$2,004,939      | \$1,603,951        | EC           |
|  | ALL   | City of Auburn  | 2020        | n/a                 | n/a                   | \$1,200,000      | \$960,000          | EC           |
|  | ALL   | City of Auburn  | 2020-2021   | n/a                 | n/a                   | \$1,211,000      | \$968,800          | EC           |
|  | ALL   | Lee County      | 2023        | n/a                 | n/a                   | \$1,045,755      | \$836,604          | EJ   EC      |
|  | ALL   | ALDOT           | 2022        | n/a                 | n/a                   | \$3,615,482      | \$3,253,934        | EC           |
|  | ALL   | ALDOT           | 2020-2021   | n/a                 | n/a                   | \$18,429,825     | \$16,586,843       | EJ           |
|  | ALL   | ALDOT           | 2020-2021   | n/a                 | n/a                   | \$3,032,525      | \$2,729,273        | EC           |
|  | ALL   | ALDOT           | 2020        | n/a                 | n/a                   | \$1,571,248      | \$1,414,123        | EC           |
|  | ALL   | City of Auburn  | 2020        | n/a                 | n/a                   | \$1,604,232      | \$1,443,809        | EJ   EC      |
|  | ALL   | City of Opelika | 2020        | n/a                 | n/a                   | \$1,833,150      | \$1,649,835        | EJ   EC      |
|  | ALL   | LRCOG           | 2025        | \$300,000           | \$240,000             | \$337,849        | \$270,279          |              |
|  | ALL   | City of Opelika | 2025        | 3,729,500           | 2,983,600             | 4,200,023        | 3,360,018          |              |
|  | ALL   | City of Opelika | 2025        | 500,000             | 400,000               | 563,081          | 450,465            |              |

# 5.0 Implementation

## Fiscally Constrained Roadway Non-Capacity Projects *(continued)*

| L RTP ID | TIP ID | Roadway   | Limits                                    | Length (Miles) | Type | Description  |
|----------|--------|---|---|----------------|------|--|
| RN-30    | n/a    | Opelika Rd (SR-14)  | E University Dr to Commerce Dr            | 0.65           | ●    | Access Management Study and Implementation                           |
| RN-31    | n/a    | Pepperell Pkwy (SR-14)  | Commerce Dr to Pleasant Dr                | 2.56           | ●    | Access Management Study and Implementation                           |
| RN-45    | 24518  | SR-147  | I-85 at Beehive Rd to US 280 at MP 101.37 | 11.41          | ●    | Feasibility Study for Relocating SR-147 along new and existing roads |
| TBD      | n/a    | Projects TBD in coordination with stakeholders (see Visionary Projects) | TBD                                       | TBD            | ●    | Line-item for remaining non-capacity budget                          |

Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement: ● Bridge ● Pavement ● Intersection ● Corridor Redesign ● Other/Multiple

Special Design Considerations: EJ – Environmental Justice EC – Environmental and Community

## 5.0 Implementation

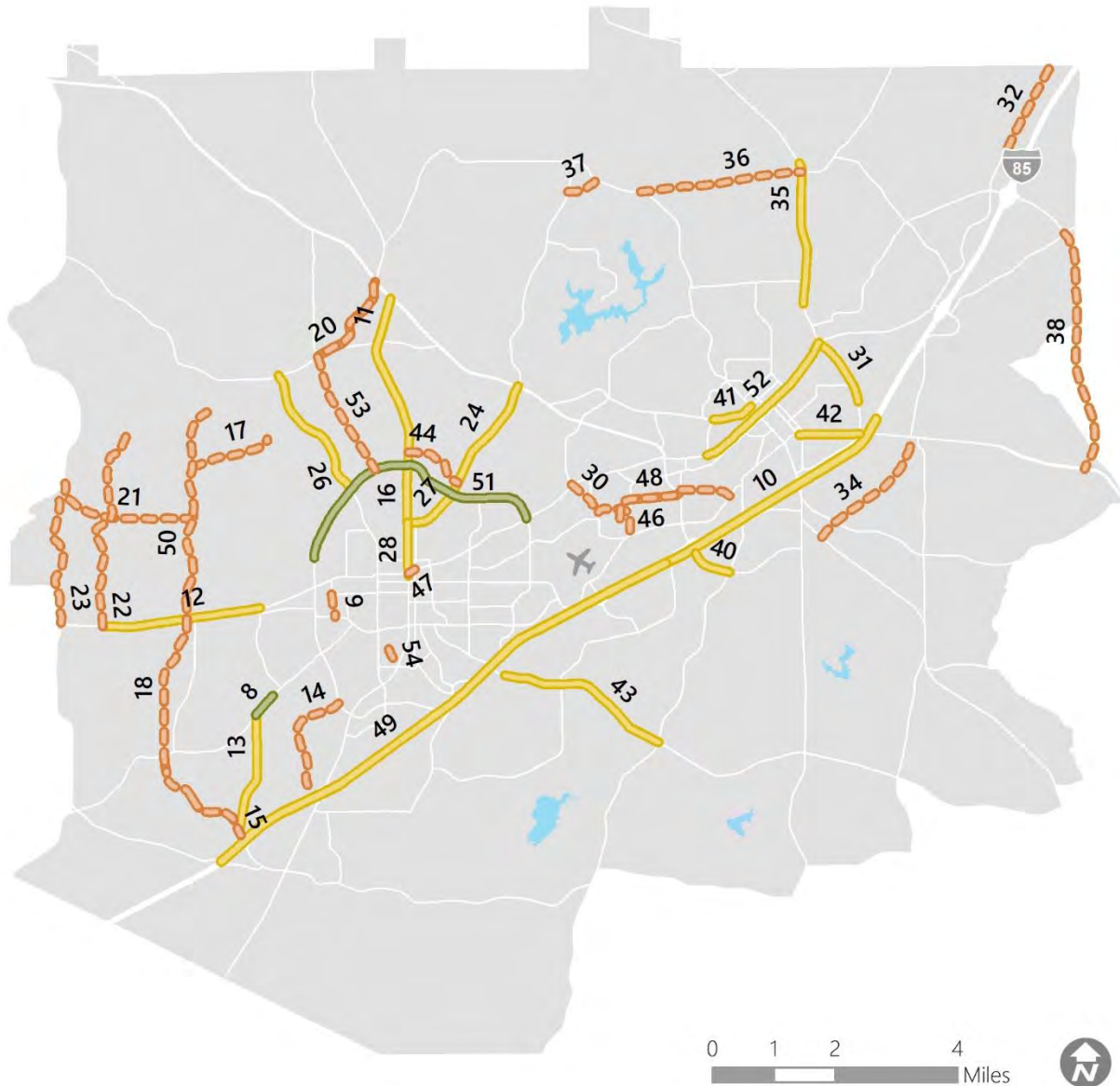
|  | Phase | Sponsor         | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn  | 2034        | 2,000,000           | 1,600,000             | 2,691,737        | 2,153,389          |              |
|  | ALL   | City of Opelika | 2034        | 8,000,000           | 6,400,000             | 10,766,947       | 8,613,557          | EJ           |
|  | ALL   | City of Auburn  | 2020        | n/a                 | n/a                   | \$287,676        | \$230,141          |              |
|  | ALL   | TBD             | 2034        | TBD                 | TBD                   | \$110,257,751    | \$88,206,203       |              |

