

# **FINAL**

# **2040 Long Range Transportation Plan (LRTP)**

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

Prepared by:

**ATKINS**

Vestavia Hills, Alabama

9 September 2015

Auburn-Opelika  
Metropolitan Planning Organization  
(AOMPO)

**FINAL**  
**2040 Long Range Transportation Plan**  
**(LRTP)**

This document is available at [www.lrcog.com](http://www.lrcog.com)

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This Long Range document was prepared as a cooperative effort of the U.S. Department of Transportation, Federal Highway Administration, Alabama Department of Transportation, Federal Transit Administration, and local governments in partial fulfillment of requirements in amended 23 USC 134 and 135 (MAP-21 Sections 1201 and 1202, July 2012) and Task 6.1 of the Auburn-Opelika MPO Unified Planning Work Program. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.



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\* indicates non-voting status

# MPO RESOLUTION 2015-05

## Adopting the Final 2040 Long Range Transportation Plan (LRTP)

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

**WHEREAS**, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, doing area-wide urban transportation planning, to submit a 2040 Long Range Transportation Plan as a condition for meeting the provisions of amended Title 23, U. S. Code, Sections 134 and 135; and

**WHEREAS**, consistent with the declaration of these provisions, Lee-Russell Council of Governments Transportation Planning Staff, in cooperation with the Bureau of Transportation Planning and Modal Programs of the Alabama Department of Transportation, has prepared a Final 2040 Long Range Transportation Plan; and

**WHEREAS**, pursuant to its duties, functions and responsibilities, the Auburn-Opelika Metropolitan Planning Organization, in session this 9<sup>th</sup> day of September, 2015, did review and evaluate the aforementioned Final 2040 Long Range Transportation Plan, summarized on the attached pages; now

**THEREFORE, BE IT RESOLVED**, by the Auburn-Opelika Metropolitan Planning Organization, that the same does hereby endorse and adopt said Final 2040 Long Range Transportation Plan.

Adopted this 9<sup>th</sup> day of September, 2015

\_\_\_\_\_  
Chairman/Vice-Chairman/Acting Chairman, MPO

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
Transportation Planner, LRCOG

\_\_\_\_\_  
Date

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## **Executive Summary**

### ES.1 - Introduction

The Long Range Transportation Plan (LRTP) is the instrument for coordinating metropolitan long range transportation planning in the City of Auburn, the City of Opelika, and Lee County. The LRTP identifies transportation improvements that will be needed in the Auburn-Opelika area over the next 25 years. The LRTP planning process is comprehensive, including all modes; cooperative, involving a broad array of stakeholders and other interested parties; and continuous, being updated at least every five years. The planning process is established in federal statute and is required for areas designated as urbanized (population 50,000 and above). The LRTP is one of the key products of the planning process for the Auburn-Opelika Metropolitan Planning Organization (AOMPO).

### ES.2 - Plan Development Process

The 2040 LRTP was developed in cooperation and coordination with local, state and federal planning partners, as well as the general public. The LRTP process has proceeded with full coordination and cooperation from the Cities of Auburn and Opelika, Lee County, Alabama Department of Transportation (ALDOT), and the Federal Highway Administration (FHWA). The process has also closely followed the federal regulations and requirements. The general LRTP development process begins with an inventory of existing conditions, then a forecast of future conditions, and culminates in plan recommendations for all modes of transportation within the constraints of expected future funding for the Auburn-Opelika Metropolitan Planning Area.

The AOMPO has several committees that take part in regional planning processes for the area. Four have played a role in the LRTP process: the LRTP Technical Committee (LRTP TC), the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Metropolitan Planning Organization Policy Board. The LRTP TC, a subcommittee of the TAC, with representation from Lee-Russell Council of Governments (LRCOG), Lee County, and the Cities of Auburn and Opelika, convened several times to assist in guiding the LRTP development process. The LRTP TC reviewed processes such as data collection, socioeconomic data forecasting, travel demand model development and validation, as well as project identification and selection. Public involvement meetings were also held, in order to gather comments and input from citizens who live and work within the Auburn-Opelika Metropolitan Planning Area.

### ES.3 - Transportation System Needs and Strategies

In the Auburn-Opelika Metropolitan Planning Area, population grew a total of 17 percent from year 2000 to year 2010, adding 12,948 persons to the planning area for a total population of 89,631 in 2010. The Auburn-Opelika Metropolitan Planning Area is projected to grow a total of 80 percent between 2010 and 2040, adding 71,968 persons for a total population of 161,599 in 2040. Employment for the Auburn-Opelika Metropolitan Planning Area is projected to grow a

total of 79 percent from 2010 to 2040, adding 33,368 employees for a total employment of 75,599 in 2040.

In light of current conditions, as well as expected growth in population and employment, each mode of transportation in the Auburn-Opelika Metropolitan Planning Area was evaluated and improvement strategies were developed, in order to address the identified needs and challenges.

#### ES.4 - Long Range Transportation Plan Program of Projects

Projects were selected for the Auburn-Opelika 2040 LRTP, as a result of the long range transportation planning process. The projects provide solutions to address the area's future transportation needs and challenges, based on the strategies identified by the AOMPO. It is important to note that the program of projects included in the 2040 LRTP, reflects current planning assumptions based on existing data and identified needs. The program of projects is updated every five years to ensure that the LRTP reflects the changing data, conditions, and needs of the Auburn-Opelika Metropolitan Planning Area.

The criteria used for screening projects for inclusion in the LRTP are:

- Safety and security
- Existing and future deficiencies
- Feasibility of improvement (i.e., constructability)
- Environmental mitigation issues
- Adherence to local plans
- City of Auburn, City of Opelika, Lee County, and ALDOT staff, and public input
- Project costs and projected Federal funding available for AOMPO

The 2040 LRTP includes two main types of projects for roadways: capacity projects, and maintenance and operations (MO) projects. Capacity projects are projects that add capacity to the existing roadway system, such as adding lanes to an existing road, or constructing a new road. MO projects are projects that address safety, operational, or maintenance needs such as installing a guardrail, constructing new turn-lanes at an intersection, or resurfacing a road.

The 2040 LRTP includes six MO projects sponsored by ALDOT, twelve capacity projects and thirteen MO projects sponsored by the City of Auburn, three capacity projects and thirteen MO projects sponsored by the City of Opelika, fifteen MO projects sponsored by Lee County, and one MO project sponsored by the State Conservation Agency. All projects were ranked within their funding program and capacity/MO classification.

Benefits of the roadway projects in the 2040 LRTP include decreased congestion, increased regional connectivity, and increased mobility and accessibility. With the implementation of the LRTP projects, regional travel measured in vehicle-miles-traveled (VMT) would be reduced by 1 percent for interstates and reduced by 2 percent for minor arterials, but would be increased by

5 percent for collectors. Also, travel time measured in vehicle-miles-traveled (VHT) would be reduced by 2 percent for the entire network, and average speed would be increased by 4 percent for interstates, but average speed would stay approximately the same across the entire network in 2040. These modest improvements in regional mobility, within the LRTP financially constrained projects, are due to the limited Federal funding available for major capacity projects that would add new lanes or entirely new roads. However, the LRTP capacity projects, along with the LRTP MO improvements, such as turn lane improvements and signalization improvements, would certainly provide needed relief to travelers in the region.

The 2040 LRTP also contains visionary projects that are not financially constrained, but were identified by the local governments as viable projects in the Auburn-Opelika Metropolitan Planning Area. The list of visionary projects will be used in the development of future LRTPs, as a resource of viable projects that might make it into the next LRTP if funding is available.

Also, for the purposes of the 2040 LRTP, it is assumed that bicycling and pedestrian facilities will be incorporated into all transportation projects. However, it is understood that each project will be fully analyzed during the environmental and design phases of each project to determine if exceptional circumstances do exist, and to determine the specific bicycle and pedestrian facility that will be included in the project where applicable. The MPO will be consistent with FHWA guidance by letter in June 2009 and USDOT directive in March 2010.

#### ES.5 - Financial Plan

Federal regulations require metropolitan long range transportation plans to be financially constrained. Forecasted revenues based on historic revenues, must be sufficient to fund projects in the long range transportation plan (LRTP). Revenue sources include federal, state, and local. In order to determine the available federal resources, historical funding data and future projections of federal revenue was provided by ALDOT.

With these future projections, ALDOT has also provided direction to the MPOs to allocate the capacity federal funding in the first ten years of the LRTP, and to allocate MO federal funding in the second decade. Clearly, if the funds are available beyond capacity needs, MO projects can be funded and programmed in the first ten years of the Plan, but the intent is to first channel available funding to capacity projects. Given sufficient funding, then, MO can be allocated and spent over the entire 25-year period of the Plan. Alabama Transportation Rehabilitation and Improvement Program (ATRIP) funding, if awarded, should be allocated in the first five years of the Plan.

For the 2040 LRTP, an emphasis was placed on projecting costs separately for highway capacity projects and for highway MO projects. This means that the LRTP program of projects must be financially constrained for both highway capacity projects and highway MO projects. The split of capacity and MO funding provided by ALDOT was based on expected available federal funding for each category. The 2040 LRTP has identified a total \$15,218,000 of federal funding for capacity projects over the next ten years and a total of \$48,848,000 of federal funding for

MO projects in the next 25 years. The federal funding required for these projects equals, or is less than, the projected federal funding. Therefore, the 2040 LRTP is financially constrained. The 2040 LRTP also demonstrates that each local government will have sufficient funds to afford the local portion of their sponsored federal-aid projects in the 2040 LRTP.

#### ES.6 - Conclusion

The 2040 LRTP is a comprehensive review of the area transportation network and modes of travel, culminating in the identification and prioritization of projects and strategies that will be implemented in the next 25 years. A more detailed description of the projects, and how they were selected, is presented in the remainder of this document.

## 1.0 - Introduction

### 1.1 - Overview

The Long Range Transportation Plan (LRTP) is the instrument for coordinating metropolitan long range transportation planning in the City of Auburn, the City of Opelika and Lee County. The LRTP identifies transportation improvements that will be needed in the Auburn-Opelika area over the next 25 years. The LRTP planning process is comprehensive, including all modes; cooperative, involving a broad array of stakeholders and other interested parties; and continuous, being updated at least every five years. The planning process is established in federal statute and is required for areas designated as urbanized (population 50,000 and above). The LRTP is one of the key products of the planning process for the Auburn-Opelika Metropolitan Planning Organization (AOMPO).

The Auburn-Opelika LRTP fulfills the federal requirements for a Metropolitan Transportation Plan. The provisions for MPO plans are described in 23 USC 134 and 135, amended in Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), Sections 1201 and 1202, July 2012, and 49 USC 5303 (Metropolitan Planning), with regulatory authority in 23 Code of Federal Regulations (CFR) 450 et al. *MAP-21 is also referred to as Public Law 112-141.* A key statute in the federal requirements states that each metropolitan area shall have,

*A continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution (23 CFR 450.300).*

Federal regulations (23 CFR § 450.322) also require MPOs to develop long range transportation plans, which identify the projected transportation demand and movement of persons and goods in the metropolitan planning area over the period of the plan (a minimum of 20 years). This demand is based on the interrelated economic, demographic, environmental protection, growth management, and land use activities carried out in accordance with metropolitan and local development goals. Travel demand models have become the primary tools used to identify the existing and future travel demands of people and vehicles, and determine the transportation plans and programs that would be necessary to implement in order to address the travel patterns. The LRTP planning process must also include citizen and public official involvement and participation, and must also include a financial plan that provides a plan for funding transportation improvements over the next 25 years.

The 2035 Auburn-Opelika LRTP was adopted on June 9, 2010. Lee-Russell Council of Governments (LRCOG) contracted with Atkins in January 2014 to assist in the development of the 2040 LRTP. Previous LRTPs that have guided the transportation program in the area,

include the 2030 LRTP, adopted in January 2005; the 2025 LRTP, adopted in November 2000; and the 2015 LRTP, adopted in May 1995. The first LRTP developed for the Auburn-Opelika MPO was adopted in 1985, after the MPO was designated as an urbanized area after the 1980 decennial census.

## 1.2 - Auburn-Opelika Metropolitan Planning Area Description

The Auburn-Opelika MPO includes a substantial portion of the corporate limits of the City of Auburn and the City of Opelika, as well as the urbanized area around the two cities in Lee County. The land area of the Auburn-Opelika Metropolitan Planning Area is approximately 222 square miles. After the development of the previous 2035 LRTP, the MPO adopted a new MPO boundary for the 2040 LRTP that extended the previous southwestern boundary, between State Route (SR) 14 and Lee Road 58, from Lee Road 57 to Lee Road 61. From the northwest corner of the MPO, its western boundary extends from Lee Road 188 in Waverly at the Chambers County line, south to the eastern boundary of Loachapoka, and south on Lee Road 61, east on Lee Road 58, and south on Lee Road 137 to the Macon County line. The southern boundary follows the Macon County line east to Chewacla Creek, north to Lee Road 10, following Lee Road 10 east to Lee Road 47 east to Beauregard, north on SR 51, and east on Lee Road 146 to SR 169. The eastern boundary begins at SR 169, goes east on Lee Road 145 to the Uchee Creek, following the creek to Lee Road 391, and then to Lee Road 154 east. From Lee Road 154 north, the boundary flows east along Lee Road 390 north to US 29/SR 15, east along US 29/SR 15, and then heads west to the Chambers County line at I-85 and Lee Road 177. The northern boundary follows the Chambers County line west to Waverly at Lee Road 188. The Auburn-Opelika Metropolitan Planning Area is shown in Figure 1-1 on page 3.

## 1.3 – Title VI and Public Participation in LRTP Development

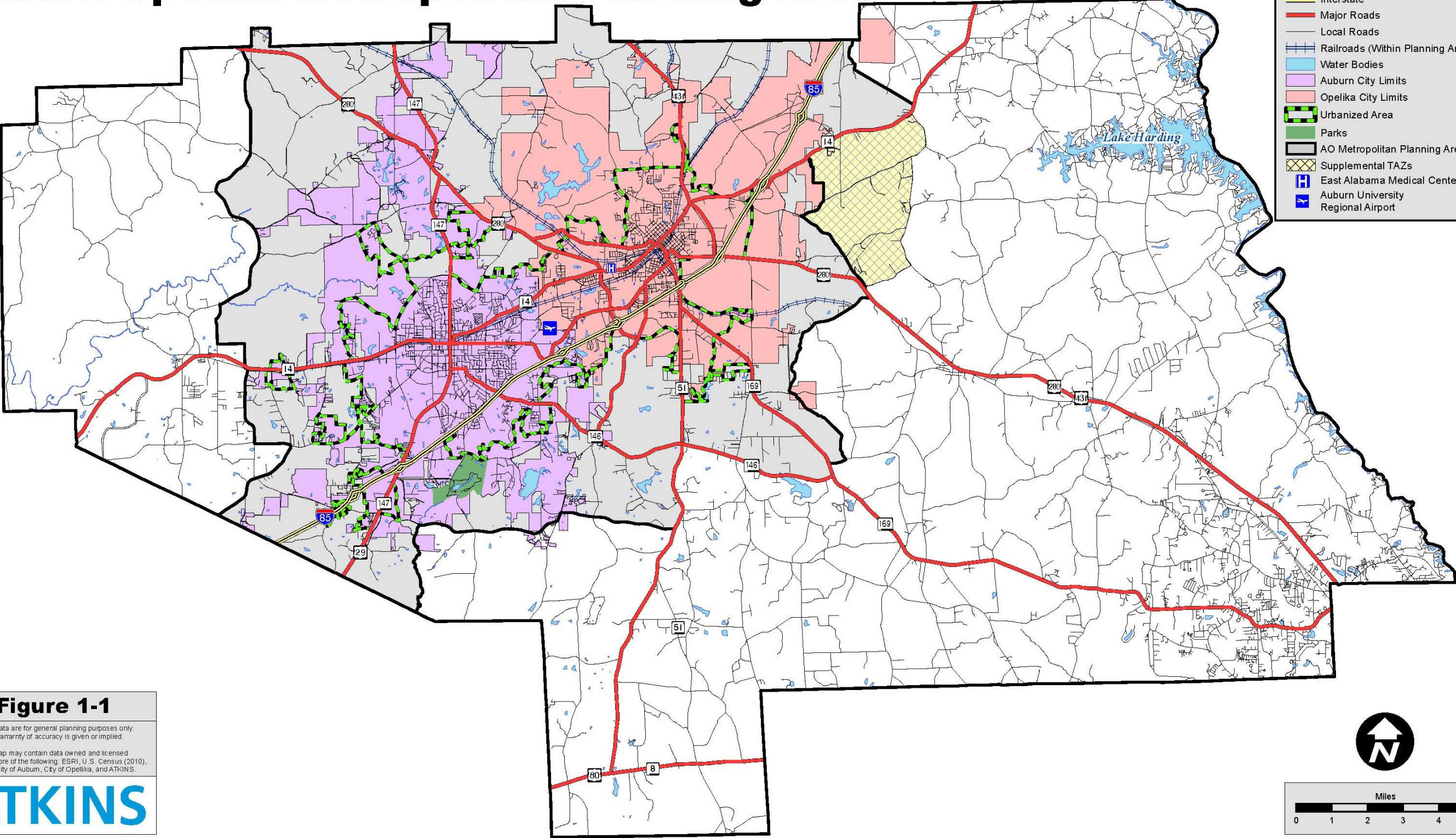
The Auburn-Opelika Metropolitan Planning Organization is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. As a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

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps and plans can be viewed at [www.lrcog.com](http://www.lrcog.com).
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.



# 2040 Auburn-Opelika Long Range Transportation Plan

## Auburn-Opelika Metropolitan Planning Area



**Legend**

- Interstate
- Major Roads
- Local Roads
- Railroads (Within Planning Area)
- Water Bodies
- Auburn City Limits
- Opelika City Limits
- Urbanized Area
- Parks
- AO Metropolitan Planning Area
- Supplemental TAZs
- East Alabama Medical Center
- Auburn University Regional Airport

**Figure 1-1**  
 These data are for general planning purposes only.  
 No warranty of accuracy is given or implied.  
 This map may contain data owned and licensed  
 by one or more of the following: ESRI, U.S. Census (2010),  
 USGS, City of Auburn, City of Opelika, and ATKINS.

(5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects or plans.

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

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 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 701, Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as “Environmental Justice,” which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the 2013 Public Participation Plan which can be seen in Appendix 6.9 of the LRPT.

In order to further support the public participation goals of the AOMPO, the public was encouraged to participate in the development of the LRTP. All AOMPO meetings are open to the public and subject to all applicable provisions of the Alabama Open Meetings Act §36-25A-2. The 2040 LRTP process has included three series of public involvement meetings designed to obtain input from the public, concerning the long range transportation planning process in the Auburn-Opelika Metropolitan Planning Area. As part of the outreach effort for each of the public meetings, flyers were placed in local housing authorities and libraries. This process culminated in a set of public involvement meetings that were held to present the Draft 2040 LRTP and receive comments from the public. In addition, once the Draft LRTP was approved, it



was subject to a 14-day public comment period. The Draft 2040 LRTP was made available electronically for public review and comment starting August 13, 2014. A summary of the public outreach activities and results, are included in Appendix 6.3. At these meetings, the AOMPO committees review and approve the Draft and Final LRTP documents. Interested individuals may also review and comment on these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner at Lee-Russell Council of Governments (LRCOG), should be contacted in order to speak to the Policy Board or the Committees during meeting Public Forum periods. Copies of Draft and Final planning documents are available to the public for the cost of the printing.

#### 1.4 – MAP-21 Planning Factors

The 2040 LRTP has been developed in accordance with Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) which was signed into law in July 2012. According to federal law (P.L. 112-141), MAP-21 re-establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process [MAP-21, Sections 1201, 1202]. In accordance with MAP-21 project visualization requirements, all projects in the LRTP are depicted in maps showing the full project extent within the existing roadway network.

As specified in MAP-21, MPOs shall provide for consideration of projects and tasks that meet the following eight planning factors:

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

#### 1.5 – Consistency with Other Plans

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

government jurisdictions, coordination of data collection with public transportation operators, programming priorities, and so on. There is significant scope to the 450.208 section, and it should be given considerable weight when assessing whether the planning process is being properly conducted.

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

Consistency with other plans is a key objective in the development of the 2040 LRTP. State and local agencies will be asked to provide conservation plans and/or maps and inventories of natural and/or historic resources to reveal any inconsistencies or conflicts the Draft 2040 LRTP may have with existing plans. A summary of the consultation process is presented in Appendix 6.6 of this document.

#### 1.6 - Livability Principles and Indicators

Increasingly, Federal and State agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions. These Livability Principles and Indicators are also mentioned in the May 2014 Amended FY2012-2015 Transportation Improvement Program (TIP).

All planning tasks must be measured against these Livability Principles:

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

As a measure of sustainability of these principles, the MPO has provided the following Livability Indicators in Appendix 6.7:

1. *Percent of jobs and housing located within one-half (1/2) mile of transit service*
2. *Monthly housing costs as a percentage of household income in the past 12 months*
3. *Percent of vehicles available per occupied housing unit*
4. *Percent of workforce living within a thirty (30) minute or less commute from primary job centers*

5. *Percent of population employed in production, transportation and material moving*
6. *Percent of industry engaged in transportation and warehousing; utilities*
7. *Percent of FY2012-FY2015 MPO transportation projects where more than one Federal funding source is utilized*
8. *Work commute modal choice by percent*

### 1.7 – Safety Planning

SAFETEA-LU requires that "Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users (23 CFR 450.206 and 450.306)." The Auburn-Opelika MPO's safety planning efforts are documented annually in the UPWP. The MPO's Safety Planning objectives in the FY2014 UPWP are to incorporate transportation safety planning into the local transportation planning process, and identifies the following proposed steps:

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

### 1.8 – Climate Change

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

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

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

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

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

### 1.9 – Air Quality

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). In Alabama, the two pollutants of concern are ground level Ozone (O<sub>3</sub>) and Particulate Matter (PM<sub>2.5</sub>). An MPO that has been determined to be in violation of NAAQS, is said to be in *non-attainment* status. The AOMPO area is not presently in non-attainment status. Therefore, no project-level air quality mitigation measures are present in the LRTP at this time. However, those MPOs in attainment have tasks established in the UPWP for training in NAAQS monitoring and possible outreach activities. AOMPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change.

### 1.10 - Metropolitan Planning Organization Structure

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

The Auburn-Opelika MPO (AOMPO) was formed in 1982, after the 1980 Census established the population of the Auburn-Opelika Urbanized Area at 51,823. The 2000 Census established the population for the Auburn-Opelika Urbanized Area at 60,137, and the 2010 Census established the population for the Auburn-Opelika Urbanized Area at 74,741. The Auburn-Opelika MPO's Metropolitan Planning Area (MPA) geographically comprises the Urbanized Areas of Auburn and Opelika, and a Planning Area (often referred to as a Study Area) in which growth is expected over the 20-year planning horizon. The Metropolitan Planning Area boundary represents the planning jurisdictional outer boundary of the MPO.

Urbanized Areas are designated decennially by the United States Census Bureau as a reflection of urbanization without regard to political boundaries, and for this reason, MPOs are responsible for the federally-funded transportation planning process at the local level. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas that have grown

together. In other words, federally-funded transportation planning is intended to be regional in scope because, transportation systems transcend political boundaries.

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

Lee-Russell Council of Governments (LRCOG), as staff to the MPO, manages and maintains the eligibility of the Auburn-Opelika Metropolitan Planning Organization (AOMPO) to receive federal transportation planning funds, and administers the federal transportation planning process in the Auburn-Opelika Metropolitan Planning Area.

LRCOG personnel prepare and present necessary documents, plans, data and resolutions to the MPO Policy Board, the Technical Advisory Committee and the Citizen Advisory Committee so they may make informed decisions on transportation planning and related matters. LRCOG (previously named the Lee County Area Council of Governments) was formed in 1967 with the task of coordinating planning and development needs associated with the governmental bodies in Lee and Russell Counties.

#### *1.10.1 - Policy (Voting) Board*

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

#### *1.10.2 - Technical Advisory Committee*

The Technical Advisory Committee (TAC) provides technical assistance and input in 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.

#### *1.10.3 - Citizens Advisory Committee*

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

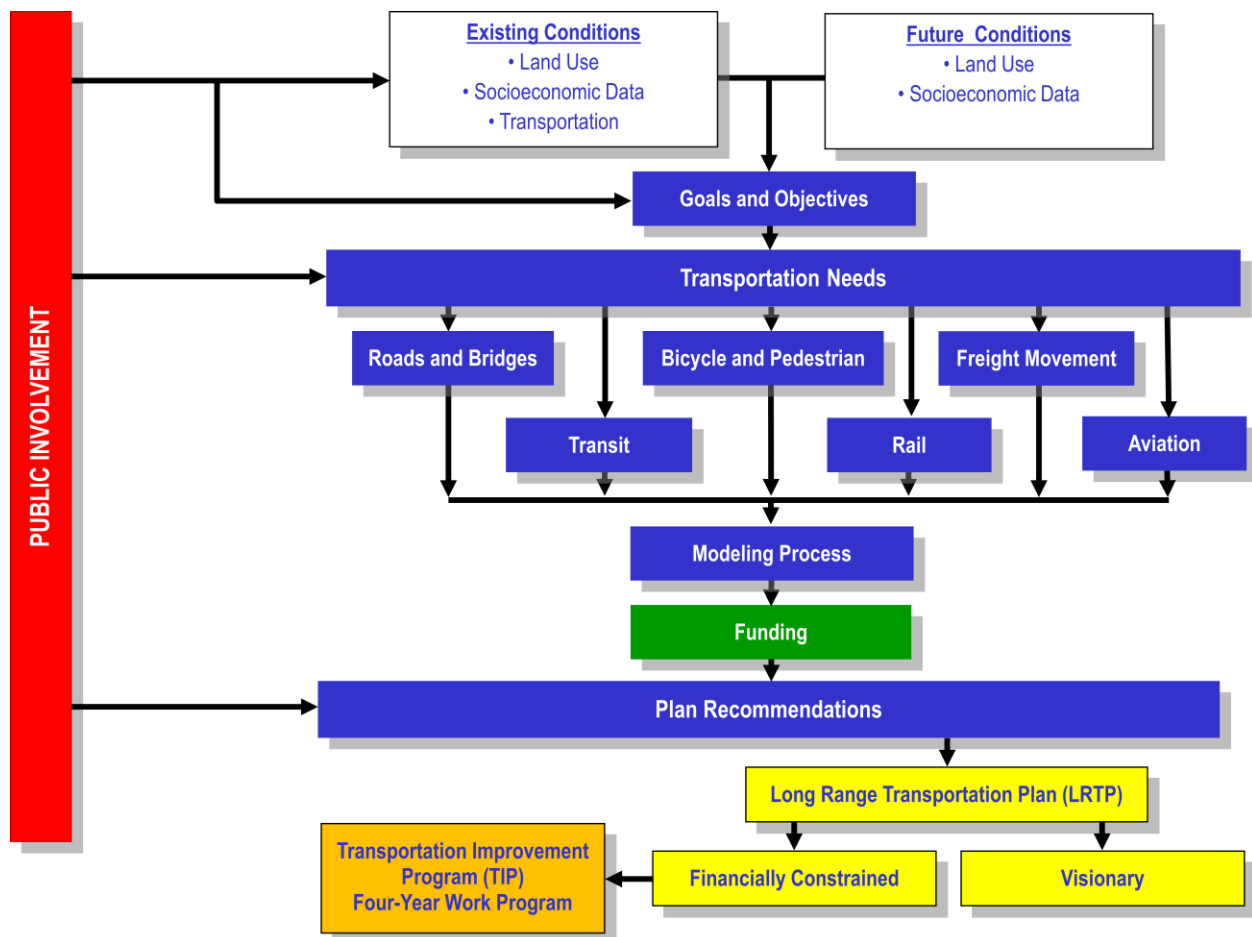
the TAC and MPO Policy Board on transportation planning documents and issues. The CAC comprises fifteen members; the City of Auburn, the City of Opelika and Lee County each appoint five representatives to serve on the CAC.

## 2.0 - Plan Development Process

### 2.1 - Overview

The 2040 LRTP was developed in cooperation and coordination with local, state, and federal planning partners, as well as the general public. The LRTP process has proceeded with full coordination and cooperation from the Cities of Auburn and Opelika, Lee County, ALDOT, and FHWA. The process has also closely followed the federal regulations and requirements. The general LRTP development process is illustrated in Figure 2-1. As seen in Figure 2-1, the process begins with an inventory of existing conditions and a forecast of future conditions and culminates in plan recommendations for all modes of transportation, within the constraints of expected future funding for the Auburn-Opelika Metropolitan Planning Area. The following section summarizes the activities undertaken in the 2040 LRTP.

**Figure 2-1  
2040 LRTP Development Process**



## 2.2 - Goals

The MPO established specific goals for the 2040 LRTP, in order to achieve the intent of the Federal guidelines and establish a process that will meet the specific transportation needs of the Auburn-Opelika Metropolitan Planning Area.

Goals were developed for the 2040 LRTP process to help guide the AOMPO to select transportation projects that would achieve a desired result. The AOMPO, and the citizens it serves, agreed upon four goals that reflect the eight planning factors included in MAP-21. These goals, shown below in Table 2-1, show that the AOMPO desires to identify transportation projects that not only provide congestion relief for a fast growing area, but also promote safety and security for citizens and improve the quality of life in the area.

**Table 2-1  
Auburn-Opelika 2040 LRTP Goals**

<b>Auburn-Opelika 2040 LRTP Goals</b>	<b>Applicable MAP-21 Planning Factors</b>
Improve the mobility and accessibility of people and for freight	<ul style="list-style-type: none"> <li>• Increase the accessibility and mobility options available to people and for freight</li> <li>• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</li> </ul>
Protect and improve the environment and quality of life	<ul style="list-style-type: none"> <li>• Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns</li> </ul>
Support economic growth and development	<ul style="list-style-type: none"> <li>• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</li> </ul>
Promote safe, secure, and efficient operation and management of the transportation system	<ul style="list-style-type: none"> <li>• Increase the safety of the transportation system for motorized and non-motorized users</li> <li>• Increase the security of the transportation system for motorized users and non-motorized users</li> <li>• Promote efficient system management and operations</li> <li>• Emphasize the preservation of the existing transportation system</li> </ul>



### 2.3 - Data Collection

Due to the complexity and breath of information needed to make informed decisions for a metropolitan area LRTP, data was collected from many sources, including private, local, state, and federal agencies. A rigorous effort was made in order to collect the wide range of data needed to establish a valid database for the project base year, and to confidently complete the needed analysis for future year projections. It is the base year data, and the future year projections, that are entered into the travel demand model and provide valuable information to the AOMPO and its citizens. Table 2-2 lists the data resources obtained and utilized in completing the AOMPO 2040 LRTP.

**Table 2-2  
Data Collection Summary**

<b>Category</b>	<b>Data Resources</b>
<i>Plans</i>	City of Auburn Interactive Growth Model (AIGM); 2012
	2030 City of Auburn Comprehensive Plan; 2011
	2020 City of Opelika Comprehensive Plan; 2009
	City of Auburn 2020; 5 May 1998
	2035 Auburn-Opelika Long Range Transportation Plan Update; 9 June 2010
	FY2014 Rebalanced/Updated FY2012-2015 Auburn-Opelika Transportation Improvement Program (TIP); May 2014
	Auburn-Opelika Public Participation Plan; 14 May 2014
	2005 Auburn University Central Campus Study; 21 April 2005
	2013 City of Auburn Citizen Survey; March 2013
	Tiger Town Corporate Park Traffic Study; June 2008
	Celebrate Alabama Traffic Impact Study; January 2008
	2013 Renew Opelika Road; July 2013
	Auburn University Regional Airport Capital Improvement Plan; October 2012
<i>Land Use</i>	2009 City of Auburn Land Use Classification; 28 January 2009
	2030 City of Auburn Comprehensive Plan; 2011
	2020 City of Opelika Comprehensive Plan; 2009
<i>Socioeconomic Data</i>	2006-2010 Census Transportation Planning Five-Year Estimates
	2010 Census Data
	2010 Census Tiger Data
	2006-2010 American Community Survey Five-Year Estimates
	2010 Lee County Businesses (ReferenceUSA)
	City of Auburn Interactive Growth Model; 2012
	School Enrollment and Location from Auburn University, City of Auburn, and City of Opelika, 2005-2010

<i>Roadway Network</i>	ALDOT Traffic Counts (GIS Shapefile); 31 March 2014
	City of Auburn Traffic Counts (GIS Shapefile); 3 April 2014
	ALDOT Updated Roadway Functional Classification Map; 2014
	LRCOG, City of Auburn, and City of Opelika GIS Shapefiles
	2010 Lee County Aerial Photography; 2014
<i>Transit System</i>	Auburn University Website; 2014
	Lee-Russell Public Transit Quick Reference Guide; 2014
<i>Bicycle</i>	Bicycle Facility Inventory GIS Shapefiles (Existing Facilities) from the Cities of Auburn and Opelika; 26 January 2009
	Updated Bicycle Facility Inventory GIS Shapefiles (Existing Facilities) from City of Auburn; 29 March 2009
<i>Pedestrian</i>	Pedestrian Facility Inventory GIS Shapefiles (Existing Facilities) from the Cities of Auburn and Opelika; 26 January 2009
	Updated Pedestrian Facility Inventory GIS Shapefiles (Existing Facilities) from City of Auburn; 29 March 2009
<i>Aviation</i>	Alabama Airports: Gateway to Economic Growth Summary; 2008
	Auburn University Regional Airport Capital Improvement Plan; October 2012
<i>Geographic Information System (GIS) Files</i>	Lee-Russell Council of Governments (LRCOG)
	Atkins
	City of Auburn
	City of Opelika
	ESRI
	United States Census Bureau
	United States Census Tiger Files

## 2.4 - Needs Identification

It is critical to the LRTP process to accurately identify the needs and deficiencies of a transportation network. To this end, citizens, staff from the Cities of Auburn and Opelika, staff from Lee County and Lee-Russell Council of Governments, and other stakeholders, were continually involved and encouraged to provide feedback during the developmental process of the LRTP. Adopted current planning documents were also used in helping to determine the transportation needs and deficiencies in the Auburn-Opelika Metropolitan Planning Area. Compiling and analyzing the collected data from each source produced concurrent data, and formed a high level of confidence in the conclusions derived from the data.

### *2.4.1 - Stakeholder and Public Outreach*

The AOMPO has several committees that take part in regional planning processes for the area. Four have played a role in the LRTP process: the LRTP Technical Committee (LRTP TC), the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Metropolitan Planning Organization Policy Board. The LRTP TC, a sub-committee of the TAC,

with representation from LRCOG, Lee County, the Cities of Auburn and Opelika, and the CAC, convened several times to assist in guiding the LRTP development process. It should be noted that no tribal lands are located within the Auburn-Opelika Metropolitan Planning Area. The LRTP TC reviewed processes such as data collection, socioeconomic data forecasting, travel demand model development and validation, as well as project identification, evaluation, and selection. Public involvement meetings were also held in order to gather comments and input from citizens who live and work within the Auburn-Opelika Metropolitan Planning Area. Appendix 6.3 contains documentation and comments from each public meeting held. Table 2-3 lists the activity and date for each committee meeting and public outreach meeting held.

**Table 2-3  
Stakeholder and Public Involvement Meetings**

<b>Summary of Activity</b>	<b>Date</b>	<b>Committee/Meeting</b>
<i>Update</i>		
Discussed LRTP Process, Schedule, Goals and Objectives, Population and Employment Growth, Existing and Future Level of Service, and Next Steps	13 May 2014 14 May 2014	CAC, TAC MPO Policy Board
<i>Kick-off Meeting</i>		
Discussed Data Collection and Reviewed Potential Projects	20 May 2014	LRTP TC
<i>Data Review</i>		
Presented Technical Memorandums on Socioeconomic Data Forecasts, Travel Demand Model Development, and Model Validation; Presented Future Model Analysis; Discussed Project Lists and Financial Plan	25 June 2014	LRTP TC
<i>Data Review Follow Up</i>		
Presented Updates from Previous Meeting; Finalized Project Lists and Financial Plan; Discussed Draft LRTP document	9 July 2014	LRTP TC
<i>Public Outreach</i>		
Presented Planning Area and Current Socioeconomic Data;	1 April 2014	Public Meeting
Presented Future Deficiencies and Discussed Potential LRTP Projects	20 May 2014	Public Meeting
Presented Draft LRTP	13 August 2014	Public Meeting
<i>Draft Plan Review</i>		
Approved Draft LRTP	12 August 2014 13 August 2014	CAC, TAC MPO Policy Board
<i>Final Plan Adoption</i>		
Adopted Final LRTP	8 September 2015 9 September 2015	CAC, TAC MPO Policy Board

## 2.4.2 - Existing Plans Review

### 2.4.2.1 - City of Auburn Interactive Growth Model (2012) (AIGM)

The *City of Auburn Interactive Growth Model (AIGM)* was completed to serve as a powerful tool in planning and development decisions. The AIGM allows the City of Auburn to better manage how their city, and immediate surrounding area, might grow in conjunction with past trends. The model uses advanced algorithms to make projections for future growth of population, employment, school enrollment, acres of parks demanded, and amount of fire protection needed, as growth continues. The usefulness of the AIGM for the City of Auburn is in how the growth model can allow the city to make better decisions for the future, while meeting the goals set in the City of Auburn's planning documents.

### 2.4.2.2 - 2030 City of Auburn Comprehensive Plan (11 October 2011)

The *2030 City of Auburn Comprehensive Plan* contains polices and goals that relate to city development. This document reviews present conditions, as well as analyzes how future conditions within the city might change to help provide guidance for future growth. The document contains several adopted vision statements that serve as a *constitution* for the development of future recommendations, and to help provide *good growth* for the community as a whole. The City of Auburn looks to improve overall connectivity to aide in reducing total distance traveled, decrease congestion, minimize maintenance costs, advance walkability, and provide better emergency service response times. The City of Auburn believes it can accomplish this by continuing to build on its stable community and through utilization of its wealth of resources, including Auburn University, an involved business sector, an active citizenry, and a receptive city government.

### 2.4.2.3 - 2020 City of Opelika Comprehensive Plan (2009)

The *2020 City of Opelika Comprehensive Plan* contains polices and goals that relate to city development. This document is updated every ten years and reviews present conditions as well as analyzes how future conditions within the city might change. The document states that the goal of the City of Opelika, is to enhance the quality of life for the citizens of Opelika by encouraging a stable and enduring economic base, and by encouraging wise land use decisions that protect the natural, cultural, and historic resources of the City of Opelika. In keeping with this purpose, the City of Opelika promotes improving and expanding the current transportation system, to assure better access to residents, commerce, and industry.

## 2.4.3 - Planning Environment

In order to create and implement a plan that will address the needs of the Auburn-Opelika Metropolitan Planning Area, an understanding of the planning environment must be established. It is then that the context in which the 2040 LRTP has been developed can be

understood. The planning environment is driven by the socioeconomic characteristics of the Auburn-Opelika Metropolitan Planning Area.

The City of Auburn and the City of Opelika share the same metropolitan planning area, but are different in their socioeconomic and transportation needs. Opelika has mainly developed around the rail systems that run through the heart of downtown. Its downtown area is characterized by two historic districts and historic home sites. Opelika also has a greater industrial footprint than the City of Auburn, which leads to heavier amounts of freight movement by truck and rail within the City of Opelika. Auburn is the home of Auburn University and is characterized as a college town. Auburn University enrolled 25,078 students during the 2010 fall semester. It is for this reason that the transportation needs for Auburn are so different than those for Opelika. A majority of students live in local housing and not on-campus, creating trips to the university and back home, all on local roadways.

Auburn and Opelika have their own unique trends in terms of past growth and for expected future growth in population and employment. Auburn grew 24.2 percent or 10,393 persons from year 2000 to year 2010, for a total population of 53,380 in 2010. During the same time period, Opelika grew 12.7 percent or 2,979 persons for a total population of 26,477 in 2010. There are no signs that the current growth rate for Opelika will change. However, there is one factor that will have an impact on the growth trend of Auburn: Auburn University has been capping student enrollment at approximately 25,000 students since 2008. It is important to understand that the increase in student population at Auburn University has played a key role in the City of Auburn's continual growth, as the student enrollment is equivalent to approximately 47 percent of Auburn's population.

As for the entire Auburn-Opelika Metropolitan Planning Area, the population grew a total of 17 percent from year 2000 to year 2010, adding 12,948 persons to the study area for a total population of 89,631 in 2010. The Auburn-Opelika Metropolitan Planning Area is projected to grow a total of 80 percent between 2010 and 2040, adding 71,968 persons for a total population of 161,599 in 2040. Employment for the Auburn-Opelika Metropolitan Planning Area is projected to grow a total of 79 percent from 2010 to 2040, adding 33,368 employees for a total employment of 75,599 in 2040. Retail employment is expected to account for 31 percent of the 2040 employment, while non-retail employment is expected to account for the remaining 69 percent of the 2040 employment.

Year 2010 and year 2040 population densities by traffic analysis zone (TAZ) can be seen in Figures 2-2 and 2-3 on pages 19 and 20. It is important to observe changes in the population density within an MPO area, in order to determine whether or not the current or future roadway network will properly serve the population. For instance, an increase in population density can result in the need for a new road, or for an existing road to be widened. In addition, an increase in population density is an important indicator in determining the feasibility of potential transit stops that would serve home-based trips.

In 2010, AOMPO population densities are mainly concentrated around Auburn and Opelika's city centers. In 2040, the population densities begin to migrate to more suburban locations. Areas to watch for an increase in population density are west of Auburn as well as between Auburn and Opelika along the SR 14 and I-85 corridors. Even as population migrates to more suburban areas by 2040, the most dense population areas will still be located around Auburn's and Opelika's city centers.

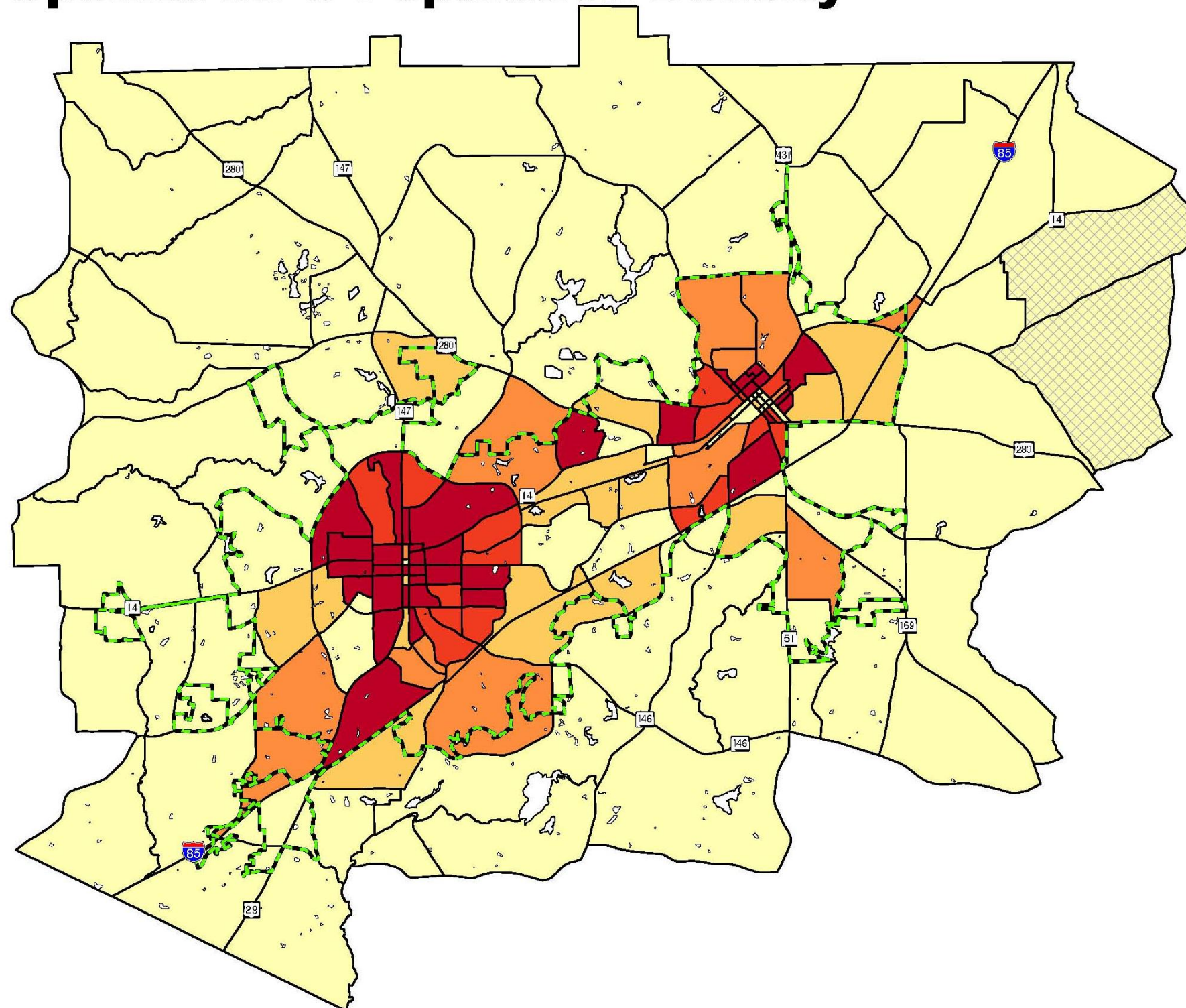
Existing and future employment densities are also essential in understanding travel demand aspects, where home based-work trips will be attracted to, as well as trips to shops, schools, and manufacturing/ industrial sites. Year 2010 and year 2040 employment densities are shown in Figures 2-4 and 2-5 on pages 21 and 22. In 2010, employment density is mainly concentrated between SR 14 and I-85, in and between Auburn and Opelika. In 2040, employment density follows the same pattern, with additional growth in areas north and southwest of the Auburn city center and northeast of Opelika.

The AOMPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. This is of primary concern, when considering adverse community impacts at the project level.

All projects are reviewed by the AOMPO for possible community impacts, prior to inclusion in the LRTP. The AOMPO places transportation meeting flyers in areas where low-income and minority households are known to exist, in an effort to inform those persons of upcoming transportation meetings and inform them of the opportunity to be involved in the transportation planning process. All such meetings are subject to the provisions of the Alabama Open Meetings Act. Figure 2-6 on page 23 shows the distribution of persons in the Auburn-Opelika Metropolitan Planning Area below the poverty level (as defined by the US Census) by Census Block group. Figure 2-7 on page 24 shows the distribution of non-white persons in the Auburn-Opelika Metropolitan Planning Area by Census Block group.