# 5.0 Implementation

## Visionary Roadway Capacity Projects

### Project Type

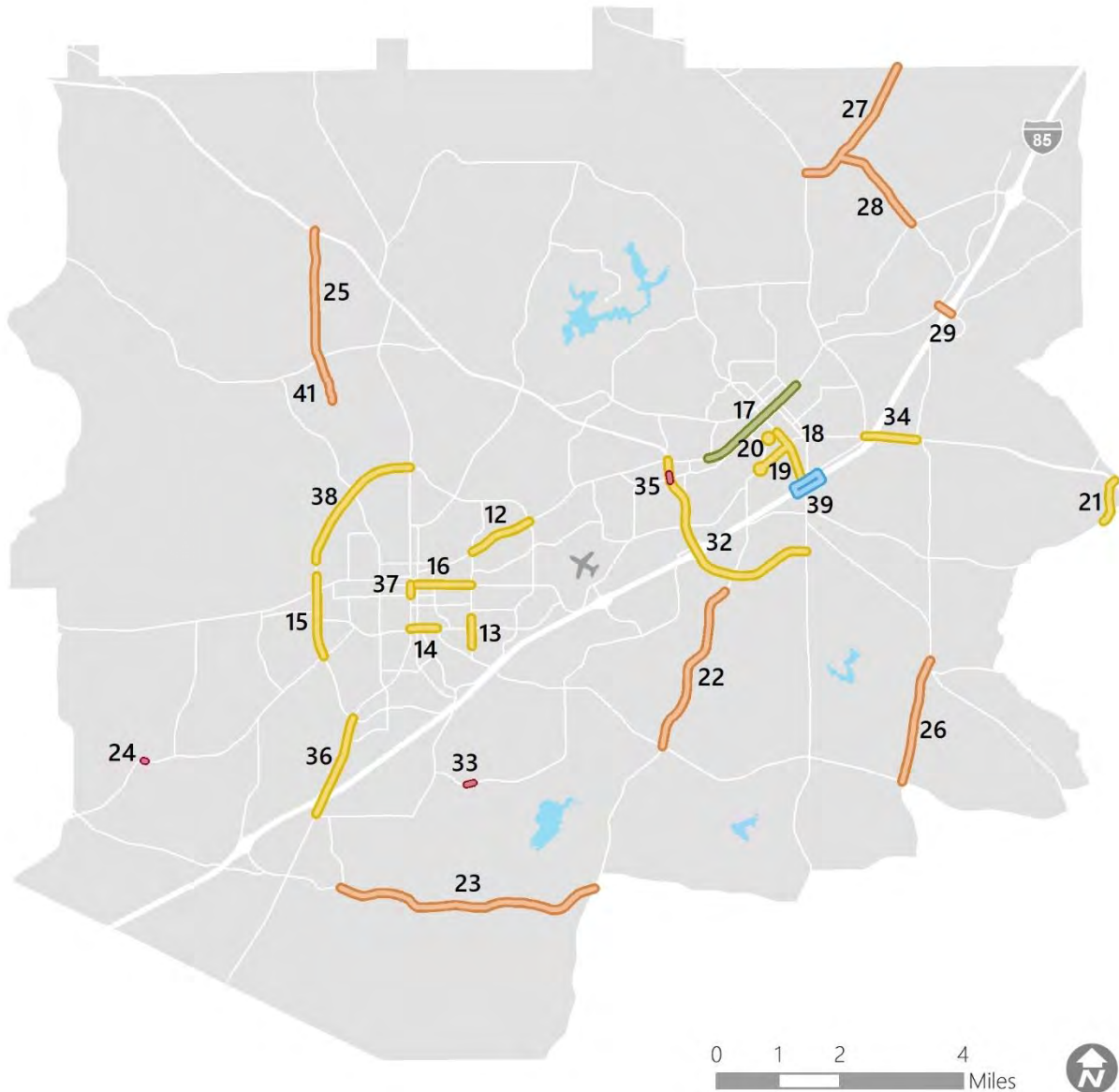
-  New Roadway
-  Turning Lane
-  Widening
-  Other/Multiple



## Visionary Roadway Non-Capacity Projects

### Project Type

- Bridge
- Pavement
- Intersection
- Other/Multiple
- Corridor Redesign





# 5.0 Implementation

## Visionary Roadway Capacity Projects

| L RTP ID | TIP ID | Roadway                         | Limits   | Length (Miles) | Type | Description                                 |
|----------|--------|---------------------------------|--|----------------|------|---|
| RC-8     | n/a    | Wire Rd                         | Eagle Landing RV Park to Cox Rd                                      | 0.37           | ●    | Center Turn Lane                            |
| RC-9     | n/a    | Lem Morrison Dr Extension       | W Samford Ave to W Magnolia Ave                                      | 0.40           | ●    | New 2 Lane Roadway                          |
| RC-10    | n/a    | I-85                            | Exits 58-62: Gateway Dr (US-280 W) to Columbus Pkwy (US-280 E)       | 2.94           | ●    | Widen From 4 to 6 Lanes; Bridge Replacement |
| RC-11    | n/a    | N College St (SR-147)           | Shug Jordan Pkwy/E University Dr (SR-147) to US-280                  | 2.86           | ●    | Widen From 2 to 4 Lanes                     |
| RC-12    | n/a    | SR-14                           | Willis Turk Rd to Webster Rd   | 2.58           | ●    | Widen From 2 to 4 Lanes                     |
| RC-13    | n/a    | Cox Rd                          | Beehive Interchange to Wire Rd                                       | 2.24           | ●    | Widen From 2 to 4 Lanes                     |
| RC-14    | n/a    | Downs Way Extension             | Shug Jordan Pkwy (SR-267) to Veterans Blvd                           | 1.97           | ●    | New 2 Lane Roadway                          |
| RC-15    | n/a    | Riley St Connector              | Corporate Pkwy to Wire Rd  | 1.87           | ●    | New 2 Lane Roadway                          |
| RC-16    | n/a    | N College St                    | Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147) | 0.91           | ●    | Widen From 2 to 4 Lanes                     |
| RC-17    | n/a    | Piedmont Dr Extension           | Donahue Dr (CR-82) to Outer Loop                                     | 2.39           | ●    | New 2 Lane Roadway                          |
| RC-18    | n/a    | Outer Loop – Segment 1/3        | Wire Rd to Martin Luther King Dr (SR-14)                             | 2.24           | ●    | New 2 Lane Roadway                          |
| RC-20    | n/a    | Outer Loop – Segment 3/3        | Mrs. James Rd (CR-81) to US-280                                      | 1.53           | ●    | New 2 Lane Roadway                          |
| RC-21    | n/a    | Richland Rd Extension           | Outer Loop to Richland Rd (CR-188)                                   | 2.20           | ●    | New 2 Lane Roadway                          |
| RC-22    | n/a    | Wills Turk Rd (CR-57) Connector | SR-14 to Mr. James Rd (CR-81)  | 3.23           | ●    | New 2 Lane Roadway                          |
| RC-23    | n/a    | CR-188 Connector                | CR-188 to SR-14 (Stage Rd)   | 2.04           | ●    | New 2 Lane Roadway                          |
| RC-24    | n/a    | Shelton Mill Rd (CR-97)         | E University Dr to Birmingham Hwy (US-280)                           | 2.09           | ●    | Widen From 2 to 4 Lanes                     |

## 5.0 Implementation

|  | Phase | Sponsor           | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-------------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn    | n/a         | \$1,125,904         | 900,723               | n/a              | n/a                | EJ           |
|  | ALL   | Auburn University | n/a         | \$2,849,514         | \$2,279,611           | n/a              | n/a                | EJ   EC      |
|  | ALL   | ALDOT             | n/a         | \$42,162,436        | 33,729,949            | n/a              | n/a                | EJ   EC      |
|  | ALL   | ALDOT             | n/a         | \$28,288,929        | 22,631,143            | n/a              | n/a                | EC           |
|  | ALL   | ALDOT             | n/a         | \$25,519,383        | 20,415,507            | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn    | n/a         | \$20,905,617        | 16,724,494            | n/a              | n/a                | EJ           |
|  | ALL   | City of Auburn    | n/a         | \$14,033,855        | 11,227,084            | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn    | n/a         | \$9,133,036         | 7,306,429             | n/a              | n/a                |              |
|  | ALL   | City of Auburn    | n/a         | \$8,492,907         | 6,794,326             | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$11,672,704        | 9,338,163             | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$10,940,108        | 8,752,086             | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$7,472,484         | 5,977,988             | n/a              | n/a                |              |
|  | ALL   | City of Auburn    | n/a         | \$10,744,749        | 8,595,799             | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$15,775,245        | 12,620,196            | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$9,963,313         | 7,970,650             | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$19,505,687        | 15,604,550            | n/a              | n/a                | EC           |

# 5.0 Implementation

## Visionary Roadway Capacity Projects *(continued)*

| L RTP ID | TIP ID | Roadway                               | Limits   | Length (Miles) | Type | Description             |
|----------|--------|---------------------------------------|--|----------------|------|-------------------------|
| RC-26    | n/a    | N Donahue Dr (CR-86)                  | Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)           | 2.32           | ●    | Widen From 2 to 4 Lanes |
| RC-27    | n/a    | Shelton Mill Rd (CR-97)               | N College St to E University Dr                                  | 0.92           | ●    | Widen From 2 to 4 Lanes |
| RC-28    | n/a    | N College St                          | Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)                     | 0.83           | ●    | Widen From 2 to 4 Lanes |
| RC-30    | n/a    | Pepperell Pkwy (SR-14) Connector      | Pepperell Pkwy (SR-14) to Airport Rd                             | 0.39           | ●    | New 2 Lane Roadway      |
| RC-31    | n/a    | Fox Run Pkwy (US-431)                 | Fox Trail to Samford Ave   | 0.86           | ●    | Widen From 2 to 4 Lanes |
| RC-32    | n/a    | Northpark Drive Extension             | Northern terminus to Chambers County Line                        | 1.17           | ●    | New 2 Lane Roadway      |
| RC-34    | n/a    | Gateway Drive East (US-280) Extension | Crawford Rd (SR-169) to N Uniroyal Rd                            | 2.27           | ●    | New 2 Lane Roadway      |
| RC-35    | n/a    | Lafayette Pkwy (US-431)               | Freeman Ave to Opelika City Limits                               | 2.20           | ●    | Widen From 2 to 4 Lanes |
| RC-36    | n/a    | Northern By-Pass Connector            | Oak Bowery Rd @ National Village Pkwy to Lafayette Pkwy (US-431) | 2.56           | ●    | New 2 Lane Roadway      |
| RC-37    | n/a    | Perimeter Rd                          | Grand National Pkwy to Oakbowery Rd                              | 0.56           | ●    | New 2 Lane Roadway      |
| RC-38    | n/a    | Eastern By-Pass Roadway Corridor      | US-280 to W Point Pkwy (US-29)                                   | 3.95           | ●    | New 2 Lane Roadway      |
| RC-40    | n/a    | Gateway Drive (US-280)                | I-85 to Society Hill Drive (CR-54)                               | 0.66           | ●    | Widen From 2 to 4 Lanes |
| RC-41    | n/a    | Fitzpatrick Ave                       | Pleasant Ave to North 10th Street                                | 0.68           | ●    | Widen From 2 to 4 Lanes |
| RC-42    | n/a    | Columbus Pkwy (SR-38)                 | McCoy St to Fox Run Parkway                                      | 1.00           | ●    | Widen From 2 to 4 Lanes |
| RC-43    | n/a    | Moore's Mill Rd                       | Grove Hill Rd to Society Hill Rd (CR-54)                         | 2.89           | ●    | Widen From 2 to 4 Lanes |
| RC-44    | n/a    | Cary Creek Pkwy                       | N College St (SR-147) to Shelton Mill Rd (CR-97)                 | 1.00           | ●    | New 2 Lane Roadway      |
| RC-46    | n/a    | Cunningham Dr Connector               | Cunningham Dr to Gateway Dr (US-280)                             | 0.80           | ●    | New 2 Lane Roadway      |

## 5.0 Implementation

|  | Phase | Sponsor         | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn  | n/a         | \$21,652,246        | 17,321,797            | n/a              | n/a                |              |
|  | ALL   | City of Auburn  | n/a         | \$8,586,236         | 6,868,988             | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn  | n/a         | \$7,746,278         | 6,197,022             | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | \$2,778,276         | 2,222,621             | n/a              | n/a                | EJ           |
|  | ALL   | City of Opelika | n/a         | \$8,026,264         | 6,421,011             | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | \$5,714,253         | 4,571,402             | n/a              | n/a                |              |
|  | ALL   | City of Opelika | n/a         | \$11,086,627        | 8,869,302             | n/a              | n/a                | EC           |
|  | ALL   | City of Opelika | n/a         | \$20,532,303        | 16,425,842            | n/a              | n/a                |              |
|  | ALL   | City of Opelika | n/a         | \$12,502,980        | 10,002,384            | n/a              | n/a                | EC           |
|  | ALL   | City of Opelika | n/a         | \$2,735,027         | 2,188,022             | n/a              | n/a                | EC           |
|  | ALL   | City of Opelika | n/a         | \$19,291,708        | 15,433,366            | n/a              | n/a                |              |
|  | ALL   | City of Opelika | n/a         | \$6,159,691         | 4,927,753             | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | \$6,346,348         | 5,077,078             | n/a              | n/a                | EC           |
|  | ALL   | City of Opelika | n/a         | \$9,332,865         | 7,466,292             | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn  | n/a         | \$26,971,979        | 21,577,583            | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn  | n/a         | \$4,883,977         | 3,907,181             | n/a              | n/a                |              |
|  | ALL   | City of Opelika | n/a         | \$5,699,027         | 4,559,222             | n/a              | n/a                |              |