# 2040 Auburn-Opelika Long Range Transportation Plan

## 2010 Auburn-Opelika MPO Population Density



**Legend**

- Urbanized Area
- Water Body
- Supplemental TAZs

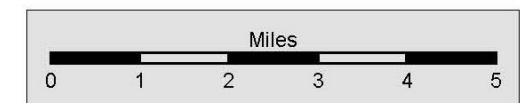
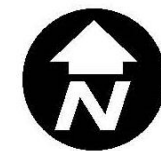
**2010 Auburn-Opelika MPO Population Density**  
(Persons Per Square Mile)

- Less Than Or Equal To 500
- Greater Than 500 - 1,000
- Greater Than 1,000 - 1,500
- Greater Than 1,500 - 2,000
- Greater Than 2,000

**Figure 2-2**

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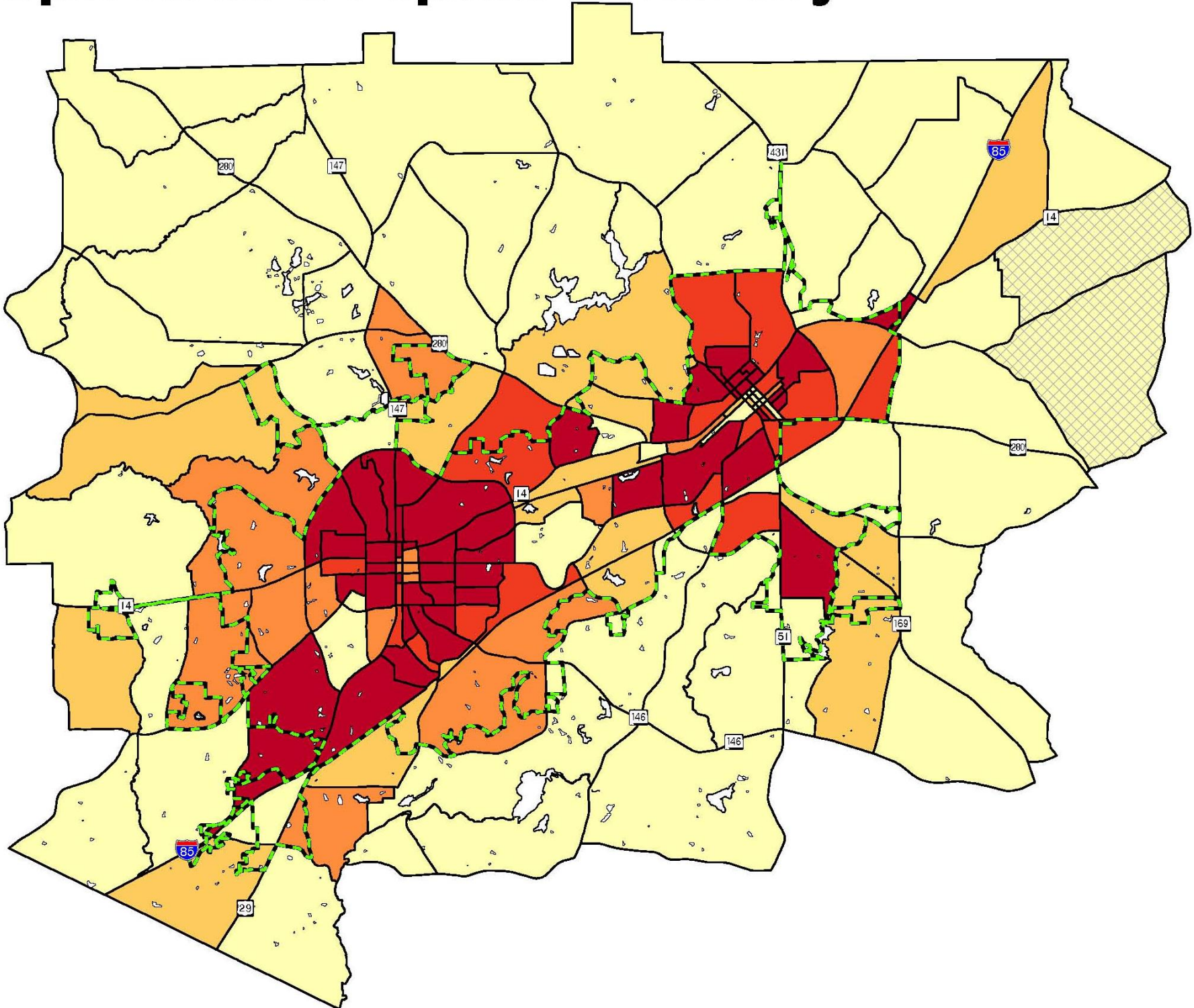
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# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Auburn-Opelika MPO Population Density



**Legend**

- Urbanized Area
- Water Body
- Supplemental TAZs

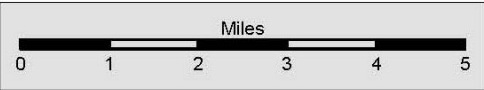
**2040 Auburn-Opelika MPO Population Density**  
(Persons Per Square Mile)

- Less Than Or Equal To 500
- Greater Than 500 - 1,000
- Greater Than 1,000 - 1,500
- Greater Than 1,500 - 2,000
- Greater Than 2,000

**Figure 2-3**

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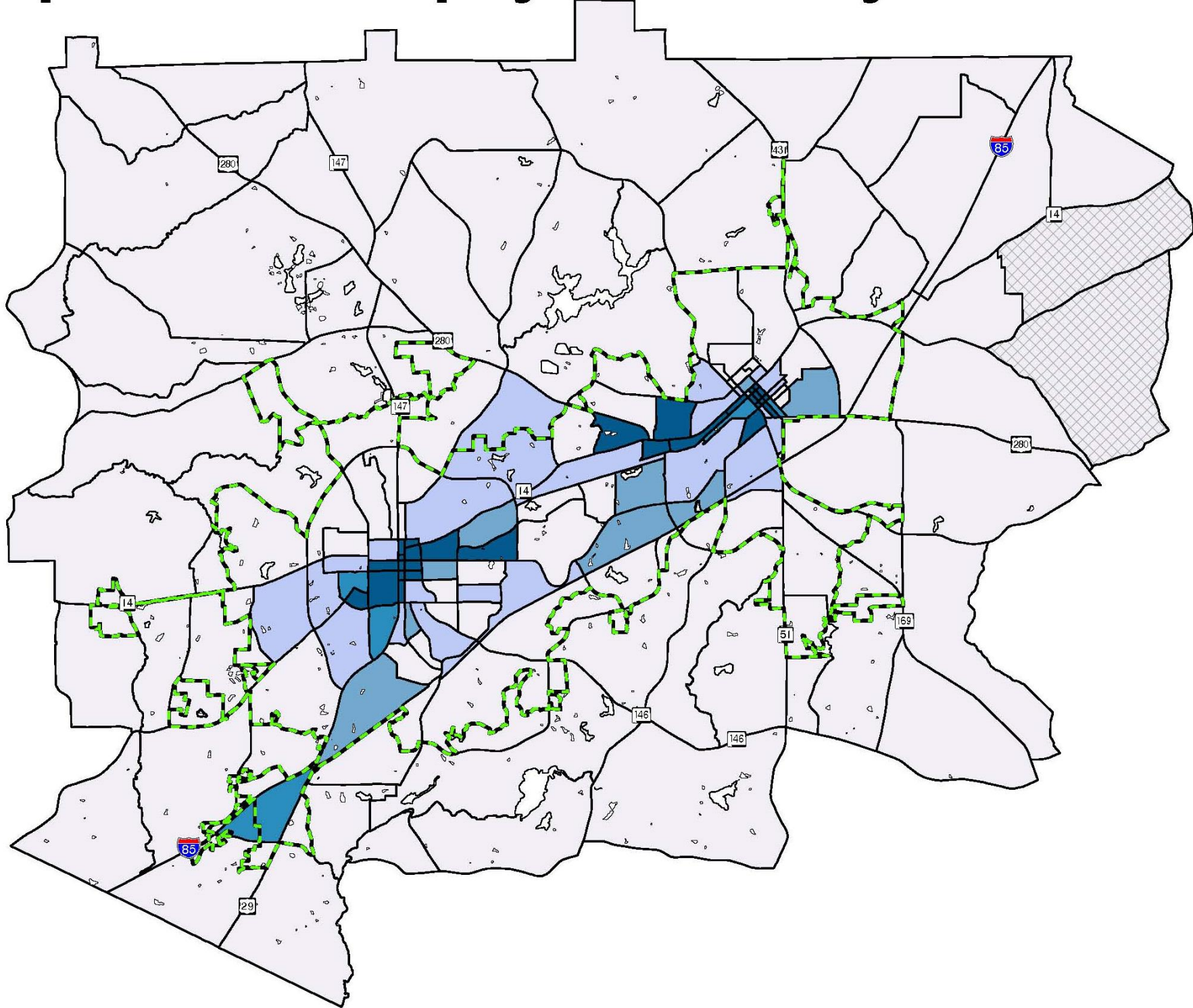
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# 2040 Auburn-Opelika Long Range Transportation Plan

## 2010 Auburn-Opelika MPO Employment Density



**Legend**

- Urbanized Area
- Water Body
- Supplemental TAZs

**2010 Auburn-Opelika MPO Employment Density**  
(Employees Per Square Mile)

- Less Than Or Equal To 500
- Greater Than 500 - 1,000
- Greater Than 1,000 - 1,500
- Greater Than 1,500 - 2,000
- Greater Than 2,000

**Figure 2-4**

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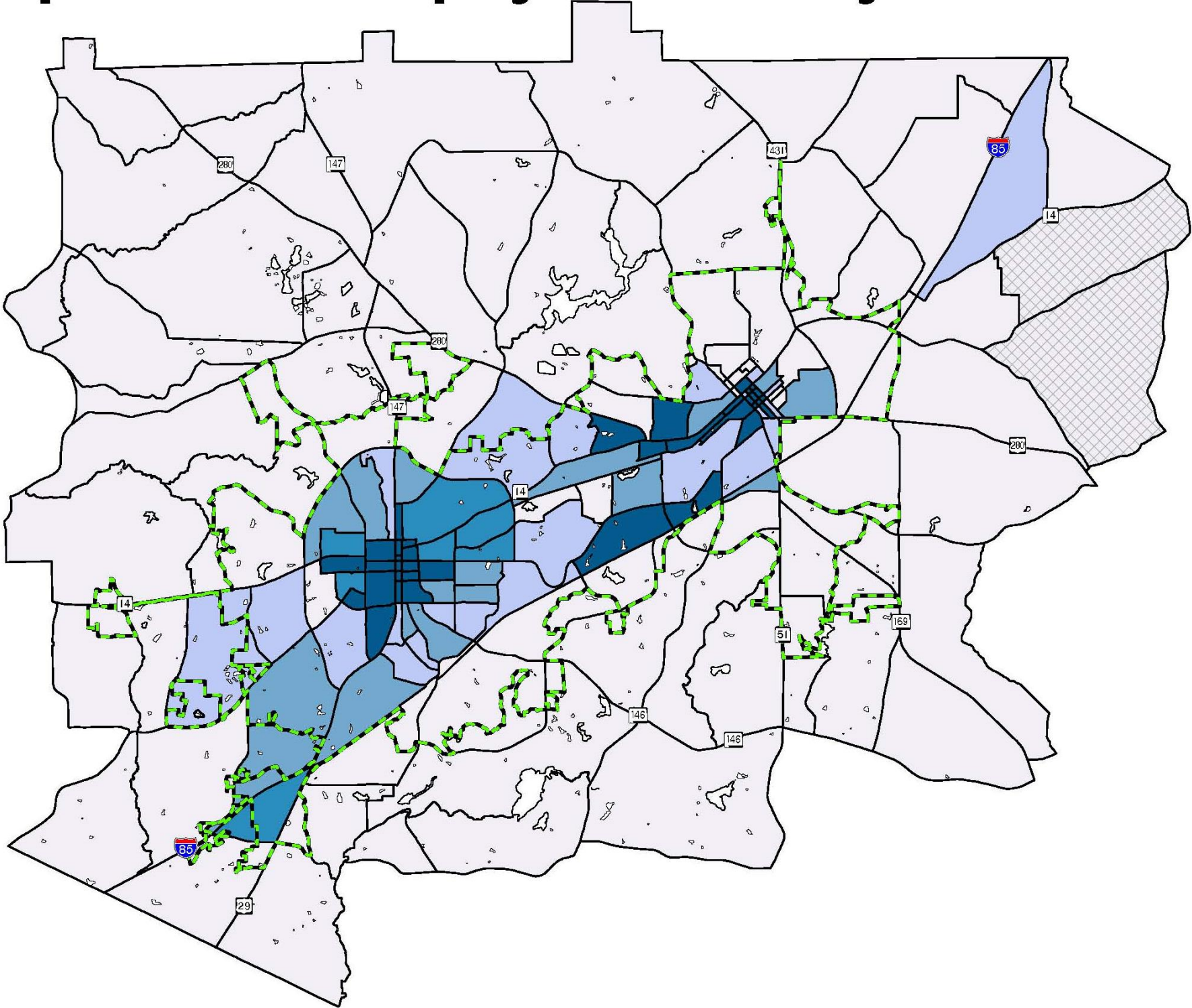
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# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Auburn-Opelika MPO Employment Density



**Legend**

- Urbanized Area
- Water Body
- Supplemental TAZs

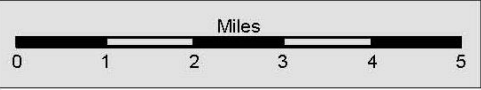
**2040 Auburn-Opelika MPO Employment Density (Employees Per Square Mile)**

- Less Than Or Equal To 500
- Greater Than 500 - 1,000
- Greater Than 1,000 - 1,500
- Greater Than 1,500 - 2,000
- Greater Than 2,000

**Figure 2-5**

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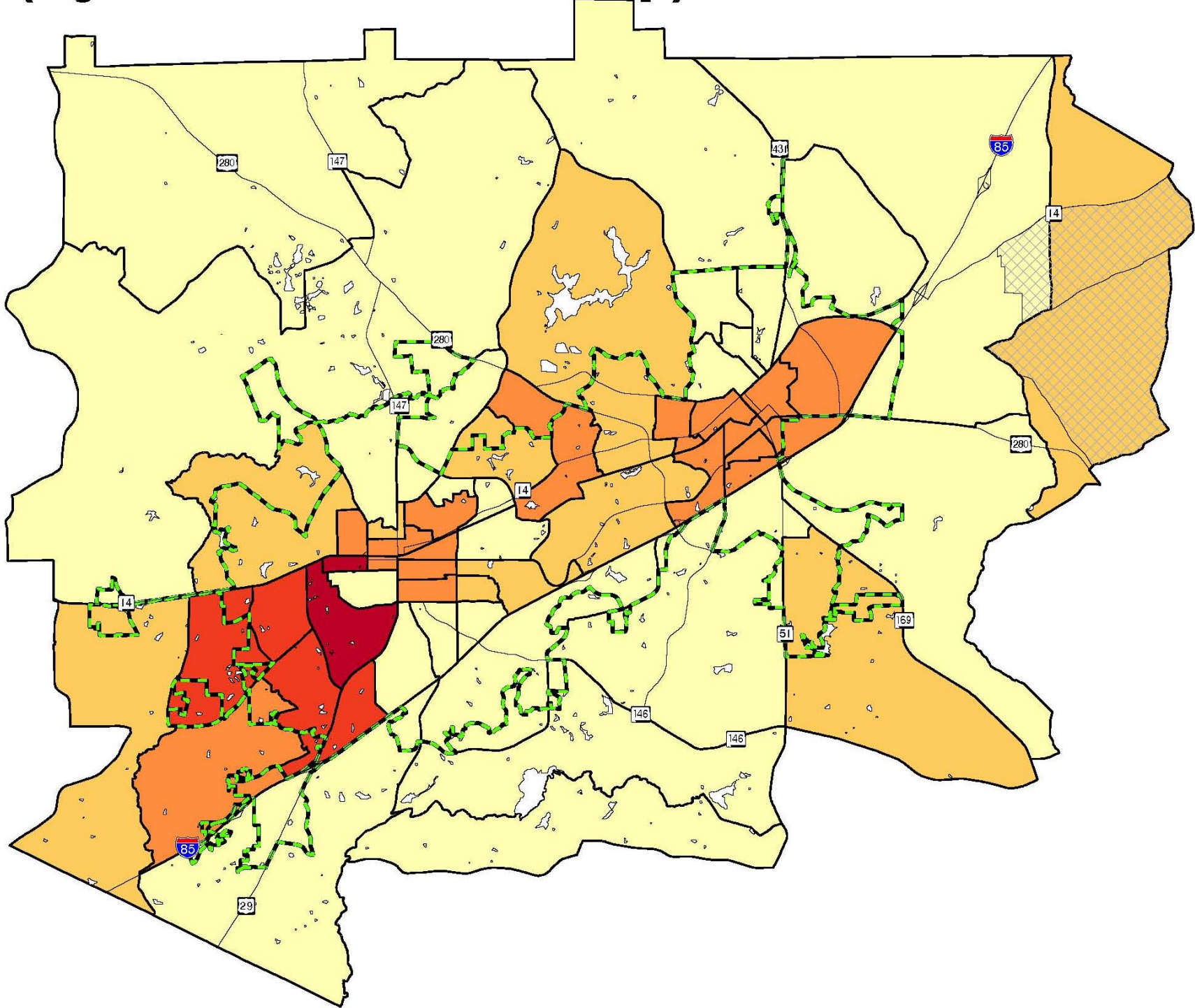
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# 2040 Auburn-Opelika Long Range Transportation Plan

## 2010 Auburn-Opelika MPO Population Below Poverty Level (By Census Block Group)



**Legend**

- Urbanized Area
- Water Body
- Supplemental TAZs

**2010 Auburn-Opelika MPO Population Below Poverty Level**

- Less Than Or Equal To 15.0%
- Greater Than 15.0% - 30.0%
- Greater Than 30.0% - 45.0%
- Greater Than 45.0% - 60.0%
- Greater Than 60.0%

**Figure 2-6**

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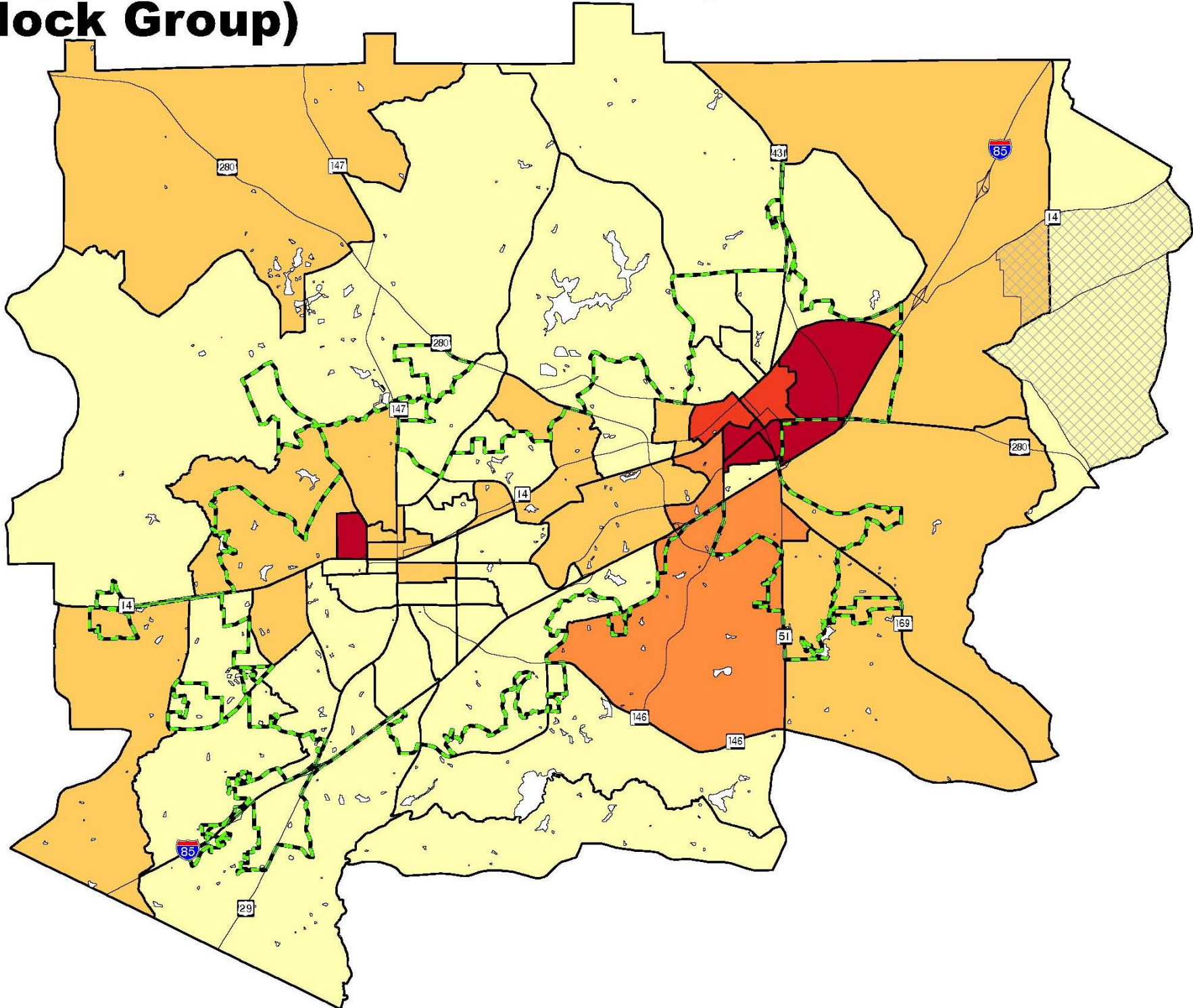
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Miles



# 2040 Auburn-Opelika Long Range Transportation Plan

## 2010 Auburn-Opelika MPO Non-White Population (By Census Block Group)



**Legend**

- Urbanized Area
- Water Body
- Supplemental TAZs

**2010 Auburn-Opelika MPO Non-White Population**

- Less Than Or Equal To 32.0%
- Greater Than 32.0% - 58.0%
- Greater Than 58.0% - 71.0%
- Greater Than 71.0% - 84.0%
- Greater Than 84.0%

**Figure 2-7**

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#### 2.4.4 - Environmental Mitigation

Assessing the positive and negative impacts on environmentally sensitive areas and on environmental justice communities at the planning level is less quantifiable than other measures of effectiveness. Instead, the focus is on screening projects for potential impacts. MAP-21 requires State transportation agencies to consult with other agencies in order to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must take into account the potential environmental impacts associated with a transportation plan, in order to mitigate those impacts.

Mitigation, as defined by the National Environmental Policy Act of 1969 (NEPA), is a three-level concept. The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource such as an historic site or a wetlands area. The second level is minimization, which means that if avoidance is not possible then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area, would have considerably less impact than re-channeling the stream or filling the wetlands. The third level is mitigation, which means impact to a resource, cannot be avoided. Examples of mitigation include recordation of an historic structure that must be demolished, or compensation for filled wetlands by debits from a wetlands *bank*. More information concerning environmental mitigation is provided in Appendix 6.6 of this document.

#### 2.4.5 - Technical Analysis Tools

Two technical analysis tools were used to perform the required spatial analysis and travel demand modeling to complete the 2040 LRTP. Spatial analysis was conducted utilizing Geographic Information System (GIS) mapping, through ArcGIS software produced by Environmental Scientific Research Institute (ESRI). ArcGIS provided the means to map all existing and future forecasted socioeconomic data. ArcGIS is a powerful tool, with the ability to map socioeconomic data and other demographic data that allows for a better understanding of the trends and characteristics in the Auburn-Opelika Metropolitan Planning Area.

The Voyager (Citilabs Cube 6) travel demand model was updated from year 2005 to a new base year of 2010, for the purposes of the 2040 LRTP. Figure 2-8 on page 26 shows the 2010 AOMPO roadway network used in the travel demand model. The base year 2010 travel demand model network, includes approximately 765 lane-miles of roadway (11 percent interstate, 52 percent arterials, and 37 percent collectors). The Voyager travel demand model uses a three-step process to load vehicle trips generated by existing (year 2010), future (year 2040), and interim (i.e., year 2020 and year 2030) socioeconomic data onto the roadway network. The following general steps were performed during the travel demand modeling process:





- Base year roadway network was updated from year 2005 to year 2010, utilizing aerial photography, GIS shapefiles, and the functional classification map from ALDOT.
- Year 2010 socioeconomic data was loaded into the travel demand model to produce a base year 2010 travel demand model network. The 2010 model was then validated to ensure that it was satisfactorily replicating existing travel patterns.
- Committed roadway projects were added to the base year 2010 network to create the Existing-Plus-Committed (E+C) network. Trips generated by the projected 2040 socioeconomic data were loaded onto the E+C network to obtain a 2040 E+C network.
- Proposed LRTP projects were added to the E+C network to create a preliminary Build network. Trips generated by the projected 2040 socioeconomic data were loaded onto the build network to obtain a preliminary 2040 build network.
- Based on the performance of the proposed projects, input from citizens and the local governments, and based on the financial constraint analysis, a final set of LRTP projects was identified and prioritized (i.e., ranked) by funding category and a final build network was modeled.
- Interim year (2020 and 2030) versions of the E+C network were also run in order to determine the emerging needs for improvements in the next 25 years and to help determine the priority of the improvements.

The travel demand model requires that the socioeconomic data be divided into traffic analysis zones (TAZ). This allows the travel demand model to accurately replicate traffic volumes by loading vehicle trips onto the roadway network, based on trip attractors (employment centers) and trip generators (residential homes) for each TAZ. The Auburn-Opelika Metropolitan Planning Area is divided into 165 individual TAZs, with two additional TAZs - 166 and 167 - added outside of the Auburn-Opelika Metropolitan Planning Area for modeling purposes. Each has their own set of socioeconomic data.

To ensure that a reliable travel demand model was developed for the purposes of the 2040 LRTP process, the LRTP Technical Committee reviewed a series of technical memoranda on the process. The material focused on the collection and forecasting of the base year 2010 and future year 2040 socioeconomic data, the roadway network update process, and the travel demand model update, development, and validation process (See Appendix 6.4). From this review, the LRTP Technical Committee concluded that the socioeconomic data and travel demand model, developed for the 2040 LRTP, was accurate, reliable, and ready for implementation in the LRTP process. The Alabama Department of Transportation (ALDOT) also reviewed and approved the AOMPO travel demand model used for the 2040 LRTP.

#### *2.4.6 - Measures of Effectiveness*

There are a wide range of performance measures that were used to help determine the performance of the Auburn-Opelika Metropolitan Planning Area transportation network, using the travel demand model. Measures such as vehicle trips per household, and vehicle trips per person, provide a means of understanding how often those living in the Auburn-Opelika

Metropolitan Planning Area are traveling. The measurement of vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average roadway speeds are measurements of roadway accessibility and mobility. These measurements show how efficiently the roadway network is in moving traffic to their destinations.

In general, when testing network alternatives, if VHT decreases, VMT decreases, and average roadway speeds increase, a roadway network is providing better access and mobility for travelers across the network. Although, if VHT and VMT increase, and average roadway speeds decrease, a roadway network is providing diminished access and mobility for travelers across the network. Volume-to-capacity ratio (V/C ratio) is a performance measure that was also used to determine congestion within the AOMPO roadway network. The higher the V/C ratio, the more congestion there is on a roadway and the lower the V/C ratio, the less congestion there is on a roadway. For this LRTP, the V/C ratio for each roadway was analyzed and grouped into a quantitative measurement known as level of service (LOS). This is another measurement of roadway congestion that is divided into an alphabetic value, where A is the best LOS (least congestion) and F is the worst (most congestion). For the purposes of this LRTP, a V/C ratio of 0-0.7 represented a LOS A, B, or C, a V/C ratio of 0.71-0.85 represented a LOS D, a V/C ratio of 0.86-1.0 represented a LOS E, and a V/C ratio of greater than 1.0 represented a LOS F.

Finally, a measure of effectiveness calculated as daily volume-per-lane was used to rate proposed projects. This measure allowed for the comparison of existing roadways and proposed roadways. For instance, a new roadway with a high volume-per-lane value, would be considered a more viable project, compared to an existing roadway that was proposed to be widened, but had a lower volume-per-lane value. These performance measures were all calculated utilizing the travel demand model.

For other modes of transportation, different measures of effectiveness can be used. For instance, pedestrian and bicycle facilities can use a measure of effectiveness of linear miles of facilities. Transit can be evaluated by looking at a total ridership, and ridership per revenue hour.

## 2.5 - Plan Development

The 2040 LRTP program of projects was developed in order to improve the Auburn-Opelika Metropolitan Planning Area's transportation network, by helping address the transportation system's existing and future needs and challenges. After reviewing the measures of effectiveness from the 2040 E+C model, potential project lists were provided from Lee County, the City of Auburn, and the City of Opelika, to be modeled in the Build scenario. Each capacity project obtained from the local governments were placed into the year 2040 travel demand model, and V/C ratio data from the model was provided in order to help each stakeholder prioritize the need for each capacity project. With this information, each local government reviewed the estimated cost for each project, and helped develop a list of projects to fit into the financially constrained program of projects. Projects that did not make it into the financially constrained list of projects, were placed and ranked in a Visionary list of projects to be considered in the next LRTP update.



## 3.0 - Transportation System Needs and Strategies

A description of each mode of transportation in the Auburn-Opelika Metropolitan Planning Area is provided below along with the strategies to address the identified needs and challenges.

### 3.1 - Roadways

#### *3.1.1 - Overview*

The Auburn-Opelika Metropolitan Planning Area is comprised of approximately 765 lane-miles (year 2010) of interstate, principal arterial, minor arterial, and collector roadways. I-85 runs southwest to northeast and divides the Auburn-Opelika Metropolitan Planning Area. I-85 connects the Auburn-Opelika Metropolitan Planning Area to two major cities: Alabama's capital, Montgomery, is located approximately 60 miles to the west, and to Georgia's capital, Atlanta, located approximately 93 miles to the northeast. US 280 and US 431 also travel through the Auburn-Opelika Metropolitan Planning Area, and provide access to cities such as Phenix City, Alabama (southeast), Columbus, Georgia (southeast), Anniston, Alabama (north), and Birmingham, Alabama (northwest). US 29 and State Routes 14, 147, and 169 provide connectivity within the Auburn-Opelika Metropolitan Planning Area as well as access to other surrounding destinations outside the study area.

Functional classification for all the roads in the AOMPO travel demand model, was based on the latest functional classification map provided by ALDOT. ALDOT is responsible for classifying all roads in the public road system by their geographic location in rural, small urban, or urban area, according to their intended service to the driving public. Functional classification for roadways is a hierarchal system where interstates have the most vehicle capacity, arterials have the next highest vehicle capacity, and collectors have the least amount of capacity. Conversely, access to collectors is the easiest, while access to arterials is more difficult, and access to interstates is limited. The AOMPO 2010 roadway network has 765 lane-miles of functionally classified roadways: 87 lane-miles of interstate (I-85), 392 lane-miles of arterials, and 286 lane-miles of collectors. See Figure 3-1 on page 30 for a map of the functional classification of the roadways included in the 2010 AOMPO travel demand model.

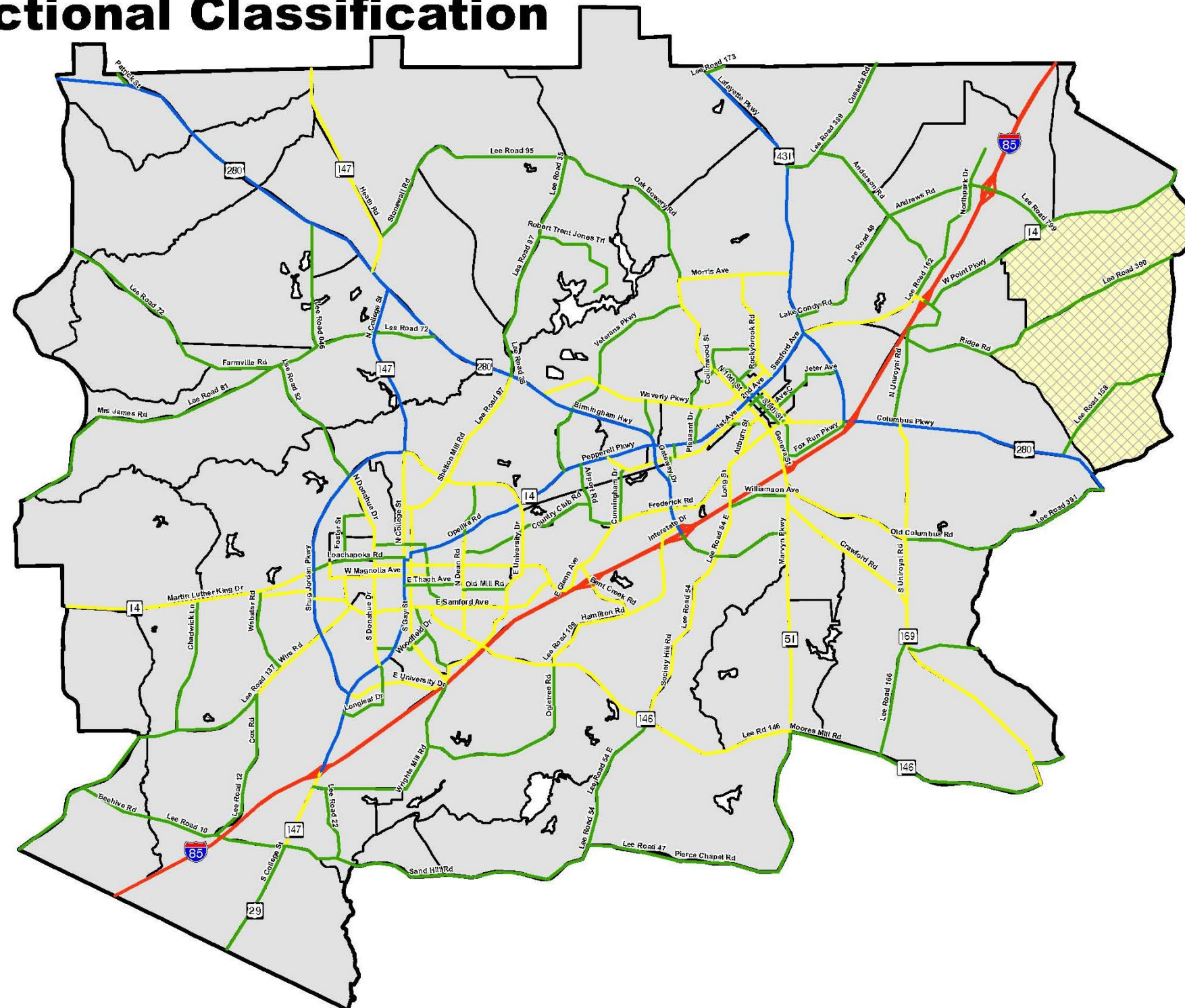
#### *3.1.2 - Roadways Needs and Challenges*

Below is a list of needs and challenges that were identified by the AOMPO for the roadway system:

- Plan for growth in the study area.
- Factor in events such as football games and concerts.
- Capacity and congestion needs.
- Encouragement for roadways to be as safe as possible (existing and new) and locating roadway accident *hot spots*.
- Promote consideration for Emergency Management Service (EMS) access into new roadway projects.

# 2040 Auburn-Opelika Long Range Transportation Plan

## 2010 Auburn-Opelika MPO Travel Demand Model Network Functional Classification



**Legend**

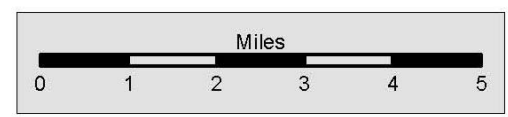
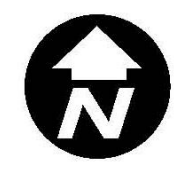
2010 Travel Demand Model Network  
Functional Classification

- Interstate & Ramps
- Principal Arterials
- Minor Arterials
- Collectors
- Water Body
- AO Metropolitan Planning Area
- Supplemental TAZs

**Figure 3-1**

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### 3.1.3 - Roadways Congestion

Areas of congestion within the Auburn-Opelika Metropolitan Planning Area, were located by calculating the roadway volume-to-roadway capacity ratio (V/C ratio). The roadway volume was taken from the loaded travel demand model, and analyzed for both the base year 2010 network and the Existing-Plus-Committed (E+C) 2040 network. Table 3-1 summarizes some network-wide measures of effectiveness for the 2010 network and the 2040 E+C network. As seen in Table 3-1, even though there will be an increase in capacity with the committed projects in the TIP, total vehicle miles traveled (VMT) and vehicle hours traveled (VHT) will increase significantly between 2010 and 2040, and average speed will decrease significantly due to the substantial increase in traffic caused by the expected increase in population and employment within the Auburn-Opelika Metropolitan Planning Area in the next 25 years.

**Table 3-1  
Travel Demand Model Measures of Effectiveness  
2010 Base versus 2040 E+C**

Lane-Miles of Roadways			
Functional Classification	2010 Base Lane-Miles of Roadways	2040 E+C Lane-Miles of Roadways	Lane-Miles Percent Difference
Interstate	87	87	0%
Major Arterials	158	158	0%
Minor Arterials	234	237	1.3%
Collectors	286	286	0%
<b>Total</b>	<b>765</b>	<b>768</b>	<b>0.4%</b>
Vehicle Miles Traveled (VMT)			
Functional Classification	2010 Base Vehicle Miles Traveled (VMT)	2040 E+C Vehicle Miles Traveled (VMT)	VMT Percent Difference
Interstate	804,160	1,741,556	117%
Major Arterials	534,876	985,258	84%
Minor Arterials	623,788	1,441,639	131%
Collectors	245,838	1,011,708	312%
<b>Total</b>	<b>2,208,662</b>	<b>5,180,161</b>	<b>135%</b>
Vehicle Hours Traveled (VHT)			
Functional Classification	2010 Base Vehicle Hours Traveled (VHT)	2040 E+C Vehicle Hours Traveled (VHT)	VHT Percent Difference
Interstate	12,950	72,497	460%
Major Arterials	12,231	29,265	139%
Minor Arterials	16,707	54,632	227%
Collectors	6,851	35,560	419%
<b>Total</b>	<b>48,739</b>	<b>191,954</b>	<b>294%</b>
Average Speed			
Functional Classification	2010 Base Average Network Travel Speed (MPH)	2040 E+C Average Network Travel Speed (MPH)	MPH Percent Difference
Interstate	63	26	-59%
Major Arterials	43	34	-21%
Minor Arterials	39	31	-21%
Collectors	36	32	-11%
<b>Total</b>	<b>39</b>	<b>32</b>	<b>-18%</b>

From the 2040 E+C travel demand model network, major areas of congestion were located utilizing a V/C ratio scale where a segment of roadway with a V/C ratio over 0.85 was considered to be operating deficiently (i.e., LOS E or F). Table 3-2 shows a sample of roadway segments that were identified in the 2040 E+C network, and will be in need of capacity improvements in order to decrease the roadway V/C ratio. The daily volume-per-lane measure of effectiveness was also identified for these segments, in order to be able to compare the relative viability of widening these existing roadways, to the viability of constructing new roadways. For the purposes of this LRTP, a V/C ratio of 0-0.7 represented a LOS A, B, or C, a V/C ratio of 0.71-0.85 represented a LOS D, a V/C ratio of 0.86-1.0 represented a LOS E, and a V/C ratio of greater than 1.0 represented a LOS F. Figure 3-2 on page 33 gives a description of each level of service from A to F. Figures 3-3 and 3-4 on pages 34 and 35 show travel demand model V/C ratios for the base year 2010 network and the 2040 E+C network, respectively.

**Table 3-2  
2040 Congestion Needs**

<b>Roadway</b>	<b>Location</b>	<b>Level of Service</b>	<b>Daily Volume Per Lane</b>
I-85	Macon County Line to Chambers County Line	F	22,567
Moore's Mill Road	From South Dean Road to County Road 54	F	10,176
Columbus Parkway	From McCoy Street to Uniroyal Road	F	12,755
Shelton Mill Road	From Shug Jordan Parkway to US 280	F	9,480
North College Street	From Shug Jordan Parkway to Farmville Road	F	13,016
State Route 14	From Willis Turk Road to Webster Road	F	10,430
Opelika Road	From East University Drive to 30 <sup>th</sup> Street	F	9,643
Gateway Drive	From I-85 to Society Drive	F	9,208
East Glenn Avenue	From Old Opelika Road to East Samford Avenue	F	9,125
Fitzpatrick Avenue	From Pleasant Drive to 10 <sup>th</sup> Street	F	9,043

Roadway safety is a key concern across the State of Alabama, as plans such as the Strategic Highway State Plan (SHSP) have been adopted to provide aid in reducing roadway safety risks. Organizations such as the National Highway Traffic Safety Administration (NHTSA), perform crash tests on vehicles sold within the United States to ensure that certain vehicle safety standards are met. The Law Enforcement and Traffic Safety Division (LETS) administers written and driving tests to potential drivers, requiring a certain level of driver competence to obtain a State drivers license. Also, the Alabama Department of Transportation and local agencies across the State, implement governmental transportation design safety standards for new and existing construction projects. All groups come together to help decrease roadway safety risks, such as off-road, cross median/lane, intersectional, and driver fault roadway accidents.

### 3.1.4 - Roadways Strategies

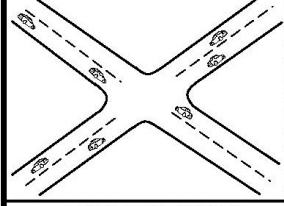
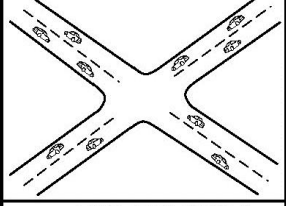
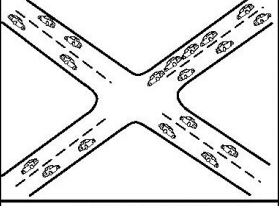
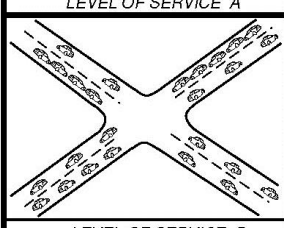
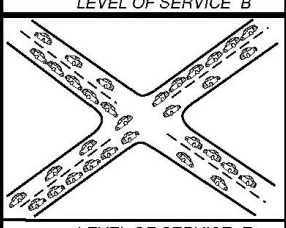
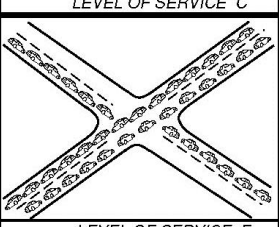
Below is a list of strategies identified by the AOMPO intended to address the needs and challenges associated with the roadway system:

- Fund capacity and traffic operations improvements through annual Transportation Improvement Programs (TIPs).
- Coordinate roadway improvements with alternative mode improvements, such as adding sidewalks and bicycle facilities.
- Encourage communications/relationships with local law enforcement.
- Encourage roadway safety education within local schools and/or local civic centers.
- Stay educated on emerging roadway technologies that could improve roadway safety.

**Figure 3-2  
Level of Service (LOS) Description**

LEVEL OF SERVICE	DESCRIPTION
A	LITTLE OR NO DELAY. At signalized intersections, no vehicle must wait longer than one signal in order to travel through the intersection.
B	SHORT DELAYS. At signalized intersections, a vehicle might have to wait through more than one signal indication to pass through the intersection on a rare occasion.
C	AVERAGE DELAYS. At signalized intersections, a vehicle would be required to wait through more than one signal indication to pass through the intersection on an intermittent basis, and occasionally backups could occur behind left turning vehicles.
D	LONG DELAYS. At signalized intersections, delays may become extensive with some vehicles requiring two or more signal indications to pass through the intersection. However, sufficient signal cycles with lower demand are available to permit the periodic clearance of the intersection.
E	VERY LONG DELAYS. At signalized intersections, very long queues and high levels of congestion are prevalent which result in lengthy delays.
F	EXCESSIVE LONG DELAYS. The capacity of the roadway or intersection has been exceeded resulting in extremely high levels of congestion.