# 5.0 Implementation

## Visionary Roadway Capacity Projects *(continued)*

| L RTP ID | TIP ID | Roadway                                      | Limits                                       | Length (Miles) | Type | Description                                 |
|----------|--------|--|--|----------------|------|---|
| RC-47    | n/a    | Opelika Rd (SR-14) Connector                 | SR-14 to N Gay St                            | 0.13           | ●    | New 2 Lane Roadway                          |
| RC-48    | n/a    | King Ave/Century Blvd Extension              | Park St to Frederick Rd                      | 2.33           | ●    | New 2 Lane Roadway                          |
| RC-49    | n/a    | I-85   | Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)     | 8.65           | ●    | Widen From 4 to 6 Lanes; Bridge Replacement |
| RC-50    | n/a    | Full Outer Loop (A-V1, A-V2, A-V3, and AC-9) | Corporate Pkwy to US 280 (multiple segments) | 6.57           | ●    | New 2 Lane Roadway                          |
| RC-51    | n/a    | Shug Jordan Pkwy/University Dr               | Richland Rd to Opelika Rd                    | 4.68           | ●    | Center Turn Lane and Turn Lanes             |
| RC-52    | n/a    | Pepperell Pkwy/2nd Ave/Samford Ave           | Pleasant Dr to Lafayette Pkwy (US 431)       | 2.62           | ●    | Widen From 3 to 5 Lanes                     |
| RC-53    | n/a    | Miracle Rd Extension                         | CR-677 to Shug Jordan Pkwy (SR-147)          | 1.48           | ●    | New 2 Lane Roadway                          |
| RC-54    | n/a    | Duncan Rd Extension                          | Lem Morrison Dr to Woodfield Dr              | 0.30           | ●    | New 2 Lane Roadway                          |

*Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.*

*Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.*

*Note 3: RC-54 was added after the project prioritization process as a result of a recommendation from Auburn University*

Improvement: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Special Design Considerations: EJ – Environmental Justice EC – Environmental and Community



## 5.0 Implementation

|  | Phase | Sponsor           | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-------------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn    | n/a         | \$926,092           | 740,874               | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika   | n/a         | \$16,598,417        | 13,278,734            | n/a              | n/a                | EJ   EC      |
|  | ALL   | ALDOT             | n/a         | \$69,241,695        | 55,393,356            | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$32,087,727        | 25,670,182            | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn    | n/a         | \$22,761,525        | 18,209,220            | n/a              | n/a                | EC           |
|  | ALL   | City of Opelika   | n/a         | \$24,452,106        | 19,561,685            | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn    | n/a         | \$7,228,286         | 5,782,628             | n/a              | n/a                |              |
|  | ALL   | Auburn University | n/a         | \$2,137,135         | \$1,709,708           | n/a              | n/a                |              |

# 5.0 Implementation

## Visionary Roadway Non-Capacity Projects

| L RTP ID | TIP ID | Roadway                  | Limits   | Length (Miles) | Type | Description  |
|----------|--------|--------------------------|--|----------------|------|--|
| RN-12    | n/a    | Opelika Road             | East University Drive to Dean Road   | 1.05           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-13    | n/a    | Dean Rd                  | Dean Elementary School to South of Auburn High School  | 0.24           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-14    | n/a    | Samford Ave              | College Street to Moore's Mill Road  | 0.43           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-15    | n/a    | Shug Jordan Pkwy         | Wire Road to Opelika Road  | 1.01           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-16    | n/a    | Glenn Ave                | Gay Street to Dean Road  | 0.87           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-17    | n/a    | 2nd Ave                  | Replace Traffic Signal System Along 2nd Avenue with Demand- Response Traffic Signal System                           | n/a            | ●    | Replace Traffic Signal System with Demand-Response Traffic Signal System / Improve Traffic Flow and Reduce Delay |
| RN-18    | n/a    | S. 10th St and Geneva St | Between Avenue B and McCoy Street  | 0.82           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-19    | n/a    | Martin Luther King Ave   | Between Hurst Street and Clanton Street & Construct Left Turn Lane on Avenue B Westbound and South 10th Street       | 0.69           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-20    | n/a    | Auburn St                | Hurst Street and Magazine Avenue   | 0.52           | ●    | Improve Turning Movement, Safety, and Traffic Flow   |
| RN-21    | n/a    | Old Columbus Rd          | Relocate Old Columbus Road Northward between Norfolk-Southern Railroad and US-280 to Align with CR-155 (2 New Lanes) | 0.24           | ●    | Relocate/Realign and Improve Safety and Traffic Flow   |

## 5.0 Implementation

|  | Phase | Sponsor         | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn  | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |
|  | ALL   | City of Auburn  | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn  | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn  | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn  | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ           |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |

# 5.0 Implementation

## Visionary Roadway Non-Capacity Projects *(continued)*

| L RTP ID | TIP ID | Roadway                          | Limits                                   | Length (Miles) | Type | Description   |
|----------|--------|----------------------------------|--|----------------|------|---|
| RN-22    | n/a    | CR-54                            | Opelika City Limits to Moore's Mill Road | 2.85           | ●    | Widen and Resurface and Improve Safety and Traffic Flow   |
| RN-23    | n/a    | CR-10                            | CR-22 to CR-54                           | 4.41           | ●    | Widen and Resurface and Improve Safety and Traffic Flow   |
| RN-24    | n/a    | CR-137                           | Over Choclafaula Creek                   | n/a            | ●    | Bridge Replacement and Improve Safety   |
| RN-25    | n/a    | CR-46                            | CR-72 to US-280                          | 2.07           | ●    | Widen and Resurface and Improve Safety and Traffic Flow   |
| RN-26    | n/a    | CR-166                           | SR-169 to CR-146                         | 2.01           | ●    | Widen and Resurface and Improve Safety and Traffic Flow   |
| RN-27    | n/a    | CR-389                           | US-431 to Chambers County Line           | 2.42           | ●    | Widen and Resurface and Improve Safety and Traffic Flow   |
| RN-28    | n/a    | Northern By-Pass Connector       | Lafayette Pkwy to Andrews Rd             | 4.08           | ●    | Resurface   |
| RN-29    | n/a    | Eastern By-Pass Roadway Corridor | West Point Pkwy to I-85                  | 0.27           | ●    | Resurface   |
| RN-32    | n/a    | Gateway Dr                       | Pepperell Pkwy to Marvyn Parkway         | 3.66           | ●    | Corridor Study for signals, intersection improvements, safety improvements, and access management |
| RN-33    | n/a    | Bridge on Ogletree Rd            | Over Moores Mill Creek                   | N/A            | ●    | Bridge Replacement  |
| RN-34    | n/a    | US 280 (Columbus Pkwy)           | Fox Run Pkwy to S Uniroyal Rd            | 0.84           | ●    | Corridor Study for signals, intersection improvements, safety improvements, and access management |
| RN-35    | n/a    | Bridge on US 280 (Gateway Dr)    | Over 1st Ave                             | N/A            | ●    | Bridge Replacement  |

## 5.0 Implementation

|  | Phase | Sponsor         | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|-----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | Lee County      | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |
|  | ALL   | Lee County      | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | Lee County      | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | Lee County      | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | Lee County      | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |
|  | ALL   | Lee County      | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | TBD             | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |
|  | ALL   | TBD             | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | City of Auburn  | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |



# 5.0 Implementation

## Visionary Roadway Non-Capacity Projects *(continued)*

| L RTP ID | TIP ID | Roadway                                      | Limits                                | Length (Miles) | Type | Description  |
|----------|--------|--|---------------------------------------|----------------|------|--|
| RN-36    | n/a    | S. College St                                | Shell Toomer Pkwy to E University Ave | 1.68           | ●    | Intersection, turn lane, access management, and signalization improvements as called for in City of Auburn Traffic Study |
| RN-37    | n/a    | S. College St                                | Magnolia Ave to Glenn Ave             | 0.18           | ●    | Intersection, turn lane, access management, and signalization improvements as called for in City of Auburn Traffic Study |
| RN-38    | n/a    | Shug Jordan Parkway                          | Richland Rd to E University Ave       | 2.35           | ●    | Intersection, turn lane, access management, and signalization improvements as called for in City of Auburn Traffic Study |
| RN-39    | n/a    | I-85   | Exit 60 (Marvyn Pkwy Interchange)     | n/a            | ●    | Redesign interchange for safety improvements and traffic flow  |
| RN-40    | n/a    | City of Auburn Traffic Study Recommendations | All                                   | n/a            | ●    | Line item for potential addition of recommendations from traffic study not already covered in above projects             |
| RN-41    | n/a    | Miracle Rd                                   | Farmville Rd to CR-677                | 0.60           | ●    | Resurface  |

Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement: ● Bridge ● Pavement ● Intersection ● Corridor Redesign ● Other/Multiple

Special Design Considerations: EJ – Environmental Justice EC – Environmental and Community

# 5.0 Implementation

|  | Phase | Sponsor        | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) | Design Notes |
|--|-------|----------------|-------------|---------------------|-----------------------|------------------|--------------------|--------------|
|  | ALL   | City of Auburn | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ           |
|  | ALL   | City of Auburn | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn | n/a         | TBD                 | TBD                   | n/a              | n/a                | EC           |
|  | ALL   | ALDOT          | n/a         | TBD                 | TBD                   | n/a              | n/a                | EJ   EC      |
|  | ALL   | City of Auburn | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |
|  | ALL   | City of Auburn | n/a         | TBD                 | TBD                   | n/a              | n/a                |              |

# 5.0 Implementation

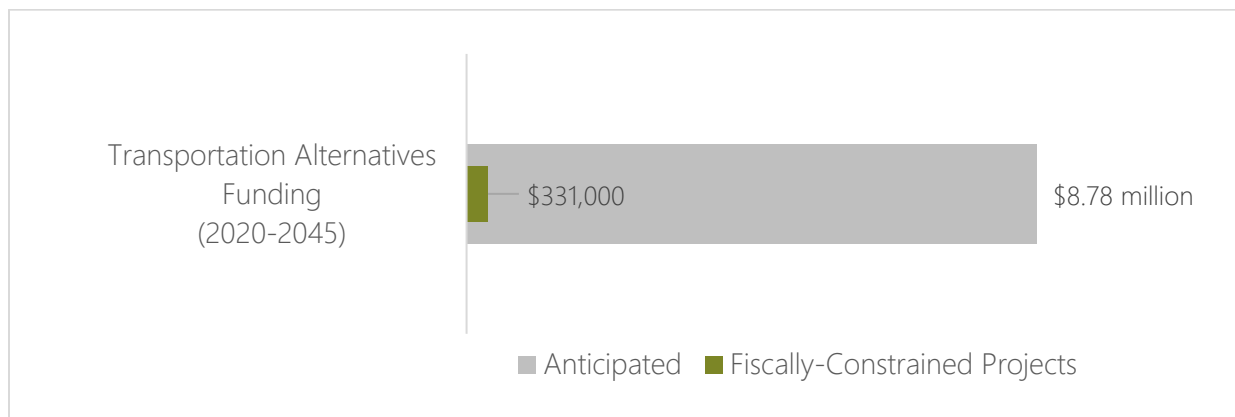
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## Bicycle and Pedestrian Projects

In addition to bicycle and pedestrian improvements included with planned roadway projects, the region will continue to fund stand-alone bicycle and pedestrian projects.

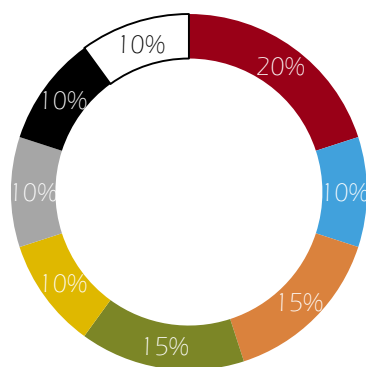
### Financial Plan

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program, administered by ALDOT. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately \$8.8 million in federal TA funds will be available to the MPO from 2020 to 2045. The MPO currently only has one TA-funded project and local governments should continue to apply for these projects.



### High-Priority, Visionary Project Corridors

All bicycle and pedestrian projects identified in existing plans and the LRTP needs analysis were prioritized based on the criteria below, resulting in a list of visionary bicycle and pedestrian corridors. Local governments should prioritize projects in these corridors for TA funding.



#### Prioritization Criteria

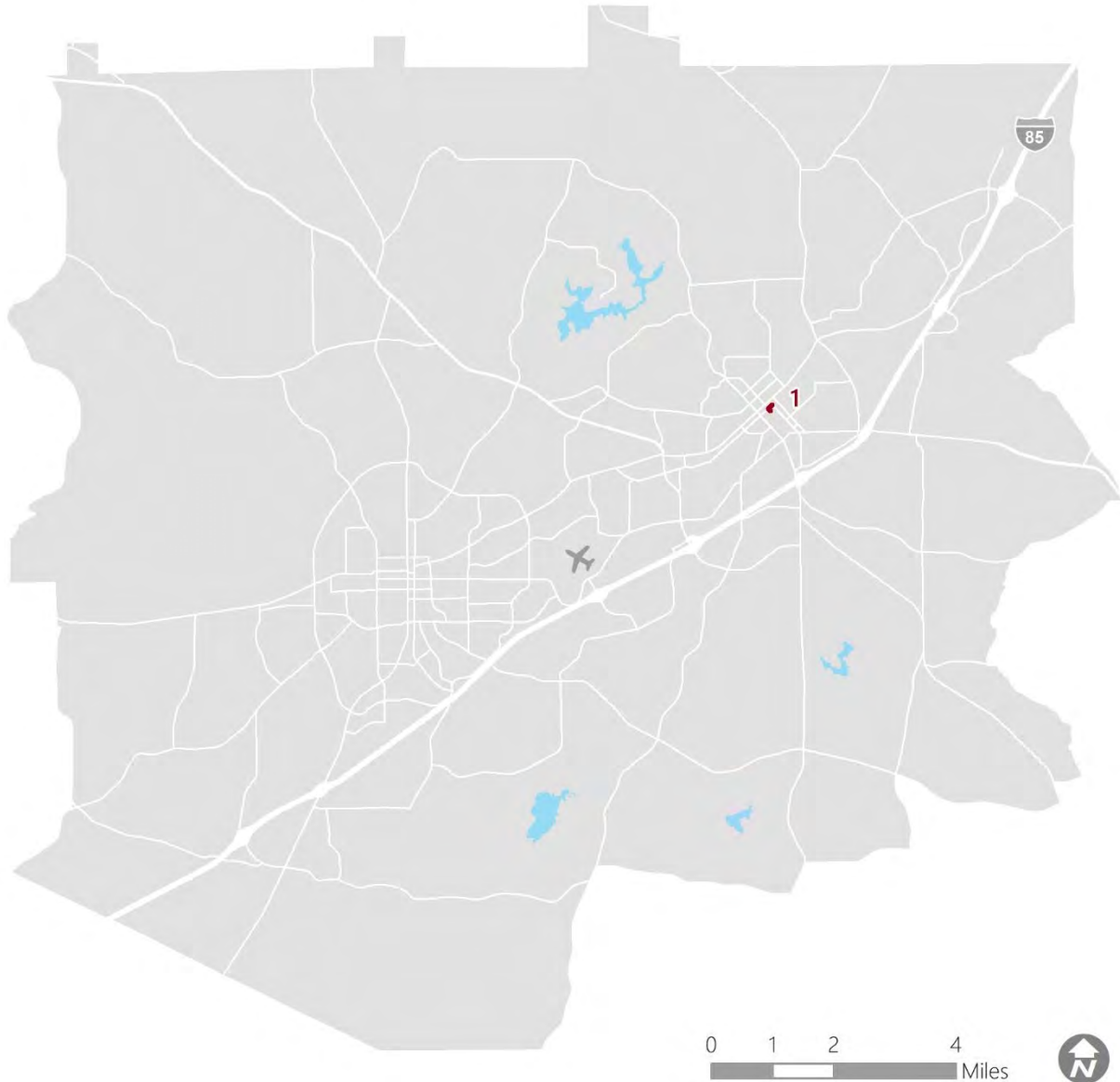
- Population Density
- Employment Density
- Popular Destinations Nearby
- Low-Income and Carless Households
- Limited Mobility Age Groups
- System Connectivity
- Street Connectivity
- Safety