Source: HCM2010 and Atkins



# 2040 Auburn-Opelika Long Range Transportation Plan

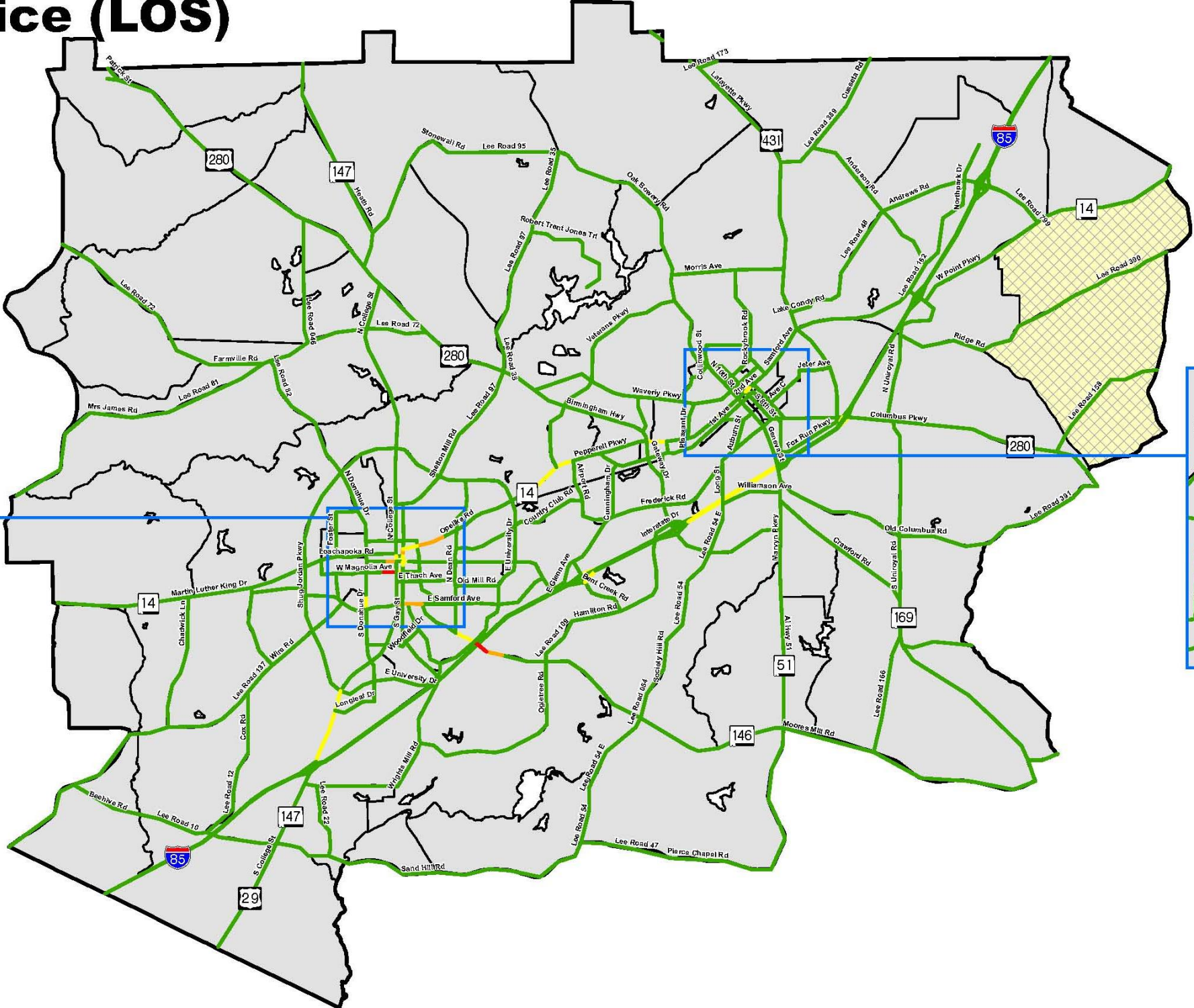
## 2010 Auburn-Opelika MPO Travel Demand Model Level of Service (LOS)

**Legend**

2010 Travel Demand Model Volume/Capacity Ratio And Level of Service (LOS)

- 0.70 and Below (Level of Service A-C)
- Greater Than 0.70 - 0.85 (Level of Service D)
- Greater Than 0.85 - 1.00 (Level of Service E)
- Greater Than 1.00 (Level of Service F)

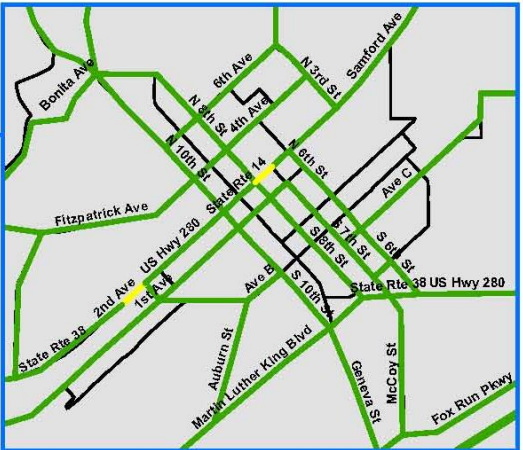
- Water Body
- AO Metropolitan Planning Area
- Supplemental TAZs



**Downtown Auburn**



**Downtown Opelika**



**Figure 3-3**

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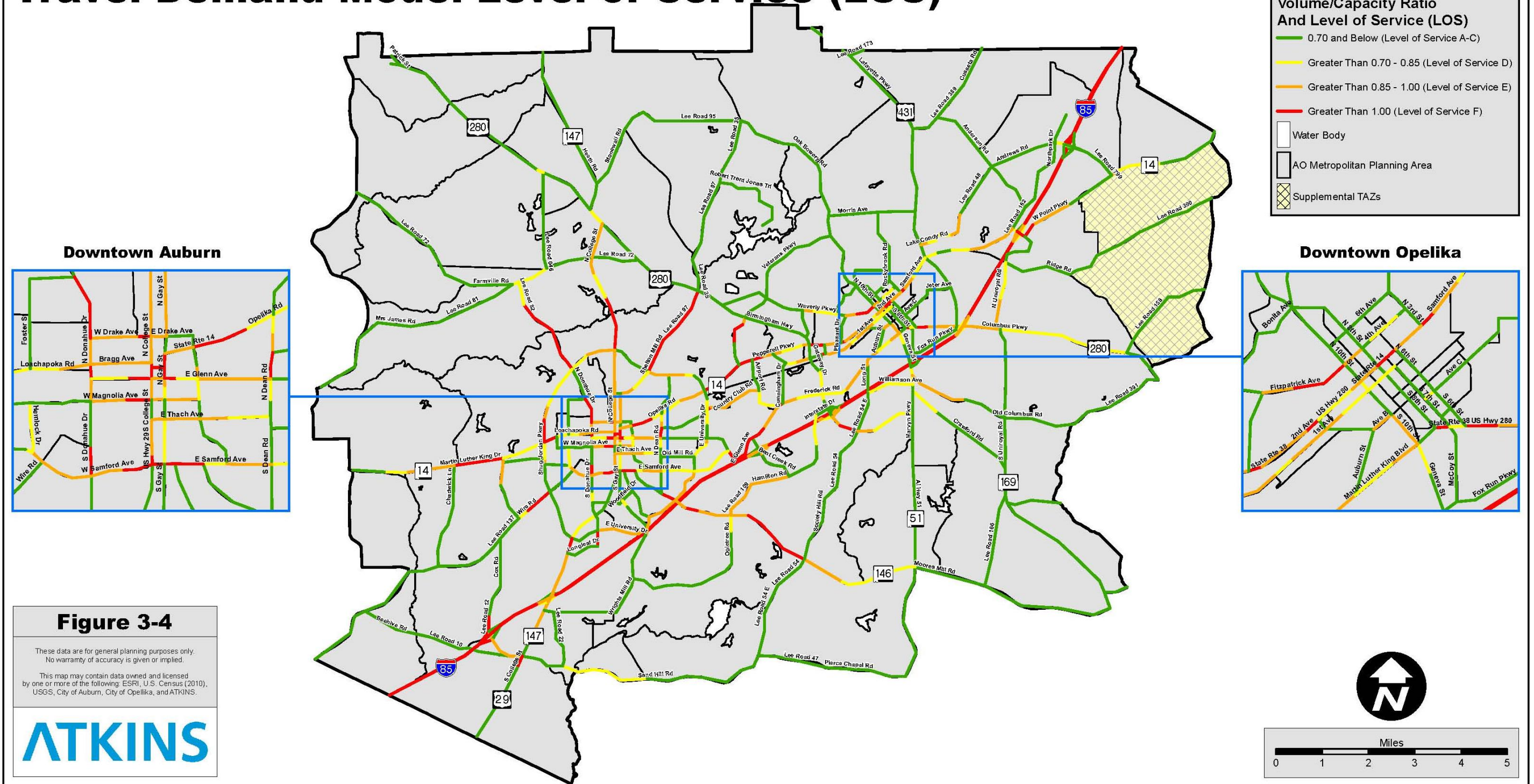
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# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Existing and Committed Auburn-Opelika MPO Travel Demand Model Level of Service (LOS)



**Figure 3-4**

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## 3.2 - Bicycle Facilities

### 3.2.1 - Overview

The U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) released updated policies and recommendations in March 2010 to stress the importance of incorporating bicycling facilities into all transportation projects. The following policy statement is from FHWA's Office of Planning, Environment, and Realty website ([http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/overview/policy\\_accom.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm)).

*The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.*

As part of their guidance, FHWA recommends the following actions:

- Consider walking and bicycling as equals with other transportation modes.
- Ensure that there are transportation choices for people of all ages and abilities, especially children.
- Go beyond minimum design standards.
- Integrate bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges.
- Collect data on walking and biking trips.
- Set mode share targets for walking and bicycling and track them over time.
- Improve nonmotorized facilities during maintenance projects.

Furthermore, FHWA stated in June 2009 that bicycling and pedestrian facilities will be incorporated into all transportation projects, unless exceptional circumstances exist. Exceptional circumstances include where bicyclists and pedestrians are prohibited by law from using the roadway, when the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use, and where sparsity of population or other factors indicate an absence of existing and future need.

There are several types of bicycle facilities currently within the Auburn-Opelika Metropolitan Planning Area. Some are marked, on-street bicycle lanes, others are grade-separated paths, and some are marked, on-street bicycle paths. Figures 3-5, 3-5A, and 3-5B on pages 37, 38, and 39, show maps of the existing bicycle facilities in the Auburn-Opelika Metropolitan Planning Area.

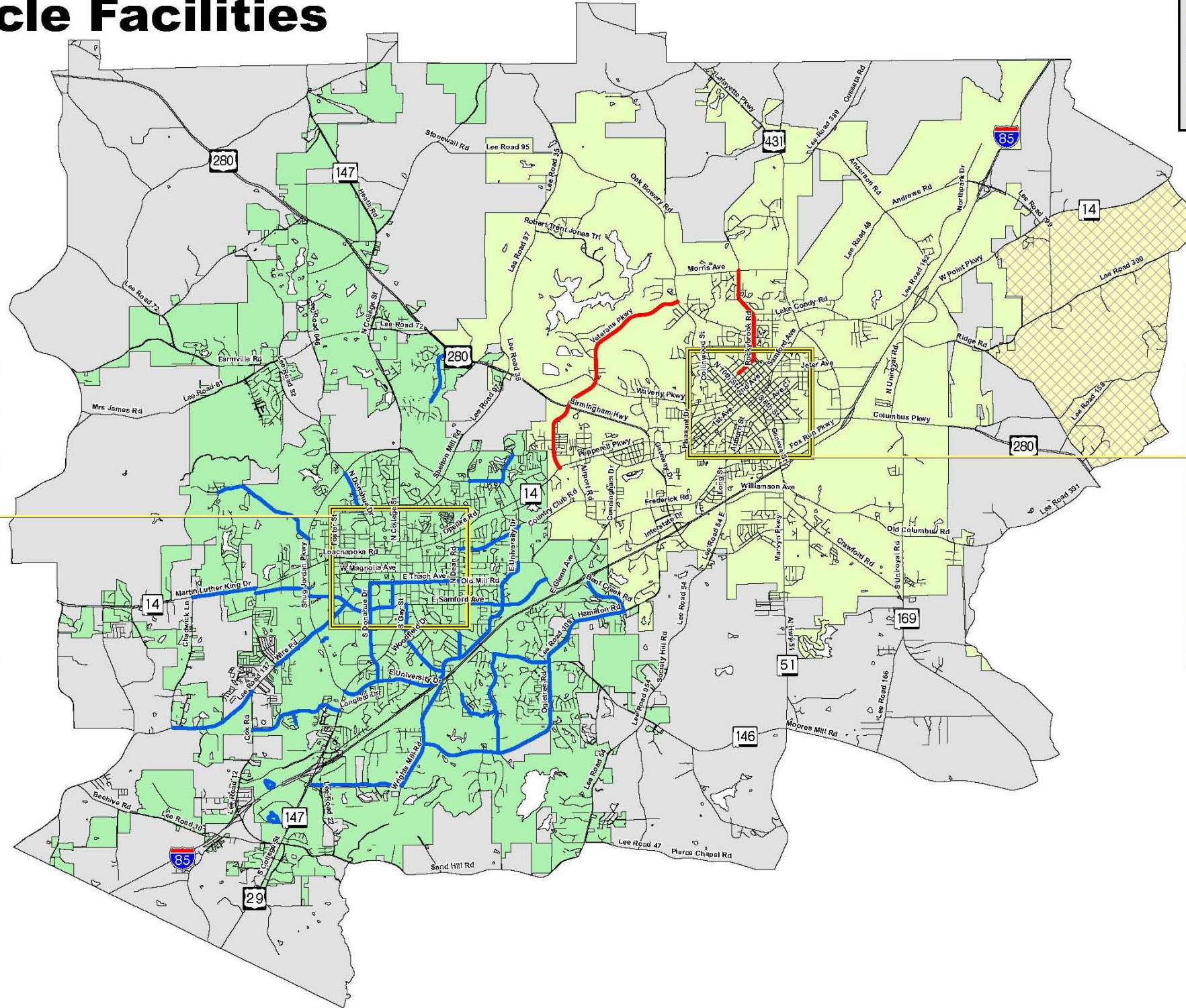


# 2040 Auburn-Opelika Long Range Transportation Plan

## Auburn-Opelika Metropolitan Planning Area Existing Bicycle Facilities

**Legend**

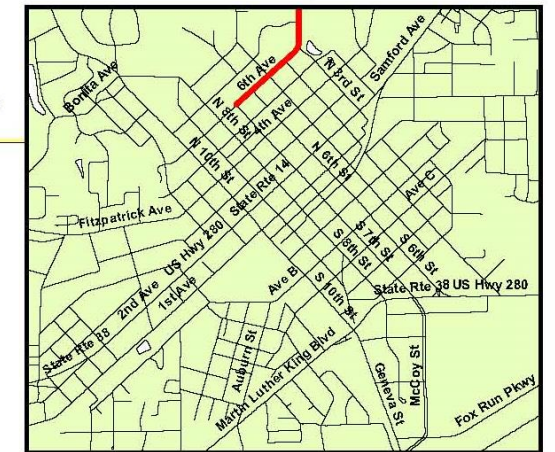
- City of Opelika Existing Bicycle Facility
- City of Auburn Existing Bicycle Facility
- AO Metropolitan Planning Area
- Supplemental TAZs
- Opelika City Limits
- Auburn City Limits
- Water Body



**Downtown Auburn**



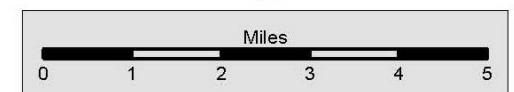
**Downtown Opelika**



**Figure 3-5**

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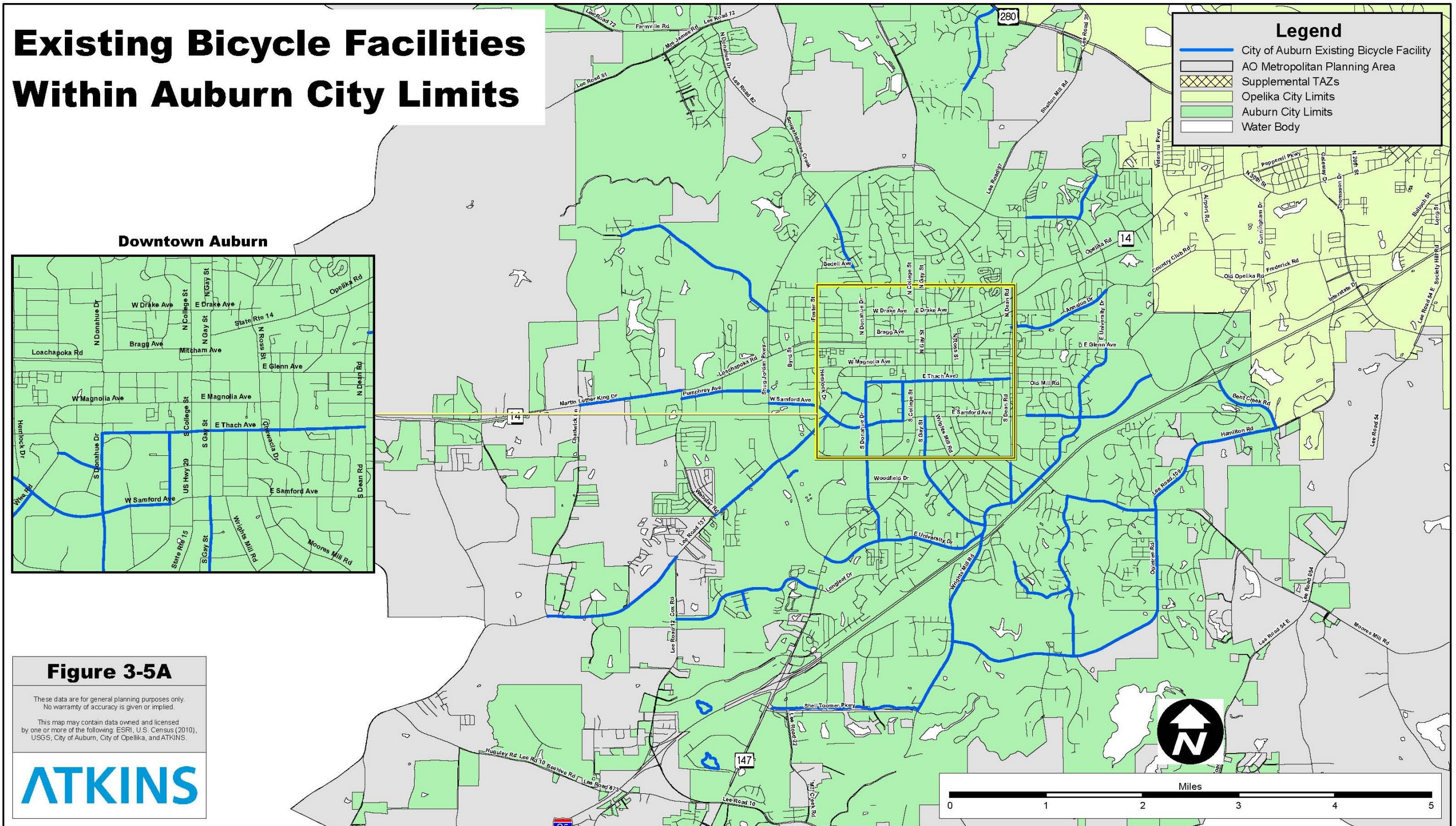
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# 2040 Auburn-Opelika Long Range Transportation Plan

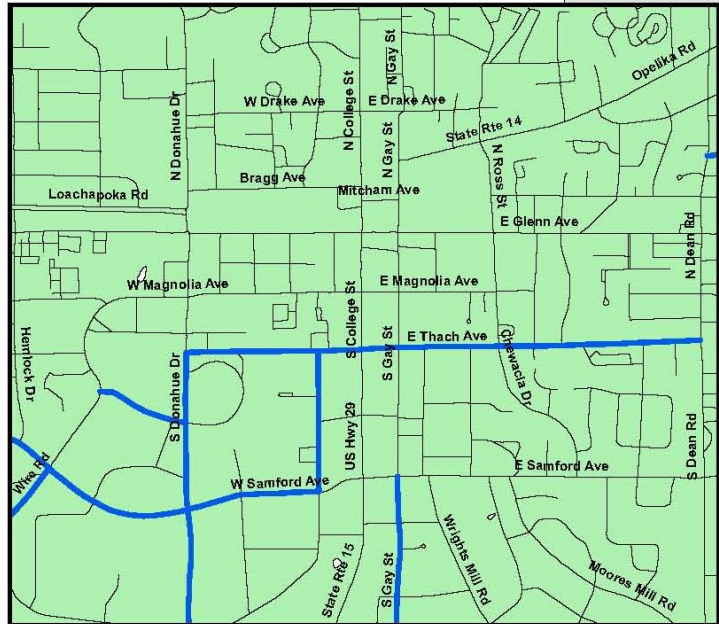
## Existing Bicycle Facilities Within Auburn City Limits



**Legend**

- City of Auburn Existing Bicycle Facility
- AO Metropolitan Planning Area
- Supplemental TAZs
- Opelika City Limits
- Auburn City Limits
- Water Body

**Downtown Auburn**



**Figure 3-5A**

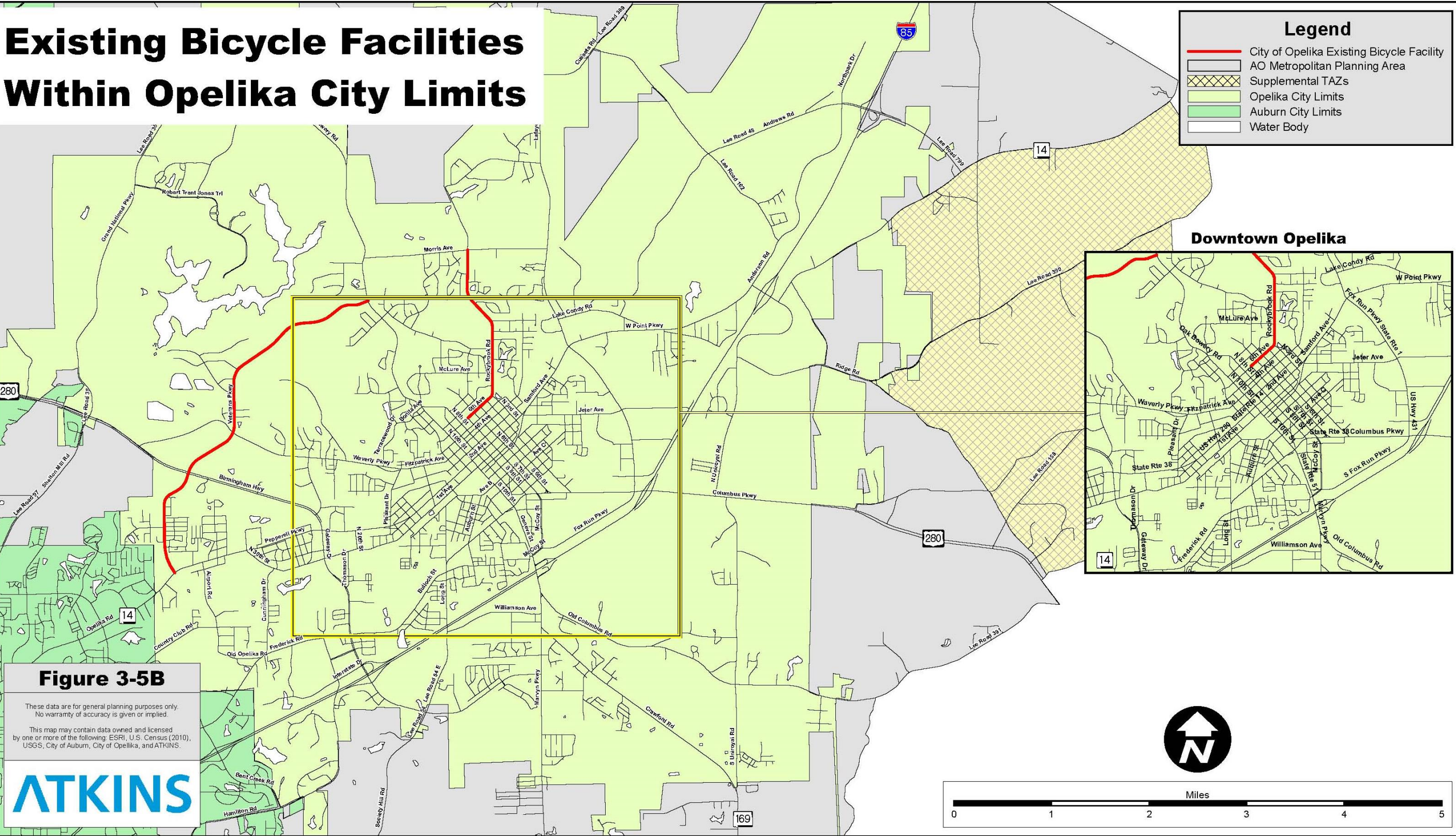
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# 2040 Auburn-Opelika Long Range Transportation Plan

## Existing Bicycle Facilities Within Opelika City Limits



**Figure 3-5B**

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**ATKINS**



The AOMPO does not currently have an adopted bicycle and pedestrian plan, but will be initiating the development of a bicycle and pedestrian plan for the Auburn-Opelika Metropolitan Planning Area in 2015. There are, however, several previous studies that help provide a general context for the planning of future bicycle and pedestrian facilities in the Auburn-Opelika Metropolitan Planning Area. These studies are summarized below.

#### *Auburn 2020 (1998) – Bicycle Plan Element*

The City of Auburn's bicycle plan was adopted in 1998 as part of the *Auburn 2020* plan, with the intention of enhancing the overall livability of the City of Auburn. The plan recognized the relationship between land use and transportation, as well as the ever growing costs that the increase of automobile usage has on each individual and the community as a whole.

Many benefits of a bicycle-friendly community are outlined in the plan, and include increased travel flexibility, reduction in traffic congestion, efficient urban travel, non-pollutant producing travel, quiet travel, lower travel cost, lower infrastructure improvement costs, and improved health for the individual. This list of benefits led to the plan's vision statement and goals:

*Vision Statement: The Plan is intended to enhance the overall livability of the City of Auburn, safeguard air quality, reduce traffic congestion, and foster economic gain. This plan seeks to make the City of Auburn a place where riding a bicycle is safe, convenient, enjoyable, and an accepted mode of travel.*

*Goal 1: Establish a structure for coordinating implementation of the bicycle program goals, objectives, and policies.*

*Goal 2: Develop bikeways, trails, and other safe physical facilities for bicycle transportation.*

*Goal 3: Coordinate with local organizations and institutions developing programs for informing the public regarding Alabama bicycle traffic laws, safe bicycle operations, and recommended engineering standards.*

*Goal 4: Establish an active enforcement program regarding Alabama traffic laws.*

*Goal 5: Encourage people to bicycle frequently, as an alternative mode of transportation.*

See Appendix 6.9 for an introduction, background, history, and a full list of goals and objectives, from the 1998 *Auburn 2020* plan, for future bicycle facilities in the City of Auburn.

#### *Lee County Master Plan – Transportation Element (2010)*

The transportation element of the *Lee County Master Plan* states that it seeks to balance mobility with access, and to create pedestrian and bicycle friendly communities that improve neighborhood quality, while meeting the mobility and economic development needs of the county. The plan also states that the county should develop a bicycle and pedestrian plan that would complement the efforts of the City of Auburn and the City of Opelika to ensure connectivity and enhance circulation. The plan also includes planning-level cost estimates for

making bicycle and pedestrian facility improvements over a 20-year planning horizon. See Appendix 6.10 for the full Transportation Element from the 2010 *Lee County Master Plan*.

### *Alabama Department of Transportation Bicycle and Pedestrian Plan (2010)*

The overall purpose of the *Alabama Department of Transportation Bicycle and Pedestrian Plan* is to guide decisions as to where bicycle and pedestrian facilities should be provided to meet demands for bicycling and walking, and be consistent with modified provisions of 23 USC 217 provided in FHWA and USDOT directives in June 2009 and March 2010. Within the Auburn-Opelika Metropolitan Planning Area, there are two proposed state bicycle connector routes (one on US Highway 29 and the other on State Highway 51), that would intersect with the proposed state bicycle route along US Highway 80. See Appendix 6.11 for a more in-depth discussion of the bicycle and pedestrian plans for the Auburn-Opelika area in the 2010 *Alabama Department of Transportation Bicycle and Pedestrian Plan*.

It should be noted that the new 2015 Alabama Statewide Bicycle and Pedestrian Plan is underway at this writing. The process will include outreach to all MPOs and interested parties as part of the public participation requirements.

### *3.2.2 - Bicycle Facilities Needs and Challenges*

Below is a list of needs and challenges that were identified by the AOMPO for bicycle facilities:

- More bicycle facilities are needed, for both travel and recreational purposes.
- Increased attention to bicycle facility safety is needed.
- Auburn bicycle facilities need to be connected to Opelika bicycle facilities.
- Encourage bicycle advocates to participate in the LRTP development process.

### *3.2.3 - Bicycle Facilities Strategies*

Below is a list of strategies identified by the AOMPO intended to address the needs and challenges associated with the bicycle facilities:

- Work with City of Auburn and City of Opelika Bicycle Committees to develop and adopt a formal AOMPO bicycle and pedestrian plan in 2015.
- Identify facilities required to enhance connectivity and ensure bicycles remain a mode of transportation, as well as a recreational activity.
- Encourage new development projects, and roadway projects, to include bicycle shoulders or appropriate facilities.
- Encourage implementation of bicycle facilities with roadway improvements.
- Identify funding for other potential bicycle facilities.
- Encourage safety of those using bicycle facilities.

### 3.3 - Pedestrian Facilities

#### *3.3.1 - Overview*

As mentioned previously in Section 3.2.1, the USDOT and FHWA released updated policies and recommendations in June 2009 and March 2010 to stress the importance of incorporating walking facilities into all transportation projects. Please see Section 3.2.1 on page 2 for a discussion of FHWA's directives for walking facilities.

Most existing pedestrian facilities, within the Auburn-Opelika Metropolitan Planning Area, are concentrated within the central business districts of the downtown areas of Auburn and Opelika. There are also pedestrian facilities, located around activity centers and large neighborhood communities, within the study area. Figures 3-6, 3-6A, and 3-6B on pages 43, 44, and 45 show maps of the existing pedestrian facilities in the Auburn-Opelika Metropolitan Planning Area.

The AOMPO does not currently have an adopted bicycle and pedestrian plan, but will be initiating the development of a bicycle and pedestrian plan for the Auburn-Opelika Metropolitan Planning Area in 2015. There are, however, several previous studies that help provide a general context for the planning of future bicycle and pedestrian facilities in the Auburn-Opelika Metropolitan Planning Area. These studies are summarized above in Section 3.2.1.

#### *3.3.2 - Pedestrian Facilities Needs and Challenges*

Below is a list of needs and challenges that were identified by the AOMPO for pedestrian facilities:

- Promote sidewalks and mixed-use paths that link mixed land uses and development.
- Increased attention to pedestrian safety is needed.
- More pedestrian facilities are wanted; increase number and availability of sidewalks.
- Pursue ADA upgrades (sidewalks, curb ramps, crosswalks), where needed.

#### *3.3.3 - Pedestrian Facilities Strategies*

Below is a list of strategies identified by the AOMPO, intended to address the needs and challenges associated with the pedestrian facilities:

- Encourage new development projects, and roadway projects, to include pedestrian facilities, where appropriate.
- Recognize the need for sidewalks within one-quarter mile (and within two miles of schools) of activity centers.
- Update sidewalk inventory within the MPO planning area.
- Identify funding of potential sidewalk construction to meet connectivity needs.
- Develop and adopt a formal AOMPO bicycle and pedestrian plan in 2015.

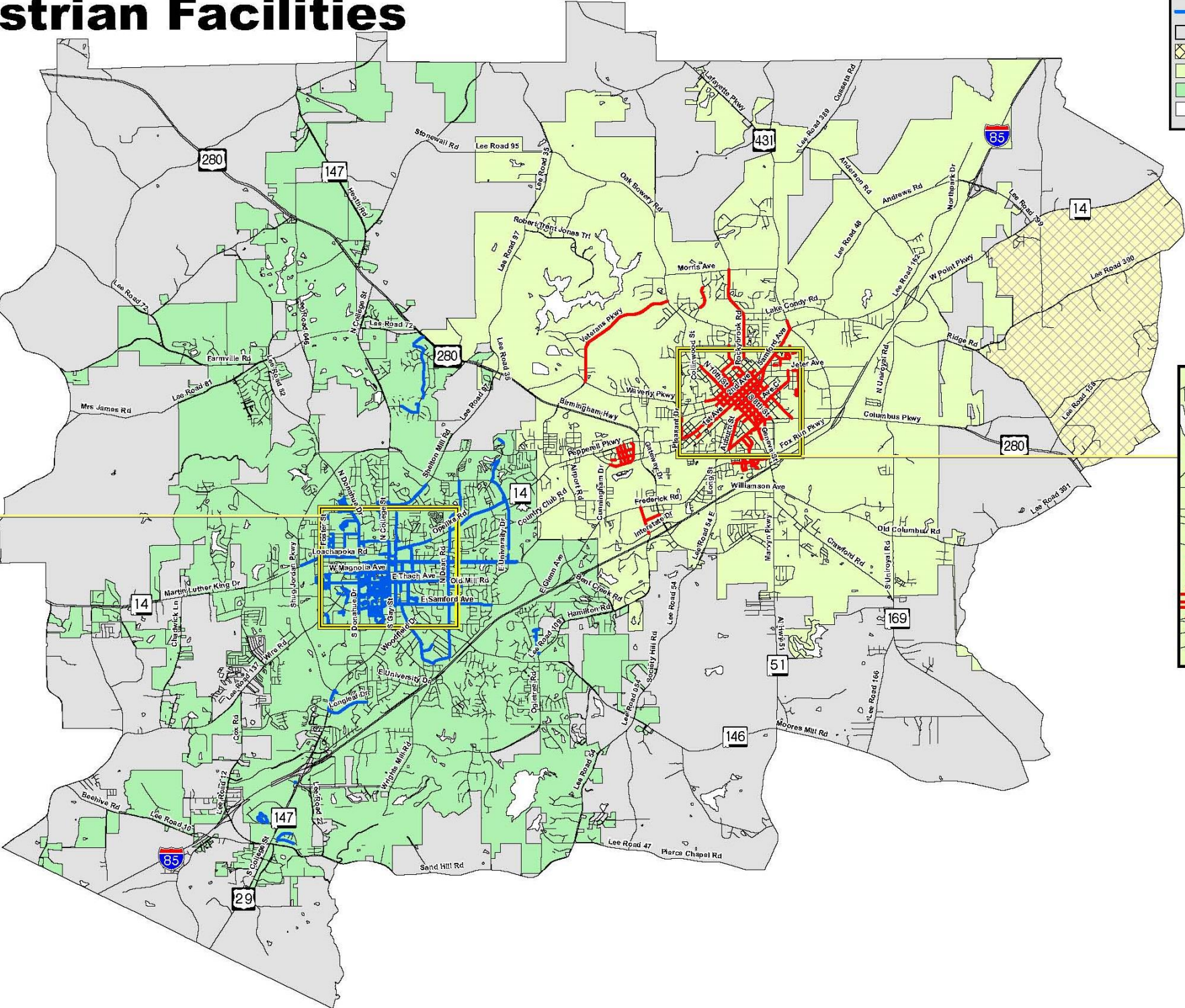


# 2040 Auburn-Opelika Long Range Transportation Plan

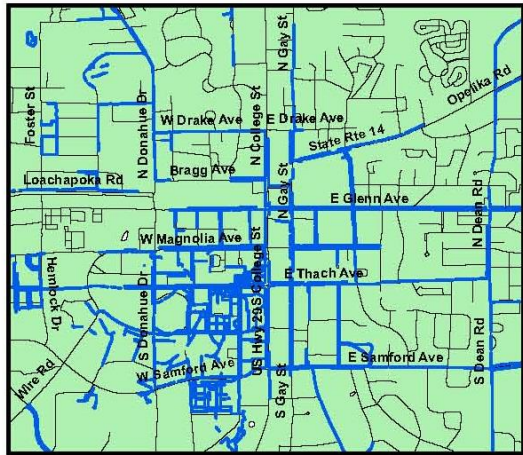
## Auburn-Opelika Metropolitan Planning Area Existing Pedestrian Facilities

**Legend**

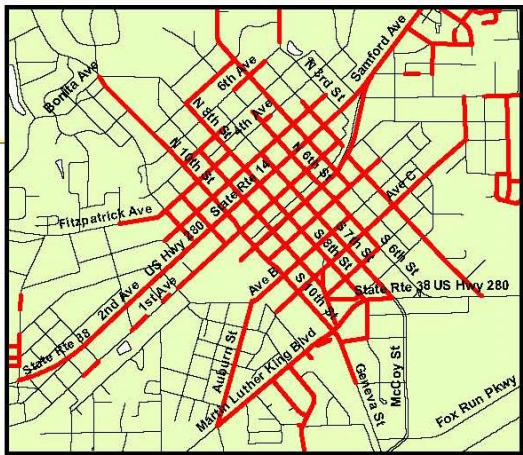
- City of Opelika Existing Pedestrian Facility
- City of Auburn Existing Pedestrian Facility
- AO Metropolitan Planning Area
- Supplemental TAZs
- Opelika City Limits
- Auburn City Limits
- Water Body



**Downtown Auburn**



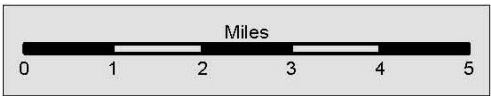
**Downtown Opelika**



**Figure 3-6**

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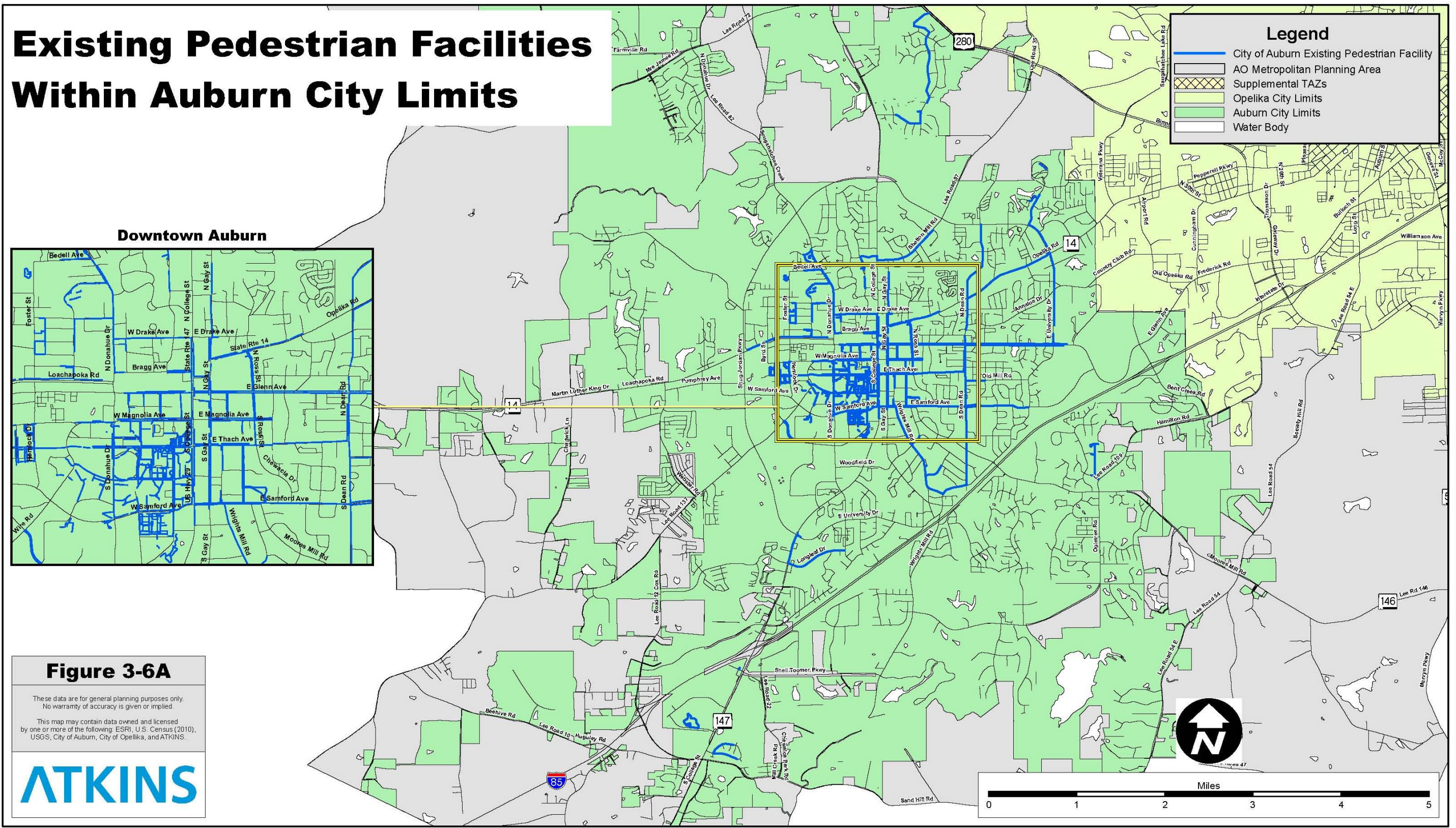
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# 2040 Auburn-Opelika Long Range Transportation Plan

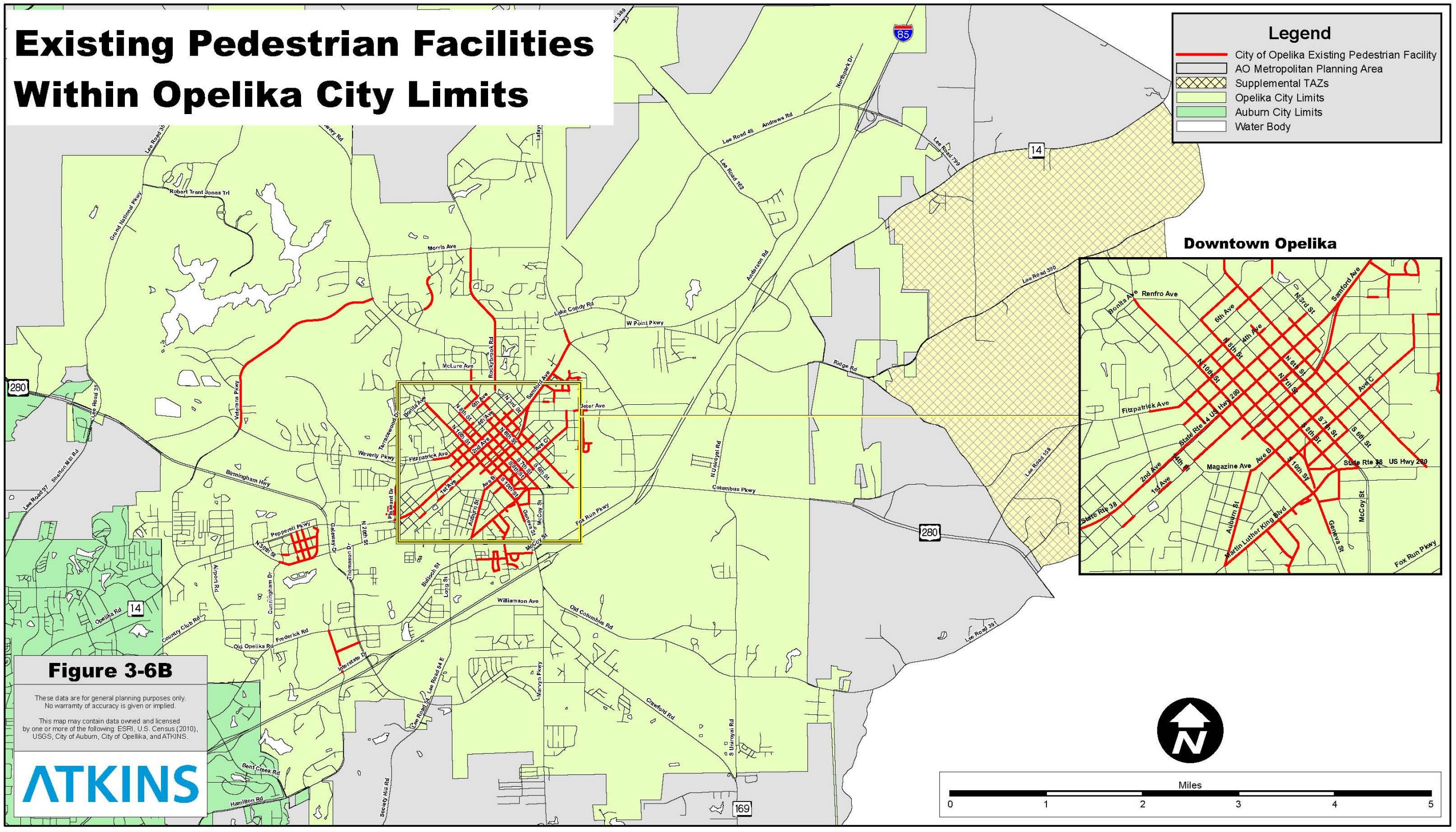
## Existing Pedestrian Facilities Within Auburn City Limits





# 2040 Auburn-Opelika Long Range Transportation Plan

## Existing Pedestrian Facilities Within Opelika City Limits





## 3.4 - Transit Facilities

### 3.4.1 – Overview

#### 3.4.1.1 – Lee-Russell Public Transit (LRPT)

Transit services in the urbanized and rural areas of the MPO are provided by the Lee-Russell Council of Governments in conjunction with the local governments of City of Auburn, City of Opelika, Russell County, and Lee County. In 2008, Lee County Transit Authority (LETA) transitioned from a fixed route/demand response system to exclusively demand response. The new system was renamed Lee-Russell Public Transit (LRPT), to emphasize the change in service type and service area. Demand response services are commonly referred to as *dial-a-ride*. LRPT operates as a first come, first serve, curb-to-curb public transit service. Office hours are 8:00 AM to 6:00 PM, Monday through Friday with scheduling hours from 8:00 AM to 2:00 PM, Monday through Friday. Trips (pick-ups) must be scheduled in advance, with a scheduling range of one (1) business day to two (2) weeks. LRPT is for those citizens who live within the City of Auburn, City of Opelika, Lee County, and rural Russell County, Alabama. Fares for LRPT are based on distance traveled. Fare cards are available and provide 25 percent discount for passengers who purchase them. There are also discounts for senior citizens in the urbanized area. LRPT fares are as follows: (1) 0-5 miles = \$2.00, (2) 5-10 miles = \$3.00, (3) 10-15 miles = \$4.00, (4) 15-20 miles = \$5.00, and (5) 20+ miles = \$6.00.

#### 3.4.1.2 - Tiger Transit

Tiger Transit is owned and managed by Auburn University. Tiger Transit conducts operations on 18 routes with 13 external routes and 5 internal routes. Internal routes operate on a 10 to 15 minute headway and external routes operate on a 15 to 30 minute headway. Service times are 7:00 AM until 6:00 PM Monday through Friday for regular routes, and 6:15 PM to 10:00 PM, Monday through Friday, for external night transit. Auburn University's office of Public Safety and Security operates a security shuttle service on campus from 6:00 PM until 7:00 AM, Monday-Sunday. Current students are charged a transit services fee in conjunction with their tuition payment. Faculty and staff may use internal campus routes free of charge, but are required to purchase a bus pass for use of the external routes. In 2010, Tiger Transit transported 2.33 million riders averaging approximately 11,000 riders per day (on a 210 operational day year). Tiger Transit buses are equipped with bicycle racks on the front of the vehicle for easy bicycle loading and unloading, and reported from May 2013 to April 2014 that 12,438 bikes had been loaded and unloaded during that time, averaging approximately 59 served bikes per day (on a 210 operational day year). Tiger Transit also utilizes a GPS-enabled, transit visualization system to help riders locate their bus.

### 3.4.1.3 - Human Service Agencies

Certain human service agencies provide demand respond services for their clients, and have received federal funding to provide capital vehicle and equipment purchases and operation. These organizations include Achievement Center and Kid One Transport.

### 3.4.2 - Sources of Regional Transit Funding

Transit financing for Lee-Russell Public Transit include funding from the Federal Transit Administration (FTA), local sources, and fare revenues. Local Human Service agencies have applied for FTA's Elderly Persons and Persons with Disability Program (Section 5310), Jobs Access and Reverse Commute (JARC or Section 5316), and New Freedom (Section 5317) funds to finance capital vehicles and support equipment, operation, and mobility management. Below is a description of the federal funds for transit services in Lee County.

Section 5307 Overview: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas, and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The FTA allocates Alabama's 5307 funding to ALDOT (Alabama Department of Transportation) as the primary grantee. ALDOT then conducts an application process, by which it awards and administers funds to public, tribal, or non-profit entities that qualify as sub-grantees. The Lee-Russell Public Transit receives funding for capital purchase of vehicles and support equipment, preventative maintenance, and operation of the system.

Section 5311 Overview: The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The FTA allocates Alabama's 5311 funding to ALDOT as the primary grantee. ALDOT then conducts an application process, by which it awards and administers funds to public, tribal, or non-profit entities that qualify as sub-grantees. The Lee-Russell Public Transit receives funding for capital purchase of vehicles and support equipment, operation, and administration of the system.