# 5.0 Implementation

## Fiscally Constrained Bicycle and Pedestrian Projects

### Project Type

 Streetscape

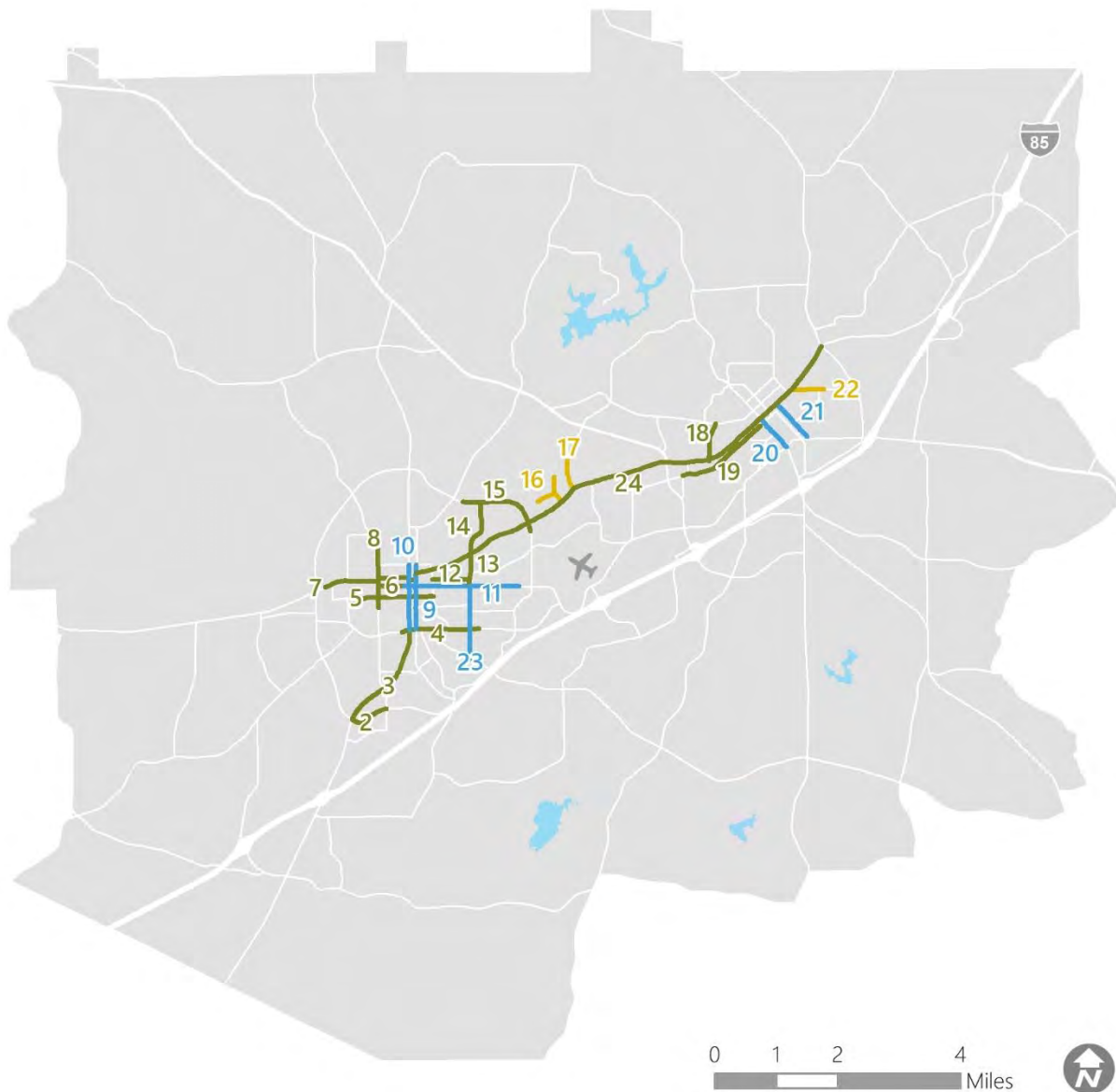




## Visionary Bicycle and Pedestrian Project Corridors

### Project Corridor Type

-  Bicycle
-  Pedestrian
-  Bicycle and Pedestrian



# 5.0 Implementation

## Fiscally Constrained Bicycle and Pedestrian Projects

| LRTP ID | TIP ID        | Roadway   | Limits  | Length (Miles) | Type |  |
|---------|---------------|---|---|----------------|------|--|
| BP-1    | 10006<br>9022 | N 8 <sup>th</sup> Street; 1 <sup>st</sup><br>Avenue | N Railroad Avenue to 1 <sup>st</sup> Ave; N 8 <sup>th</sup> Street to N 7 <sup>th</sup><br>Street | n/a            | ●    |  |

Note: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Improvement: ● Streetscape ● Bicycle ● Pedestrian ● Bicycle and Pedestrian

## 5.0 Implementation

|  | Phase | Sponsor | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) |
|--|-------|---------|-------------|---------------------|-----------------------|------------------|--------------------|
|  | CN    | TBD     | 2020        | \$410,125           | \$328,100             | \$414,226        | \$331,381          |