Section 5310 Overview: The Elderly Persons and Persons with Disabilities program funds ensure that elderly citizens and people with disabilities can utilize public transportation facilities and services, to guarantee that facilities are accessible for elderly citizens and people with disabilities. States apply for funds on behalf of local private non-profit agencies, and certain public bodies. The FTA allocates Alabama's 5310 funding to ALDOT as the primary grantee. ALDOT then conducts an application process, by which it awards and administers funds to public, tribal, or non-profit entities that qualify as sub-grantees. FTA requires that Section 5310 projects selected for funding must be derived from a coordinated plan. All 5310 projects must also be included in the Statewide Transportation Improvement Program and the regional Transportation Improvement Program. The Lee-Russell Council of Governments' Area Agency

on Aging has received purchased transportation funding through this funding source. The Achievement Center/Easter Seals and JET Adult Day Care have received funds to purchase vehicles.

Section 5316 Overview: The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients, and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry-level jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment-related trips are complex and involve multiple destinations including reaching childcare facilities, or other services. The FTA allocates Alabama's 5316 funding to ALDOT as the primary grantee. ALDOT then conducts an application process by which, it awards and administers funds to public, tribal, or non-profit entities that qualify as sub-grantees. FTA requires that Section 5316 projects selected for funding must be derived from a coordinated plan. All 5316 projects must also be included in the Statewide Transportation Improvement Program and the regional Transportation Improvement Program. Lee-Russell Council of Governments has received JARC funding for operations and mobility management.

Section 5317 Overview: The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Funds are used for capital and operating expenses for new public transportation services and new public transportation alternatives to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. The FTA allocates Alabama's 5317 funding to ALDOT as the primary grantee. ALDOT then conducts an application process, by which it awards and administers funds to public, tribal, or non-profit entities that qualify as sub-grantees. FTA requires that Section 5317 projects selected for funding must be derived from a coordinated plan. All 5317 projects must also be included in the Statewide Transportation Improvement Program and the regional Transportation Improvement Program. Kids One Transport has received funds to purchase capital vehicles and support equipment and for operations.

Section 5339 Overview: The Bus and Bus Facilities grant is eligible to recipients and states that operate or allocate funding to fixed route bus operators. This program replaces the Section 5309 formula grant program. Eligible uses include capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. The FTA allocates Alabama's 5339 funding to ALDOT as the primary grantee. ALDOT then conducts an application process, by which it awards and administers funds to public, tribal, or non-profit entities that qualify as sub-grantees. At this time, there are no recipients that have applied, or received this type of funding.

### 3.4.3 - Transit Facilities Strategies

At the present time, the Lee-Russell Public Transit (LRPT) is expected to maintain their current level of operations with expansion to be considered if additional funding for the program becomes available. The LRPT has plans to purchase new vehicles that will replace older ones that have exceeded their useful life. Below is a list of the short and long term plans for the transit system over the next 25 years, provided by the AOMPO and the 2011 Human Services Transportation Coordinated Plan.

#### 3.4.3.1 - Short-Term Plan for Transit Services: Year 2015 to 2020

Specific transit services to be implemented between the years 2015 and 2020 include:

- Identify funding sources to continue and expand transit services, especially in the rural areas.
- Meet work (employment base) needs between the hours of 6-9 AM and 4-6 PM.
- Utilize special events/third party contracts.
- Promote greater integration of Tiger Transit and LRPT transit service.
- Promote marketing in urban and rural areas to improve ridership.
- Stay up-to-date with developing transit technology.
- Continue to purchase and replace cameras and tablets as needed in operations.
- Replace two demand response buses per year based on the availability of match funding.
- Construct a maintenance facility for the repair of the transit vehicles.

#### 3.4.3.2 - Long-Term Plan for Transit Services: Year 2021 to 2040

Specific transit services to be implemented between the years 2021 and 2040 are very similar to the short term plan and include:

- Identify funding sources to continue and expand transit services, especially in the rural areas.
- Meet work (employment base) needs between the hours of 6-9 AM and 4-6 PM.
- Promote greater integration of Tiger Transit and LRPT transit service.
- Promote marketing in urban and rural areas to improve ridership.
- Stay up-to-date with developing transit technology.
- Continue to purchase and replace cameras and tablets as needed in operations.
- Replace two demand response buses per year based on the availability of match funding.

## 3.5 - Freight Planning

### *3.5.1 – Rail Overview*

While the Auburn-Opelika Metropolitan Planning Area does not currently have any passenger rail services, there are two companies which operate daily freight movements through the study area. Both CSX Transportation (formerly the Chessie and the Seaboard systems) and Norfolk Southern operate rail lines within the Auburn-Opelika Metropolitan Planning Area. CSX's line runs from Montgomery, Alabama to Lanett, Alabama and passes through both the City of Auburn and the City of Opelika. Norfolk Southern's line runs from Birmingham, Alabama to Columbus, Georgia and passes through the City of Opelika. The Auburn-Opelika Metropolitan Planning Area does not currently have any intermodal rail facilities. See Figure 3-7 on page 52 for the location of the CSX and Norfolk Southern rail lines and key industrial sites.

### *3.5.2 – Motor Carriers Overview*

The Auburn-Opelika Metropolitan Planning Area has five State routes classified for freight movement, and two federal routes classified for freight movement under the Surface Transportation Assistance Act of 1982 (STAA). State routes include SR 267, SR 14, SR 147, SR 1 and SR 38. Federal routes are I-85 and US 280/US 431 from Phenix City northwest to I-85. The Auburn-Opelika Metropolitan Planning Area, as seen in Figure 3-7 on page 52, currently has eight interchanges along I-85 providing excellent access and mobility for freight movement.

The Auburn-Opelika Metropolitan Planning Area has several freight terminals for truck freight transfer and distribution, as well as several trucking service businesses. The City of Opelika has two large industrial parks: Northeast Industrial Park and Fox Run Business Park. The City of Auburn has one large industrial park and three technology parks: Auburn Industrial Park, Auburn Technology Park North, Auburn Technology Park South, and Auburn Technology Park West. The Auburn-Opelika Metropolitan Area also has manufacturing facilities, such as those located off of Fox Run Parkway and Williamson Avenue.

Other major shipping and receiving locations of non-industrial and non-manufacturing nature, include the East Alabama Medical Center, Village Mall, Tiger Town, and Auburn University, as seen in Figure 3-8 on page 53.

Below is a list of needs and challenges as well as strategies intended to address the needs and challenges that were identified by the AOMPO for freight planning.

### *3.5.3 - Freight Planning Needs and Challenges*

- Increased attention to safety for both train and vehicle traffic.
- Continual evaluation of freight routes.
- Maintain adequate access to current industrial and technology parks.

### *3.5.4 - Freight Planning Strategies*

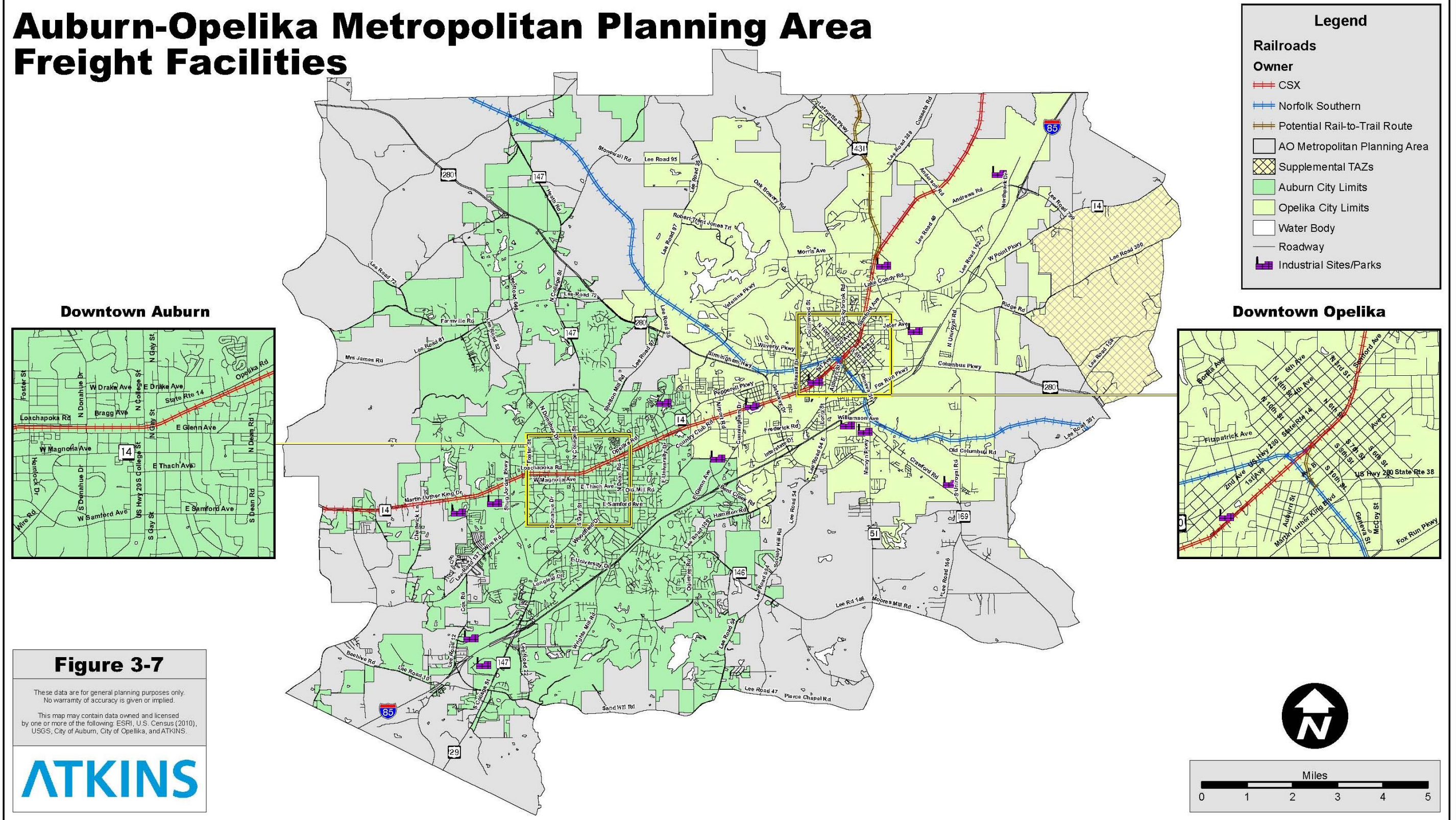
- Continually evaluate the safety needs of at-grade crossings as vehicle traffic and/or rail traffic increases.
- The AOMPO will develop a freight movement plan in accordance with required guidelines.

ALDOT NOTE: Freight Plans are not yet required of non-TMA MPOs, but this is expected to change by the 2045 Long Range Transportation Plan, and MPOs are being advised to begin work on a Plan.



# 2040 Auburn-Opelika Long Range Transportation Plan

## Auburn-Opelika Metropolitan Planning Area Freight Facilities



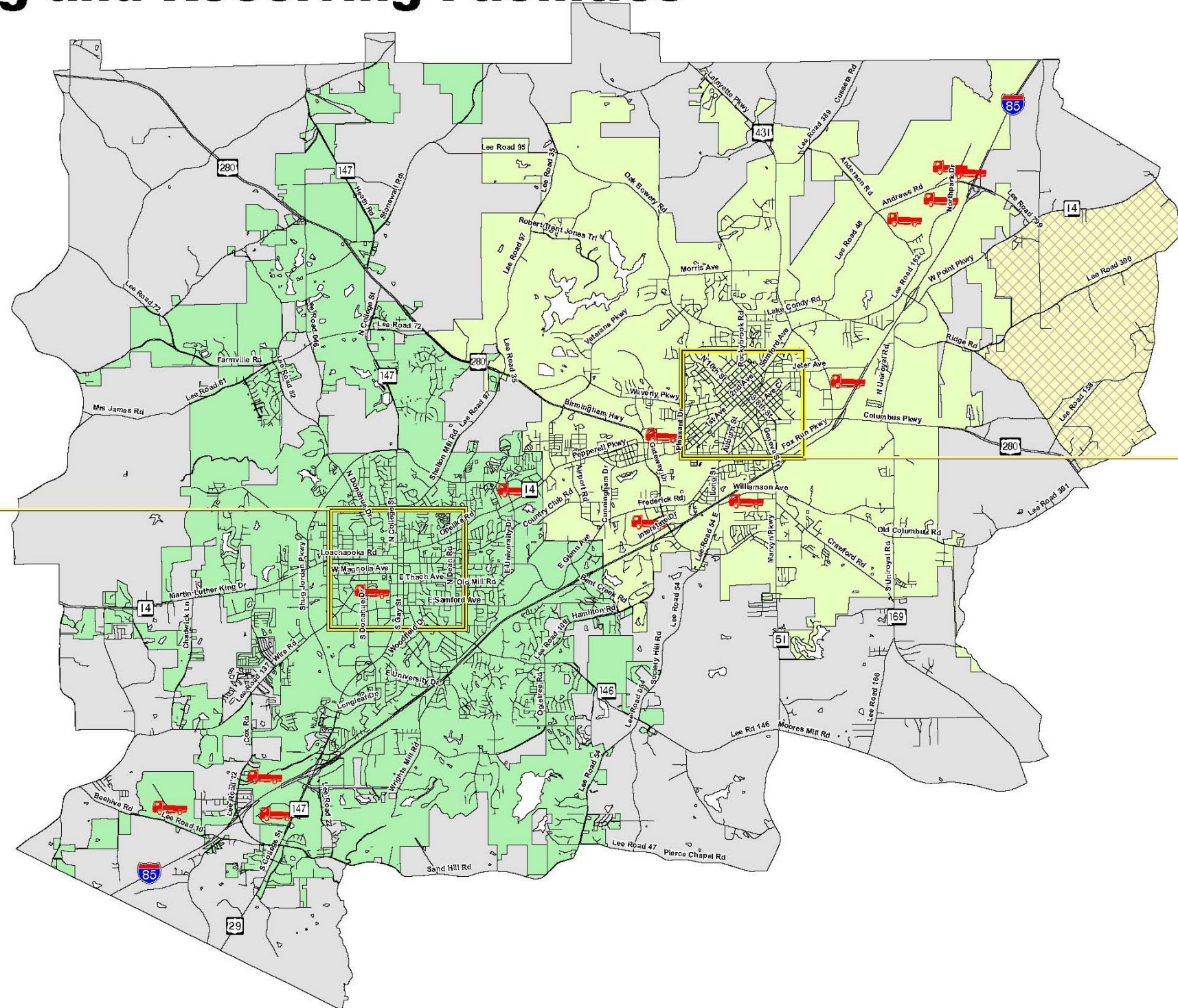


# 2040 Auburn-Opelika Long Range Transportation Plan

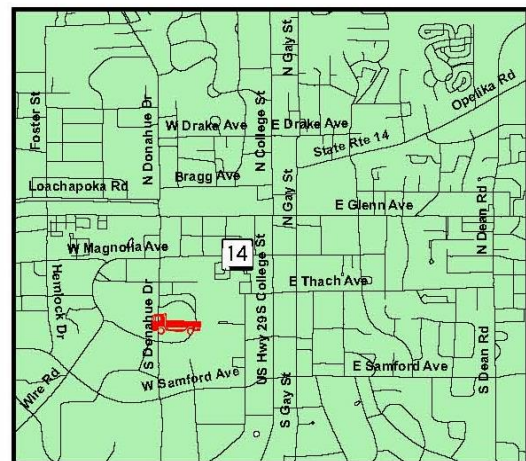
## Auburn-Opelika Metropolitan Planning Area Major Shipping and Receiving Facilities

**Legend**

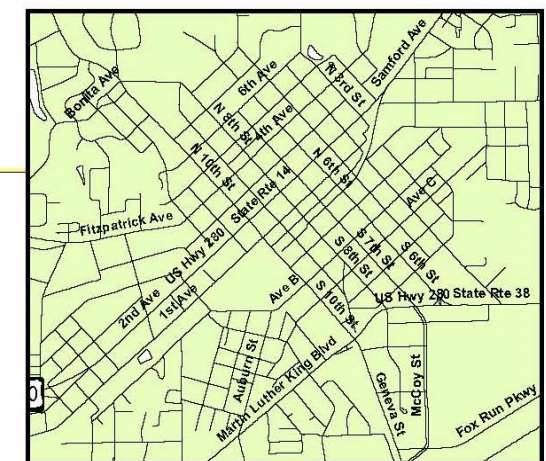
- AO Metropolitan Planning Area
- Supplemental TAZs
- Auburn City Limits
- Opelika City Limits
- Water Body
- Roadway
- Major Shipping and Receiving Facilities



**Downtown Auburn**

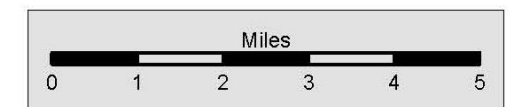


**Downtown Opelika**



**Figure 3-8**

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## 3.6 - Aviation

### *3.6.1 - Overview*

There is one airport located within the Auburn-Opelika Metropolitan Planning Area: the Auburn University Regional Airport (AUO). The Auburn University Regional Airport is owned and operated by Auburn University. The airport is located northwest of Exit 58 on I-85 and 0.25 miles south of Country Club Road and 0.67 miles northwest of East Glenn Avenue. The Auburn University Regional Airport totals 423 acres with two runways: Runway 18/36 (5,265 feet x 100 feet) and Runway 11/29 (4,002 feet x 75 feet). The Auburn University Regional Airport houses 60 based aircraft, including four jets, and accommodates approximately 60,000 annual operations. The new terminal building is now open and operational.

Below is a list of needs and challenges, as well as strategies intended to address the needs and challenges that were identified by the AOMPO for aviation.

### *3.6.2 - Aviation Needs and Challenges*

- Assure the continued viability of the Auburn University Regional Airport and accommodate continued growth in aviation related operations.
- According to current demand, more aircraft will locate as based aircraft at Auburn University Regional Airport as additional hanger space becomes available.

### *3.6.3 - Aviation Strategies*

- Implement planned projects listed in the Auburn University Regional Airport Capital Improvement Plan (October 2012).
- State of Alabama and Federal Aviation Administration (FAA) funding should be pursued in order to help fund improvements included in the Auburn University Regional Airport Capital Improvement Plan (October 2012).

## **4.0 - Long Range Transportation Plan Program of Projects**

### 4.1 - Overview

Projects were selected for the Auburn-Opelika 2040 LRTP as a result of the long range transportation planning process. The projects provide solutions to address the Auburn-Opelika Metropolitan Planning Area's future transportation needs and challenges, based on the strategies identified by the AOMPO. It is important to note that the program of projects included in the 2040 LRTP, reflects current planning assumptions based on existing data and identified needs. The program of projects is updated every five years to ensure that the LRTP reflects the changing data, conditions, and needs of the Auburn-Opelika Metropolitan Planning Area.

The criteria used for screening projects for inclusion in the LRTP are:

- Safety and security
- Existing and future deficiencies
- Feasibility of improvement (i.e., constructability)
- Environmental mitigation issues
- Adherence to local plans
- City of Auburn, City of Opelika, Lee County and ALDOT staff and public input
- Project costs and projected Federal funding available for AOMPO

### 4.2 - Project Selection

In order to help identify the future deficiencies in the Auburn-Opelika Metropolitan Planning Area, and then help select projects for the proposed program of improvements, future year network runs were performed: the 2040 Existing-Plus-Committed (E+C) network and the 2040 Build network, as well as interim 2020 and 2030 networks.

The E+C network represents existing and future transportation projects for which a committed funding source exists. The E+C network also includes projects that have been constructed, or are significantly complete, between the base year, 2010, and the current year of the study, 2014. The E+C network typically includes programmed projects in the most current regional Transportation Improvement Program (TIP), which in the case of the AOMPO, is the Amended FY2012-2015 TIP (May 2014). The E+C network is run with 2040 socioeconomic data and is used to forecast and analyze the level of congestion based on a roadway network that exists, or will soon exist in the next few years, based on current committed funding. The 2040 E+C network highlights areas of future need based on measures of effectiveness, such as congestion, level of service, and travel time. Interim years, including 2020 and 2030 of the E+C network, were also run in order to determine the emerging needs for improvements in the next 25 years and to help determine the priority of the improvements.

The build network was also run, using 2040 socioeconomic data, and included projects that were proposed to help address deficiencies identified in the E+C model. Projects were proposed based on input from the local governments, public comments, and based on the deficiencies identified in the E+C model. However, since the 2040 build network of projects must be financially constrained, some projects that could not be funded in the next 25 years had to be removed from the preliminary list of LRTP projects. A final list of LRTP projects, discussed and presented in the next section, was developed using a consensus-based process, and was measured against the defined goals and measures of effectiveness established during the LRTP process.

#### 4.2.1 - Roadways

Since MAP-21 funding categories are split into capacity projects, and maintenance and operations (MO) projects, the projects listed in the 2040 LRTP are also sorted and ranked accordingly. Capacity projects are projects that add capacity to the existing roadway system, such as adding lanes to an existing road or constructing a new road. MO projects are projects that address safety, operational, or maintenance needs, such as installing a guardrail, constructing new turn-bays at an intersection, or resurfacing a road. The projects in the LRTP are also listed by sponsor, such as ALDOT, the City of Auburn, the City of Opelika, Lee County, the State Conservation Agency, or Auburn University. The tables presented in this section show the 2040 LRTP project sponsor, map ID, ALDOT project number (if applicable), funding program, project description/need, improvement type (ALDOT work code), project length (if applicable), cost (in 2014 dollars), program year, financially constrained program priority ranking, cost in the year of expenditure, and bicycle/pedestrian facility comments. All projects were ranked by priority within their funding program and capacity/MO classification. Capacity projects sponsored by the City of Auburn and City of Opelika, also have their 2040 E+C (i.e., *before* improvement) volume-to- capacity ratio (V/C ratio) and their 2040 LRTP (i.e., *after* improvement) V/C ratios presented in Tables 4-2 and 4-4, respectively, on pages 60 and 63.

Table 4-1 on page 59 shows the MO projects sponsored by ALDOT. Table 4-2 on page 61 shows the capacity projects sponsored by the City of Auburn, and Table 4-3 on page 62 shows the MO projects sponsored by the City of Auburn. Table 4-4 on page 63 shows the capacity projects sponsored by the City of Opelika, and Table 4-5 on page 64 shows the MO projects sponsored by the City of Opelika. Table 4-6 on page 65 shows the MO projects sponsored by Lee County, and Table 4-7 on page 66 shows the MO project sponsored by the State Conservation Agency. Figure 4-1 on page 71 shows all the LRTP roadway capacity projects, and Figure 4-2 on page 72 shows all the LRTP roadway MO projects.

The next set of tables show the Visionary projects that are not financially constrained, but were identified by the local governments as viable projects in the Auburn-Opelika Metropolitan Planning Area. The list of visionary projects will be used as a resource of viable projects that might make it into the next LRTP, if funding is available. Table 4-8 on page 67 shows the visionary projects sponsored by ALDOT, Table 4-9 on page 68 shows the visionary projects sponsored by the City of Auburn, Table 4-10 on page 69 shows the visionary projects sponsored



by the City of Opelika, and Table 4-11 on page 70 shows the visionary project sponsored by Auburn University. All the visionary projects are also ranked, which can be seen in the *Visionary Priority Ranking* column of Tables 4-8 through 4-11. Visionary capacity projects also have their 2040 E+C (i.e., before improvement) V/C ratio and their 2040 Visionary (i.e., after improvement) V/C ratio presented in Tables 4-8 through 4-11. Figure 4-3 on page 73 shows all the LRTP visionary roadway projects.

Projects in the 2040 LRTP program (excluding the Visionary projects) that will add capacity in the program were modeled to determine future V/C ratios, and the corresponding level of service (LOS), for the 2040 build network. The results are shown in Figure 4-4 on page 74.

Benefits of the roadway projects in the 2040 LRTP, include decreased congestion, increased regional connectivity, and increased mobility and accessibility. Table 4-12 on page 75 shows the measures of effectiveness of the 2040 Build network, compared to the 2040 E+C network. Table 4-12 shows that with the implementation of the LRTP projects, regional travel measured in vehicle miles traveled (VMT), will be reduced by 1 percent for interstates, reduced by 2 percent for minor arterials, but will be increased by 5 percent for collectors. Travel time, measured in vehicle hours traveled (VHT), will be reduced by 2 percent for the entire network, average speed will be increased by 4 percent for interstates, but average speed will stay approximately the same across the entire network in 2040. These modest improvements in regional mobility with the LRTP financially constrained projects, are due to the limited federal funding available for major capacity projects or that add new lanes to existing. However, the LRTP capacity projects, along with the LRTP MO improvements, such as turn lane or signalization improvements, will certainly provide needed relief to travelers in the region.

Travel demand management solutions, including transit, park and ride lots, carpooling, vanpooling, and varied work schedules, are also encouraged in the Auburn-Opelika Metropolitan Planning Area. However, operational and capacity improvements will still be needed in order to address the existing and future needs and challenges identified in the Auburn-Opelika Metropolitan Planning Area.

MAP-21 requires that transportation decision makers must take into account the potential environmental impacts associated with a transportation plan, in order to mitigate those impacts. The general mitigation process and the environmental considerations that will be analyzed when the projects in the 2040 LRTP are in the future design phase are presented in Section 6.6.

#### *4.2.2 - Bicycle and Pedestrian Facilities*

FHWA is putting increasing emphasis on modal choice within MPO transportation networks and bicycle/pedestrian accommodations, in particular. The guiding document to date has been Title 23 USC 217, as quoted below in the following paragraph. An FHWA directive to ALDOT on June 12, 2009, however, has modified the actual policy language that is required for inclusion in

certain transportation planning documents, including the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

It should be noted that bicycle and pedestrian facilities are to be routinely addressed in the transportation planning process. 23 USC 217 states “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and [the] State(s),...” FHWA – Alabama Division, went further in their directive of June 12, 2009 by stating that “...that bicycling and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”

Exceptional circumstances are defined as:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor. [This passage is not intended to be exclusionary in any way, but a recognition that design elements, in this case high-speed interstate roadways and U. S. Highways with limited access features, prohibit bicycle and pedestrian traffic for safety considerations.]
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.

ALDOT NOTE: This is no longer an allowable restriction. MPOs should include bicycle and pedestrian facilities in project descriptions if no other restrictions apply.

- Where a sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “...all construction of new public streets...” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

The FHWA directive of June 12, 2009 effectively updates agency guidelines and ALDOT accepts this language as the definitive policy to be found in the planning documents, unless and until it is modified by FHWA.

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

The specific facilities that will accommodate bicyclists have not been determined for each of the roadway projects included in the 2040 LRTP. However, it is assumed that bicyclists will be accommodated by one of the following facilities (as defined by AASHTO):

- *Shared Roadway (No Bikeway Designation)*: A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway or street with wide curb lanes or road with paved shoulders.
- *Signed Shared Roadway (Signed Bike Route)*: A shared roadway which has been designated by signing as a preferred route for bicycle use.
- *Bicycle Lane or Bike Lane*: A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
- *Shared Use Path*: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Also, the specific facilities that will accommodate pedestrians have not been determined for each of the roadway projects included in the 2040 LRTP. However, it is assumed that pedestrians will be accommodated by one of the following facilities (as defined by AASHTO):

- *Sidewalk*: The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians.
- *Shared Use Path*: (described above under bicycle facilities)

The LRTP bicycle and pedestrian facilities associated with the roadway capacity projects are shown in Figure 4-5 on page 76 and the LRTP bicycle and pedestrian facilities associated with the roadway MO projects are shown in Figure 4-6 on page 77. Figure 4-6 also shows a shared use path project in the City of Opelika. Also, the LRTP roadway projects where bicyclists and pedestrians will be accommodated are listed in Tables 4-1 through 4-7 and are identified by the Map ID. The shared use path project in the City of Opelika is shown on Table 4-5.

**Table 4-1**  
**2040 LRTP Roadway Projects**  
**Maintenance and Operations Projects Sponsored by Alabama Department of Transportation (ALDOT)**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments	
							Federal	State	Total					
ALDOT	ALMO-1	100061254	IM-HSIPF	Interstate Median Barrier on I-85 From Exit 50 (Cox Rd) to the Georgia State Line / Improve Safety	Guardrail (GRL)	21.75	\$3,051,000	\$339,000	\$3,390,000	2015	IM-MO-1	\$3,390,000	n/a	
ALDOT	ALMO-1	100061254	IM-HSIPF	Interstate Median Barrier on I-85 From Exit 50 (Cox Rd) to the Georgia State Line / Improve Safety	Guardrail (GRL)	21.75	\$1,526,000	\$170,000	\$1,695,000	2015	HSIP-MO-1	\$1,695,000	n/a	
ALDOT	ALMO-2	100005093-94	IM	Interchange Lighting, I-85 Exit 60 (I-85/SR-51) & Exit 62 (I-85/US-280) / Improve Safety	Lighting (LGT)	n/a	\$1,025,000	\$114,000	\$1,139,000	2016	IM-MO-2	\$1,150,000	n/a	
ALDOT	ALMO-3	100052963	STPAA	Resurface SR-15 (US-29) From I-85 to Chambers County Line / Improve Safety	Resurfacing (RSF)	5.00	\$2,020,000	\$505,000	\$2,526,000	2016	STPAA-MO-1	\$2,551,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	
ALDOT	ALMO-4	100003743-44	BRM	Replace Bridge, BIN 002013, SR-51 Over Robinson Creek (SUF=44.1, Status=SD) / Improve Safety	Bridge Replacement (BRL)	n/a	\$1,171,000	\$292,000	\$1,464,000	2016	BRM-MO-1	\$1,479,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	
ALDOT	ALMO-5	100051084	IM	Replace Bridge, BIN 000616, SR-15 (US 29) Over Halawachee Creek / Improve Safety	Bridge Widening (BRW)	n/a	\$3,285,000	\$365,000	\$3,650,000	2017	IM-MO-3	\$3,723,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	
ALDOT	ALMO-6	100046006-07	IM	Lighting I-85 New Interchange @ CR-10 (Beehive Road) / Improve Safety	Lighting (LGT)	n/a	\$1,194,000	\$132,000	\$1,326,000	2017	IM-MO-4	\$1,353,000	n/a	
<b>Total</b>													<b>\$15,341,000</b>	

**NOTE:**

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate



**Table 4-2  
2040 LRTP Roadway Projects  
Capacity Projects Sponsored by City of Auburn**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Lanes (Before and After) / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>3</sup>	Bicycle/Pedestrian Facility Comments	2040 E+C V/C Ratio	2040 LRTP V/C Ratio
							Federal	Local	Total						
Auburn <sup>1</sup>	AC-1	n/a	n/a	Widening (Add Turn Lane) of Wire Road From Cox Road to Webster Road (4 Lanes to 4 Lanes) / Improve Safety and Traffic Flow	Additional Roadway Lanes (ADL)	0.60	\$0	\$1,200,000	\$1,200,000	2015	CoA-CAP-1	\$1,200,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.690	0.570
Auburn <sup>1</sup>	AC-2	n/a	n/a	Improve Turning Movements at Intersection of Cox Road and Wire Road / Improve Safety and Traffic Flow	Additional Roadway Lanes (ADL) + (UTL)	0.05	\$0	\$100,000	\$100,000	2016	CoA-CAP-2	\$101,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.624	0.544
Auburn	AC-3	100061106	ATRIP	Additional Lanes on (CR-40) South College Street from Garden Drive to Samford Avenue and Drainage Improvements on Samford Ave and Gay St (Additional Left Turn Lane) / Improve Safety and Traffic Flow	Additional Roadway Lanes (ADL)	0.17	\$1,453,000	\$363,000	\$1,816,000	2016	ATRIP-CAP-1	\$1,834,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.681	0.623
Auburn <sup>1</sup>	AC-4	n/a	n/a	Widening (Add Turn Lane) of Cox Road from Beehive Interchange to Wire Road (2 Lanes to 2 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	2.09	\$0	\$4,180,000	\$4,180,000	2017	CoA-CAP-3	\$4,264,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	1.220	0.942
Auburn	AC-5	100033351, 100008575 & 100008577	STPOA	Improve Turning Movements on Donahue Drive North of Bragg Avenue to Bedell Avenue / Improve Safety and Traffic Flow	Additional Roadway Lanes (ADL) + (UTL)	0.74	\$4,010,000	\$1,001,000	\$5,011,000	2017	STPOA-CAP-1	\$5,112,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	1.089	1.024
Auburn <sup>2</sup>	AC-6	n/a	n/a	Construct Extension of Cary Creek Parkway from CR-147 to Shelton Mill Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	1.06	\$0	\$6,360,000	\$6,360,000	2020	DEV-CAP-1	\$6,684,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.065
Auburn <sup>2</sup>	AC-7	n/a	n/a	Construct Extension of Watercrest Boulevard to East University Drive (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	0.87	\$0	\$3,480,000	\$3,480,000	2020	DEV-CAP-2	\$3,658,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.003
Auburn <sup>2</sup>	AC-8	n/a	n/a	Construct Extension of Downs Way from Shug Jordan Parkway to Veterans Boulevard (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	1.80	\$0	\$7,200,000	\$7,200,000	2021	DEV-CAP-3	\$7,643,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.007
Auburn	AC-9	n/a	STPOA	Construct Connector Road from Riley Street to Wire Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	0.97	\$4,656,000	\$1,164,000	\$5,820,000	2024	STPOA-CAP-4	\$6,365,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.243
Auburn	AC-10	n/a	STPOA	Widen North College Street From Shelton Mill Road to Shug Jordan Parkway (2 Lanes to 4 Lanes) / Improve Connectivity and Traffic Flow	Additional Roadway Lanes (ADL)	0.94	\$1,520,520	\$2,239,480.00	\$3,760,000	2025	STPOA-CAP-5	\$4,153,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.920	0.689
Auburn <sup>2</sup>	AC-11	n/a	n/a	Construct Extension of Piedmont Drive from Donahue Drive to the Outerloop Road between Mrs. James Road and Martin Luther King Drive (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.13	\$0	\$8,520,000	\$8,520,000	2025	DEV-CAP-4	\$9,411,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.538
Auburn <sup>2</sup>	AC-12	n/a	n/a	Extend Dean Road from East University Drive to US-280 (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.01	\$0	\$12,060,000	\$12,060,000	2025	DEV-CAP-5	\$13,322,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.750
<b>Total</b>							<b>\$11,639,520</b>	<b>\$47,867,480</b>	<b>\$59,507,000</b>			<b>\$63,747,000</b>			

**NOTE:**

<sup>1</sup> Project Funded 100% By City of Auburn

<sup>2</sup> Project Funded 100% By Developer

<sup>3</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 4-3  
2040 LRTP Roadway Projects  
Maintenance and Operations Projects Sponsored by City of Auburn**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
Auburn	AMO-1	100059970-71	STPOA	Resurfacing Gay Street From Reese Avenue to Woodfield Avenue / Improve Safety and Traffic Flow	Resurfacing (RSF)	0.52	\$204,000	\$51,000	\$255,000	2015	STPOA-MO-1	\$255,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	n/a	10001630	STPOA	Signalized Intersection Coordination Via Centralized Traffic Control Center in the City of Auburn / Improve Traffic Flow and Reduce Delay	Signalization (SGL)	n/a	\$608,000	\$153,000	\$761,000	2015	STPOA-MO-3	\$761,000	n/a
Auburn	AMO-2	100059566	ATRIIP	Intersection Improvement Widening at Opelika Road (CR-48) & East University Drive (CR-706) / Improve Safety and Traffic Flow	Intersection Improvement (INT)	n/a	\$977,000	\$244,000	\$1,221,000	2015	ATRIIP-MO-2	\$1,221,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-3	100059974-75	STPOA	Resurfacing CR-706 (East University Drive) From Windsor Drive 0.18 Miles West to 402 East University Drive / Improve Safety and Traffic Flow	Resurfacing (RSF)	0.19	\$116,000	\$29,000	\$145,000	2016	STPOA-MO-5	\$146,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-4	100059976-77	STPOA	Resurfacing CR-706 (East University Drive) From McKinley Avenue to Old Mill Road / Improve Safety and Traffic Flow	Resurfacing (RSF)	0.19	\$219,000	\$55,000	\$274,000	2016	STPOA-MO-6	\$277,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-5	100061961	ATRIIP	Interchange Lighting and Landscaping on I-85 at Exit 50 / Improve Safety	Interchange (ICH)	n/a	\$1,107,000	\$277,000	\$1,384,000	2016	ATRIIP-MO-7	\$1,398,000	n/a
Auburn	AMO-6	100061105	ATRIIP	Interchange Lighting and Landscaping on I-85 at Exit 57 / Improve Safety	Interchange (ICH)	n/a	\$1,107,000	\$277,000	\$1,384,000	2016	ATRIIP-MO-8	\$1,398,000	n/a
Auburn	n/a	100043913	STPOA	Corridor Study SR-147 From I-85 @ CR-26 (Beehive Road) to SR-38 (US-280) / Improve Traffic Flow and LOS	Corridor Study (COR)	n/a	\$228,000	\$57,000	\$285,000	2017	STPOA-MO-8	\$291,000	n/a
Auburn	AMO-7	n/a	STPOA	Improve Turning Movements on Opelika Road from East University Drive to Dean Road / Improve Safety and Traffic Flow	Turn Lane (TLA)	1.05	\$3,360,000	\$840,000	\$4,200,000	2021	STPOA-MO-12	\$4,458,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-8	n/a	STPOA	Improve Turning Movements on Dean Road from Dean Elementary School to South of Auburn High School / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.24	\$384,000	\$96,000	\$480,000	2024	STPOA-MO-15	\$525,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-9	n/a	STPOA	Improve Turning Movements on Samford Avenue from College Street to Moore's Mill Road / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.43	\$688,000	\$172,000	\$860,000	2027	STPOA-MO-19	\$969,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-10	n/a	STPOA	Improve Turning Movements on Shug Jordan Parkway from Wire Road to Opelika Road / Improve Safety and Traffic Flow	Turn Lane (TLA)	1.01	\$1,616,000	\$404,000	\$2,020,000	2030	STPOA-MO-22	\$2,345,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-11	n/a	STPOA	Improve Turning Movements on Glenn Avenue from Gay Street to Dean Road / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.87	\$1,392,000	\$348,000	\$1,740,000	2033	STPOA-MO-25	\$2,081,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$12,006,000</b>	<b>\$3,003,000</b>	<b>\$15,009,000</b>			<b>\$16,125,000</b>	

**NOTE:**  
<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 4-4  
2040 LRTP Roadway Projects  
Capacity Projects Sponsored by City of Opelika**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Lanes (Before and After) / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>2</sup>	Bicycle/Pedestrian Facility Comments	2040 E+C V/C Ratio	2040 LRTP V/C Ratio
							Federal	Local	Total						
Opelika <sup>1</sup>	OC-1	n/a	n/a	Extend Frederick Road east between South Long Street and Auburn/Hurst Street (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	0.54	\$0	\$2,160,000	\$2,160,000	2017	CoO-CAP-1	\$2,203,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.529
Opelika	OC-2	n/a	STPOA	Extend Gateway Drive East from Marvyn Parkway to Crawford Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	0.47	\$1,504,000	\$376,000	\$1,880,000	2019	STPOA-CAP-2	\$1,956,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.447
Opelika	OC-3	n/a	STPOA	Construct Connector Road Between Pepperell Parkway and Frederick Road Near Western City Limit Boundary to Improve Connectivity (0.36 Miles of 0 Lanes to 2 Lanes and 1.42 Miles of 2 Lanes to 2 Lanes {Add Turn Lane}) / Improve Connectivity and Traffic Flow	Additional Roadway Lanes (ADL)	0.36 / 1.42	\$2,074,480	\$518,620	\$2,593,100	2020	STPOA-CAP-3	\$2,725,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.808	0.366
<b>Total</b>							<b>\$3,578,480</b>	<b>\$3,054,620</b>	<b>\$6,633,100</b>			<b>\$6,884,000</b>			

**NOTE:**

<sup>1</sup> Project Funded 100% By City of Opelika

<sup>2</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 4-5  
2040 LRTP Roadway Projects  
Maintenance and Operations Projects Sponsored by City of Opelika**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>2</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
Opelika	n/a	100054542	STPOA	Northern Perimeter Road Corridor Study From CR-30 (Oak Bowery Road) to CR-71 (Andrews Road) / Improve Connectivity and Traffic Flow	Corridor Study (COR)	n/a	\$214,000	\$0	\$214,000	2015	STPOA-MO-2	\$214,000	n/a
Opelika <sup>1</sup>	OMO-1	100058422	n/a	Bridge Rehab on CR-30 (Oak Bowery Road) at Rocky Creek (BIN # 006937) / Improve Safety	Bridge Rehabilitation (BRH)	n/a	\$0	\$500,000	\$500,000	2015	CoO-MO-1	\$500,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-2	n/a	STPOA	Install Traffic Signal at Intersection of US-431 (Fox Run Parkway) and Jeter Avenue / Improve Traffic Flow	Signalization (SGL)	n/a	\$60,000	\$15,000	\$75,000	2016	STPOA-MO-4	\$76,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-3	100061108	ATRIP	Bridge Replacement on Cunningham Drive Over Pepperell Creek BIN # 3400 / Improve Safety	Bridge Replacement (BRL)	n/a	\$747,000	\$186,000	\$933,000	2016	ATRIP-MO-4	\$942,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-4	n/a	ATRIP	Replace Bridge at North Uniroyal Road over Granberry Creek / Improve Safety	Bridge Replacement (BRL)	n/a	\$721,563	\$180,391	\$901,954	2017	ATRIP-MO-11	\$920,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-5	n/a	STPOA	Construct Left Turn Lanes on Simmons Street at both Approaches to 2nd Avenue / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.08	\$128,000	\$32,000	\$160,000	2017	STPOA-MO-9	\$163,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-6	n/a	STPOA	Construct Right Turn Lane on Pepperell Parkway Eastbound at 30th Street / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.04	\$64,000	\$16,000	\$80,000	2017	STPOA-MO-10	\$82,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-7	n/a	STPOA	Replace Traffic Signal System Along 2nd Avenue with Demand-Response Traffic Signal System / Improve Traffic Flow and Reduce Delay	Signals & Markings (SAM)	n/a	\$800,000	\$200,000	\$1,000,000	2022	STPOA-MO-13	\$1,072,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-8	n/a	STPOA	Improve Turning Movements on South 10th Street and Geneva Street Between Avenue B and McCoy Street / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.82	\$1,312,000	\$328,000	\$1,640,000	2023	STPOA-MO-14	\$1,776,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-9	n/a	STPOA	Improve Turning Movements on Martin Luther King Avenue Between Hurst Street and Clanton Street & Construct Left Turn Lane on Avenue B Westbound and South 10th Street / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.69	\$1,104,000	\$276,000	\$1,380,000	2025	STPOA-MO-16	\$1,524,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-10	n/a	STPOA	Improve Turning Movements on Auburn Street between Hurst Street and Magazine Avenue / Improve Safety and Traffic Flow	Turn Lane (TLA)	0.52	\$832,000	\$208,000	\$1,040,000	2026	STPOA-MO-18	\$1,160,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-11	n/a	STPOA	Relocate Old Columbus Road Northward between Norfolk-Southern Railroad and US-280 to Align with CR-155 (2 New Lanes) / Improve Safety and Traffic Flow	Intersection Improvements (INT)	0.24	\$768,000	\$192,000	\$960,000	2029	STPOA-MO-21	\$1,103,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-12	100064539	TAPAA	Shared Use Path located on 1st Avenue (from Simmons Street to 10th Street); South Railroad (from N. 5th Street to Samford Avenue); Samford Avenue (from South Railroad to end) in the City of Opelika	Sidewalk	n/a	\$153,558	\$38,390	\$191,948	2017	TAPAA-MO-1	\$196,000	Shared Use Path
<b>Total</b>							<b>\$6,904,121</b>	<b>\$2,171,781</b>	<b>\$9,075,902</b>			<b>\$9,728,000</b>	

**NOTE:**

<sup>1</sup> Project Funded 100% By City of Opelika

<sup>2</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 4-6  
2040 LRTP Roadway Projects  
Maintenance and Operations Projects Sponsored by Lee County**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
Lee County	LCMO-1	n/a	ATRIP	Widen and Resurface CR-54 from Moore's Mill Road to Sand Hill Road / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	2.60	\$634,400	\$158,600	\$793,000	2015	ATRIP-MO-1	\$793,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-2	100061138	ATRIP	Bridge Replacement Over Choctawhatchee Creek on CR-14 BIN # 721 / Improve Safety	Bridge (BRG)	n/a	\$316,000	\$79,000	\$395,000	2016	ATRIP-MO-3	\$399,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-3	100061973	ATRIP	Bridge Replacement Over Webb Creek on CR-188 BIN # 6946 / Improve Safety	Bridge Rehabilitation (BRH)	n/a	\$365,000	\$91,000	\$456,000	2016	ATRIP-MO-5	\$461,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-4	100061978	ATRIP	Bridge Replacement Over Chewacla Creek on CR-10 BIN # 12521 / Improve Safety	Bridge Replacement (BRL)	n/a	\$382,000	\$95,000	\$477,000	2016	ATRIP-MO-6	\$482,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-5	n/a	STPOA	Widen and Resurface CR-95 from SR-147 to Opelika City Limits / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	2.86	\$697,840	\$174,460	\$872,300	2016	STPOA-MO-7	\$881,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-6	n/a	ATRIP	Bridge Replacement Over Hodnett Creek on CR-137 / Improve Safety	Bridge Replacement (BRL)	n/a	\$238,661	\$59,665	\$298,326	2017	ATRIP-MO-10	\$304,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-7	n/a	ATRIP	Bridge Replacement Over Odem Creek on CR-27 / Improve Safety	Bridge Replacement (BRL)	n/a	\$363,988	\$90,997	\$454,985	2017	ATRIP-MO-12	\$464,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-8	n/a	ATRIP	Bridge Replacement Over Chewacla Creek on CR-417 / Improve Safety	Bridge Replacement (BRL)	n/a	\$381,951	\$95,488	\$477,439	2017	ATRIP-MO-13	\$487,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-9	n/a	STPOA	Widen and Resurface CR-137 from Auburn City Limits to Macon County Line / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	3.56	\$868,640	\$217,160	\$1,085,800	2018	STPOA-MO-11	\$1,119,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-10	n/a	STPOA	Widen and Resurface CR-54 from Opelika City Limits to Moore's Mill Road / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	2.85	\$695,400	\$173,850	\$869,250	2025	STPOA-MO-17	\$960,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-11	n/a	STPOA	Widen and Resurface CR-10 from CR-22 to CR-54 / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	4.41	\$1,076,040	\$269,010	\$1,345,050	2028	STPOA-MO-20	\$1,531,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-12	100059978-79	STPOA	Bridge Replacement CR-137 (Wire Road) Over Choctawhatchee Creek / Improve Safety	Bridge Replacement (BRL)	n/a	\$511,000	\$128,000	\$639,000	2031	STPOA-MO-23	\$749,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-13	n/a	STPOA	Widen and Resurface CR-46 from CR-72 to US-280 / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	2.07	\$505,080	\$126,270	\$631,350	2031	STPOA-MO-24	\$740,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-14	n/a	STPOA	Widen and Resurface CR-166 from SR-169 to CR-146 / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	2.01	\$490,440	\$122,610	\$613,050	2034	STPOA-MO-26	\$741,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-15	n/a	STPOA	Widen and Resurface CR-389 from US-431 to Chambers County Line / Improve Safety and Traffic Flow	Widening & Resurfacing (WRR)	2.42	\$590,480	\$147,620	\$738,100	2037	STPOA-MO-27	\$919,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$8,116,920</b>	<b>\$2,028,730</b>	<b>\$10,145,650</b>			<b>\$11,030,000</b>	