# 5.0 Implementation

## Visionary Bicycle and Pedestrian Project Corridors

| L RTP ID | TIP ID | Roadway                                       | Limits                                  | Length (Miles) | Type |
|----------|--------|---|---|----------------|------|
| BP-2     | n/a    | E University Dr                               | S College St to S Donahue Dr            | 0.63           | ●    |
| BP-3     | n/a    | S College St                                  | E University Dr to E Samford Ave        | 1.81           | ●    |
| BP-4     | n/a    | E Samford Ave                                 | Well St to S Dean Rd                    | 1.27           | ●    |
| BP-5     | n/a    | Magnolia Ave                                  | Roosevelt Dt to N Ross St               | 1.13           | ●    |
| BP-6     | n/a    | W Glenn Ave                                   | N Donahue Dr to Wright St               | 0.42           | ●    |
| BP-7     | n/a    | Martin Luther King Dr/Bragg Ave/Mitcham Ave   | Jordan St to N Gay St                   | 1.49           | ●    |
| BP-8     | n/a    | N Donahue Dr                                  | W Thatch Ave to Cary Dr                 | 0.96           | ●    |
| BP-9     | n/a    | S Gay St                                      | E Samford Ave to E Drake Ave            | 1.06           | ●    |
| BP-10    | n/a    | College St                                    | E Samford Ave to E Drake Ave            | 1.08           | ●    |
| BP-11    | n/a    | E Glenn Ave                                   | Wright St to Alice St                   | 1.87           | ●    |
| BP-12    | n/a    | Harper Ave                                    | N Ross St to N Dean St                  | 0.60           | ●    |
| BP-13    | n/a    | N Dean St                                     | E Glenn Ave to Opelika Rd               | 0.54           | ●    |
| BP-14    | n/a    | N Dean Rd                                     | Opelika Rd to E University Dr           | 0.91           | ●    |
| BP-15    | n/a    | E University Dr                               | Dekalb St to Bailey-Harris Dr           | 1.39           | ●    |
| BP-16    | n/a    | Mall Blvd/Commerce Dr                         | Mall Pkwy to Commerce Dr; entire street | 0.76           | ●    |
| BP-17    | n/a    | Veterans Pkwy                                 | Pepperell Pkwy to Academy Dr            | 0.48           | ●    |
| BP-18    | n/a    | Pleasant Dr                                   | Pepperell Pkwy to Waverly Pkwy          | 0.63           | ●    |
| BP-19    | n/a    | 1st Ave                                       | Thomason Dr to N 11th St                | 1.55           | ●    |
| BP-20    | n/a    | 10th St                                       | 2nd Ave to Martin Luther King Blvd      | 0.64           | ●    |
| BP-21    | n/a    | 6th St  | 2nd Ave to Columbus Pkwy                | 0.74           | ●    |
| BP-22    | n/a    | Jeter Ave                                     | S Railroad Ave to Fair St               | 0.50           | ●    |
| BP-23    | n/a    | S Dean Rd                                     | E Glenn Ave to Moores Mill Rd           | 1.20           | ●    |
| BP-24    | n/a    | Opelika Rd/Pepperell Pkwy/2nd Ave/Samford Ave | N Gay St to Lafayette Pkwy              | 7.87           | ●    |

Improvement: ● Streetscape ● Bicycle ● Pedestrian ● Bicycle and Pedestrian

## 5.0 Implementation

|  | Phase | Sponsor                      | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) |
|--|-------|------------------------------|-------------|---------------------|-----------------------|------------------|--------------------|
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Opelika              | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | City of Auburn               | n/a         | TBD                 | TBD                   | n/a              | n/a                |
|  | ALL   | Cities of Auburn and Opelika | n/a         | TBD                 | TBD                   | n/a              | n/a                |

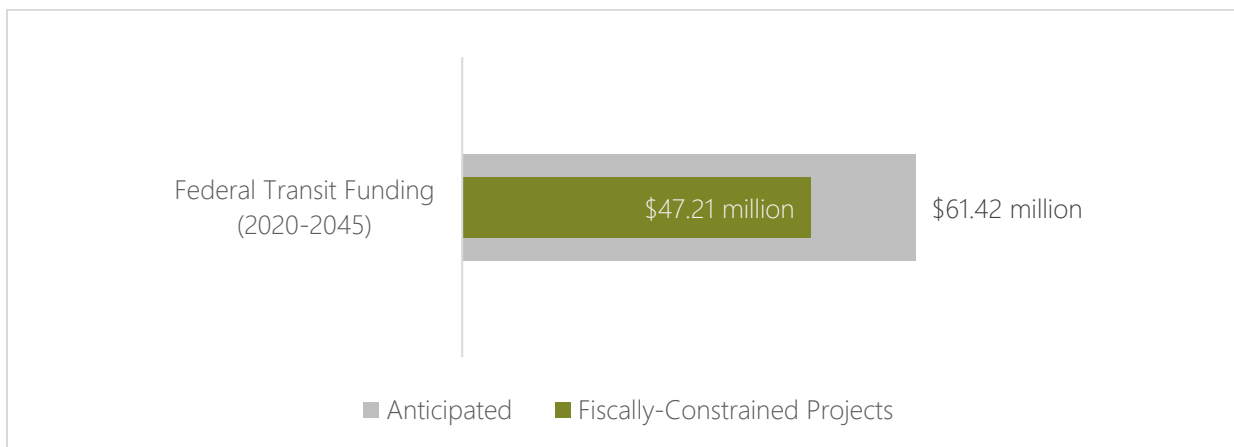
# 5.0 Implementation

## Public Transit Projects

Over the next 25 years, the region will continue to provide the dial-a-ride service operated by Lee-Russell Council of Governments. At the same time, it will also consider introducing fixed-route service around the cities of Auburn and Opelika.

### Financial Plan

If recent funding levels continue, the region will have enough federal funding to continue operating its dial-a-ride service at current levels. The main limitation to expanding service will be local funding to match and exceed federal funding.



### Fixed Route Feasibility Study

There is demand for regularly scheduled, fixed route transit in the region. A feasibility study should be conducted that addresses the following questions:

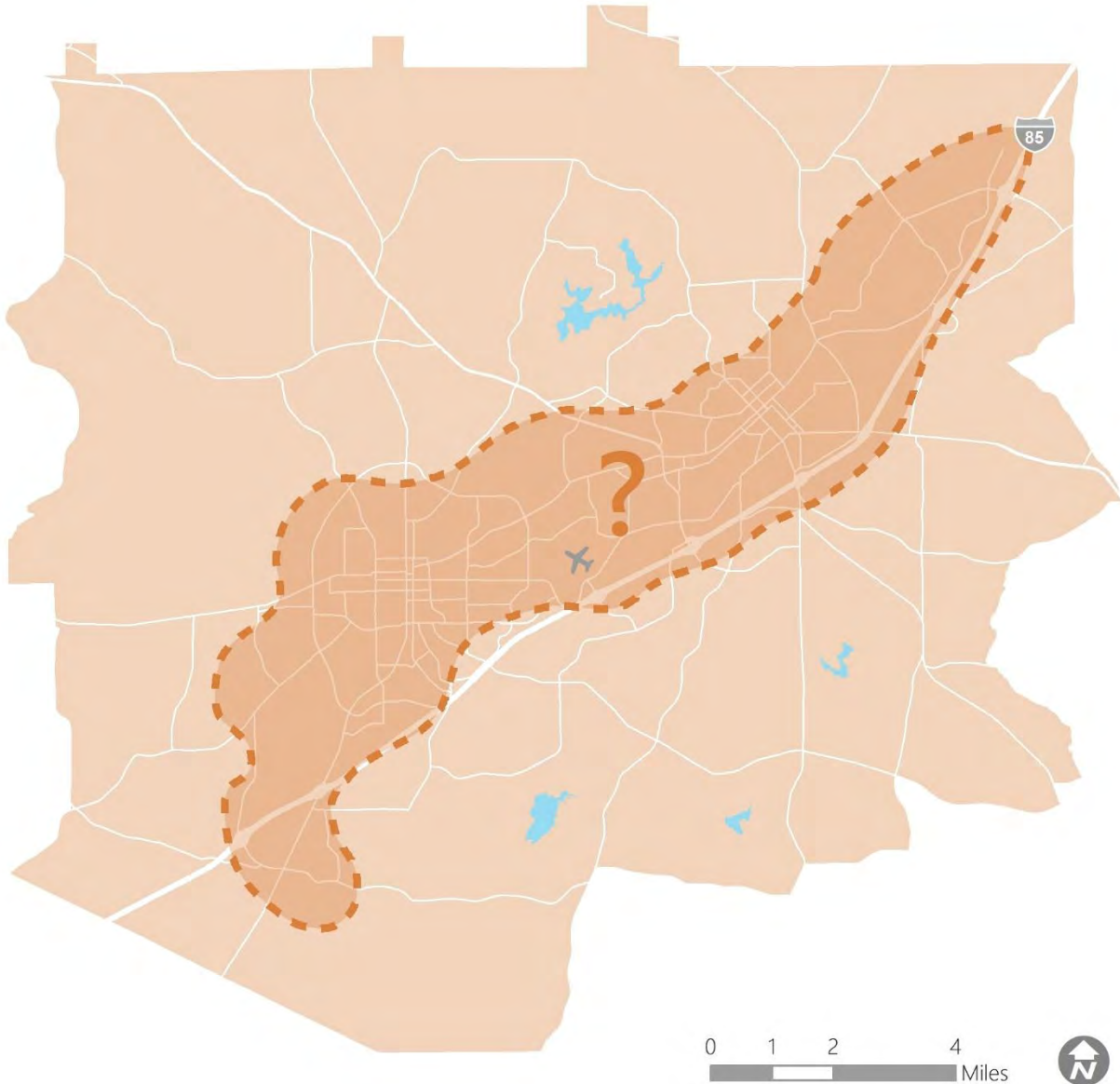
- Who would operate this transit service and how would it include Auburn University?
- What funds are available and what new funding sources are viable options?
- What types of service should be provided and where?
- What are the steps for implementation?



## Public Transit Projects

### Project Type

-  Fixed Route Feasibility Study
-  Continue Current Service



# 5.0 Implementation

## Fiscally Constrained List of Transit Projects

| L RTP ID | TIP ID    | Description  | Type |  |
|----------|-----------|--|------|--|
| PT-1     | 100069148 | SECTION 5307 TRANSIT LEE-RUSSELL COG (AUBURN/OPELIKA - URBAN) OPERATING                              | ●    |  |
| PT-2     | 100069149 | SECTION 5307 TRANSIT LEE-RUSSELL COG (AUB/OPELIKA - URBAN) CAPITAL ROLLING STOCK (2 CC BUS)          | ●    |  |
| PT-3     | 100069151 | SECTION 5307 TRANSIT JARC (LOCAL) LEERUSSELL COG OPERATING   | ●    |  |
| PT-4     | 100069153 | SECTION 5307 TRANSIT JARC (DHR) LEERUSSELL COG OPERATING   | ●    |  |
| PT-5     | 100069154 | SECTION 5316 TRANSIT JARC LEE-RUSSELL COG (URBAN) CAPITAL MOBILITY MGMT                              | ●    |  |
| PT-6     | 100069163 | SECTION 5311 TRANSIT LEE-RUSSELL COG OPERATING   | ●    |  |
| PT-7     | 100069165 | SECTION 5311 TRANSIT LEE-RUSSELL COG ADMINISTRATION  | ●    |  |
| PT-8     | 100069168 | SECTION 5339 TRANSIT LEE-RUSSELL COG CAPITAL ROLLING STOCK (2 CC BUS)                                | ●    |  |
| PT-9     | 100069169 | SECTION 5311 TRANSIT LEE-RUSSELL COG CAPITAL SUPPORT EQUIPMENT                                       | ●    |  |
| PT-10    | 100069172 | SECTION 5311 TRANSIT JARC (LOCAL) LEERUSSELL COG OPERATING   | ●    |  |
| PT-11    | 100069174 | SECTION 5311 TRANSIT JARC (DHR) LEERUSSELL COG OPERATING   | ●    |  |
| PT-12    | 100069175 | SECTION 5311 TRANSIT JARC (LOCAL) LEERUSSELL COG CAPITAL MOBILITY MANAGEMENT                         | ●    |  |
| PT-13    | 100069237 | SECTION 5307 TRANSIT (AUBURN / OPELIKA) LEE-RUSSELL COG CAPITAL ROLLING STOCK (3 CCB) GRANT AL90X198 | ●    |  |
| PT-14    | 100069651 | SECTION 5310 TRANSIT (URBAN) LEERUSSELL COG CAPITAL PURCHASED TRANS                                  | ●    |  |
| PT-15    | 100069864 | SECTION 5307 TRANSIT JARC LEE-RUSSELL COG (URBAN) CAPITAL MOBILITY MGMT                              | ●    |  |
| PT-16    | 100070091 | SECTION 5310 TRANSIT (URBAN) ACHIEVEMENT CNTR - EASTER SEALS CAPITAL ROLLING STOCK (1 CCB)           | ●    |  |
| PT-19    | n/a       | FIXED ROUTE FEASIBILITY STUDY  | ●    |  |
| PT-17    | n/a       | LEE-RUSSELL COG OPERATING  | ●    |  |
| PT-18    | n/a       | LEE-RUSSELL COG CAPITAL  | ●    |  |

Note: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Improvement: ● Operating ● Capital ● Study

## 5.0 Implementation

|  | Sponsor | Fiscal Year | Total Cost (2019\$) | Federal Cost (2019\$) | Total Cost (YOE) | Federal Cost (YOE) |
|--|---------|-------------|---------------------|-----------------------|------------------|--------------------|
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$741,438        | \$370,719          |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$120,000        | \$96,000           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$100,000        | \$50,000           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$403,829        | \$201,915          |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$22,770         | \$18,216           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$443,249        | \$221,625          |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$166,381        | \$83,191           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$131,835        | \$105,468          |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$46,286         | \$37,029           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$20,000         | \$10,000           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$170,733        | \$85,367           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$37,055         | \$29,644           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$189,198        | \$151,358          |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$150,000        | \$120,000          |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$45,970         | \$36,776           |
|  | LRCOG   | 2019        | n/a                 | n/a                   | \$62,483         | \$49,986           |
|  | LRCOG   | 2021        | n/a                 | n/a                   | \$100,000        | \$80,000           |
|  | LRCOG   | 2020-2045   | n/a                 | n/a                   | \$70,255,779     | \$35,127,890       |
|  | LRCOG   | 2020-2045   | n/a                 | n/a                   | \$15,006,390     | \$12,005,112       |

# 5.0 Implementation

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## Next Steps

### Implementation Timeline