**NOTE:**

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate



**Table 4-7  
2040 LRTP Roadway Projects  
Maintenance and Operations Project Sponsored by State Conservation Agency**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
SCA	SCAMO-1	100061107	ATRIP	Resurface (CR-108) Shell Toomer Parkway From SR-147 to (CR-707) Wrights Mill Road at Chewacla State Park / Improve Safety	Resurfacing (RSF)	1.56	\$307,000	\$77,000	\$384,000	2016	ATRIP-MO-9	\$388,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$307,000</b>	<b>\$77,000</b>	<b>\$384,000</b>			<b>\$388,000</b>	

**NOTE:**

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 4-8  
2040 LRTP Roadway Projects - Visionary  
Capacity Projects Sponsored by ALDOT**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Lanes (Before and After) / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost <sup>1</sup>			Program Year	Visionary Priority Ranking	2040 E+C V/C Ratio	2040 Visionary V/C Ratio
							Federal	Local	Total				
ALDOT	AL-V1	100037639 (CN)	IM04L-BRONL-NH04L	I-85 Additional Lanes (4 Lanes to 6 Lanes) and Bridge Replacement from MP 58.6 to MP 62.45 Includes Bridges: I-85-41-12.2 #006495 & #006496, I-85-41-13.2 #0064997 & #006498, I-85-41-13.3 #006499 & #006500 / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	3.85	\$18,370,400	\$4,592,600	\$22,963,000	Visionary	IM-CAP-V1	1.249	0.946
ALDOT	AL-V1	100037639 (CN)	IM04L-BRONL-NH04L	I-85 Additional Lanes (4 Lanes to 6 Lanes) and Bridge Replacement from MP 58.6 to MP 62.45 Includes Bridges: I-85-41-12.2 #006495 & #006496, I-85-41-13.2 #0064997 & #006498, I-85-41-13.3 #006499 & #006500 / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	3.85	\$23,957,600	\$5,989,400	\$29,947,000	Visionary	BRM-CAP-V1	1.249	0.946
ALDOT	AL-V1	100037639 (CN)	IM04L-BRONL-NH04L	I-85 Additional Lanes (4 Lanes to 6 Lanes) and Bridge Replacement from MP 58.6 to MP 62.45 Includes Bridges: I-85-41-12.2 #006495 & #006496, I-85-41-13.2 #0064997 & #006498, I-85-41-13.3 #006499 & #006500 / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	3.85	\$28,302,400	\$7,075,600	\$35,378,000	Visionary	NHPP-CAP-V1	1.249	0.946
ALDOT	AL-V1	100056238 (RW)	IM04E-NH04E	I-85 Additional Lanes (4 Lanes to 6 Lanes) and Bridge Replacement from MP 58.6 to MP 62.45 Includes Bridges: I-85-41-12.2 #006495 & #006496, I-85-41-13.2 #0064997 & #006498, I-85-41-13.3 #006499 & #006500 / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	3.85	\$32,800	\$8,200	\$41,000	Visionary	IM-CAP-V1	1.249	0.946
ALDOT	AL-V1	100056238 (RW)	IM04E-NH04E	I-85 Additional Lanes (4 Lanes to 6 Lanes) and Bridge Replacement from MP 58.6 to MP 62.45 Includes Bridges: I-85-41-12.2 #006495 & #006496, I-85-41-13.2 #0064997 & #006498, I-85-41-13.3 #006499 & #006500 / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	3.85	\$298,400	\$74,600	\$373,000	Visionary	NHPP-CAP-V1	1.249	0.946
ALDOT	AL-V2	n/a	STPOA	Widen North College Street From Shug Jordan Parkway to US-280 (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	2.12	\$6,784,000	\$1,696,000	\$8,480,000	Visionary	STPOA-CAP-V16	1.465	0.882
ALDOT	AL-V3	n/a	STPOA	Widen SR-14 From Willis Turk Road to Webster Road (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	1.61	\$5,152,000	\$1,288,000	\$6,440,000	Visionary	STPOA-CAP-V20	1.084	0.726
<b>Total</b>							<b>\$82,897,600</b>	<b>\$20,724,400</b>	<b>\$103,622,000</b>				

**NOTE:**

<sup>1</sup> Estimated cost based on current year (2014) dollars

**Table 4-9  
2040 LRTP Roadway Projects - Visionary  
Capacity Projects Sponsored by City of Auburn**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Lanes (Before and After) / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost <sup>1</sup>			Program Year	Visionary Priority Ranking	2040 E+C V/C Ratio	2040 Visionary V/C Ratio
							Federal	Local	Total				
Auburn	A-V1	n/a	STPOA	Construct Connector Road from Wire Road to SR-14 (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.31	\$11,088,000	\$2,772,000	\$13,860,000	Visionary	STPOA-CAP-V1	n/a	0.420
Auburn	A-V2	n/a	STPOA	Construct Outerloop Road from Mrs. James Road to Martin Luther King Drive (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	3.48	\$16,704,000	\$4,176,000	\$20,880,000	Visionary	STPOA-CAP-V2	n/a	0.314
Auburn	A-V3	n/a	STPOA	Construct Connector Road from Mrs. James Road to US-280 (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	1.56	\$7,488,000	\$1,872,000	\$9,360,000	Visionary	STPOA-CAP-V4	n/a	0.051
Auburn	A-V4	n/a	STPOA	Construct Extension of Richland Road to the Outerloop Road between Mrs. James Road and Martin Luther King Drive (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.69	\$12,912,000	\$3,228,000	\$16,140,000	Visionary	STPOA-CAP-V8	n/a	0.023
Auburn	A-V5	n/a	STPOA	Construct Connector of CR-57 to Mrs. James Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	3.50	\$16,800,000	\$4,200,000	\$21,000,000	Visionary	STPOA-CAP-V11	n/a	0.021
Auburn	A-V6	n/a	STPOA	Construct Connector of CR-188 (Near CR-655) to SR-14 (Near CR-61) (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.25	\$10,800,000	\$2,700,000	\$13,500,000	Visionary	STPOA-CAP-V14	n/a	0.050
Auburn	A-V7	n/a	STPOA	Widen Shelton Mill Road From East University Drive to US-280 (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	2.10	\$6,720,000	\$1,680,000	\$8,400,000	Visionary	STPOA-CAP-V17	1.288	0.827
Auburn	A-V8	n/a	STPOA	Widen East Glenn Avenue From Opelika City Limits to East Samford Avenue (4 Lanes to 6 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	1.34	\$4,288,000	\$1,072,000	\$5,360,000	Visionary	STPOA-CAP-V19	1.148	0.783
Auburn	A-V9	n/a	STPOA	Widen Moore's Mill Road from Grove Hill Road to CR-54 (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	2.72	\$8,704,000	\$2,176,000	\$10,880,000	Visionary	STPOA-CAP-V22	1.041	0.751
Auburn	A-V10	n/a	STPOA	Widen North Donahue Avenue From Shug Jordan Parkway to Farmville Road (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	2.31	\$7,392,000	\$1,848,000	\$9,240,000	Visionary	STPOA-CAP-V23	1.409	1.109
Auburn	A-V11	n/a	STPOA	Widen Shelton Mill Road From North College Street to East University Drive (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	0.90	\$2,880,000	\$720,000	\$3,600,000	Visionary	STPOA-CAP-V26	0.990	0.808
Auburn	A-V12	n/a	STPOA	Widen North College Street From SR-14 to Shelton Mill Road (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	0.90	\$2,880,000	\$720,000	\$3,600,000	Visionary	STPOA-CAP-V27	0.999	0.935
<b>Total</b>							<b>\$108,656,000</b>	<b>\$27,164,000</b>	<b>\$135,820,000</b>				

**NOTE:**

<sup>1</sup> Estimated cost based on current year (2014) dollars

**Table 4-10  
2040 LRTP Roadway Projects - Visionary  
Capacity Projects Sponsored by City of Opelika**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Lanes (Before and After) / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost <sup>1</sup>			Program Year	Visionary Priority Ranking	2040 E+C V/C Ratio	2040 Visionary V/C Ratio
							Federal	Local	Total				
Opelika	O-V1	n/a	STPOA	Fox Run Parkway between Fox Trail and Samford Avenue (2 Lanes to 4 Lanes) / Improve Traffic Flow	Additional Roadway Lanes (ADL)	1.28	\$4,096,000	\$1,024,000	\$5,120,000	Visionary	STPOA-CAP-V3	0.409	0.173
Opelika	O-V2	n/a	STPOA	Extend Northpark Drive Northward Along I-85 to the Chambers County Line (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.00	\$6,400,000	\$1,600,000	\$8,000,000	Visionary	STPOA-CAP-V5	n/a	n/a
Opelika	O-V3	n/a	STPOA	Widening (Add Turn Lane) of Marvyn Parkway from Old Columbus Road to the Southern City Limits (2 Lanes to 2 Lanes) / Improve Traffic Flow	Additional Roadway Lanes (ADL)	1.96	\$9,408,000	\$2,352,000	\$11,760,000	Visionary	STPOA-CAP-V6	0.727	0.659
Opelika	O-V4	n/a	STPOA	Extend Gateway Drive East from Crawford Road to Intersect with Columbus Parkway at North Uniroyal Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.41	\$7,712,000	\$1,928,000	\$9,640,000	Visionary	STPOA-CAP-V7	n/a	0.092
Opelika	O-V5	n/a	STPOA	Lafayette Parkway from Freeman Avenue to Just North of Cusseta Road (2 Lanes to 4 Lanes) / Improve Traffic Flow	Additional Roadway Lanes (ADL)	2.65	\$8,480,000	\$2,120,000	\$10,600,000	Visionary	STPOA-CAP-V8	0.532	0.218
Opelika	O-V6	n/a	STPOA	Construct Connector Road for Northern By-Pass Between RTJT/Grand National Golf Complex and the Northeast Industrial Park (1.96 Miles of 0 Lanes to 2 Lanes and 4.08 of 2 Lanes to 2 Lanes {Resurfacing}) / Improve Connectivity and Traffic Flow	Additional Roadway Lanes (ADL)	1.96 / 4.08	\$7,267,520	\$1,816,880	\$9,084,400	Visionary	STPOA-CAP-V9	0.607	0.504
Opelika	O-V7	n/a	STPOA	Construct Perimeter Road Segment Between Grand National Parkway and Oakbowery Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	0.46	\$1,472,000	\$368,000	\$1,840,000	Visionary	STPOA-CAP-V12	n/a	0.222
Opelika	O-V8	n/a	STPOA	Construct 2 Lane Road between I-85 Exit 64 and Andrews Road (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	1.19	\$3,808,000	\$952,000	\$4,760,000	Visionary	STPOA-CAP-V13	n/a	0.079
Opelika	O-V9	n/a	STPOA	Establish Roadway Corridor for Eastern By-Pass between US-280 and I-85 at Exit 66 (0 Lanes to 2 Lanes and Resurface) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	2.09 / 1.89	\$7,610,320	\$1,902,580	\$9,512,900	Visionary	STPOA-CAP-V15	n/a	0.455
Opelika	O-V10	n/a	STPOA	Widen East Glenn Avenue From Old Opelika Road to Auburn City Limits (4 Lanes to 6 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	0.42	\$1,344,000	\$336,000	\$1,680,000	Visionary	STPOA-CAP-V18	1.065	0.783
Opelika	O-V11	n/a	STPOA	Widen Gateway Drive from I-85 to Society Drive (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	0.63	\$2,016,000	\$504,000	\$2,520,000	Visionary	STPOA-CAP-V21	1.126	0.623
Opelika	O-V12	n/a	STPOA	Widen Fitzpatrick Avenue from Pleasant Drive to North 10th Street (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	0.67	\$2,144,000	\$536,000	\$2,680,000	Visionary	STPOA-CAP-V24	1.026	0.716
Opelika	O-V13	n/a	STPOA	Widen Columbus Parkway from McCoy Street to Fox Parkway (2 Lanes to 4 Lanes) / Improve Traffic Flow and LOS	Additional Roadway Lanes (ADL)	1.05	\$3,360,000	\$840,000	\$4,200,000	Visionary	STPOA-CAP-V25	1.218	0.914
<b>Total</b>							<b>\$65,117,840</b>	<b>\$16,279,460</b>	<b>\$81,397,300</b>				

**NOTE:**

<sup>1</sup> Estimated cost based on current year (2014) dollars



**Table 4-11**  
**2040 LRTP Roadway Projects - Visionary**  
**Capacity Project Sponsored by Auburn University**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description / Lanes (Before and After) / Purpose and Need	ALDOT Work Code	Project Length (Miles)	Project Cost <sup>1</sup>			Program Year	Visionary Priority Ranking	2040 E+C V/C Ratio	2040 Visionary V/C Ratio
							Federal	Local	Total				
Auburn University	AU-V1	n/a	STPOA	Construct South Loop Road Connector Road Segment Between SR-14 and South College Street (0 Lanes to 2 Lanes) / Improve Connectivity and Traffic Flow	Grade, Drain, Base, & Pave (GPB)	1.80	\$5,760,000	\$1,440,000	\$7,200,000	Visionary	STPOA-CAP-V28	n/a	0.448
<b>Total</b>							<b>\$5,760,000</b>	<b>\$1,440,000</b>	<b>\$7,200,000</b>				

**NOTE:**

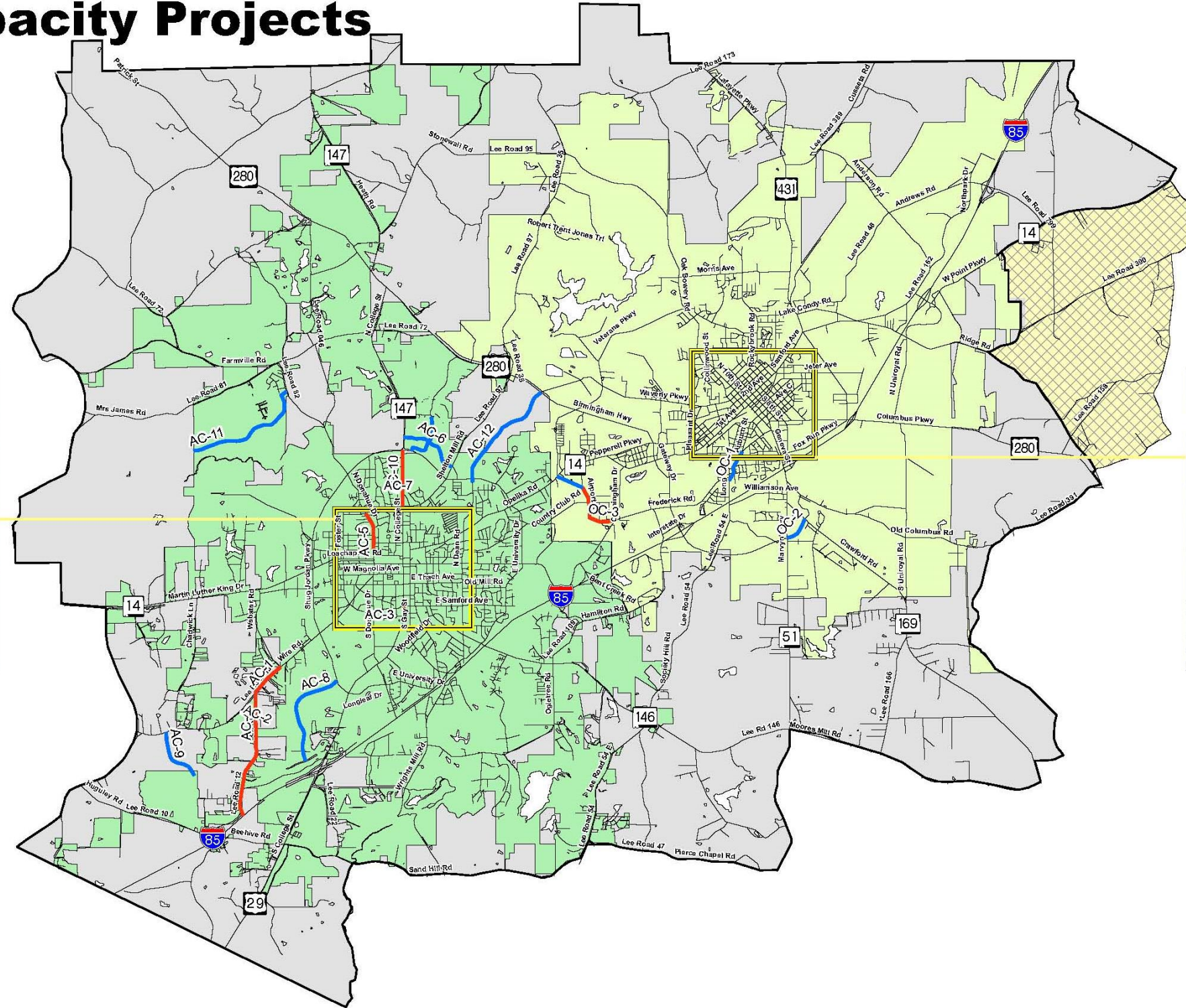
<sup>1</sup> Estimated cost based on current year (2014) dollars

# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Auburn-Opelika LRTP Program of Roadway Capacity Projects

**Legend**

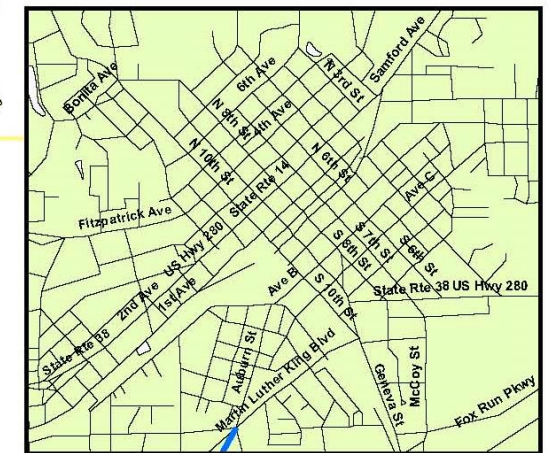
- New Roadway Construction
- Improvements to Existing Roadways
- Roadway
- Water Body
- Supplemental TAZs
- AO Metropolitan Planning Area
- Opelika City Limits
- Auburn City Limits



**Downtown Auburn**



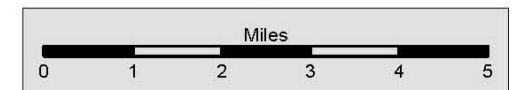
**Downtown Opelika**



**Figure 4-1**

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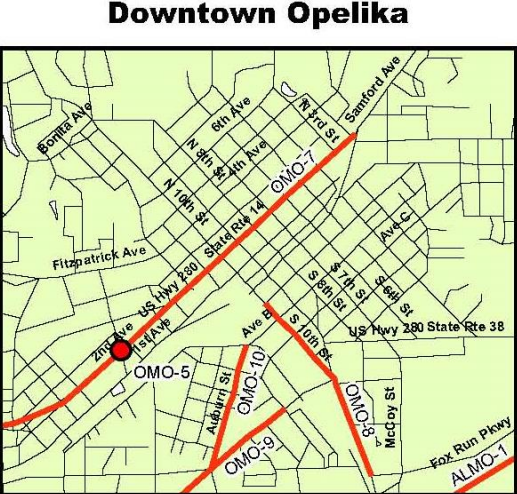
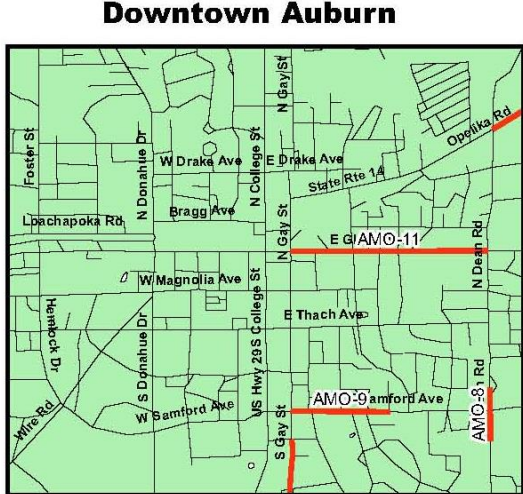
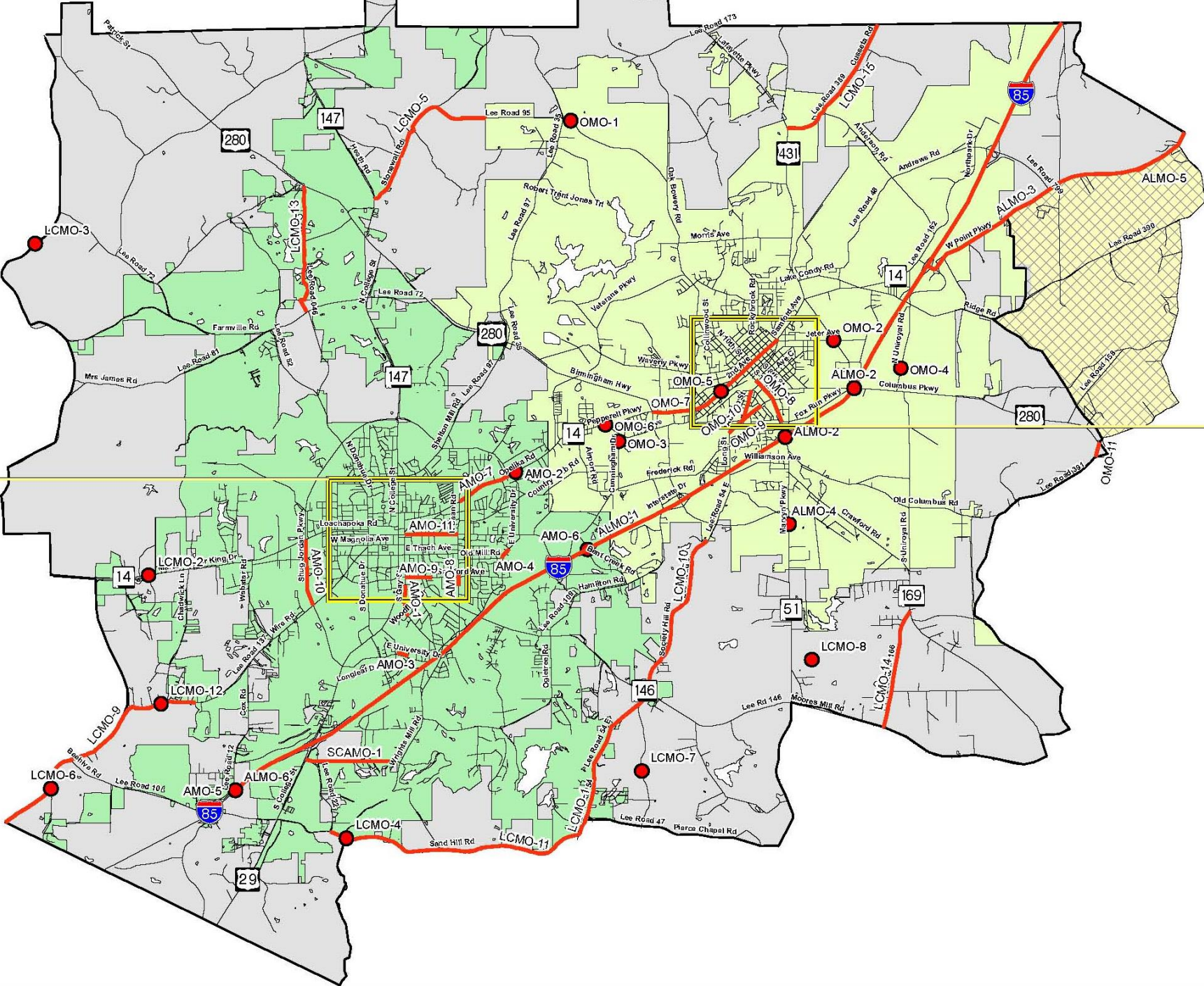


# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Auburn-Opelika LRTP Program of Roadway Maintenance and Operations (MO) Projects

**Legend**


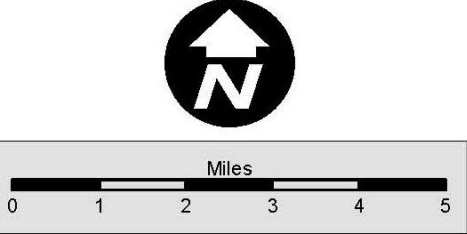
-  Improvements to Existing Roadways
-  Improvements to Existing Roadways
-  Roadway
-  Water Body
-  Supplemental TAZs
-  AO Metropolitan Planning Area
-  Opelika City Limits
-  Auburn City Limits



**Figure 4-2**

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A north arrow pointing upwards and a scale bar in miles, ranging from 0 to 5 miles.

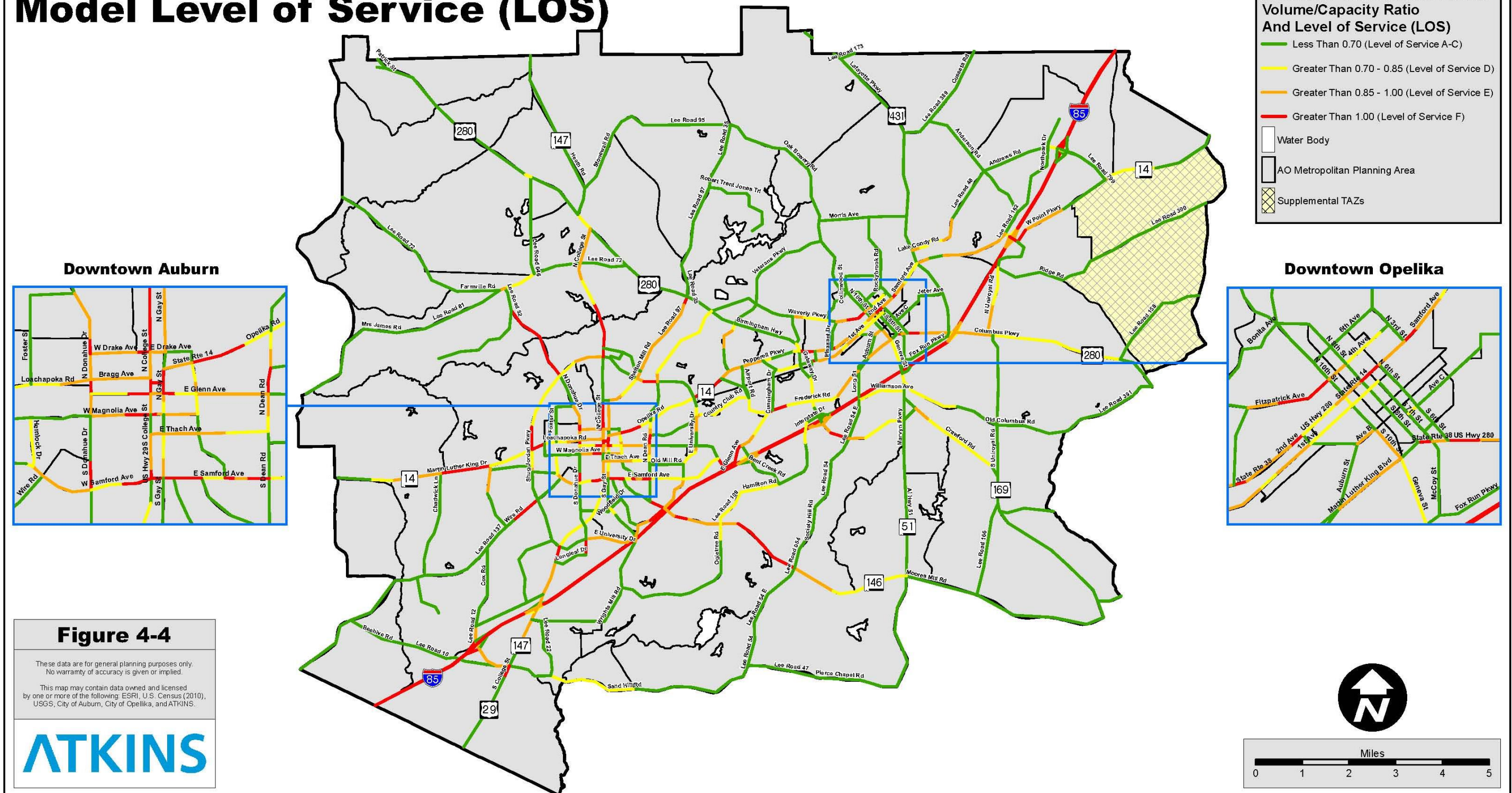






# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Build Auburn-Opelika MPO Travel Demand Model Level of Service (LOS)



**Table 4-12**  
**Travel Demand Model Measures of Effectiveness**  
**2040 E+C versus 2040 Build**

<b>Vehicle Miles Traveled</b>			
<b>Functional Classification</b>	<b>2040 E+C Vehicle Miles Traveled (VMT)</b>	<b>2040 Build Vehicle Miles Traveled (VMT)</b>	<b>VMT Percent Difference</b>
<b>Interstate</b>	1,741,556	1,728,747	-1%
<b>Major Arterials</b>	985,258	990,184	0%
<b>Minor Arterials</b>	1,441,639	1,413,532	-2%
<b>Collectors</b>	1,011,708	1,059,112	5%
<b>Total</b>	<b>5,180,161</b>	<b>5,191,575</b>	<b>0%</b>
<b>Vehicle Hours Traveled</b>			
<b>Functional Classification</b>	<b>2040 E+C Vehicle Hours Traveled (VHT)</b>	<b>2040 Build Vehicle Hours Traveled (VHT)</b>	<b>VHT Percent Difference</b>
<b>Interstate</b>	72,497	71,072	-2%
<b>Major Arterials</b>	29,265	28,625	-2%
<b>Minor Arterials</b>	54,632	52,123	-5%
<b>Collectors</b>	35,560	36,285	2%
<b>Total</b>	<b>191,954</b>	<b>188,105</b>	<b>-2%</b>
<b>Average Speed</b>			
<b>Functional Classification</b>	<b>2040 E+C Average Network Travel Speed (MPH)</b>	<b>2040 Build Average Network Travel Speed (MPH)</b>	<b>MPH Percent Difference</b>
<b>Interstate</b>	26	27	4%
<b>Major Arterials</b>	34	34	0%
<b>Minor Arterials</b>	31	31	0%
<b>Collectors</b>	32	32	0%
<b>Total Average</b>	<b>32</b>	<b>32</b>	<b>0%</b>

**Effectiveness Summation:**

- 1) Overall slight increase in VMT.
- 2) Overall reduction in VHT.
- 3) Increased Interstate speeds, all other categories remained the same.



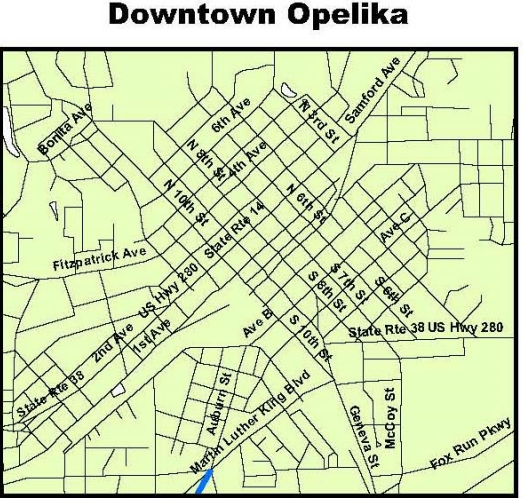
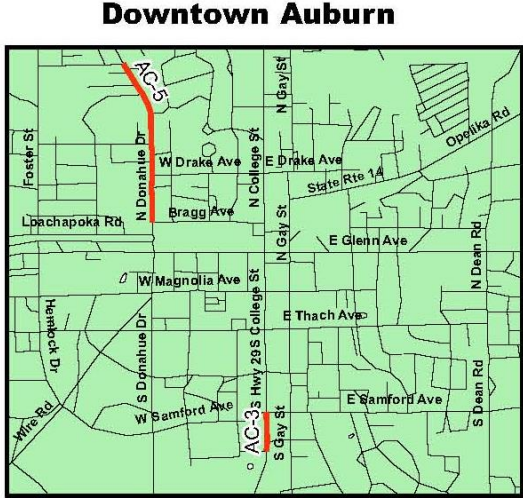
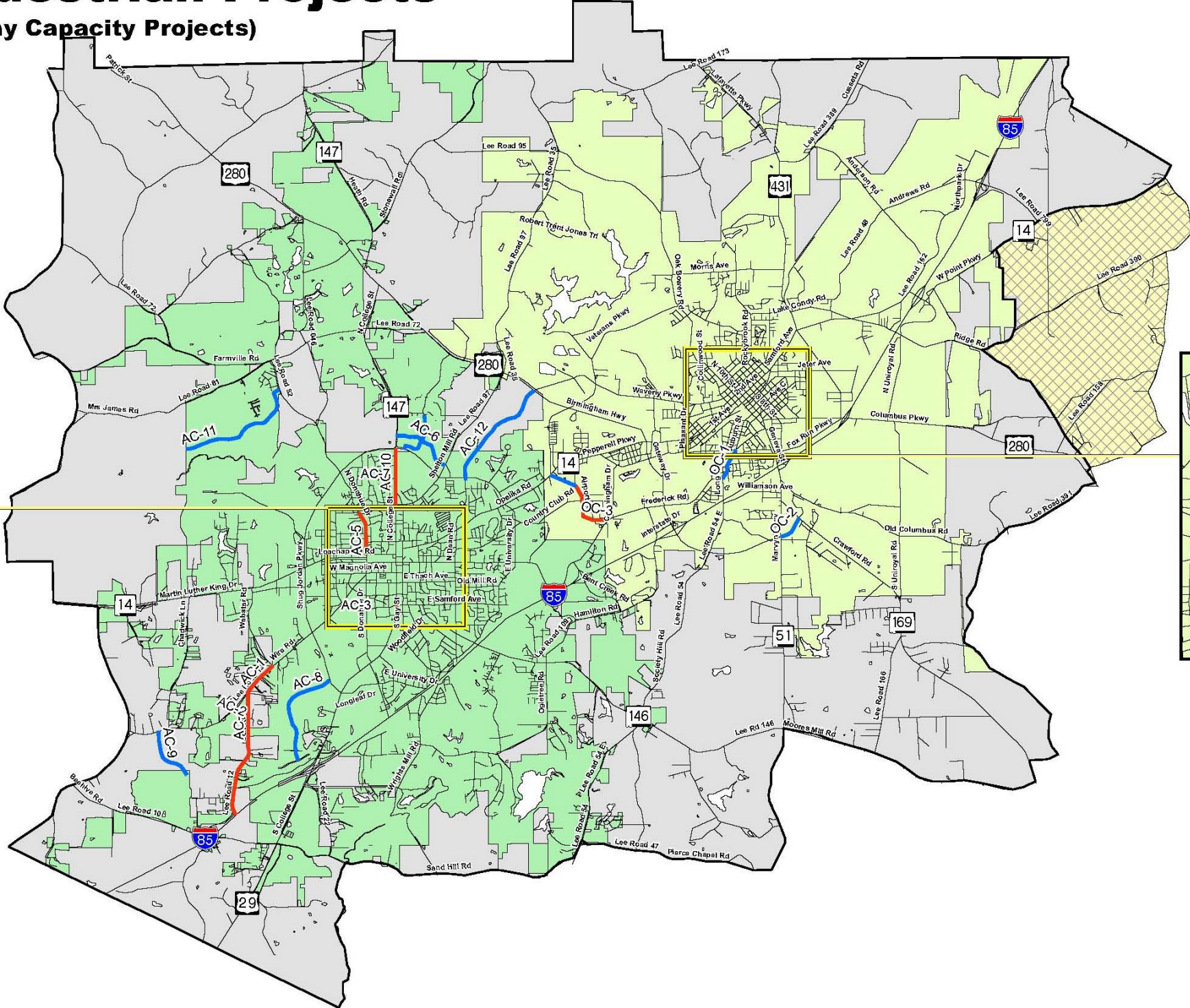
# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Auburn-Opelika LRTP Program of Bicycle and Pedestrian Projects

(Associated with LRTP Roadway Capacity Projects)

**Legend**




-  Bicycle and Pedestrian Facilities Associated With New Roadway Construction
-  Bicycle and Pedestrian Facilities Associated With Improvements to Existing Roadways
-  Roadway
-  Water Body
-  Supplemental TAZs
-  AO Metropolitan Planning Area
-  Opelika City Limits
-  Auburn City Limits



**Figure 4-5**

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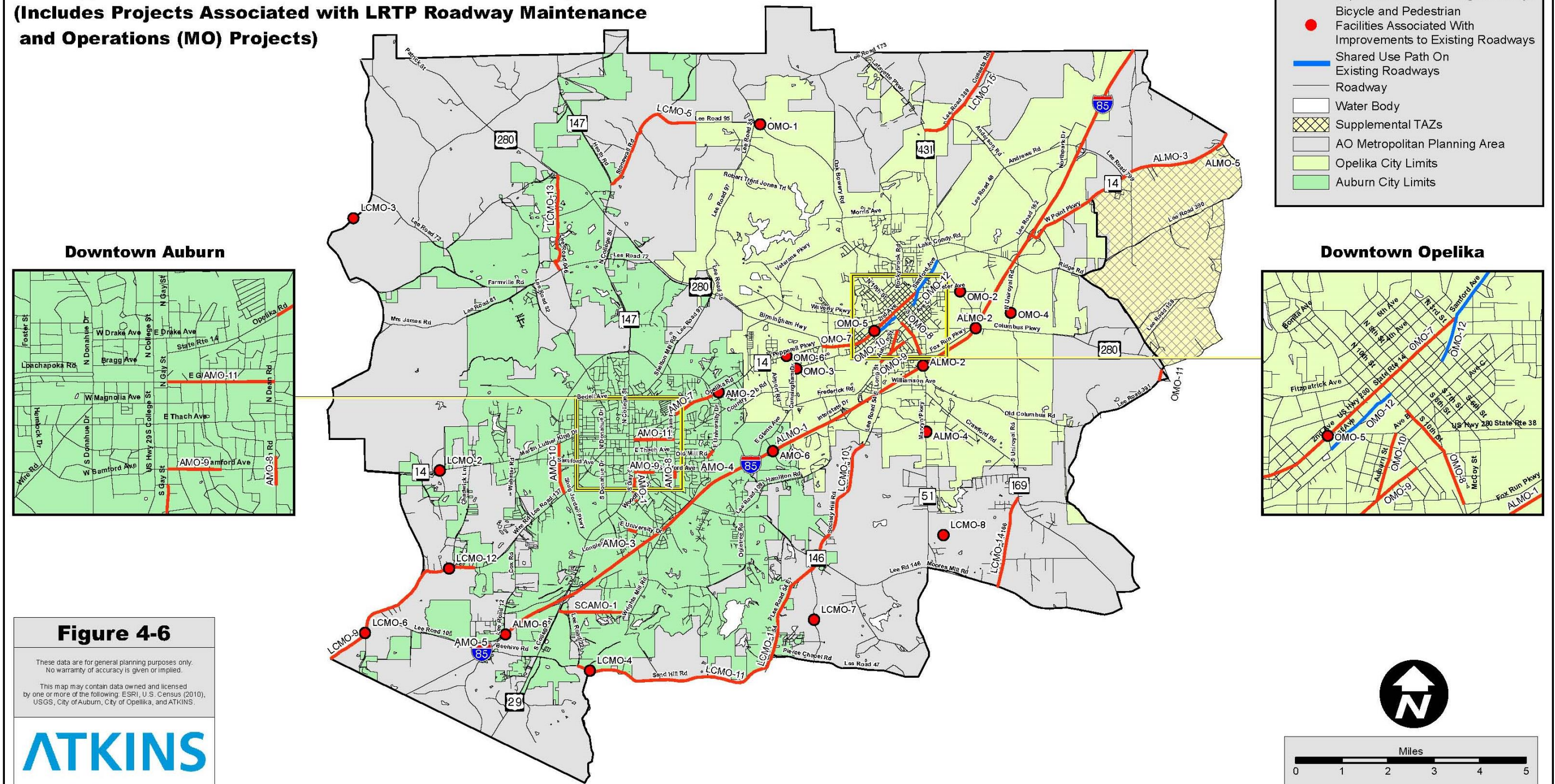






# 2040 Auburn-Opelika Long Range Transportation Plan

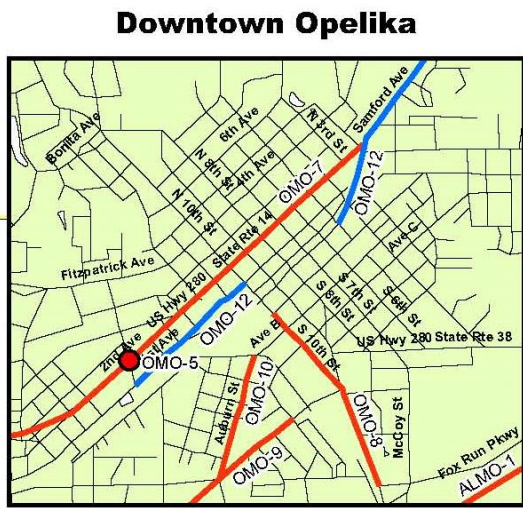
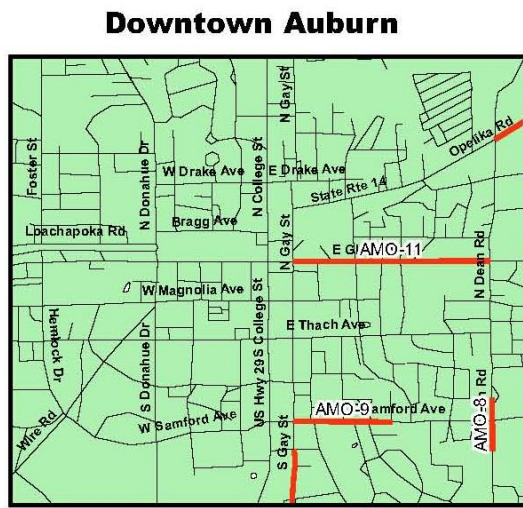
## 2040 Auburn-Opelika LRTP Program of Bicycle and Pedestrian Projects

(Includes Projects Associated with LRTP Roadway Maintenance and Operations (MO) Projects)



**Legend**

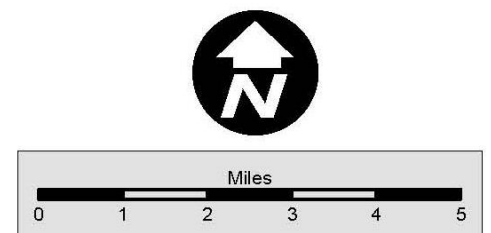
- Bicycle and Pedestrian Facilities Associated With Improvements to Existing Roadways
- Bicycle and Pedestrian Facilities Associated With Improvements to Existing Roadways
- Shared Use Path On Existing Roadways
- Roadway
- Water Body
- Supplemental TAZs
- AO Metropolitan Planning Area
- Opelika City Limits
- Auburn City Limits



**Figure 4-6**

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## 5.0 - Financial Plan

### 5.1 - Overview

Federal regulations require metropolitan long range transportation plans (LRTP) to be financially constrained. Forecasted revenues based on historic revenues must be sufficient to fund projects in the LRTP. Revenue sources include Federal, State, and local. In order to determine the available Federal resources, historical funding data and future projections of Federal revenue was provided by ALDOT.

Table 5-1 shows the historical average annual funding and the future funding projections for both highway capacity projects (10 year projections) and highway maintenance and operations (MO) projects (25 year projections), as provided by ALDOT. The average annual funding is based on ten-year historical expenditures, except for MPO dedicated funding. Dedicated funding is based off the FY-2014 apportionment, and the Alabama Transportation Rehabilitation and Improvement Program (ATRIP) funding is based off of the Transportation Economic Land Use System (TELUS). With these future projections, ALDOT has also provided direction to the MPOs to allocate the capacity federal funding in the first ten years of the LRTP, and to allocate MO federal funding in the second decade. Clearly, if the funds are available beyond capacity needs, MO projects can be funded and programmed in the first ten years of the Plan, but the intent is to first channel available funding to capacity projects. Given sufficient funding, then, MO can be allocated and spent over the entire 25-year period of the Plan. Alabama Transportation Rehabilitation and Improvement Program (ATRIP) funding, if awarded, should be allocated in the first five years of the Plan.

Federal funding programs managed by ALDOT, include the Surface Transportation Program—Dedicated (or Other Area [STPOA] funds), the Surface Transportation Program—State funds, the ATRIP funds, and the Transportation Alternatives Program (TAP) funds. STPOA funds are allocated by ALDOT across the State’s small urban areas with populations less than 200,000, using a formula based on population.

Table 5-1 on page 81 also shows the historical average annual funding and future funding projections for transit operations, preventative maintenance, and capital costs, as provided by ALDOT. The average annual funding amounts are also based on ten-year historical expenditures.

For the 2040 LRTP, an emphasis was placed on projecting costs separately for highway capacity projects and for highway MO projects. This means that the LRTP program of projects must be financially constrained for both highway capacity projects and highway MO projects. Capacity projects are projects that add capacity to the existing roadway system, such as adding lanes to an existing road or constructing a new road. MO projects are projects that address safety, operational or maintenance needs such as installing a guardrail, constructing new turn-lanes at an intersection, or resurfacing a road.

Table 5-2 on page 82 shows a financial summary of the projected Federal funding from FY-2014 through FY-2040 for each MAP-21 category. Table 5-2 shows the 25 year allotment of available funds by MAP-21 category, then the 2040 LRTP project costs (Federal portion only) and, finally, the balance for both capacity and MO projects. As seen in Table 5-2, the 2040 LRTP project costs do not exceed the projected budget of Federal funds between FY-2014 and FY-2040 for any of the MAP-21 categories. Therefore, the 2040 LRTP is financially constrained.

As seen in Table 5-2, a balance of approximately \$79 million of Federal funding will be available for interstate MO projects in the Interstate Maintenance program. Also seen on Table 5-2, there is a balance of approximately \$20 million for MO projects in the National Highway Performance Program (NHPP), a balance of approximately \$48 million for MO projects in the Surface Transportation Program-State, a balance of approximately \$5 million for MO projects in the Bridge program, and a balance of approximately \$5 million for MO projects in the Highway Safety Improvement Program (HSIP). ALDOT will allocate each of these amounts at their discretion in the future.

Tables 5-3 through 5-5 on pages 83, 84, and 85 show the projected local funds for FY-2014 through FY-2040 (as provided by each of the local governments) and show that each local government will have sufficient funds to afford the local portion of their sponsored Federal-aid projects in the 2040 LRTP. Tables 5-3 through 5-5 also show that the local governments will have sufficient local funds remaining to pay for other non-Federal-aid capacity and MO projects for the next 25 years. Estimates of the State Conservation Agency's and Auburn University's future local funds were not provided since both entities have only one project in the LRTP. The State Conservation Agency has an ATRIP MO project scheduled for 2016 and Auburn University has a capacity project in the visionary program. It was assumed that the State Conservation Agency and Auburn University will have sufficient resources to fund the local portion for their projects.

Tables 5-6 through 5-13 on pages 86 through 91 show the detailed balance sheets for each MAP-21 category where 2040 LRTP capacity and MO projects have been identified. (Table 5-2 is a summary of the information shown in Tables 5-6 through 5-13.) Tables 5-6 through 5-13 show that each MAP-21 category is financially constrained in the 2040 LRTP.

With respect to transit funding, Table 5-2 shows that the \$19,600,000 anticipated from FTA, excluding urban area funding, will continue funding transit programs at the current level. It is also assumed that the FTA urban area funding will be maintained at current levels. Future expenditures for FTA non-urbanized programs are shown in Table 5-14 on pages 92 through 95, future expenditures for FTA urbanized area capital and preventive maintenance programs are shown in Table 5-15 on page 96, and future expenditures for the FTA urbanized area operating program is shown in Table 5-16 on page 97.

Table 5-17 on page 98 shows the detailed balance sheet for the TAP project.



## 5.2 - Estimated LRTP Project Costs

Cost estimates, as well as the ability to match costs with potential funding streams, constrain the 2040 LRTP program of projects. Planning-level unit cost assumptions used for the 2040 LRTP are as follows:

- Road widening or new roads – ALDOT approved cost is \$2 million per lane-mile.
- Resurfacing/widening secondary roads – Cost of \$305,000 per mile of two-lane road based on ALDOT's 2009 cost estimate chart.

These planning-level unit cost assumptions include preliminary engineering, utility relocation, right-of-way, and construction costs. However, these planning-level unit cost estimates are subject to change based on a number of factors such as the cost of future materials, project add-ons, and even weather. It should be noted that if a cost estimate was provided for a specific project by ALDOT in their Long Range Budget, this cost was used instead of an estimated cost that was based on the planning-level unit cost assumptions.

**Table 5-1  
Estimated Federal Funding Forecasts – FY-2014 thru FY-2040 (thousands)**

MAP-21 Categories	Future Allotments		Historical Expenditures			
	10 Year Funding Projections (Capacity)	25 Year Funding Projections (MO)	Annual Project Funding (Capacity)	Annual Project Funding (MO)	10 Yr Project Funding (Capacity)	10 Yr Project Funding (MO)
National Highway Performance Program (NHPP)	\$0	\$20,175	\$0	\$807	\$0	\$8,070
Surface Transportation Program-Ded. (STPOA) *	\$13,765	\$25,564	\$521	\$1,809	\$5,208	\$18,090
Surface Transportation Program-State	\$0	\$49,670	\$1,263	\$724	\$12,632	\$7,236
Bridge Funding	\$0	\$5,773	\$0	\$231	\$0	\$2,309
Interstate Maintenance	\$0	\$87,590	\$0	\$3,504	\$0	\$35,036
ATRIP *	\$1,453	\$15,441	\$0	\$0	\$0	\$0
Transit (Excludes Urban Area Funds)	\$0	\$19,600	\$0	\$784	\$0	\$7,840
Congestion Mitigation & Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$0	\$8,483	\$0	\$339	\$0	\$3,393
Transportation Alternatives Program (TAP)	\$0	\$154	\$0	\$0	\$0	\$0
<b>Other Federal Funding and Funding from SAFETEA-LU (unspent funding left over from previous transportation bill)</b>						
Appalachian Highway System	\$0	\$0	\$0	\$0	\$0	\$0
High Priority and Congressional Earmark Funding	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals:</b>	\$15,218	\$232,450	\$1,784	\$8,197	\$17,840	\$81,974
	\$247,668		\$9,981		\$99,814	

**Assumptions and Exceptions:**

\$90M available in statewide capacity funding per year

10 year funding based on FY-2002 thru FY-2013

Combined funding for every category based on 10 yr historical expenditures (see exceptions)

Exception: MPO dedicated funding based off FY-2014 apportionment

Exception: ATRIP funding based off TELUS

Exception: TAP funding is determined by grant award to the MPO

Exception: APP Hwy and HP not included in forecast (HP being removed as a funding category)

\* Exceptions to 10 year rule: STPOA is a 25 year funding limit, ATRIP is a 5 year funding limit

Source: ALDOT

**Table 5-2  
Financial Summary  
Federal Funds Only (in thousands \$)**

<b>MAP-21 Categories</b>	<b>2040 Horizon (25 years) Capacity Budget</b>	<b>2040 L RTP Project Capacity Costs</b>	<b>Balance</b>	<b>2040 Horizon (25 years) MO Budget</b>	<b>2040 L RTP Project MO Costs</b>	<b>Balance</b>
National Highway Performance Program (NHPP)	\$0	\$0	\$0	\$20,175	\$0	\$20,175
Surface Transportation Program-Ded. (STPOA)	\$13,765	\$13,765	\$0	\$25,564	\$19,532	\$6,032
Surface Transportation Program-State	\$0	\$0	\$0	\$49,670	\$2,020	\$47,650
Bridge Funding	\$0	\$0	\$0	\$5,773	\$1,171	\$4,602
Interstate Maintenance	\$0	\$0	\$0	\$87,590	\$8,555	\$79,035
ATRIP	\$1,453	\$1,453	\$0	\$15,441	\$7,649	\$7,792
Transit (Excludes Urban Area Funds)	\$0	\$0	\$0	\$19,600	\$8,241	\$11,359
Congestion Mitigation & Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$8,483	\$1,526	\$6,957
Transportation Alternatives Program (TAP)	\$0	\$0	\$0	\$154	\$154	\$0
<b>Total</b>	<b>\$15,218</b>	<b>\$15,218</b>	<b>\$0</b>	<b>\$232,450</b>	<b>\$48,848</b>	<b>\$183,602</b>



**Table 5-3  
Financial Summary  
City of Auburn Local Funds Only**

<b>Funding Category</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>Average per Year</b>	<b>25 Year Projection</b>
Through Lanes - Capacity	\$591,700	\$479,500	\$257,169	\$1,208,203	\$634,143	\$15,853,575
Intersection Improvements	\$230,000	\$0	\$960,000	\$1,008,096	\$549,524	\$13,738,100
Resurfacing	\$750,000	\$750,000	\$2,321,962	\$2,000,000	\$1,455,491	\$36,387,263
Streets/ROW Maintenance	\$220,600	\$0	\$1,171,000	\$1,864,838	\$814,110	\$20,352,738
<b>Total Projections</b>					<b>\$3,453,267</b>	<b>\$86,331,675</b>
					ATRIP - Capacity Costs	\$363,000
					ATRIP - MO Costs	\$798,000
					STPOA - Capacity Costs	\$4,404,480
					STPOA - MO Costs	\$2,205,000
					100% CoA - Capacity Costs	\$5,480,000
					100% Developer Costs	\$37,620,000
					<b>Total</b>	<b>\$50,870,480</b>
					<b>Balance</b>	<b>\$35,461,195</b>

**Table 5-4  
Financial Summary  
City of Opelika Local Funds Only**

Funding Category	FY2011	FY2012	FY2013	FY2014	Average per Year	25 Year Projection
Through Lanes - Capacity	\$0	\$0	\$579,083	\$982,884	\$390,492	\$9,762,294
Intersection Improvements	\$79,565	\$210,824	\$93,796	\$0	\$96,046	\$2,401,156
Resurfacing	\$224,600	\$49,110	\$8,000	\$0	\$70,428	\$1,760,688
Streets/ROW Maintenance	\$350,945	\$1,853,461	\$1,064,719	\$0	\$817,281	\$20,432,031
<b>Total Projections</b>					<b>\$1,374,247</b>	<b>\$34,356,169</b>
					ATRIP - Capacity Costs	\$0
					ATRIP - MO Costs	\$366,391
					STPOA - Capacity Costs	\$894,620
					STPOA - MO Costs	\$1,267,000
					TAPAA - MO Costs	\$38,390
					100% CoO - Capacity Costs	\$2,160,000
					100% CoO - MO Costs	\$500,000
					<b>Total</b>	<b>\$5,226,401</b>
					<b>Balance</b>	<b>\$29,129,768</b>

**Table 5-5  
Financial Summary  
Lee County Local Funds Only**

<b>Funding Category</b>	<b>FY2008 - FY2013</b>	<b>Average per Year</b>	<b>25 Year Projection</b>
Resurfacing	\$7,813,456	\$1,302,243	\$32,556,067
<b>Total Projections</b>		<b>\$1,302,243</b>	<b>\$32,556,067</b>
		ATRIP - MO Costs	\$669,750
		STPOA - MO Costs	\$1,358,980
		<b>Total</b>	<b>\$2,028,730</b>
		<b>Balance</b>	<b>\$30,527,337</b>



**Table 5-6  
Financial Summary  
ATRIP Capacity Project**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments	2040 E+C V/C Ratio	2040 LRTP V/C Ratio
							Federal	Local	Total						
Auburn	AC-3	100061106	ATRIP	Additional Lanes on (CR-40) South College Street from Garden Drive to Samford Avenue and Drainage Improvements on Samford Ave and Gay St (Additional Left Turn Lane)	Additional Roadway Lanes (ADL)	0.17	\$1,453,000	\$363,000	\$1,816,000	2016	ATRIP-CAP-1	\$1,834,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.681	0.623
<b>Total</b>							<b>\$1,453,000</b>	<b>\$363,000</b>	<b>\$1,816,000</b>			<b>\$1,834,000</b>			

NOTE:  
<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 5-7  
Financial Summary  
ATRIP Maintenance and Operations Projects**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
Lee County	LCMO-1	n/a	ATRIP	Widen and Resurface CR-54 from Moore's Mill Road to Sand Hill Road	Widening & Resurfacing (WRR)	2.60	\$634,400	\$158,600	\$793,000	2015	ATRIP-MO-1	\$793,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-2	100059566	ATRIP	Intersection Improvement Widening at Opelika Road (CR-48) & East University Drive (CR-706)	Intersection Improvement (INT)	n/a	\$977,000	\$244,000	\$1,221,000	2015	ATRIP-MO-2	\$1,221,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-2	100061138	ATRIP	Bridge Replacement Over Choctawhatchee Creek on CR-14 BIN # 721	Bridge (BRG)	n/a	\$316,000	\$79,000	\$395,000	2016	ATRIP-MO-3	\$399,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-3	100061108	ATRIP	Bridge Replacement on Cunningham Drive Over Pepperell Creek BIN # 3400	Bridge Replacement (BRL)	n/a	\$747,000	\$186,000	\$933,000	2016	ATRIP-MO-4	\$942,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-3	100061973	ATRIP	Bridge Replacement Over Webb Creek on CR-188 BIN # 6946	Bridge Rehabilitation (BRH)	n/a	\$365,000	\$91,000	\$456,000	2016	ATRIP-MO-5	\$461,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-4	100061978	ATRIP	Bridge Replacement Over Chewacla Creek on CR-10 BIN # 12521	Bridge Replacement (BRL)	n/a	\$382,000	\$95,000	\$477,000	2016	ATRIP-MO-6	\$482,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-5	100061961	ATRIP	Interchange Lighting and Landscaping on I-85 at Exit 50	Interchange (ICH)	n/a	\$1,107,000	\$277,000	\$1,384,000	2016	ATRIP-MO-7	\$1,398,000	n/a
Auburn	AMO-6	100061105	ATRIP	Interchange Lighting and Landscaping on I-85 at Exit 57	Interchange (ICH)	n/a	\$1,107,000	\$277,000	\$1,384,000	2016	ATRIP-MO-8	\$1,398,000	n/a
SCA	SCAMO-1	100061107	ATRIP	Resurface (CR-108) Shell Toomer Parkway From SR-147 to (CR-707) Wrights Mill Road at Chewacla State Park	Resurfacing (RSF)	1.56	\$307,000	\$77,000	\$384,000	2016	ATRIP-MO-9	\$388,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-6	n/a	ATRIP	Bridge Replacement Over Hodnett Creek on CR-137	Bridge Replacement (BRL)	n/a	\$238,661	\$59,665	\$298,326	2017	ATRIP-MO-10	\$304,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-4	n/a	ATRIP	Replace Bridge at North Uniroyal Road over Granberry Creek	Bridge Replacement (BRL)	n/a	\$721,563	\$180,391	\$901,954	2017	ATRIP-MO-11	\$920,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-7	n/a	ATRIP	Bridge Replacement Over Odem Creek on CR-27	Bridge Replacement (BRL)	n/a	\$363,988	\$90,997	\$454,985	2017	ATRIP-MO-12	\$464,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-8	n/a	ATRIP	Bridge Replacement Over Chewacla Creek on CR-417	Bridge Replacement (BRL)	n/a	\$381,951	\$95,488	\$477,439	2017	ATRIP-MO-13	\$487,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$7,648,563</b>	<b>\$1,911,141</b>	<b>\$9,559,704</b>			<b>\$9,657,000</b>	

NOTE:  
<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 5-8  
Financial Summary  
Surface Transportation Program-Ded. (STPOA) Capacity Projects**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments	2040 E+C V/C Ratio	2040 LRTP V/C Ratio
							Federal	Local	Total						
Auburn	AC-5	100033351, 100008575 & 100008577	STPOA	Improve Turning Movements on Donahue Drive North of Bragg Avenue to Bedell Avenue	Additional Roadway Lanes (ADL) + (UTL)	0.74	\$4,010,000	\$1,001,000	\$5,011,000	2017	STPOA-CAP-1	\$5,112,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	1.089	1.024
Opelika	OC-2	n/a	STPOA	Extend Gateway Drive East from Marvyn Parkway to Crawford Road (0 Lanes to 2 Lanes)	Grade, Drain, Base, & Pave (GPB)	0.47	\$1,504,000	\$376,000	\$1,880,000	2019	STPOA-CAP-2	\$1,956,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.447
Opelika	OC-3	n/a	STPOA	Construct Connector Road Between Pepperell Parkway and Frederick Road Near Western City Limit Boundary to Improve Connectivity (0.36 Miles of 0 Lanes to 2 Lanes and 1.42 Miles of 2 Lanes to 2 Lanes {Add Turn Lane}) / Improve Connectivity and Traffic Flow	Additional Roadway Lanes (ADL)	0.36 / 1.42	\$2,074,480	\$518,620	\$2,593,100	2020	STPOA-CAP-3	\$2,725,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.808	0.366
Auburn	AC-9	n/a	STPOA	Construct Connector Road from Riley Street to Wire Road (0 Lanes to 2 Lanes)	Grade, Drain, Base, & Pave (GPB)	0.97	\$4,656,000	\$1,164,000	\$5,820,000	2024	STPOA-CAP-4	\$6,365,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	n/a	0.243
Auburn	AC-10	n/a	STPOA	Widen North College Street From Shelton Mill Road to Shug Jordan Parkway (2 Lanes to 4 Lanes)	Additional Roadway Lanes (ADL)	0.94	\$1,520,520	\$2,239,480.00	\$3,760,000	2025	STPOA-CAP-5	\$4,153,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.	0.920	0.689
<b>Total</b>							<b>\$13,765,000</b>	<b>\$5,299,100</b>	<b>\$19,064,100</b>			<b>\$20,311,000</b>			

NOTE:

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate



**Table 5-9  
Financial Summary  
Surface Transportation Program-Ded. (STPOA) Maintenance and Operations Projects**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
Auburn	AMO-1	100059970-71	STPOA	Resurfacing Gay Street From Reese Avenue to Woodfield Avenue	Resurfacing (RSF)	0.52	\$204,000	\$51,000	\$255,000	2015	STPOA-MO-1	\$255,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	n/a	100054542	STPOA	Northern Perimeter Road Corridor Study From CR-30 (Oak Bowery Road) to CR-71 (Andrews Road)	Corridor Study (COR)	n/a	\$214,000	\$0	\$214,000	2015	STPOA-MO-2	\$214,000	n/a
Auburn	n/a	10001630	STPOA	Signalized Intersection Coordination Via Centralized Traffic Control Center in the City of Auburn	Signalization (SGL)	n/a	\$608,000	\$153,000	\$761,000	2015	STPOA-MO-3	\$761,000	n/a
Opelika	OMO-2	n/a	STPOA	Install Traffic Signal at Intersection of US-431 (Fox Run Parkway) and Jeter Avenue	Signalization (SGL)	n/a	\$60,000	\$15,000	\$75,000	2016	STPOA-MO-4	\$76,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-3	100059974-75	STPOA	Resurfacing CR-706 (East University Drive) From Windsor Drive 0.18 Miles West to 402 East University Drive	Resurfacing (RSF)	0.19	\$116,000	\$29,000	\$145,000	2016	STPOA-MO-5	\$146,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-4	100059976-77	STPOA	Resurfacing CR-706 (East University Drive) From McKinley Avenue to Old Mill Road	Resurfacing (RSF)	0.19	\$219,000	\$55,000	\$274,000	2016	STPOA-MO-6	\$277,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-5	n/a	STPOA	Widen and Resurface CR-95 from SR-147 to Opelika City Limits	Widening & Resurfacing (WRR)	2.86	\$697,840	\$174,460	\$872,300	2016	STPOA-MO-7	\$881,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	n/a	100043913	STPOA	Corridor Study SR-147 From I-85 @ CR-26 (Beehive Road) to SR-38 (US-280)	Corridor Study (COR)	n/a	\$228,000	\$57,000	\$285,000	2017	STPOA-MO-8	\$291,000	n/a
Opelika	OMO-5	n/a	STPOA	Construct Left Turn Lanes on Simmons Street at both Approaches to 2nd Avenue	Turn Lane (TLA)	0.08	\$128,000	\$32,000	\$160,000	2017	STPOA-MO-9	\$163,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-6	n/a	STPOA	Construct Right Turn Lane on Peppersell Parkway Eastbound at 30th Street	Turn Lane (TLA)	0.04	\$64,000	\$16,000	\$80,000	2017	STPOA-MO-10	\$82,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-9	n/a	STPOA	Widen and Resurface CR-137 from Auburn City Limits to Macon County Line	Widening & Resurfacing (WRR)	3.56	\$868,640	\$217,160	\$1,085,800	2018	STPOA-MO-11	\$1,119,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-7	n/a	STPOA	Improve Turning Movements on Opelika Road from East University Drive to Dean Road	Turn Lane (TLA)	1.05	\$3,360,000	\$840,000	\$4,200,000	2021	STPOA-MO-12	\$4,458,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-7	n/a	STPOA	Replace Traffic Signal System Along 2nd Avenue with Demand-Response Traffic Signal System	Signals & Markings (SAM)	n/a	\$800,000	\$200,000	\$1,000,000	2022	STPOA-MO-13	\$1,072,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-8	n/a	STPOA	Improve Turning Movements on South 10th Street and Geneva Street Between Avenue B and McCoy Street	Turn Lane (TLA)	0.82	\$1,312,000	\$328,000	\$1,640,000	2023	STPOA-MO-14	\$1,776,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-8	n/a	STPOA	Improve Turning Movements on Dean Road from Dean Elementary School to South of Auburn High School	Turn Lane (TLA)	0.24	\$384,000	\$96,000	\$480,000	2024	STPOA-MO-15	\$525,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-9	n/a	STPOA	Improve Turning Movements on Martin Luther King Avenue Between Hurst Street and Clanton Street & Construct Left Turn Lane on Avenue B Westbound and South 10th Street	Turn Lane (TLA)	0.69	\$1,104,000	\$276,000	\$1,380,000	2025	STPOA-MO-16	\$1,524,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-10	n/a	STPOA	Widen and Resurface CR-54 from Opelika City Limits to Moore's Mill Road	Widening & Resurfacing (WRR)	2.85	\$695,400	\$173,850	\$869,250	2025	STPOA-MO-17	\$960,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-10	n/a	STPOA	Improve Turning Movements on Auburn Street between Hurst Street and Magazine Avenue	Turn Lane (TLA)	0.52	\$832,000	\$208,000	\$1,040,000	2026	STPOA-MO-18	\$1,160,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-9	n/a	STPOA	Improve Turning Movements on Samford Avenue from College Street to Moore's Mill Road	Turn Lane (TLA)	0.43	\$688,000	\$172,000	\$860,000	2027	STPOA-MO-19	\$969,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-11	n/a	STPOA	Widen and Resurface CR-10 from CR-22 to CR-54	Widening & Resurfacing (WRR)	4.41	\$1,076,040	\$269,010	\$1,345,050	2028	STPOA-MO-20	\$1,531,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Opelika	OMO-11	n/a	STPOA	Relocate Old Columbus Road Northward Between Norfolk-Southern Railroad and US-280 to Align with CR-155 (2 New Lanes)	Intersection Improvements (INT)	0.24	\$768,000	\$192,000	\$960,000	2029	STPOA-MO-21	\$1,103,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-10	n/a	STPOA	Improve Turning Movements on Shug Jordan Parkway from Wire Road to Opelika Road	Turn Lane (TLA)	1.01	\$1,616,000	\$404,000	\$2,020,000	2030	STPOA-MO-22	\$2,345,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-12	100059978-79	STPOA	Bridge Replacement CR-137 (Wire Road) Over Choclafula Creek	Bridge Replacement (BRL)	n/a	\$511,000	\$128,000	\$639,000	2031	STPOA-MO-23	\$749,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-13	n/a	STPOA	Widen and Resurface CR-46 from CR-72 to US-280	Widening & Resurfacing (WRR)	2.07	\$505,080	\$126,270	\$631,350	2031	STPOA-MO-24	\$740,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Auburn	AMO-11	n/a	STPOA	Improve Turning Movements on Glenn Avenue from Gay Street to Dean Road	Turn Lane (TLA)	0.87	\$1,392,000	\$348,000	\$1,740,000	2033	STPOA-MO-25	\$2,081,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-14	n/a	STPOA	Widen and Resurface CR-166 from SR-169 to CR-146	Widening & Resurfacing (WRR)	2.01	\$490,440	\$122,610	\$613,050	2034	STPOA-MO-26	\$741,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
Lee County	LCMO-15	n/a	STPOA	Widen and Resurface CR-389 from US-431 to Chambers County Line	Widening & Resurfacing (WRR)	2.42	\$590,480	\$147,620	\$738,100	2037	STPOA-MO-27	\$919,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$19,531,920</b>	<b>\$4,830,980</b>	<b>\$24,362,900</b>			<b>\$26,918,000</b>	

NOTE:  
<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 5-10  
Financial Summary  
Surface Transportation Program-State Maintenance and Operations Project**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
ALDOT	ALMO-3	100052963	STPAA	Resurface SR-15 (US-29) From I-85 to Chambers County Line	Resurfacing (RSF)	5.00	\$2,020,000	\$505,000	\$2,526,000	2016	STPAA-MO-1	\$2,551,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$2,020,000</b>	<b>\$505,000</b>	<b>\$2,526,000</b>			<b>\$2,551,000</b>	

NOTE:  
<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 5-11  
Financial Summary  
Bridge Maintenance and Operations Project**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
ALDOT	ALMO-4	100003743-44	BRM	Replace Bridge, BIN 002013, SR-51 Over Robinson Creek (SUF=44.1, Status=SD)	Bridge Replacement (BRL)	n/a	\$1,171,000	\$292,000	\$1,464,000	2016	BRM-MO-1	\$1,479,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
<b>Total</b>							<b>\$1,171,000</b>	<b>\$292,000</b>	<b>\$1,464,000</b>			<b>\$1,479,000</b>	

NOTE:  
<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 5-12  
Financial Summary  
Interstate Maintenance, Maintenance and Operations Projects**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
ALDOT	ALMO-1	100061254	IM-HSIPF	Interstate Median Barrier on I-85 From Exit 50 (Cox Rd) to The Georgia State Line	Guardrail (GRL)	21.75	\$3,051,000	\$339,000	\$3,390,000	2015	IM-MO-1	\$3,390,000	n/a
ALDOT	ALMO-2	100005093-94	IM	Interchange Lighting, I-85 Exit 60 (I-85/SR-51) & Exit 62 (I-85/US-280)	Lighting (LGT)	n/a	\$1,025,000	\$114,000	\$1,139,000	2016	IM-MO-2	\$1,150,000	n/a
ALDOT	ALMO-5	100051084	IM	Replace Bridge, BIN 000616, SR-15 (US 29) Over Halawachee Creek	Bridge Widening (BRW)	n/a	\$3,285,000	\$365,000	\$3,650,000	2017	IM-MO-3	\$3,723,000	Bicyclists and pedestrians will be accommodated as part of this project to the extent possible.
ALDOT	ALMO-6	100046006-07	IM	Lighting I-85 New Interchange @ CR-10 (Beehive Road)	Lighting (LGT)	n/a	\$1,194,000	\$132,000	\$1,326,000	2017	IM-MO-4	\$1,353,000	n/a
<b>Total</b>							<b>\$8,555,000</b>	<b>\$950,000</b>	<b>\$9,505,000</b>			<b>\$9,616,000</b>	

**NOTE:**

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

**Table 5-13  
Financial Summary  
Highway Safety Improvement Program (HSIP) Maintenance and Operations Project**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
ALDOT	ALMO-1	100061254	IM-HSIPF	Interstate Median Barrier on I-85 From Exit 50 (Cox Rd) to the Georgia State Line	Guardrail (GRL)	21.75	\$1,526,000	\$170,000	\$1,695,000	2015	HSIP-MO-1	\$1,695,000	n/a
<b>Total</b>							<b>\$1,526,000</b>	<b>\$170,000</b>	<b>\$1,695,000</b>			<b>\$1,695,000</b>	

**NOTE:**

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate



**Table 5-14  
Financial Summary  
Transit Programs - Non-Urbanized Area Funds**

Sponsor	ALDOT Project Number	Funding Program	Project Description	Program Year	Project Cost - Year of Expenditure <sup>1</sup>		
					Federal	Local	Total
LRCOG	100052302	JARC - TR12	Section 5316 JARC, Lee/Russell	2015	\$200,000	\$200,000	\$400,000
LRCOG	100050408	RPTO-TR10	Section 5311 Lee County Operating Assistance	2015	\$111,857	\$111,857	\$223,713
LRCOG	100050409	RPTO-TR10	Section 5311 Lee County Administration Assistance	2015	\$79,702	\$19,926	\$99,628
LRCOG	100056904	RPTO-TR14	Section 5311 Lee-Russell Counties Capital Vehicle	2015	\$78,486	\$19,622	\$98,108
LRCOG	100056907	RPTO-TR14	Section 5311 Lee-Russell Counties Capital Support Equipment	2015	\$1,200	\$300	\$1,500
LRCOG	100063852	RPTO-TR16	Section 5311 Lee County Operating Assistance	2016	\$65,420	\$65,420	\$130,840
LRCOG	100063853	RPTO-TR16	Section 5311 Lee County Administration Assistance	2016	\$103,690	\$25,923	\$129,613
LRCOG	100063584	RPTO-TR16	Section 5311 Lee-Russell Counties Capital Vehicle	2016	\$95,416	\$23,854	\$119,270
LRCOG	10063855	RPTO-TR16	Section 5311 Lee-Russell Counties Capital Support Equipment	2016	\$40,000	\$10,000	\$50,000
LRCOG	100064107	RPTO-TR17	Section 5311 Lee County Operating Assistance	2017	\$66,000	\$66,000	\$132,000
LRCOG	100064111	RPTO-TR17	Section 5311 Lee County Administration Assistance	2017	\$104,000	\$26,000	\$130,000
LRCOG	100064113	RPTO-TR17	Section 5311 Lee-Russell Counties Capital Vehicle	2017	\$104,000	\$26,000	\$130,000
LRCOG	100064116	RPTO-TR17	Section 5311 Lee-Russell Counties Capital Support Equipment	2017	\$8,000	\$2,000	\$10,000
LRCOG	100064108	RPTO-TR18	Section 5311 Lee County Operating Assistance	2018	\$66,000	\$66,000	\$132,000
LRCOG	100064116	RPTO-TR18	Section 5311 Lee County Administration Assistance	2018	\$104,000	\$26,000	\$130,000
LRCOG	100064116	RPTO-TR18	Section 5311 Lee-Russell Counties Capital Vehicle	2018	\$104,000	\$26,000	\$130,000
LRCOG	100064116	RPTO-TR18	Section 5311 Lee-Russell Counties Capital Support Equipment	2018	\$8,000	\$2,000	\$10,000
LRCOG	100064109	RPTO-TR19	Section 5311 Lee County Operating Assistance	2019	\$66,000	\$66,000	\$132,000
LRCOG	100064116	RPTO-TR19	Section 5311 Lee County Administration Assistance	2019	\$104,000	\$26,000	\$130,000
LRCOG	100064116	RPTO-TR19	Section 5311 Lee-Russell Counties Capital Vehicle	2019	\$104,000	\$26,000	\$130,000
LRCOG	100064116	RPTO-TR19	Section 5311 Lee-Russell Counties Capital Support Equipment	2019	\$8,000	\$2,000	\$10,000
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2020	\$66,660	\$66,660	\$133,320
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2020	\$105,040	\$26,260	\$131,300
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2020	\$105,040	\$26,260	\$131,300
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2020	\$8,080	\$2,020	\$10,100
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2021	\$67,327	\$67,327	\$134,653
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2021	\$106,090	\$26,523	\$132,613
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2021	\$106,090	\$26,523	\$132,613
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2021	\$8,161	\$2,040	\$10,201
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2022	\$68,000	\$68,000	\$136,000
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2022	\$107,151	\$26,788	\$133,939
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2022	\$107,151	\$26,788	\$133,939
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2022	\$8,242	\$2,061	\$10,303

**Table 5-14**  
**Financial Summary**  
**Transit Programs - Non-Urbanized Area Funds**

Sponsor	ALDOT Project Number	Funding Program	Project Description	Program Year	Project Cost - Year of Expenditure <sup>1</sup>		
					Federal	Local	Total
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2023	\$68,680	\$68,680	\$137,360
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2023	\$108,223	\$27,056	\$135,279
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2023	\$108,223	\$27,056	\$135,279
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2023	\$8,325	\$2,081	\$10,406
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2024	\$69,367	\$69,367	\$138,733
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2024	\$109,305	\$27,326	\$136,631
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2024	\$109,305	\$27,326	\$136,631
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2024	\$8,408	\$2,102	\$10,510
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2025	\$70,060	\$70,060	\$140,121
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2025	\$110,398	\$27,600	\$137,998
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2025	\$110,398	\$27,600	\$137,998
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2025	\$8,492	\$2,123	\$10,615
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2026	\$70,761	\$70,761	\$141,522
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2026	\$111,502	\$27,876	\$139,378
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2026	\$111,502	\$27,876	\$139,378
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2026	\$8,577	\$2,144	\$10,721
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2027	\$71,469	\$71,469	\$142,937
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2027	\$112,617	\$28,154	\$140,771
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2027	\$112,617	\$28,154	\$140,771
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2027	\$8,663	\$2,166	\$10,829
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2028	\$72,183	\$72,183	\$144,366
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2028	\$113,743	\$28,436	\$142,179
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2028	\$113,743	\$28,436	\$142,179
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2028	\$8,749	\$2,187	\$10,937
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2029	\$72,905	\$72,905	\$145,810
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2029	\$114,881	\$28,720	\$143,601
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2029	\$114,881	\$28,720	\$143,601
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2029	\$8,837	\$2,209	\$11,046
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2030	\$73,634	\$73,634	\$147,268
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2030	\$116,030	\$29,007	\$145,037
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2030	\$116,030	\$29,007	\$145,037
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2030	\$8,925	\$2,231	\$11,157
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2031	\$74,370	\$74,370	\$148,741

**Table 5-14**  
**Financial Summary**  
**Transit Programs - Non-Urbanized Area Funds**

Sponsor	ALDOT Project Number	Funding Program	Project Description	Program Year	Project Cost - Year of Expenditure <sup>1</sup>		
					Federal	Local	Total
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2031	\$117,190	\$29,297	\$146,487
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2031	\$117,190	\$29,297	\$146,487
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2031	\$9,015	\$2,254	\$11,268
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2032	\$75,114	\$75,114	\$150,228
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2032	\$118,362	\$29,590	\$147,952
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2032	\$118,362	\$29,590	\$147,952
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2032	\$9,105	\$2,276	\$11,381
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2033	\$75,865	\$75,865	\$151,731
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2033	\$119,545	\$29,886	\$149,432
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2033	\$119,545	\$29,886	\$149,432
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2033	\$9,196	\$2,299	\$11,495
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2034	\$76,624	\$76,624	\$153,248
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2034	\$120,741	\$30,185	\$150,926
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2034	\$120,741	\$30,185	\$150,926
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2034	\$9,288	\$2,322	\$11,610
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2035	\$77,390	\$77,390	\$154,780
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2035	\$121,948	\$30,487	\$152,435
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2035	\$121,948	\$30,487	\$152,435
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2035	\$9,381	\$2,345	\$11,726
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2036	\$78,164	\$78,164	\$156,328
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2036	\$123,168	\$30,792	\$153,960
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2036	\$123,168	\$30,792	\$153,960
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2036	\$9,474	\$2,369	\$11,843
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2037	\$78,946	\$78,946	\$157,891
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2037	\$124,399	\$31,100	\$155,499
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2037	\$124,399	\$31,100	\$155,499
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2037	\$9,569	\$2,392	\$11,961
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2038	\$79,735	\$79,735	\$159,470
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2038	\$125,643	\$31,411	\$157,054
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2038	\$125,643	\$31,411	\$157,054
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2038	\$9,665	\$2,416	\$12,081
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2039	\$80,533	\$80,533	\$161,065
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2039	\$126,900	\$31,725	\$158,625

**Table 5-14**  
**Financial Summary**  
**Transit Programs - Non-Urbanized Area Funds**

Sponsor	ALDOT Project Number	Funding Program	Project Description	Program Year	Project Cost - Year of Expenditure <sup>1</sup>			
					Federal	Local	Total	
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2039	\$126,900	\$31,725	\$158,625	
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2039	\$9,762	\$2,440	\$12,202	
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Operating Assistance	2040	\$81,338	\$81,338	\$162,676	
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee County Administration Assistance	2040	\$128,169	\$32,042	\$160,211	
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Vehicle	2040	\$128,169	\$32,042	\$160,211	
LRCOG	To be Assigned	To be Assigned	Section 5311 Lee-Russell Counties Capital Support Equipment	2040	\$9,859	\$2,465	\$12,324	
					<b>Totals</b>	<b>\$8,240,759</b>	<b>\$3,653,491</b>	<b>\$11,894,250</b>
					<b>Anticipated Federal Funds</b>	<b>\$19,600,000</b>		
					<b>Balance</b>	<b>\$11,359,241</b>		

**NOTES:**

<sup>1</sup> All projections are in Year of Expenditure dollars and assume a 1 percent per annum inflation rate



**Table 5-15  
Financial Summary  
Transit Programs - Urbanized Area Funds - Capital and Preventative Maintenance**

Sponsor	ALDOT Project Number	Funding Program	Project Description	Program Year	Project Cost - Year of Expenditure <sup>1</sup>			
					Federal	Local	Total	
LRCOG	100057095	FTA9C-TR12	Section 5307 Transit, Auburn/Opelika (LRCOG) Preventative Maintenance FY2013	2015	\$275,670	\$68,918	\$344,588	
LRCOG	100058742	FTA9C-TR15	Section 5307 Transit, Auburn/Opelika (LRCOG) Capital Rolling Stock FY2014	2015	\$180,000	\$45,000	\$225,000	
LRCOG	100058743	FTA9C-TR15	Section 5307 Transit, Auburn/Opelika (LRCOG) Support Equipment FY2014	2015	\$28,000	\$7,000	\$35,000	
LRCOG	1000063806	FTA9C-TR16	Section 5307 Transit, Auburn/Opelika (LRCOG) Preventative Maintenance FY2016	2016	\$246,866	\$61,716	\$308,582	
LRCOG	100063815	FTA9C-TR16	Section 5307 Transit, Auburn/Opelika (LRCOG) Capital Rolling Stock FY2016	2016	\$104,000	\$26,000	\$130,000	
LRCOG	100063822	FTA9C-TR16	Section 5307 Transit, Auburn/Opelika (LRCOG) Support Equipment FY2016	2016	\$40,000	\$10,000	\$50,000	
LRCOG	100063910	FTA9C-TR17	Section 5307 Transit, Auburn/Opelika (LRCOG) Preventative Maintenance FY2017	2017	\$240,000	\$60,000	\$300,000	
LRCOG	100063913	FTA9C-TR17	Section 5307 Transit, Auburn/Opelika (LRCOG) Capital Rolling Stock FY2017	2017	\$104,000	\$26,000	\$130,000	
LRCOG	100063914	FTA9C-TR17	Section 5307 Transit, Auburn/Opelika (LRCOG) Support Equipment FY2017	2017	\$4,000	\$1,000	\$5,000	
LRCOG	100063911	FTA9C-TR18	Section 5307 Transit, Auburn/Opelika (LRCOG) Preventative Maintenance FY2018	2018	\$240,000	\$60,000	\$300,000	
LRCOG	100063915	FTA9C-TR18	Section 5307 Transit, Auburn/Opelika (LRCOG) Capital Rolling Stock FY2018	2018	\$104,000	\$26,000	\$130,000	
LRCOG	100063916	FTA9C-TR18	Section 5307 Transit, Auburn/Opelika (LRCOG) Support Equipment FY2018	2018	\$4,000	\$1,000	\$5,000	
LRCOG	100063912	FTA9C-TR19	Section 5307 Transit, Auburn/Opelika (LRCOG) Preventative Maintenance FY2019	2019	\$240,000	\$60,000	\$300,000	
LRCOG	100063917	FTA9C-TR19	Section 5307 Transit, Auburn/Opelika (LRCOG) Capital Rolling Stock FY2019	2019	\$104,000	\$26,000	\$130,000	
LRCOG	100063918	FTA9C-TR19	Section 5307 Transit, Auburn/Opelika (LRCOG) Support Equipment FY2019	2019	\$4,000	\$1,000	\$5,000	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2020	\$242,400	\$60,600	\$303,000	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2021	\$244,824	\$61,206	\$306,030	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2022	\$247,272	\$61,818	\$309,090	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2023	\$249,745	\$62,436	\$312,181	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2024	\$252,242	\$63,061	\$315,303	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2025	\$254,765	\$63,691	\$318,456	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2026	\$257,312	\$64,328	\$321,641	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2027	\$259,886	\$64,971	\$324,857	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2028	\$262,484	\$65,621	\$328,106	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2029	\$265,109	\$66,277	\$331,387	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2030	\$267,760	\$66,940	\$334,701	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2031	\$270,438	\$67,610	\$338,048	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2032	\$273,142	\$68,286	\$341,428	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2033	\$275,874	\$68,968	\$344,842	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2034	\$278,633	\$69,658	\$348,291	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2035	\$281,419	\$70,355	\$351,774	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2036	\$284,233	\$71,058	\$355,291	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2037	\$287,075	\$71,769	\$358,844	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2038	\$289,946	\$72,487	\$362,433	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2039	\$292,846	\$73,211	\$366,057	
LRCOG	To be Assigned	To be Assigned	Auburn/Opelika (LRCOG) Transit Capital and Preventative Maintenance	2040	\$295,774	\$73,944	\$369,718	
					<b>Totals</b>	<b>\$7,551,717</b>	<b>\$1,887,929</b>	<b>\$9,439,646</b>
					<b>Anticipated Federal Funds</b>	<b>\$7,551,717</b>		
					<b>Balance</b>	<b>\$0</b>		

**NOTES:**

<sup>1</sup> All projections are in Year of Expenditure dollars and assume a 1 percent per annum inflation rate

**Table 5-16  
Financial Summary  
Transit Programs - Urbanized Area Funds - Operating**

Sponsor	ALDOT Project Number	Funding Program	Project Description	Program Year	Project Cost - Year of Expenditure <sup>1</sup>			
					Federal	Local	Total	
LRCOG	100057094	FTA9C-TR15	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2015	2015	\$469,384	\$469,384	\$938,768	
LRCOG	100063793	FTA9-TR16	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2016	2016	\$475,000	\$475,000	\$950,000	
LRCOG	100063907	FTA9-TR17	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2017	2017	\$475,000	\$475,000	\$950,000	
LRCOG	100063908	FTA9-TR18	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2018	2018	\$475,000	\$475,000	\$950,000	
LRCOG	100063909	FTA9-TR19	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2019	2019	\$475,000	\$475,000	\$950,000	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2020	2020	\$479,750	\$479,750	\$959,500	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2021	2021	\$484,548	\$484,548	\$969,095	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2022	2022	\$489,393	\$489,393	\$978,786	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2023	2023	\$494,287	\$494,287	\$988,574	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2024	2024	\$499,230	\$499,230	\$998,460	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2025	2025	\$504,222	\$504,222	\$1,008,444	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2026	2026	\$509,264	\$509,264	\$1,018,529	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2027	2027	\$514,357	\$514,357	\$1,028,714	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2028	2028	\$519,501	\$519,501	\$1,039,001	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2029	2029	\$524,696	\$524,696	\$1,049,391	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2030	2030	\$529,942	\$529,942	\$1,059,885	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2031	2031	\$535,242	\$535,242	\$1,070,484	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2032	2032	\$540,594	\$540,594	\$1,081,189	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2033	2033	\$546,000	\$546,000	\$1,092,001	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2034	2034	\$551,460	\$551,460	\$1,102,921	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2035	2035	\$556,975	\$556,975	\$1,113,950	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2036	2036	\$562,545	\$562,545	\$1,125,089	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2037	2037	\$568,170	\$568,170	\$1,136,340	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2038	2038	\$573,852	\$573,852	\$1,147,704	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2039	2039	\$579,590	\$579,590	\$1,159,181	
LRCOG	To be Assigned	To be Assigned	Section 5307 Transit, Auburn/Opelika (LRCOG) Operation Assistance FY2040	2040	\$585,386	\$585,386	\$1,170,772	
					<b>Totals</b>	<b>\$13,518,387</b>	<b>\$13,518,387</b>	<b>\$27,036,775</b>
					<b>Anticipated Federal Funds</b>	<b>\$13,518,387</b>		
					<b>Balance</b>	<b>\$0</b>		

**NOTES:**

<sup>1</sup> All projections are in Year of Expenditure dollars and assume a 1 percent per annum inflation rate

**Table 5-17**  
**Financial Summary**  
**Transportation Alternatives Program-Any Area (TAPAA) Maintenance and Operations Project**

Sponsor	Map ID	ALDOT Project Number	Funding Program	Project Description	ALDOT Work Code	Project Length (Miles)	Project Cost			Program Year	Financially Constrained Priority Ranking	Total Cost in Year of Expenditure <sup>1</sup>	Bicycle/Pedestrian Facility Comments
							Federal	Local	Total				
Opelika	OMO-12	100064539	TAPAA	Shared Use Path located on 1st Avenue (from Simmons Street to 10th Street); South Railroad (from N. 5th Street to Samford Avenue); Samford Avenue (from South Railroad to end) in the City of Opelika	Sidewalk	n/a	\$153,558	\$38,390	\$191,948	2017	TAPAA-MO-1	\$196,000	Shared Use Path
<b>Total</b>							<b>\$153,558</b>	<b>\$38,390</b>	<b>\$191,948</b>			<b>\$196,000</b>	

**NOTE:**

<sup>1</sup> Year of Expenditure costs assume a 1 percent per annum inflation rate

## 6.0 - Appendices



## 6.1 - Abbreviations and Acronyms

Abbreviation or Acronym	Corresponding Term
ADA	Americans with Disabilities Act
ALDOT	Alabama Department of Transportation
AOMPO	Auburn-Opelika Metropolitan Planning Organization
APDV	Appalachian Development
ARRA	American Recovery and Reinvestment Act of 2009
ATRIP	Alabama Transportation Rehabilitation and Improvement Program
A	Authorized Projects
CAC	Citizens Advisory Committee
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation Air Quality
CN	Construction
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
ESRI	Environmental Scientific Research Institute
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GARVEE	Grant Anticipated Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information Systems
HPPP	High Priority Project Program
HSIP	Highway Safety Improvement Program
HPP	High Priority Projects
HTF	Highway Trust Fund
IAR	Industrial Access Road
IM	Interstate Maintenance
JARC	Job Access and Reverse Commute
LETA	Lee County Transit Agency
LRCOG	Lee-Russell Council of Governments
LRPT	Lee-Russell Public Transit
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards

<b>Abbreviation or Acronym</b>	<b>Corresponding Term</b>
NEPA	National Environmental Policy Act of 1969
NHF	National Highway Fund
NHS	National Highway System
P	Planned Projects
PA	Planning Area
PE	Preliminary Engineering
PL	Planning Funds
RW	Right of Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users
SHSP	Statewide Highway Safety Plan
SPR	State Planning and Research
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPAA	(Any Area)
STPTE/STTE	(Enhancement)
STPRH/STPHS	(Safety)
ST/STPPA	(State)
STPOA/STOA	(Urban Area < 200,000)
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21st Century
TELUS	Transportation Economic Land Use System
TSM	Traffic Safety Management
TR	Transit
TIP	Transportation Improvement Program
TE	Transportation Enhancement
UPWP	Unified Planning Work Program
U.S.C. or USC	United States Code
UT	Utility Construction

# 6.2 – Functional Classification Map

# Auburn\Opelika Urban Area 2010



### Legend

#### 2010 HFC FHWA

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

#### Proposed 2010 HFC FHWA

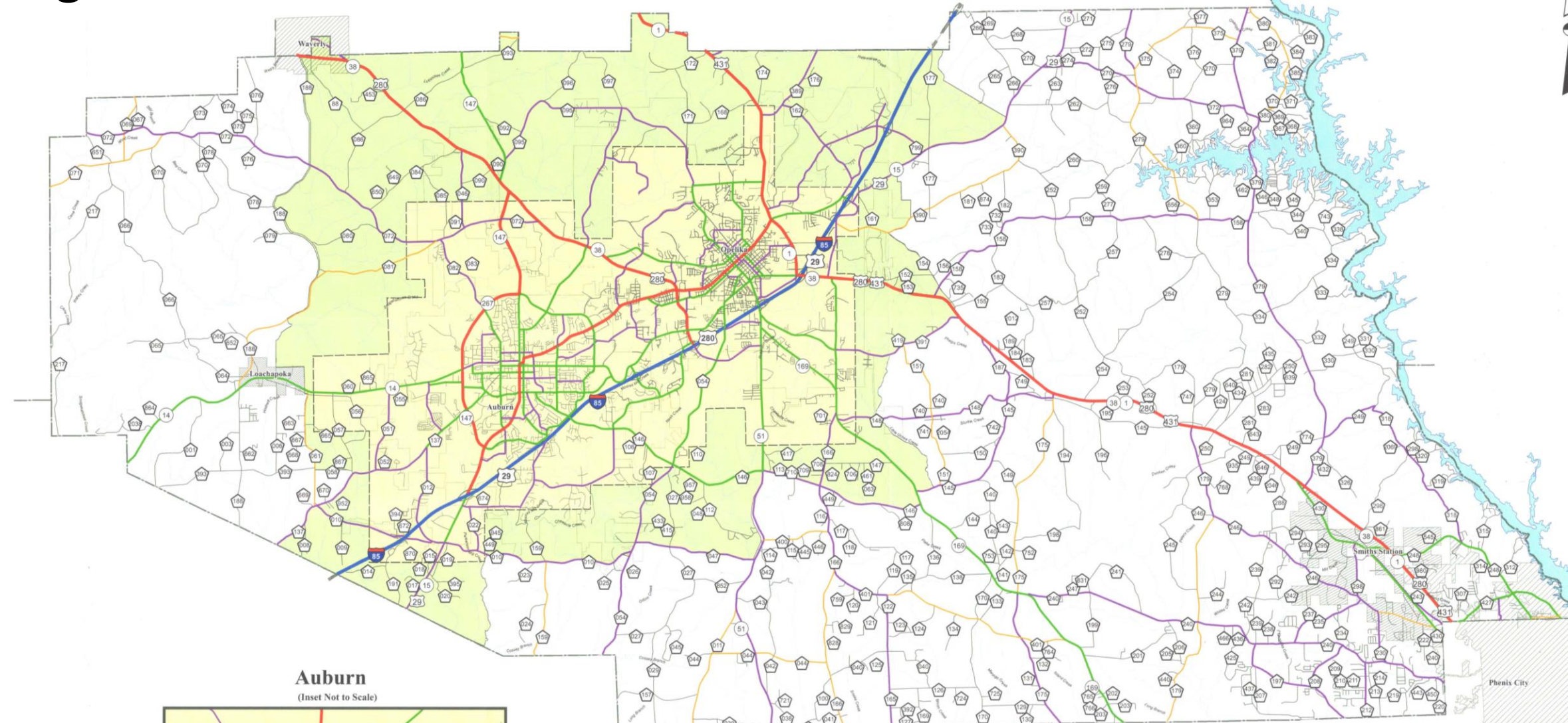
- 1 - Interstate
- 2 - Freeway/Expressway
- 3 - Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector

#### Boundary

- 2010 Adjusted Urban
- 2010 Adjusted Study
- City Limits
- Streams
- Lakes-Rivers

- 70 Interstate Route Shield
- 231 US Route Shield
- 77 State Route Shield
- 52 County Route Shield

## Figure 6-1



**Auburn**  
(Inset Not to Scale)



**Opelika**  
(Inset Not to Scale)



### CERTIFICATION

The Highway Functional Classification and Federal Aid Urban Area Boundary depicted herein are based on data from the cooperative, comprehensive, and continuing transportation planning process and have been presented to appropriate local officials for their approval.

 2-6-14  
 Chairman  
 Metropolitan Planning Organization  
 2/24/14  
 Director  
 Alabama Department of Transportation  
 3/11/14  
 Division Administrator  
 Federal Highway Administration

### REVISIONS

Description	Date	FHWA	Comments



## 6.3 - Public Outreach Documentation

### 2040 Auburn-Opelika Long Range Transportation Plan April 1, 2014 Public Involvement Meeting Summary

Two public involvement meetings were held on April 1, 2014 in the Auburn-Opelika Metropolitan Planning Area. The first meeting was held from 11:30am-2:00pm at the Opelika Train Depot, and the second meeting was held from 4:00pm-6:30pm at the Frank Brown Recreational Center in Auburn. A total of 8 participants attended the public involvement meetings.

Flyers were placed throughout the Auburn-Opelika Metropolitan Planning Area, prior to the public involvement meetings. Locations where flyers were posted and/or handed out are listed below.

- Auburn City Hall
- Opelika City Hall
- Lewis Cooper Memorial Library (Opelika)
- Covington Recreation Center
- Lee County Courthouse
- Chamber of Commerce (Opelika)
- Housing Authorities (Opelika)
  - 500 Raintree Street
  - 316 Pleasant Drive
  - 1706 Toomer Street
- 1<sup>st</sup> Baptist of Opelika
- 1<sup>st</sup> Methodist of Opelika
- Post Office (Opelika)
- Post Office (Auburn)
- Recreation Center @ 400 Boykin (Auburn)
- 1<sup>st</sup> Baptist of Auburn
- Auburn United Methodist
- Lakeview Baptist (Auburn)
- Bike Shop (Auburn)
- Kinnucans (Auburn)
- Recreation Center @ 235 Opelika Rd (Auburn)
- Community Center @ 222 East Drake Ave
- Library @ 231 Mell St (Auburn)
- Library @ 749 East Thach Ave (Auburn)
- Chamber of Commerce (Auburn)
- Housing Authority (Auburn)
  - 931 Booker Street
- Golden's Bicycles (South College St)
- Healthplus Fitness Center (1171 Gatewood Drive #101 Auburn, AL 36830)

Participants who attended the public involvement meetings, were provided the opportunity to discuss Auburn and Opelika's current transportation system, learn more about the Long Range Transportation Plan process, and submit comments to the project staff. No formal presentation was given.

Displays included charts and maps of the following:

- LRTP Definition and Proposed Goals
- LRTP Process and Schedule
- Auburn-Opelika Metropolitan Planning Area
- Auburn-Opelika Metropolitan Planning Area Aerial Photograph
- 2010 Population Density by TAZ
- 2010 Employment Density by TAZ
- 2010 Median Household Income
- 2010 Non-White Population
- 2010 Population Below Poverty Level

One comment form was submitted during the public involvement meetings. This comment form was submitted by a participant, who travels in both the Auburn and Opelika area during weekdays and weekends. The major issue with traveling in the Auburn-Opelika area that the participant mentioned in their comment form, included congestion and the condition of I-85 between Exit 58 and Exit 62. The most important improvements needed, according to the participant, were paving/repaving roads, improving intersections, widening existing roads, and improving signal timing. The participant indicated that the priority of the key goals for the Auburn-Opelika Long Range Transportation Plan (LRTP), should be promoting safe/secure and efficient operation and management of transportation systems, improving the mobility and accessibility of people and freight, supporting economic growth and development, and protecting and improving the environment and quality of life.

## **2040 Auburn-Opelika Long Range Transportation Plan May 20, 2014 Public Involvement Meeting Summary**

Two public involvement meetings were held on May 20, 2014. The first meeting was held at the Frank Brown Recreational Center in Auburn from 11:30am-1:30pm, and the second meeting was held at the Opelika Train Depot from 4:30pm-6:30pm. A total of 5 participants attended the public involvement meetings.

Flyers were placed throughout the Auburn-Opelika Metropolitan Planning Area, prior to the public involvement meetings. Locations where flyers were posted and/or handed out are listed below.

- Auburn City Hall
- Opelika City Hall
- Lewis Cooper Memorial Library (Opelika)
- Covington Recreation Center
- Lee County Courthouse
- Chamber of Commerce (Opelika)
- Housing Authorities (Opelika)
  - 500 Raintree Street
  - 316 Pleasant Drive
  - 1706 Toomer Street
- 1<sup>st</sup> Baptist of Opelika
- 1<sup>st</sup> Methodist of Opelika
- Post Office (Opelika)
- Post Office (Auburn)
- Recreation Center @ 400 Boykin (Auburn)
- 1<sup>st</sup> Baptist of Auburn
- Auburn United Methodist
- Lakeview Baptist (Auburn)
- Bike Shop (Auburn)
- Recreation Center @ 235 Opelika Rd (Auburn)
- Community Center @ 222 East Drake Ave
- Library @ 231 Mell St (Auburn)
- Library @ 749 East Thach Ave (Auburn)
- Chamber of Commerce (Auburn)
- Housing Authority (Auburn)
  - 931 Booker Street
- Healthplus Fitness Center (1171 Gatewood Drive #101 Auburn, AL 36830)

Citizens who attended the public involvement meetings, were provided the opportunity to review current and projected areas of congestion in Auburn and Opelika's current transportation system, learn more about the Long Range Transportation Plan process, and submit comments to the project staff. No formal presentation was given. Displays included charts and maps of the following:

- Auburn-Opelika Metropolitan Planning Area
- Auburn-Opelika Metropolitan Planning Area Aerial Photograph
- 2010 Population Density by TAZ
- 2040 Population Density by TAZ
- 2010 Employment Density by TAZ
- 2040 Employment Density by TAZ
- Existing Bicycle Facilities
- Existing Pedestrian Facilities
- 2010 Roadway Level of Service
- 2020 Existing+Committed Roadway Level of Service
- 2030 Existing+Committed Roadway Level of Service
- 2040 Existing+Committed Roadway Level of Service

Three comment forms were submitted during the public involvement meetings. The flyers were the primary means of being informed of the meetings, and all of the individuals stated that the meetings were held in a good location.

Individuals who completed the survey, ranked the modes of transportation in the Auburn-Opelika Metropolitan Planning Area according to their perceived need for improvements. The survey revealed that there was equal importance given to roads, bicycle and pedestrian, and transit, followed by aviation and, lastly, rail.

The most important issues participants selected that should be considered when improving the transportation system, are the potential to increase safety on roads, followed by the impact to the environment.

#### Additional Suggested Improvements:

- Address major current safety issues at the interchange of US 280/US 431/I-85.
- Need more sidewalks.
- Need more three-foot-spacing signs for bicyclists.
- Connect Tiger Transit with city transit service, so non-faculty/student/staff can ride a bus.



## **2040 Auburn-Opelika Long Range Transportation Plan August 13, 2014 Public Involvement Meeting Summary**

Two public involvement meetings were held on August 13, 2014. The first meeting was held at the Lee-Russell Council of Governments Conference Room in Opelika from 11:30am-1:30pm, and the second meeting was also held at the Lee-Russell Council of Governments Conference Room from 4:30pm-6:30pm. A total of 5 participants attended the public involvement meetings.

Newspaper ads were placed in the local newspaper, and flyers were placed throughout the Auburn-Opelika Metropolitan Planning Area prior to the public involvement meetings. Locations where flyers were posted and/or handed out are listed below.

- Auburn City Hall
- Opelika City Hall
- Lewis Cooper Memorial Library (Opelika)
- Covington Recreation Center
- Lee County Courthouse
- Chamber of Commerce (Opelika)
- Housing Authorities (Opelika)
  - 500 Raintree Street
  - 316 Pleasant Drive
  - 1706 Toomer Street
- 1<sup>st</sup> Baptist of Opelika
- 1<sup>st</sup> Methodist of Opelika
- Post Office (Opelika)
- Post Office (Auburn)
- Recreation Center @ 400 Boykin (Auburn)
- 1<sup>st</sup> Baptist of Auburn
- Auburn United Methodist
- Lakeview Baptist (Auburn)
- Bike Shop (Auburn)
- Recreation Center @ 235 Opelika Rd (Auburn)
- Community Center @ 222 East Drake Ave
- Library @ 231 Mell St (Auburn)
- Library @ 749 East Thach Ave (Auburn)
- Chamber of Commerce (Auburn)
- Housing Authority (Auburn)
  - 931 Booker Street
- Healthplus Fitness Center (1171 Gatewood Drive #101 Auburn, AL 36830)

Citizens who attended the public involvement meetings, were provided the opportunity to view the Draft 2040 Long Range Transportation Plan (LRTP), discuss the recommended transportation improvements with project staff, and submit comments. No formal presentation was given. Displays included charts and maps of the following:

- Auburn-Opelika Metropolitan Planning Area Aerial Photograph
- 2010 Population Density by TAZ
- 2040 Population Density by TAZ
- 2010 Employment Density by TAZ
- 2040 Employment Density by TAZ
- 2010 Roadway Level of Service
- 2040 Existing+Committed Roadway Level of Service
- 2040 LRTP Program of Roadway Capacity Projects
- 2040 LRTP Program of Roadway Maintenance and Operations Projects
- 2040 LRTP Visionary Roadway Projects
- 2040 LRTP Program of Bicycle and Pedestrian Projects (Associated with Roadway Capacity Projects)
- 2040 LRTP Program of Bicycle and Pedestrian Projects (Associated with Roadway Maintenance and Operations Projects)

One comment form was submitted during the public involvement meetings. The newspaper ad was stated as the way this citizen heard about the meetings, and this same individual stated that the meetings were held in a good location.

The individual who completed the comment form at the meeting stated that they were disappointed that too few roadway projects are planned for the Opelika area. They proposed that US 431, from the railroad bridge at milepost 140 to milepost 142, needs to be widened to four lanes. This individual also proposed that State Route 51, from State Route 169 to the Opelika city limits, needs to be widened to four lanes. It should be noted that the Visionary (i.e., unfunded) component of the LRTP, has projects proposed for all or part of these two corridors.

No written or oral comments were received on the Draft 2040 LRTP after the third, and last, public meeting.

## 6.4 - Model Documentation

### 6.4.1 - Travel Demand Model Network Update

#### Introduction

The 2005 base year highway network from the previous Long Range Transportation Plan (LRTP) was used as the base network for the development of the 2010 highway network. Prior to this study, the 2005 highway network was also updated from the TRANPLAN software platform to the Voyager software platform. Updating the 2005 highway network to year 2010 consisted of several steps. Atkins performed data collection, updated highway alignments, updated the functional classification of highway links, and reevaluated centroid connectors, where appropriate.

#### 2010 Highway Network Update

##### *Data Collection*

Two major data sources were gathered for updating the 2005 highway network to 2010. First, an updated highway functional classification GIS shapefile for the Auburn-Opelika Metropolitan Planning Area, was obtained from the Alabama Department of Transportation (ALDOT). Second, updated aerial photography of the entire Auburn-Opelika Metropolitan Planning Area, was acquired from Lee-Russell Councils of Governments (LRCOG) via the City of Auburn.

##### *Updating Highway Alignments*

Using the updated highway functional classification GIS line-file provided by ALDOT, newly classified roadways within the Auburn-Opelika Metropolitan Planning Area were located and entered into the 2010 network. Once all newly classified roadways were placed within the 2010 network, the GIS file of the AOMPO highway network was layered on top of the Voyager highway network, and the Voyager highway links were modified to fit the GIS file. The GIS file is spatially referenced data that helps locate the proper placement of both existing and new roadways (since 2005), within the highway network. For example, the extension of East Samford Avenue to East Glenn Avenue was coded into the 2010 highway network.

##### *Updating Functional Classification of Highway Links*

Aerial photography, along with the updated functional classification GIS file for the Auburn-Opelika Metropolitan Planning Area, was used to update the functional classification and number of lanes for each highway link within the 2010 highway network. This data was also referenced to update the area type (i.e., Central Business District, Urban, and Rural) of each link within the highway network.

*Updating Centroid Connectors*

Aerial photography was utilized to help determine the location of new developments within Traffic Analysis Zones (TAZs), between years 2005 and 2010, and whether a new centroid connector should be added or if an existing centroid connector warranted relocation.

**Table 6-1: 2010 Network Link Characteristics**

<b>Link Field</b>	<b>Value</b>
A	Link Node A
B	Link Node B
DISTANCE	Link Distance (Miles)
FACTYPE	Facility Type (For Modeling Purposes)
LANES	Number of Lanes
AREATYPE	Area Type
AADT	Traffic Count
DIVIDED	0 = No 1 = Yes
ONEWAY	0 = No 1 = Yes
FUNCTCLASS	Functional Classification 1 = Interstate 2 = Expressway 3 = Principal Arterial 4 = Minor Arterial 5 = Collector 9 = Ramp 99 = Centroid Connector
TAZ	TAZ Identification
CAPACITY	Roadway Capacity
SPEED	Free Flow Speed (MPH)
TIME_FF	Free Flow Travel Time
TIME_1	Congested Flow Travel Time
VC_1	Volume/Capacity Ratio
CSPD_1	Congested Speed (MPH)
VOL_HBW	Home-Based-Work Volume
VOL_HBO	Home-Based-Other Volume
VOL_NHB	Non-Home-Based Volume
VOL_TKT	Truck Volume



## 6.4.2 - Socioeconomic Data Update

### Introduction

The development of base year socioeconomic data, and the forecasting of future socioeconomic data for a Long Range Transportation Plan (LRTP) update, is the first of several steps in completing a LRTP. For this reason, it was important to obtain the most current local data available to develop the 2010 and 2040 socioeconomic data. First, 2010 population and household data was obtained from the 2010 Bureau of the Census. Next, 2010 employment data was compiled from the LRCOG-provided ReferenceUSA database. Then, student enrollment data was collected from each local school system (City of Auburn, City of Opelika, and Lee County), as well as from Auburn University and Southern Union Community College. This task accomplished the collection of the socioeconomic data needed for the model: population, households, retail employment, non-retail employment, and student enrollment. Finally, 2040 socioeconomic data was developed using 2010 socioeconomic data as the base, and then using several other sources to forecast out to 2040. The sections below describe the steps taken by Atkins to develop the 2010 and 2040 socioeconomic data for the Auburn-Opelika Metropolitan Planning Organization (AOMPO) model.

### 2010 Socioeconomic Data

Atkins gathered data from Lee-Russell Council of Governments (LRCOG), the City of Auburn, the City of Opelika, Bureau of the Census, 2010 ReferenceUSA Lee County business data, the American Community Survey (ACS), and ESRI, in order to develop 2010 socioeconomic data. A complete listing of the 2010 socioeconomic data by TAZ, is located in Table 6-2.

#### *2010 Population*

Census data was collected from the Bureau of the Census by Census Block. This data was obtained in geographic information system (GIS) shapefile (polygon) format. First, all Census Blocks within the Auburn-Opelika Metropolitan Planning Area were identified. Also, since each TAZ has several Census Blocks within their individual boundary, the location of each TAZ was confirmed. Next, utilizing GIS software (ArcMap), the Census Block shapefile and the AOMPO TAZ shapefile were merged together, resulting in the appropriate assignment of population into each individual TAZ.

To ensure proper distribution of the student population at Auburn University, Enrollment Services at Auburn University was contacted, and they provided a complete list of student housing that included the number of students located at each Auburn University living quarters. (Note: Fraternities and sororities are not a part of Auburn University living quarters. They are individually owned by each fraternity and sorority.)

The 2010 Census population for the Auburn-Opelika Metropolitan Planning Area, is 89,631.

### *2010 Households*

The number of households per census block, was also included as a field value within the 2010 Census data shapefile, downloaded from the Bureau of the Census website. The same merging and aggregation methodology for obtaining the 2010 population, was also used for obtaining the 2010 number of households. The 2010 number of households for the Auburn-Opelika Metropolitan Planning Area, is 42,015.

### *2010 Median Household Income*

Median household income data was collected from the Bureau of the Census, American Community Survey (ACS) dataset, and applied to each TAZ within the Auburn-Opelika Metropolitan Planning Area for 2010.

### *2010 Employment*

The 2010 ReferenceUSA business dataset, was used to obtain a list of all businesses located within the Auburn-Opelika Metropolitan Planning Area in 2010. The dataset was sorted by reported number of employees, and each business with a reported employment of 25 or more, was contacted by phone to confirm employment numbers at their location in 2010. Businesses with more than 25 employees, were considered to be major employers and required confirmation of their employment in 2010. Atkins contacted 362 businesses in the Auburn-Opelika Metropolitan Planning Area, to confirm their reported employment. Businesses with less than 25 employees, were not contacted. However, a final check of each TAZ's density of employment (i.e., employees per square mile) was made, to ensure that employment in each TAZ was reasonable for 2010.

Next, each business was broken down into two categories: retail and non-retail. This was done using Standard Industrial Classification (SIC) codes, for retail and non-retail businesses provided in the ReferenceUSA dataset. In 2010, retail employment accounted for approximately 23 percent of the study area's employment, with non-retail accounting for approximately 77 percent of the study area's employment.

After the year 2010 employment data had been confirmed, a GIS point-file, with all the business locations, was created by Atkins using reported latitude and longitude for each business. The GIS point-file was then joined to an existing GIS shapefile of the Auburn-Opelika Metropolitan Planning Area TAZs, and all 2010 employment data was assigned to an individual TAZ. The 2010 estimated total employment for the Auburn-Opelika Metropolitan Planning Area, is 42,231.

### *2010 Enrollment*

Auburn University, Southern Union Community College, the City of Auburn, the City of Opelika, and Lee County, provided student enrollment data that was used in determining 2010 student enrollment. Auburn University's Institutional Research and Assessment Department was

contacted, and provided 2010 student enrollment. Southern Union Community College was contacted, and provided Southern Union Community College's 2010 student enrollment. The City of Opelika provided an Excel spreadsheet with 2010 student enrollment sorted by each school. The City of Auburn also provided an Excel spreadsheet with 2010 student enrollment sorted by each school.

### 2040 Socioeconomic Data

Atkins gathered data from LRCOG, the City of Auburn, the City of Opelika, Lee County, and the Bureau of the Census/American Community Survey (ACS), in order to develop the 2040 socioeconomic data. A complete listing of the 2040 socioeconomic data by TAZ is shown in Table 6-3.

#### *2040 Population*

The major data source referenced in calculating 2040 population data for the Auburn-Opelika Metropolitan Planning Area was the Auburn Interactive Growth Model (AIGM). The AIGM was used where applicable in forecasting 2040 population for the Auburn-Opelika Metropolitan Planning Area. For those areas outside of the AIGM study area, the rate of growth experienced between 2005 and 2010, was used to forecast population out to 2040. Based on the population forecasts developed for this study, it is estimated that population will grow at a rate of 1.98 percent per year between 2010 and 2040, resulting in a total growth of 80 percent. The 2040 forecasted population for the Auburn-Opelika Metropolitan Planning Area, is 161,599.

#### *2040 Households*

The same ratios of average persons per household for each TAZ in 2010 were used to forecast households for each TAZ, outside of the AIGM study area, in 2040. This calculation, using the 2040 population forecasts discussed above, resulted in an annual growth rate for households of 1.94 percent from 2010 to 2040, or a total growth of 78 percent. Also, households per acre were calculated for each TAZ to check the distribution of households according to future land use plans. The 2040 forecasted number of households for the Auburn-Opelika Metropolitan Planning Area, is 74,847.

#### *2040 Median Household Income*

The 2010 median household income was used for the 2040 median household income for each TAZ, where no new households were added between 2010 and 2040. For TAZs where households were forecasted to be added between 2010 and 2040, the median household incomes were updated. The average median household income for households in the 2010 AOMPO model was approximately \$44,893. For TAZs where the median household income was less than \$44,893 in 2010, a new median household income was calculated assuming the new households would have a median income of \$44,893. The exception to this rule was for new households in the vicinity of Auburn University, where it was assumed that new households

would still be primarily for Auburn University students, who have low household incomes. For TAZs with a 2010 average median household income greater than \$44,893, it was assumed that the new households added between 2010 and 2040, would have the same median household income as the existing households in that TAZ.

### *2040 Employment*

The major data source used to help forecast 2040 employment data for the Auburn-Opelika Metropolitan Planning Area, was the Auburn Interactive Growth Model (AIGM). The AIGM forecasted growth in square footage, by business type for 2040. Atkins used standard rates for employees per square foot, to calculate the number of employees in each TAZ. For TAZs not located within the AIGM study area, Atkins used the latest Auburn and Opelika comprehensive plans, and land use plans, as well as Census and ACS projected yearly growth from year 2005 to year 2010, for employment to help estimate employment growth from 2010 to 2040. Based on the employment forecasts developed for this study, it is estimated that employment will grow at a rate of 1.96 percent, between 2010 and 2040, resulting in a total growth of 79 percent. The 2040 forecasted total employment for the Auburn-Opelika Metropolitan Planning Area, is 75,599.

### *2040 Enrollment*

In order to forecast 2040 enrollment, annual growth rates were calculated, based on historical trends for Auburn City schools, Opelika City schools, Lee County Schools, and Southern Union Community College. However, the growth rate method was not used to project enrollment for Auburn University. Auburn University's Enrollment Services was contacted concerning future student enrollment for Auburn University. Auburn University is continuing its stance to cap student enrollment at approximately 25,000 students. Due to this information, the 2040 student enrollment for Auburn University was assumed to be the same as in 2010 (25,078). Auburn City schools were calculated to grow at 4.67 percent each year, Opelika City schools were calculated to grow at 0.34 percent per year, Lee County Schools have seen a historical decrease in enrollment of 0.69 percent each year, and Southern Union Community College was calculated to grow at 2 percent per year.



**Table 6-2: 2010 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2010</b>	<b>Population 2010</b>	<b>Median Household Income 2010</b>	<b>Retail Employment 2010</b>	<b>Non-Retail Employment 2010</b>	<b>School Enrollment 2010</b>
1	1,535	2,853	\$31,234	1,062	818	0
2	687	1,677	\$26,422	52	156	0
3	2	5	\$58,073	849	120	0
4	184	433	\$58,073	0	56	297
5	372	963	\$18,750	12	2,812	0
6	223	506	\$23,274	93	175	0
7	267	552	\$40,111	338	365	0
8	8	20	\$58,073	132	323	0
9	83	152	\$26,132	197	312	0
10	64	177	\$26,671	0	59	0
11	139	332	\$24,239	0	60	0
12	286	514	\$24,239	382	322	0
13	542	1,394	\$25,042	226	312	0
14	39	73	\$30,082	87	483	0
15	97	260	\$24,241	472	529	0
16	299	654	\$25,714	195	242	0
17	745	1,768	\$19,039	164	156	299
18	107	204	\$24,620	27	277	0
19	9	12	\$24,053	28	232	0
20	18	19	\$24,215	72	67	0
21	221	568	\$103,175	38	17	0
22	138	321	\$50,741	0	22	0
23	5	9	\$50,741	0	43	0
24	246	663	\$50,741	6	130	369
25	10	26	\$50,741	39	127	0
26	232	521	\$28,699	113	213	0
27	167	387	\$28,699	6	77	0
28	544	1,338	\$30,870	14	17	0
29	346	797	\$26,710	13	30	0
30	294	771	\$28,699	17	63	0
31	155	375	\$26,710	2	31	0
32	222	494	\$50,741	0	3	0
33	89	230	\$50,741	4	114	0
34	3	4	\$59,297	0	5	0
35	470	1,270	\$103,033	29	69	0
36	1,238	3,449	\$103,175	20	259	467
37	297	815	\$66,798	101	22	0
38	342	890	\$57,420	21	21	0
39	83	250	\$59,297	0	13	0
40	303	726	\$58,056	12	95	0

**Table 6-2: 2010 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2010</b>	<b>Population 2010</b>	<b>Median Household Income 2010</b>	<b>Retail Employment 2010</b>	<b>Non-Retail Employment 2010</b>	<b>School Enrollment 2010</b>
41	32	68	\$37,734	0	0	0
42	70	137	\$37,734	0	11	0
43	114	304	\$37,734	0	9	0
44	277	617	\$66,819	0	14	0
45	8	18	\$66,833	54	1,314	0
46	413	893	\$64,190	14	106	0
47	45	98	\$66,833	6	5	0
48	166	406	\$32,279	8	18	0
49	2,078	3,438	\$23,702	392	311	0
50	1,933	3,954	\$36,055	945	506	0
51	206	461	\$64,470	2	24	0
52	79	201	\$65,344	0	4	0
53	313	686	\$74,580	0	280	1,827
54	46	113	\$77,615	0	45	0
55	260	492	\$39,238	72	344	0
56	481	965	\$35,235	21	18	0
57	263	613	\$43,373	0	148	428
58	256	656	\$90,000	3	154	1,309
59	162	336	\$72,031	0	12	0
60	211	360	\$19,875	0	19	0
61	744	1,021	\$19,875	28	51	0
62	125	239	\$64,145	3	117	0
63	62	102	\$64,145	42	24	0
64	279	1,116	\$17,181	99	403	393
65	118	299	\$17,181	43	645	0
66	113	140	\$31,842	0	21	0
67	381	717	\$31,576	2	50	627
68	837	1,302	\$16,293	46	481	0
69	596	988	\$13,739	79	673	0
70	145	362	\$17,207	0	397	467
71	325	1,300	\$15,771	0	320	0
72	0	0	\$0	0	515	0
73	225	900	\$15,771	112	5,042	24,218
74	374	819	\$26,094	4	106	0
75	1,523	2,225	\$11,937	20	88	0
76	826	1,885	\$36,411	5	124	770
77	501	1,061	\$62,219	6	77	379
78	341	819	\$65,427	16	18	0
79	297	663	\$86,000	0	31	0
80	2,254	4,418	\$39,990	505	601	0
81	238	392	\$35,417	0	6	0

**Table 6-2: 2010 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2010</b>	<b>Population 2010</b>	<b>Median Household Income 2010</b>	<b>Retail Employment 2010</b>	<b>Non-Retail Employment 2010</b>	<b>School Enrollment 2010</b>
82	412	926	\$50,965	205	385	0
83	297	579	\$49,295	341	374	0
84	468	852	\$25,154	137	439	0
85	496	841	\$20,094	116	112	0
86	449	778	\$16,597	71	77	0
87	853	1,171	\$15,771	322	3,036	0
88	83	69	\$16,765	12	181	0
89	304	481	\$21,758	68	90	0
90	247	284	\$20,108	1	618	0
91	254	342	\$20,108	0	103	0
92	74	198	\$19,875	18	90	0
93	14	17	\$19,928	175	94	0
94	78	51	\$20,108	232	214	0
95	0	0	\$0	36	76	0
96	31	39	\$16,765	0	68	0
97	1	2	\$67,188	26	66	0
98	116	317	\$86,000	7	97	0
99	250	387	\$31,576	0	19	0
100	609	1,448	\$32,553	0	136	985
101	152	352	\$37,734	3	4	0
102	202	447	\$37,734	27	26	0
103	56	102	\$37,734	0	8	0
104	56	133	\$37,058	0	44	0
105	138	390	\$30,045	0	23	0
106	2	4	\$103,903	0	0	0
107	30	62	\$34,974	0	0	0
108	89	152	\$34,974	3	20	0
109	5	10	\$34,974	0	0	0
110	83	171	\$70,416	3	0	0
111	126	326	\$103,690	2	114	0
112	489	1,480	\$103,903	1	73	0
113	88	213	\$103,903	0	0	0
114	129	317	\$103,903	0	0	0
115	132	279	\$60,732	0	8	0
116	22	27	\$34,974	0	4	0
117	35	83	\$38,416	5	58	0
118	4	12	\$103,903	4	0	0
119	5	16	\$103,903	0	8	0
120	248	787	\$103,903	0	29	0
121	37	80	\$103,903	7	24	0
122	42	105	\$103,390	3	31	0

**Table 6-2: 2010 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2010</b>	<b>Population 2010</b>	<b>Median Household Income 2010</b>	<b>Retail Employment 2010</b>	<b>Non-Retail Employment 2010</b>	<b>School Enrollment 2010</b>
123	28	55	\$103,889	0	3	0
124	94	122	\$58,073	12	63	0
125	64	144	\$72,500	1	1	0
126	3	6	\$58,073	0	0	0
127	744	1,597	\$58,051	4	193	0
128	768	1,833	\$70,625	1	71	0
129	216	509	\$72,500	2	73	316
130	80	187	\$37,734	0	6	0
131	71	128	\$72,500	6	231	0
132	92	253	\$72,500	0	393	4,000
133	617	1,424	\$67,287	19	230	1,287
134	506	1,108	\$17,045	109	265	0
135	508	1,040	\$18,895	0	89	328
136	120	310	\$59,581	0	99	1,304
137	322	673	\$54,259	14	166	0
138	241	432	\$17,736	172	467	0
139	11	30	\$17,059	42	19	0
140	92	206	\$24,201	24	66	0
141	220	551	\$26,710	0	38	0
142	46	104	\$64,583	0	0	0
143	46	101	\$62,878	14	21	0
144	95	185	\$27,875	50	59	0
145	23	42	\$27,875	0	23	0
146	42	74	\$27,875	0	11	0
147	61	143	\$27,875	0	6	0
148	73	121	\$54,259	0	7	0
149	20	44	\$54,259	0	3	0
150	16	29	\$54,259	8	0	0
151	63	140	\$54,259	0	9	0
152	45	102	\$54,259	5	61	0
153	1	1	\$27,875	4	0	0
154	0	0	\$0	0	20	0
155	0	0	\$0	17	28	0
156	10	10	\$27,875	8	37	0
157	3	6	\$27,875	20	60	0
158	0	0	\$0	3	45	0
159	0	0	\$0	0	130	0
160	0	0	\$0	19	113	0
161	0	0	\$0	0	37	0
162	34	65	\$27,875	2	14	0
163	20	47	\$27,875	1	129	0



**Table 6-2: 2010 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2010</b>	<b>Population 2010</b>	<b>Median Household Income 2010</b>	<b>Retail Employment 2010</b>	<b>Non-Retail Employment 2010</b>	<b>School Enrollment 2010</b>
164	4	4	\$27,875	10	48	0
165	110	223	\$39,589	0	5	0
166	204	502	\$39,104	0	11	0
167	268	694	\$39,589	1	10	0
<b>Total</b>	<b>42,015</b>	<b>89,631</b>	<b>N/A</b>	<b>9,743</b>	<b>32,488</b>	<b>40,070</b>

**Table 6-3: 2040 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2040</b>	<b>Population 2040</b>	<b>Median Household Income 2040</b>	<b>Retail Employment 2040</b>	<b>Non-Retail Employment 2040</b>	<b>School Enrollment 2040</b>
1	1,784	4,006	\$38,576	1,208	940	0
2	824	2,012	\$36,495	55	179	0
3	2	5	\$58,073	883	126	0
4	258	606	\$58,073	2	64	329
5	521	1,344	\$34,003	13	2,896	0
6	244	553	\$34,570	98	201	0
7	324	669	\$42,733	384	465	0
8	12	30	\$58,073	139	341	0
9	104	190	\$36,566	199	315	0
10	74	204	\$36,442	0	60	0
11	209	498	\$36,643	0	61	0
12	715	1,285	\$38,992	401	345	0
13	813	2,091	\$36,953	242	343	0
14	72	152	\$39,689	92	534	0
15	243	650	\$39,001	1,869	556	0
16	323	706	\$35,674	524	278	0
17	1,098	2,605	\$34,442	194	164	331
18	129	245	\$35,701	30	305	0
19	23	30	\$39,032	25	255	0
20	27	29	\$36,622	72	80	0
21	309	794	\$103,175	12	26	0
22	246	499	\$50,741	157	74	0
23	75	135	\$50,741	15	108	0
24	492	1,326	\$50,741	7	156	409
25	15	39	\$50,741	41	159	0
26	580	1,303	\$40,266	130	256	0
27	376	871	\$39,913	7	119	0
28	852	2,342	\$39,428	15	19	0
29	778	1,793	\$39,296	14	33	0
30	338	887	\$37,360	19	69	0
31	217	525	\$37,317	2	34	0
32	266	593	\$50,741	0	5	0
33	308	797	\$50,741	46	122	0
34	23	44	\$59,297	4	10	0
35	816	1,725	\$103,033	164	417	0
36	1,755	3,719	\$103,175	354	900	1,839
37	433	916	\$66,798	87	222	0
38	609	1,265	\$57,420	118	302	0
39	227	464	\$59,297	42	110	0
40	621	1,488	\$58,056	116	308	0

**Table 6-3: 2040 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2040</b>	<b>Population 2040</b>	<b>Median Household Income 2040</b>	<b>Retail Employment 2040</b>	<b>Non-Retail Employment 2040</b>	<b>School Enrollment 2040</b>
41	112	238	\$43,302	0	0	0
42	245	480	\$43,302	231	744	0
43	228	608	\$42,507	0	9	0
44	883	1,847	\$66,819	173	444	0
45	47	92	\$66,833	59	1,445	0
46	1,185	2,332	\$64,190	205	538	0
47	824	1,687	\$66,833	155	399	0
48	518	1,018	\$41,832	275	234	0
49	3,723	7,753	\$37,302	2,256	1,857	0
50	1,933	3,433	\$40,474	773	831	0
51	354	750	\$64,470	169	182	0
52	118	250	\$65,344	56	61	0
53	492	1,042	\$74,580	235	252	7,193
54	46	76	\$77,615	17	18	0
55	640	1,356	\$43,259	168	328	0
56	572	1,212	\$40,481	150	294	0
57	296	627	\$44,178	78	152	1,685
58	279	591	\$90,000	73	143	5,154
59	216	457	\$72,031	57	111	0
60	280	593	\$34,142	73	144	0
61	680	1,441	\$31,822	178	349	0
62	160	339	\$64,145	42	82	0
63	103	218	\$64,145	65	53	0
64	1,813	3,842	\$17,181	366	930	393
65	118	245	\$17,181	87	704	0
66	411	789	\$42,079	67	179	0
67	1,079	2,094	\$41,418	369	485	510
68	1,737	3,480	\$35,593	971	813	0
69	749	1,521	\$31,088	139	800	0
70	320	678	\$17,207	65	164	467
71	325	1,300	\$15,771	0	320	0
72	0	0	\$0	0	515	0
73	1,000	2,119	\$15,771	112	5,042	24,218
74	725	1,536	\$38,496	190	372	0
75	1,840	3,899	\$11,937	483	944	0
76	2,219	4,699	\$42,592	581	1,138	3,032
77	1,043	2,210	\$62,219	274	535	1,493
78	444	941	\$65,427	117	228	0
79	660	1,398	\$86,000	173	338	0
80	3,052	6,468	\$42,810	801	1,566	0
81	252	534	\$40,290	66	129	0

**Table 6-3: 2040 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2040</b>	<b>Population 2040</b>	<b>Median Household Income 2040</b>	<b>Retail Employment 2040</b>	<b>Non-Retail Employment 2040</b>	<b>School Enrollment 2040</b>
82	726	1,538	\$50,965	563	372	0
83	491	1,040	\$49,295	308	252	0
84	468	991	\$35,024	123	240	0
85	533	1,129	\$32,939	140	273	0
86	585	1,239	\$32,606	153	300	0
87	961	2,036	\$15,771	458	3,036	0
88	83	135	\$30,829	30	181	0
89	330	699	\$33,800	157	169	0
90	299	633	\$33,681	78	618	0
91	257	544	\$32,573	67	132	0
92	299	633	\$39,930	67	153	0
93	25	52	\$35,931	188	94	0
94	110	233	\$34,610	232	214	0
95	5	10	\$44,893	36	76	0
96	31	59	\$30,829	7	68	0
97	131	276	\$67,188	34	67	0
98	507	1,070	\$8,600	132	259	0
99	686	1,319	\$41,336	146	299	0
100	1,301	2,757	\$40,958	341	667	3,878
101	988	2,288	\$43,938	338	2,466	0
102	490	1,084	\$42,803	31	37	0
103	280	510	\$43,700	4	40	0
104	196	466	\$43,152	0	48	0
105	207	585	\$38,954	0	25	0
106	20	38	\$103,903	3	9	0
107	123	235	\$42,948	20	53	0
108	177	338	\$41,574	29	77	0
109	23	43	\$43,122	4	10	0
110	186	506	\$70,416	34	89	0
111	381	772	\$103,690	71	182	0
112	1,669	3,533	\$103,903	336	856	0
113	284	562	\$103,903	50	131	0
114	535	1,117	\$103,903	104	268	0
115	631	1,235	\$60,732	108	284	0
116	51	97	\$41,904	8	22	0
117	172	351	\$43,798	32	83	0
118	23	44	\$103,903	3	10	0
119	159	328	\$103,903	31	78	0
120	866	1,835	\$103,903	175	444	0
121	260	544	\$103,903	52	130	0
122	47	93	\$103,903	8	22	0



**Table 6-3: 2040 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2040</b>	<b>Population 2040</b>	<b>Median Household Income 2040</b>	<b>Retail Employment 2040</b>	<b>Non-Retail Employment 2040</b>	<b>School Enrollment 2040</b>
123	80	158	\$103,889	1	3	0
124	470	610	\$58,073	13	69	0
125	208	468	\$72,500	1	23	0
126	84	168	\$58,073	0	0	0
127	1,116	2,396	\$58,051	5	203	0
128	998	2,383	\$70,625	1	78	0
129	432	1,018	\$72,500	2	80	350
130	168	393	\$42,584	0	8	0
131	213	384	\$72,500	8	245	0
132	184	506	\$72,500	0	400	7,317
133	864	1,994	\$67,287	10	242	1,424
134	759	1,662	\$33,754	112	282	0
135	686	1,404	\$33,832	0	94	363
136	240	620	\$59,581	0	104	1,443
137	387	808	\$54,259	15	174	0
138	603	1,080	\$37,138	175	476	0
139	275	750	\$43,822	44	20	0
140	106	237	\$35,279	26	73	0
141	506	1,267	\$39,383	0	42	0
142	53	120	\$64,583	0	0	0
143	53	116	\$62,878	15	22	0
144	122	237	\$37,443	55	65	0
145	25	46	\$36,739	0	20	0
146	46	81	\$36,771	0	10	0
147	67	157	\$36,783	0	6	0
148	91	151	\$54,259	0	5	0
149	25	55	\$54,259	0	0	0
150	20	36	\$54,259	5	0	0
151	76	168	\$54,259	0	6	0
152	58	131	\$54,259	70	55	0
153	1	1	\$36,384	5	0	0
154	0	0	\$0	0	20	0
155	0	0	\$0	0	30	0
156	10	10	\$36,384	8	42	0
157	3	6	\$36,384	22	65	0
158	0	0	\$0	0	45	0
159	0	0	\$0	0	132	0
160	0	0	\$0	15	115	0
161	0	0	\$0	0	37	0
162	38	72	\$36,857	2	17	0
163	22	52	\$36,789	0	130	0

**Table 6-3: 2040 Socioeconomic Data**

<b>TAZ</b>	<b>Households 2040</b>	<b>Population 2040</b>	<b>Median Household Income 2040</b>	<b>Retail Employment 2040</b>	<b>Non-Retail Employment 2040</b>	<b>School Enrollment 2040</b>
164	4	4	\$36,384	11	25	0
165	192	390	\$42,961	0	0	0
166	306	753	\$42,577	0	11	0
167	804	2,082	\$43,567	1	10	0
<b>Total</b>	<b>74,847</b>	<b>161,599</b>	<b>N/A</b>	<b>23,452</b>	<b>52,147</b>	<b>61,828</b>

## 6.4.3 - Travel Demand Model Development and Validation

### Introduction

After developing 2010 socioeconomic data forecasts, and updating the 2010 highway network, Atkins next validated the 2010 model. The following sections describe the development and validation of the 2010 model for the Auburn-Opelika Metropolitan Planning Area.

### 2010 Model Development

The 2010 Voyager model has three components: trip generation, trip distribution, and trip assignment. The trip generation component uses the 2010 socioeconomic data that was developed for the Auburn-Opelika Metropolitan Planning Area. Citilabs left the trip generation module as an external process, during their update of the previous TRANPLAN model to a Cube Voyager model. Therefore, as a part of the 2040 LRTP, Atkins coded the ALDOT Trip Generation module as an internal process (i.e., within the Cube Voyager model script). The 2010 socioeconomic data was compiled into five categories for input into the ALDOT Trip Generation module: households, median household income, retail employment, non-retail employment, and school enrollment. Atkins also entered the updated 2010 external counts for the AOMPO model, provided by ALDOT, into the Trip Generation module.

The ALDOT Trip Generation software uses the socioeconomic data file, the external count data file, along with six other data files, to produce production and attraction values for the model. These six other files include:

- 1) An automobile ownership data file, containing data referencing automobile ownership, by a household income range.
- 2) A household trip generation curve, produced by automobile ownership and household income.
- 3) A data file, which separates the trip generation into six purpose types. Home-Based Work (HBW), Home-Based Other (HBO), Non-Home-Based (NHB), Truck-Taxi (T-T), Internal-External (I-E), and External-External (E-E).
- 4) A data file, with trip attraction functions by trip purpose, for different socioeconomic values.
- 5) Proportions of External-External trips, of the total number of trips, for roadway functional classifications.
- 6) A data file that contains traffic counts, zone numbers, and functional classification of each external zone station.

With the ALDOT Trip Generation module as an external component of the model process, all data files had to be entered into the Trip Generation program, and then run separately in order to generate production and attraction values for each traffic analysis zone (TAZ) in the model. However, this process is now completed within the Voyager model script that Atkins produced for the 2040 LRTP. These productions and attractions were then input into the trip distribution

model. The trip distribution model uses the highway network to distribute the productions and attractions between all the TAZs in the model, based on travel times. The final step in the model is traffic assignment. The traffic assignment model takes the trips that were distributed between all the TAZs and assigns the traffic onto the highway network. The following section describes the validation process for the 2010 model for each component of the model.

2010 Model Validation

*Trip Generation*

Several validation measures were used to assess the trip generation results and, as seen in Table 6-4, all values fall within target ranges. Table 6-5 shows the percent trips associated with each trip purpose.

**Table 6-4: Year 2010 Trip Generation Validation Measures**

Validation Measure	2010 Trip Generation					
	Total Productions	Total Households	Total Population	Total Employees	Target Range	Actual Value
Person Trips Per Household	398,262	42,015			8.5 - 10.5	9.5
Person Trips Per Person	398,262		89,631		3.0 - 5.0	4.4
HBW Trips Per Employee	56,520			42,231	< 2	1.3

**Table 6-5: Year 2010 Trip Generation Results**

Trip Productions		
Purpose	2010	% Total Productions
HBW	56,520	14%
HBO	136,162	34%
NHB	64,228	16%
T-T	40,078	10%
I-E	68,231	17%
E-E	33,043	8%
<b>Total</b>	<b>398,262</b>	<b>100%</b>



### Trip Distribution

Trip distribution was checked for reasonableness by comparing trip lengths against target trip lengths established by the 2006-2010 Census Transportation Planning Package (CTPP). As seen in Table 6-6, modeled trip length values are all within the target ranges. Intrazonal trips were also checked and found to be less than 10 percent of the total trips for each home-based trip purpose.

**Table 6-6: Trip Distribution Validation Measures**

Trip Length By Purpose		
Purpose	Target Trip Time (Minutes)	Modeled Trip Time (Minutes)
HBW	13 to 15	14.17
HBO	11 to 12	11.65
NHB	9 to 10	9.80
T-T*	-	10.33
I-E*	-	15.60
E-E*	-	23.56

\*Target Range not established. Source: CTPP 2006-2010 and NCHRP 365 and 716

### Trip Assignment

Network assignment was checked for reasonableness, by comparing the traffic assignment by volumes and functional classification. Standards for each check are established by the Federal Highway Administration (FHWA). As seen in Tables 6-7 and 6-8, all calculated values fall within or very close of the target ranges. Also, note in Table 6-8 that modeled congested speeds within the Auburn-Opelika Metropolitan Planning Area are reasonable.

**Table 6-7: Model Performance by Volume Group**

Volume Group	Links w/ Counts	Mean Count Volume	Mean Load Volume	% Difference	FHWA Target*
0 – 2,500	62	1,026	1,144	12%	+/- 47%
2,500 – 5,000	30	3,622	3,489	-4%	+/- 36%
5,000 – 10,000	30	7,082	6,859	-3%	+/- 29%
10,000 – 25,000	17	15,599	14,821	-5%	+/- 25%
> 25,000	N/A	N/A	N/A	N/A	+/- 22%
<b>All Links</b>	<b>139</b>	<b>4,674</b>	<b>4,553</b>	<b>-3%</b>	-

\*Source: *Modal Calibration and Reasonableness Checking Manual*, published by FHWA.

**Table 6-8: Model Performance by Functional Classification**

Functional Classification	Links w/ Counts	Mean Count Volume	Mean Load Volume	% Difference	FHWA Target*	Average Congested Speed
Freeway	8	18,968	19,836	5%	+/- 7%	62
Principal Arterial	31	8,119	7,227	-11%	+/- 10%	44
Minor Arterial	49	3,899	3,985	2%	+/- 15%	39
Collector	51	1,148	1,129	-2%	+/- 15%	37
<b>All Links</b>	<b>139</b>	<b>4,674</b>	<b>4,553</b>	<b>-3%</b>	-	-

\*Source: *Modal Calibration and Reasonableness Checking Manual*, published by FHWA.

*Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT)*

Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) are two values calculated by the model, and are helpful measures in the validation process. In Table 6-9, VMT and VHT per household, and per person within the Auburn-Opelika Metropolitan Planning Area, are shown. The VMT and VHT ratios in Table 6-9 are reasonable and consistent with the level of congestion experienced in the 2010 model.

**Table 6-9: VMT and VHT Validation Measures**

Validation Measure				
Trip Assignment	VMT	VHT	Total Households	Total Population
VMT and VHT - Total	2,584,460	72,510		
VMT and VHT - Per Household	61.5	1.7	42,015	
VMT and VHT - Per Person	28.8	0.8		89,631

*Root Mean Squared Error (RMSE)*

RMSE is an important validation measure that indicates how closely the modeled assigned traffic volumes are to observed traffic counts within the model. FHWA guidelines state an RMSE of 30–50 percent is acceptable and, as seen in Table 6-10, the 2010 AOMPO model has a RMSE of 25.6 percent. With a RMSE of 25.6 percent, the model was accepted as performing very well.

**Table 6-10: RMSE Validation Measures**

RMSE								
	All	0-5K	5K-10K	10K-15K	15K-20K	20K-30K	>30K	
<b>%RMSE</b>	25.6%	33.5%	17.5%	24.1%	12.7%	9.8%	N/A	<b>%RMSE</b>
<b>RMSE</b>	1,117	559	1,239	2,950	2,090	2,199	N/A	<b>RMSE</b>

*R<sup>2</sup> (Least Square Regression Line) Value*

Checking the correlation of modeled volume versus traffic counts, can also be a useful tool in validating a traffic assignment model. The R<sup>2</sup> value indicates how closely the set of data points follow a straight line progression/regression. The value range for R<sup>2</sup> is 0 to 1. The closer the R<sup>2</sup> value is to 1, the better the set of data points fit the line. The 2010 model has a R<sup>2</sup> value of 0.95, indicating that the assigned volumes have a significant correlation with the traffic counts.

*Screenlines*

Another method of checking the performance of a network assignment, is the use of screenlines. Screenlines are imaginary breaks within a network that can be drawn across natural breaks, such as bridges, or drawn to indicate directions and detailed areas of traffic. Table 6-11 shows the screenline analysis performed for the 2010 model. As seen in Table 6-11, all the volume-to-count ratios are well within the maximum desirable deviation for each screenline. Table 6-12 shows a comparison of assigned volumes to traffic counts for selected major roadways in the study area. The screenline analysis shows that the model is assigning trips to the highway network well within recommended guidelines.

**Table 6-11: Screenline Analysis**

Number	Screenline	2010 Assign Volume	2010 Traffic Count	Volume / Count Ratio	Percent Deviation From Base	Maximum Desirable Deviation
1	North and South Split of Auburn and Opelika City Limits	41,062	45,346	0.91	-9%	+/- 19%
2	In and Out of Opelika	54,937	55,748	0.99	-1%	+/- 18%
3	In and Out of Auburn	116,145	116,762	0.99	-1%	+/- 13%
4	North of I-85	74,764	77,758	0.96	-4%	+/- 16%
5	South of I-85	52,884	52,702	1.00	0%	+/- 18%
*	I-85	317,380	303,490	1.05	5%	+/- 9%
*	Major Roadways	155,468	167,386	0.93	-7%	+/- 12%
	<b>Total</b>	<b>815,593</b>	<b>819,192</b>	<b>0.99</b>	<b>-1%</b>	<b>+/- 6%</b>

*\*Note:* These are compilations of either interstate, primary arterial, or collector links on major roads in the study area and are not considered *screenlines*.

**Table 6-12: Model Assigned Volumes with Traffic Counts at Selected Major Roadways**

<b>Major Roadways</b>	<b>2010 Assign Volume</b>	<b>2010 Traffic Count</b>	<b>Volume / Count Ratio</b>	<b>Percent Deviation From Base</b>	<b>Maximum Desirable Deviation</b>
Birmingham Highway North of Patrick Street	12,820	12,820	1.00	0%	+/- 31%
Birmingham Highway East of Waverly Parkway	12,497	13,356	0.94	-6%	+/- 31%
Pepperell Parkway West of Veterans Parkway	25,688	27,990	0.92	-8%	+/- 23%
Martin Luther King Drive East of Shug Jordan Parkway	8,883	7,350	1.21	21%	+/- 38%
South College Street South of Longleaf Drive	23,540	25,830	0.91	-9%	+/- 24%
Gateway Drive South of Fredrick Road	19,133	27,940	0.68	-32%	+/- 23%
Marvyn Parkway South of Gateway Drive	5,219	6,810	0.77	-23%	+/- 39%
Columbus Parkway West of Uniroyal Road	22,677	20,990	1.08	8%	+/- 26%
Lafayette Parkway North of Cusseta Road	2,810	2,950	0.95	-5%	+/- 54%
Pepperell Parkway East of Veterans Parkway	22,201	21,350	1.04	4%	+/- 26%

## 6.5 - Model Volume Maps

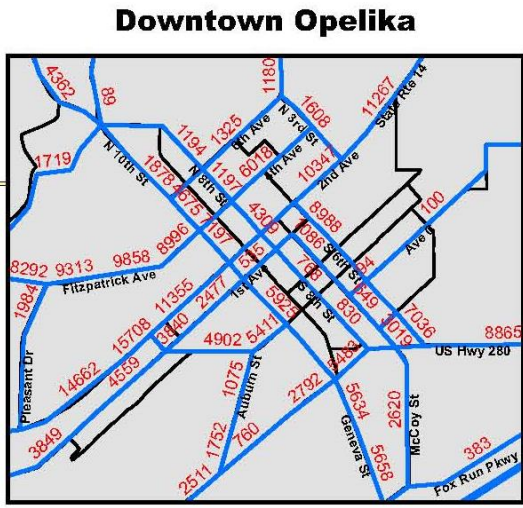
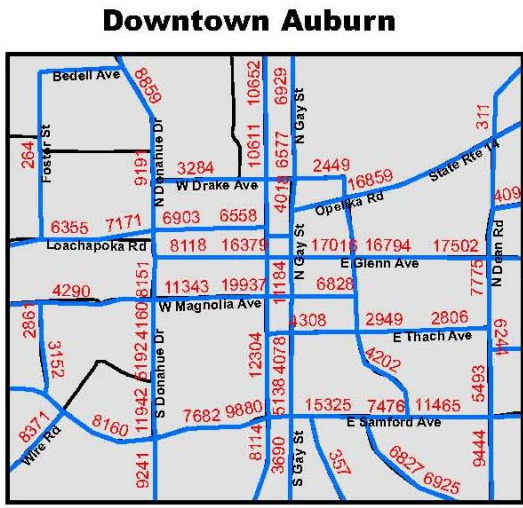
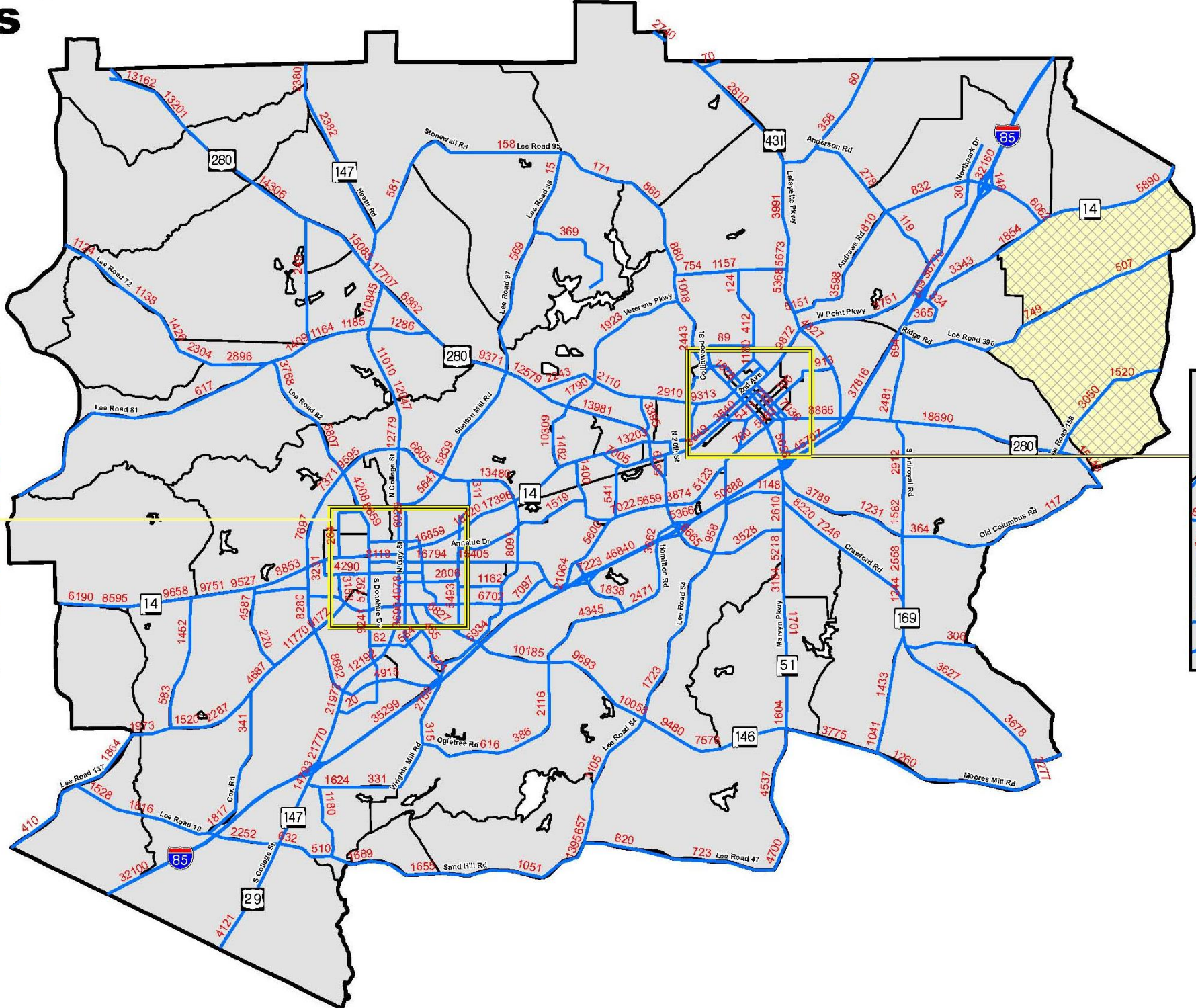


# 2040 Auburn-Opelika Long Range Transportation Plan

## 2010 Auburn-Opelika MPO Travel Demand Model Daily Volumes

**Legend**

- 2010 Travel Demand Model Network
- 2010 Daily Volumes
- Water Body
- AO Metropolitan Planning Area
- Supplemental TAZs



**Figure 6-2**

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

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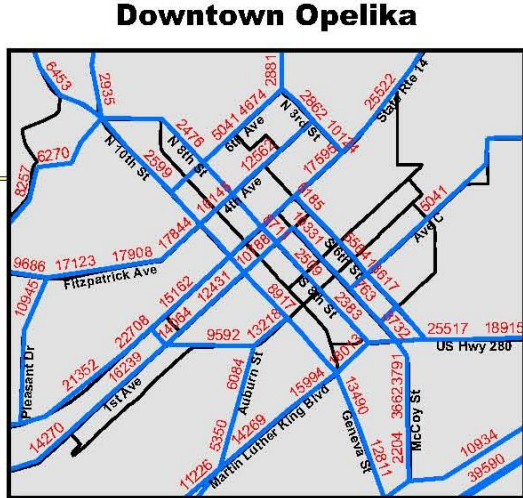
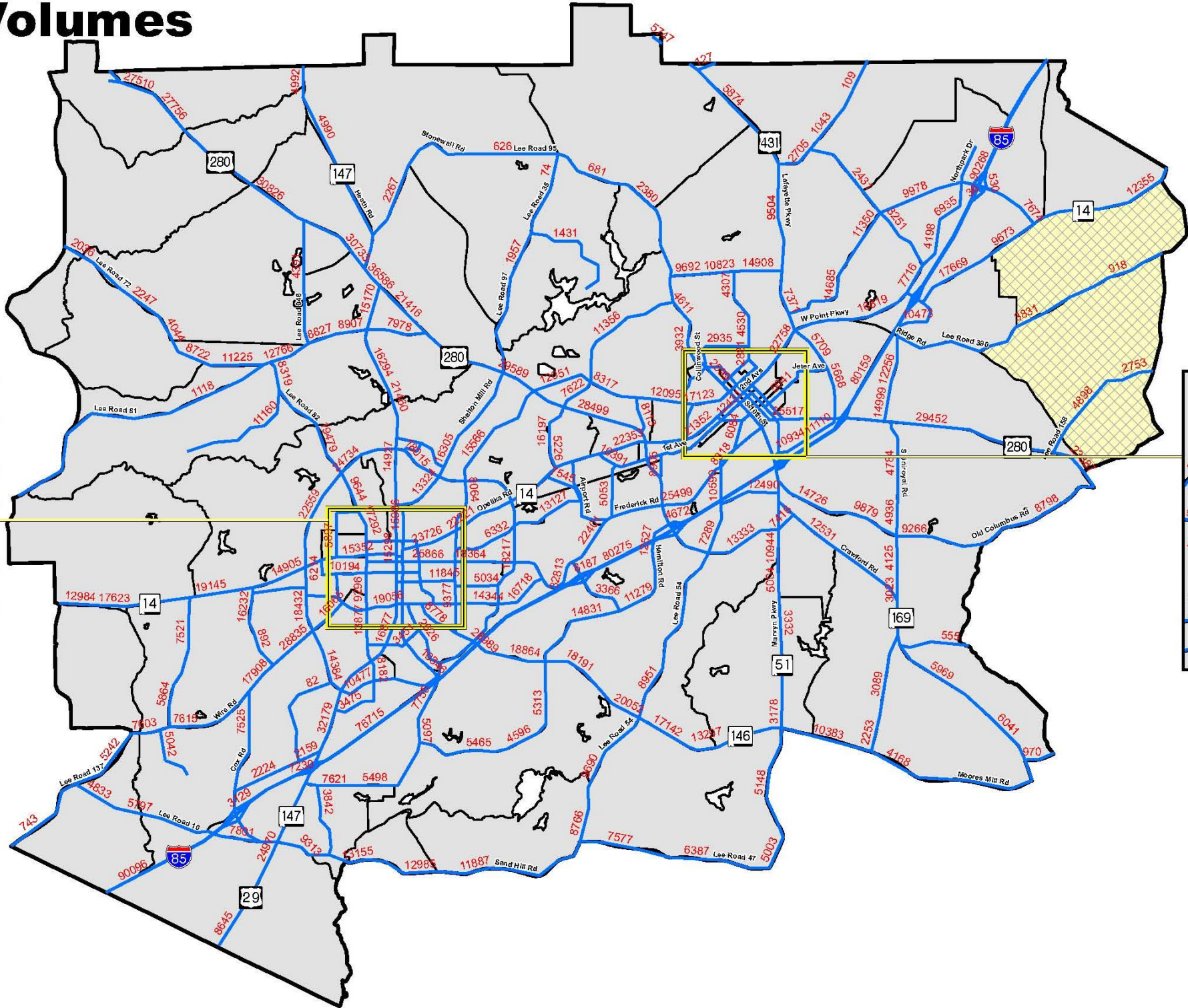


# 2040 Auburn-Opelika Long Range Transportation Plan

## 2040 Build Auburn-Opelika MPO Travel Demand Model Daily Volumes

**Legend**

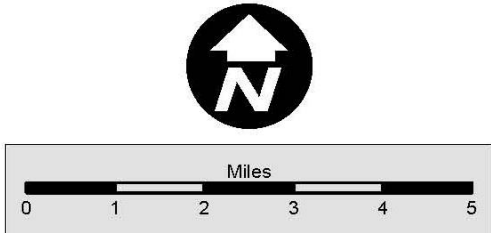
- 2040 Build Travel Demand Model Network
- 000 2040 Build Daily Volumes
- Water Body
- AO Metropolitan Planning Area
- Supplemental TAZs



**Figure 6-3**

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## 6.6 – Environmental Mitigation and State and Local Agency Consultation

MAP-21 requires state transportation agencies to consult with other agencies, in order to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision makers must take into account the potential environmental impacts associated with a transportation plan, in order to mitigate those impacts.

Mitigation, as defined by the National Environmental Policy Act (NEPA), is really a three-level concept. The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource, such as an historic site or a wetlands area.

The second level is minimization, which means that if avoidance is not possible, then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area would have considerably less impact, than re-channeling the stream or filling the wetlands.

The third level is mitigation, which means impact to a resource cannot be avoided. Examples here include recordation of a historic structure that must be demolished, or compensation for filled wetlands by debits from a wetlands *bank*.

A few examples may illustrate how this hierarchy operates. Please note that for these resources there may be many more possible options to avoid, minimize or mitigate.

### Wetlands

Executive Order 11990 requires that agencies *avoid, minimize, or mitigate* wetland impacts, to the extent practical. A map of the wetland areas located in the Auburn-Opelika Metropolitan Planning Area is shown on Figure 6-4.

For these resources, we first try to avoid by shifting alignments. When the wetlands are narrow stream bank wetlands, for example, we may avoid by spanning both the stream and the wet areas adjacent. That assumes the cost to avoid is reasonable.

We may minimize by such actions as:

- narrowing medians,
- constructing fill slopes as steep as warranted by geotechnical investigation,
- alignment shift that may not entirely miss the wetland, but lessen the impact, or
- partial bridging

Mitigation for State projects in Alabama, typically utilizes credits from the established wetland bank owned by the ALDOT. Other banks, including privately owned banks, are available. However, on site mitigation may be possible by, for example, enhancing the remaining portion

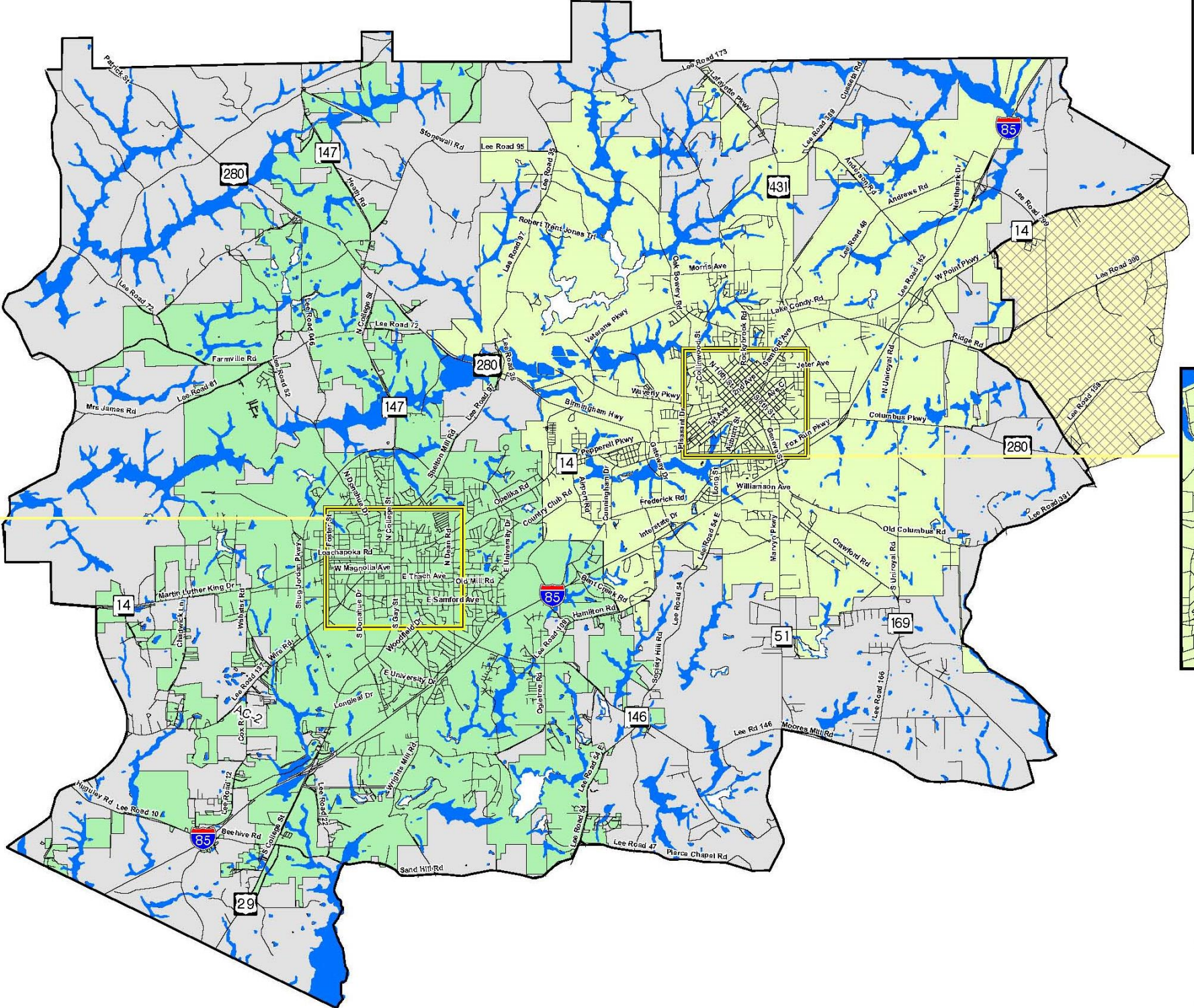


# 2040 Auburn-Opelika Long Range Transportation Plan

## Auburn-Opelika MPO Wetland Areas

**Legend**

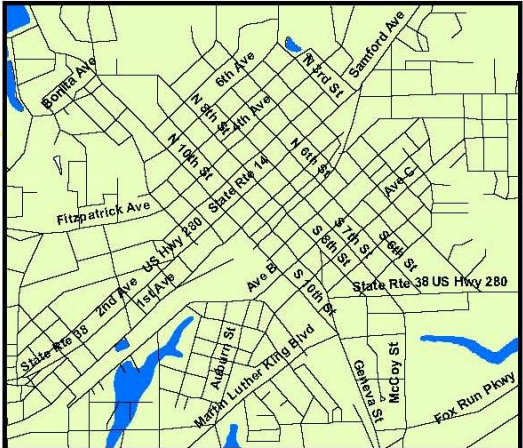
- Roadway
- Wetland
- Water Body
- ▨ Supplemental TAZs
- ▭ AO Metropolitan Planning Area
- Opelika City Limits
- Auburn City Limits



**Downtown Auburn**



**Downtown Opelika**



**Figure 6-4**

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

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of the wetland to function at a higher level. (Restoration/enhancement efforts for isolated wetlands, are usually successful only when involving simple actions like restoring water flow to a former wetland that has been drained.)

Historic Property

Historic properties are protected by both Section 4(f) of the DOT Act\* (as amended) and Section 106 of the Historic Preservation Act. Section 4(f), in particular, creates a high standard to pass before we can say we cannot avoid the resource. (\* Other resources, notably publicly owned recreational lands are also protected by Section 4(f)).

Therefore, we mandate fairly detailed consideration of shifts to either side of each individual resource, as well as all protected resources. The costs and impacts associated with these avoidance alternatives, must be substantial before FHWA can agree to use the resource.

Minimization for historic property, can take the form of planting to screen the view of a modern facility, restoring a stone wall taken by the ROW, or even moving a building, that is historic for architectural reasons, and restoring it in an appropriate location.

Mitigation of historic property, can be in the form of archival quality (i.e., long-lasting) photographs, or line drawings of the structure to be taken. A researched, written narrative of the historical importance of the resource, may also be developed. In some cases, parts of the structure (e.g., approach spans to a longer bridge) may be reused in another application.

Considerations of potential environmental impacts associated with transportation projects, include but are not limited to, the following resources/issues:

<b>RESOURCE/ISSUE</b>	<b>WHY IMPORTANT</b>	<b>REGULATORY BASIS</b>	<b>CONTACT</b>
<b>HAZMAT Sites</b>	Health hazards, costs, delays, or liability for both state and federal projects on either existing or acquired right-of-way	State and Federal law; Guidelines for Ops; ASTM E-1527	<u>Phase-I</u> : Design Bureau/ETS, phone 334-242-6154 <u>Phase-II and III</u> : Materials and Tests Bureau, phone 334-206-2284
<b>Air Quality</b>	Public health, welfare, productivity, and the environment, are degraded by air pollution	Clean Air Act of 1970; 40 CFR Parts 6, 51 and 93; State Implementation Plan	Design Bureau/ETS, phone 334-242-6147; <u>PM-2.5</u> – Design Bureau/ETS, phone 334-242-6315



<b>RESOURCE/ISSUE</b>	<b>WHY IMPORTANT</b>	<b>REGULATORY BASIS</b>	<b>CONTACT</b>
<b>Noise</b>	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life	Noise Control Act of 1972; ALDOT's highway Traffic Noise Analysis Policy and Guidance; 24 CFR Part 51, Subpart B	Design Bureau/ETS, phone 334-242-6147 or 6828 or 6710
<b>Wetlands</b>	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects	Clean Water Act of 1977; Executive Order 11990; 23 CFR 777; 24 CFR Part 55 and 78 FR 68719	Design Bureau/ETS, phone 334-242-6145; US Army Corps of Engineers, phone 251-690-2658
<b>Threatened and Endangered Species</b>	Loss of species can damage or destroy ecosystems, to include the human food chain	Endangered Species Act of 1973; 7 CFR 355; 50 CFR Part 402	Design Bureau/ETS, phone 334-242-6132; US Fish and Wildlife Service, phone 251-441-5181
<b>Floodplains</b>	Encroaching on, or changing the natural floodplain of a water course, can result in catastrophic flooding of developed areas	Executive Order 11988; 23 CFR 650; 23 CFR 771; 24 CFR Part 55 and 78 FR 68719	Design Bureau/ETS, phone 334-242-6145; Bridge Bureau, phone 334-242-6598
<b>Farmlands</b>	Insure conversion compatibility with state and local farmland programs and policies	Farmland Protection Policy Act of 1981; 7 CFR 658	Design Bureau/ETS, phone 334-242-6150; Natural Resources Conservation Service (NRCS), phone 334-887-4500
<b>Recreation Areas</b>	Quality of life; neighborhood cohesion	Section 6(f) of the Land and Water Conservation Fund Act; Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771	Design Bureau/ETS, phone 334-242-6143 or 6152; Alabama Department of Economic and Community Affairs, phone 334-242-5363
<b>Historic Structures</b>	Quality of life; preservation of the national heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; 36 CFR 800	Design Bureau/ETS, phone 334-242-6144 or 6225; Alabama Historical Commission, phone 334-230-2667
<b>Archaeological Sites</b>	Quality of life; preservation of	National Historic Preservation Act of	Design Bureau/ETS, phone 334-242-6144

RESOURCE/ISSUE	WHY IMPORTANT	REGULATORY BASIS	CONTACT
<b>Archaeological Sites</b>	national and Native American heritage	1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; Executive Order 13175	or 6225; Alabama Historical Commission, phone 334-230-2667
<b>Environmental Justice</b>	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness	Executive Order 12898	Design Bureau/ETS, phone 334-242-6529 or 6576; right-of-way office in each respective ALDOT Division

In each of the examples given above, the first contact listed is the ALDOT’s Design Bureau Environmental Technical Section (ETS), not because it is a *resource agency* as defined by Federal regulations, but because it has the multidisciplinary experts who can guide agencies through the early identification of impacts in the initial project planning and development stage. The sooner a potential environmental impact is identified, the more likely it can be avoided, minimized, or mitigated. Early contact with the ETS can insure timely consultation with all potentially affected stakeholders, and compliance with provisions of the National Environmental Policy Act (NEPA) and its enforcing regulations.

#### State and Local Agency Consultation

Consistency with other plans is a key objective in the development of the 2040 LRTP. State and local agencies were asked to provide conservation plans, and/or maps, and inventories of natural and/or historic resources, to reveal any inconsistencies or conflicts the LRTP may have with existing plans.

- Alabama Department of Conservation and Natural Resources  
64 N. Union Street  
Montgomery, Alabama 36130  
<http://www.outdooralabama.com/contact/>
- Alabama Historical Commission  
South Perry Street P. O. Box 300900 Montgomery, AL 36130-0900  
(334) 242-3184  
[www.preserveala.org](http://www.preserveala.org)

- Auburn Heritage Association  
Post Office Box 2248  
Auburn, Alabama 36831-2248  
[info@auburnheritage.org](mailto:info@auburnheritage.org)
- Lee County Soil and Water Conservation District/Auburn NRCS Field Office  
3381 Skyway Drive, Ste. 2, Auburn, AL 36830  
<http://www.lee.al.nacdnet.org/>
- Lee County Historical Society  
P.O. Box 206  
6500 Stage Road (Hwy 14)  
Loachapoka, AL 36865
- Opelika Historic Preservation Commission  
204 South 7th Street, Opelika, AL 36801  
(334) 705-5156

Only one response was received from the state and local agencies that were contacted. The Alabama Historical Commission replied to the request to review the LRTP and stated that their office was looking forward to working with the AOMPO on projects that are developed based on this plan and that they will submit comments when specific projects are identified.

## 6.7 – Livability Indicators

As a measure of sustainability and in direct relation to the **Livability Principles** presented on page 5, the Auburn-Opelika MPO has provided the following **Livability Indicators** for the MPO’s Metropolitan Planning Area (MPA), also known as the MPO Study Area (see map on page 3):

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

Lee-Russell Public Transit provides demand response service to the entire MPA, therefore the percent of jobs and housing located within ½ mile of transit service is 100 percent; see map on page 3.

Related Livability Principle: 1

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO

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

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

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates



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

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

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

Due to the size of the Auburn-Opelika MPO's MPA, 100% of the MPA workforce lives within a 30-minute commute of the primary job centers, which are Auburn University and East Alabama Medical Center; see map on page 3.

Related Livability Principle: 3

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO and Reference USA

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

Percent	Error
13.9%	+/-2.8

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

Percent	Error
3.1%	+/-1.3

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 5

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Alabama Department of Transportation

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

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

Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

These Livability Principles and Indicators are also presented in the May 2014 Amended FY2012-2015 Transportation Improvement Program (TIP).

## 6.8 – Language Assistance Plan

As required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012, the Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed as follows:

- The Hispanic population of the Auburn-Opelika MPO is approximately 3 percent of total population with only 1.5 percent of this population not speaking English very well, thereby requiring the development of a Language Assistance Plan.
- The MPO will provide language assistance services if needed by contacting the Foreign Language Department at Auburn University. The contact is Dr. Ted McVay at 334-844-6356.
- Notice of the availability of language assistance to LEP persons is provided by the Auburn-Opelika MPO.
- The MPO monitors, evaluates, and updates the Public Participation Plan (PPP) as needed.
- Training on MPO staff to provide language assistance is done by the MPO senior staff, local agencies, or consultant. Some guidance is provided by ALDOT.

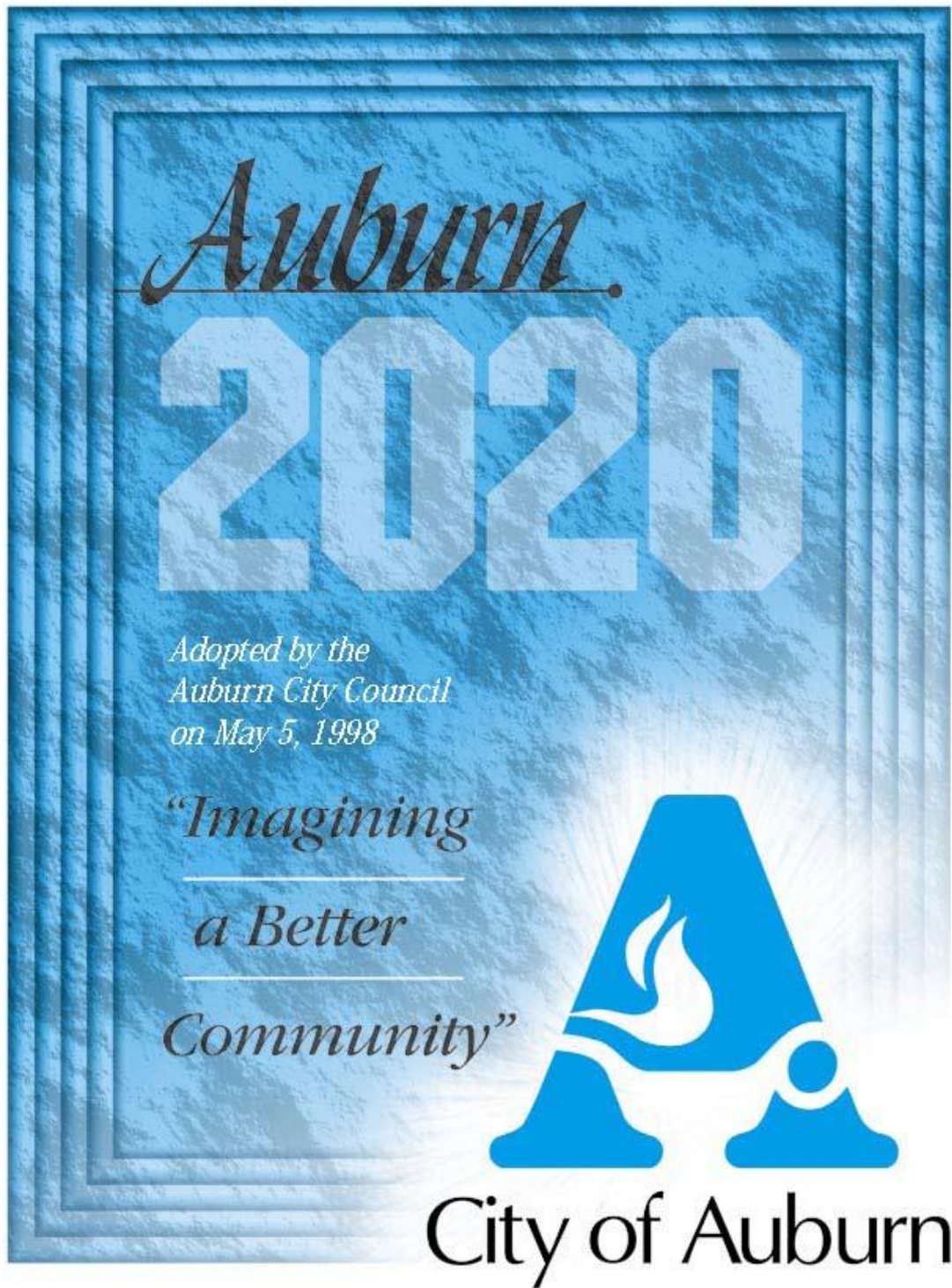
The MPO periodically reviews the above steps to ensure that inadvertent discrimination, on the basis of national origin, is not occurring.

In addition to the above actions, the MPO will provide the following:

- Notice of MPO meetings and hearings in the secondary language of Spanish.
- Translation services for meetings or hearing on request, subject to a notice of 5 working days

Translation services, verbal only, of planning documents subject to notice of 5 working days.

6.9 – Auburn 2020 – Bicycle Plan Element





# AUBURN BICYCLE PLAN

## Introduction

Auburn is a city of people in constant search of ways to improve their lives and the life of their community. This progressive spirit is responsible for many of the City's amenities, ranging from its school system and other public services to its quiet neighborhoods and many tree-lined streets. Because of the benefits of bicycling both to the individual and to society, Auburn residents from all walks of life recognize the importance of improving our bicycling environment.

In many ways, Auburn is an ideal place for bicycle travel. With its warm climate and relatively compact size, the City is a place where cycling is practical for transportation almost throughout the year: winters and commuting distances are both short. Chewacla State Park provides a nearby recreational amenity, and lightly-traveled country roads abound in the area.

The presence of students, faculty, and staff at Auburn University is a key factor for supporting bicycle use in the City. Large numbers of students need low-cost transportation to and from classes, and bicycles provide a convenient means of getting around on the congested University campus. Many faculty members opt for bicycle commuting and leave their cars at home.

Despite their popularity in the City, however, bicycles have remained largely an afterthought with regard to public policy. Few facilities, such as bike paths, have been provided to make cycling safer. Few employers provide bicycle parking and employee showers to encourage bicycle commuting. Many cyclists feel their needs have been subordinated to those of the automobile. While bicycles are an important part of life in Auburn, they have rarely been given significant consideration in the public policy-making process.

In this respect, the City has followed national trends. Over the past thirty years, changes in development patterns have brought on a shift from compact cities

to urban sprawl, causing both individuals and communities to become almost entirely dependent on the automobile for transportation. Instead of neighborhood commercial districts surrounded by residential land uses, we now have huge areas of residential development served by large (and sometimes distant) shopping centers. This land use pattern has been repeated again and again in rural areas until virtually all new residential and commercial developments are located in a way that fosters dependence on the automobile for transportation. As a result, automobiles have often received priority over other forms of transportation with regard to public funding.

The convenience of travel by personal automobile is, understandably, highly valued by Americans. It must be recognized, however, that this convenience comes at considerable cost, both to individuals and to communities. Nationwide, roughly 45,000 people die each year in traffic accidents. Pollutants emitted by automobiles include lead, carbon monoxide, sulfur oxides, and particulates. In addition, automobiles are major contributors to urban noise pollution.

The automobile has brought an unprecedented degree of personal mobility to most Americans and contributed substantially to the economic growth of the country. Today, however, America may be suffering from too much of a good thing. Auburn is not immune to the traffic congestion afflicting cities across the country, and the experience of the last four decades shows clearly that building more and bigger roads will not solve the problem of traffic congestion, let alone the problems of air and noise pollution and the toll exacted from our citizens by traffic accidents. Bicycles offer many benefits that should be considered carefully as funding priorities are set in the future.

The following two sections will further explain the benefits of bicycling and bicycles as transportation vehicles. The technical data for those two sections was supplied by the *Michiana Area Council of Governments (MACOG) Regional Bicycle and Pedestrian Plan* (see full report Appendix D - Resources). The final two sections will discuss the legislative background for bicycling in the United States and Alabama, and the purpose of the Auburn Bicycle Task Force.

### A. Bicycles as Transportation Vehicles

Among the alternatives to single-occupant vehicle use, bicycling offers one unique and important advantage. Like travel by personal automobile, travel by bicycle offers essentially complete freedom of scheduling and route choice. This independence is highly valued by Americans and is the principal deterrent for many to the use of ridesharing and public transportation. Walking offers the same freedom of scheduling, of course, but with a more limited range.

Under certain circumstances, traveling by bicycle can even be faster than traveling by car. A typical 1.5-mile urban commute, for example, can easily be covered by bicycle in 10 minutes. The same distance might require only five minutes of driving, but if drivers must park a 5-minute walk from their destinations while bicyclists can park just outside, as is often the case for urban and suburban destinations, then driving offers no time savings. In congested areas, it may even require more time to drive a certain distance than to bicycle the same distance.

In many parts of the world, bicycles have long been an integral part of the transportation system. The most dramatic example is in China, where automobile ownership is beyond the financial means of the vast majority and where bicycles outnumber autos by 250 to one. Bicycle transportation is not limited to developing countries, however. The Netherlands, Denmark, and Germany are examples of affluent, industrialized countries where bicycles carry a significant fraction of urban traffic. In Groningen, for instance, a city of 150,000 in the Netherlands, fully half of all daily passenger trips are by bicycle. In Delft, also in the Netherlands, the percentage is 43%, and in Erlangen, Germany, and Odense and Copenhagen in Denmark the fraction ranges from 20% to 26%.

A recent study of urban travel behavior in 12 countries in Western Europe and North America concludes that differences in travel behavior are not a result of differing levels of income, technology, or urbanization, but instead arise primarily as a result of differing public policies. “A few regions of the United States are as flat and as densely populated as the Netherlands and thus potentially as conducive to bicycling. Yet nowhere in the United States does bicycling even approach the level of

importance it holds for the Dutch. The northern European countries especially provide extensive, coordinated networks of bikeways in both urban and rural areas, and they either give bicycle traffic priority over autos or at least treat it equally.”  
*(MACOG, Regional Bicycle and Pedestrian Plan)*

While bicycles carry only a very small fraction of passenger traffic in the United States as a whole, there are a number of communities here which actively encourage bicycle use and where bicycles play a significant role in local transportation. U.S. cities often cited as models of bicycle-friendly communities include Palo Alto and Davis, California; Seattle, Washington; Corvallis, Oregon; and Madison, Wisconsin. It is worth noting that harsh winter weather does not preclude the possibility of significant bicycle usage, as the inclusion of Madison on this list demonstrates. St. Paul, Minnesota, where a 17-mile bicycle freeway has been constructed, is another example of a northern city which has recognized the viability of bicycle transportation even in a cold climate.

Currently fewer than 2% of Americans commute by bicycle, but a poll conducted in 1990 by Louis Harris & Associates found that many more Americans would sometimes commute to work if conditions were more favorable. The improvement most desired by these potential bike commuters was provision of safe bike lanes. The poll found that 20% would sometimes commute to work if there were safe bike lanes on roads and highways. Eighteen percent said they would bike to work if their employers offered a financial incentive for doing so, and 17% said they would bike to work if there were showers and secure bicycle storage at the work place.

## **B. Benefits of Bicycling**

Bicycling, used in place of other modes of transportation, offers a number of benefits to society and to individuals. It is important that government officials recognize these advantages and that they take steps to encourage the use of bicycles.



## **1. Benefits to Society**

Bicycling is a non-polluting means of transportation. Automobiles, by contrast, produce 50% of the carbon monoxide, nearly 30% of the lead, nitrogen oxides, and volatile organic compounds, and nearly 20% of the particulate matter emitted in the U.S.

Bicycling conserves non-renewable resources. Automobiles consume about 50% of the petroleum used annually in the U.S. At current rates of production, the U.S. supply of petroleum, including as yet undiscovered resources will be exhausted within 30-40 years.

Bicycling is a quiet mode of transportation. Automobile noise is a nuisance to persons living along residential streets, especially those with high traffic volumes. It is also bothersome to other users of the street who, unlike motorists, are not insulated from their environment.

Bicyclists present much less of a hazard to other road users than do motorists. Traffic accidents claim about 45,000 lives in the U.S. each year, including some 1,000 bicyclists. While serious injuries and even fatalities from bicycle collisions are not unheard of, no one would suggest that being struck by an automobile is preferable to being struck by a bicycle.

Bicycles and pedestrians require less space than automobiles. Automobiles can carry up to 750 persons per hour per meter of lane width on roads with uninterrupted flow, while the same lane width will carry twice as many bicyclists. Automobiles also require much more space for parking than do bicycles. In Auburn, the average parking space is 162 square feet and accommodates one car. In contrast, a bike rack that accommodates ten bicycles will fit in that same parking space.

## **2. Benefits to the Individual**

Bicycling is less expensive than driving. According to figures published by the Motor Vehicle Manufacturers' Association, the average annual cost of operating

an automobile is \$5,675. By comparison, a bicycle typically costs less than \$100 per year to own and operate.

Bicycling provides exercise. Bicycling to work and to other destinations offers an excellent way to incorporate regular exercise into one's daily routine without a major investment of time and financial resources.

Bicycling is less stressful than driving in traffic. According to a University of California study, commuting by car raises blood pressure, lowers frustration tolerance, and fosters negative moods. Bicycle commuters typically report that they enjoy their trip to work, even if the ride is not a particularly scenic one.

### C. Legislative Background

The Code of Alabama states that bicycles "shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle..." (§32-5A-260)

Federal transportation planners recognize the viability of bicycling and walking as transportation modes and are taking steps to encourage their use. Moving America, the National Transportation Policy statement issued by the U.S. Department of Transportation in 1990, states:

"It is Federal transportation policy to: Promote increased use of bicycling, and encourage planners and engineers to accommodate bicycle and pedestrian needs in designing transportation facilities for urban and suburban areas."

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), which provided funding authorization for about \$155 billion in federal assistance to transportation projects in fiscal years 1992-1997, explicitly recognizes "the transportation value of bicycling and walking, and mechanisms to increase consideration of bicyclists' and pedestrians' needs." The bill requires that 10% of the Surface Transportation Program (STP) funds allocated to each state be used for Transportation Enhancement Activities (TEA), a set of 10 activities intended to enhance the environmental,

scenic, or cultural quality of an area affected by a transportation facility. Bicycle and pedestrian facilities are included among these transportation enhancements.

#### **D. Bicycle Task Force**

Clearly, bicycles have enormous potential to benefit the City by improving traffic conditions, reducing costs for parking facilities, and improving air quality. In order to assess these potential benefits and give a focus to cycling-related issues, the Auburn City Council created the Bicycle Task Force to perform the following duties:

- assess the City's needs for safe bicycle travel
- develop priorities and recommendations for bicycle-related projects
- identify resources that are available in the community to implement the recommendations
- establish and encourage cooperation between public agencies, citizens and the private sector in implementing bicycle-related policies
- report to the City Council as to how community resources can best be mobilized to meet the needs identified by the Task Force

This Bicycle Plan is a result of the Task Force's efforts to investigate and express the community's interest in cycling. It contains information about the City's basic cycling infrastructure: existing roads and their suitability for use as bike routes, accident locations and other trouble spots, and existing programs and policies on cycling. It analyzes deficiencies and presents recommendations for specific improvements. Also, it presents goal and policy statements to guide decision-making by City officials in order to bring the Task Force's visions on cycling to reality.

#### **Early Auburn Bicycling History**

Around the turn of the century, a bicycle club was formed in Auburn by such

familiar names as George Petrie and Charles Ross. By then the standard bicycle was the safety model with wheels of equal size, largely replacing the high wheeler which offered a more precarious ride. The club was quite active and its members constructed what became the first bicycle path in Auburn. This was laid out from the south end of Gay Street (at Samford Avenue) to Wright's Mill (now Chewacla State Park). It was nearly six miles long and ran by the side of what was then a clear little stream, through some lovely and rustic spots. At its end the members erected a club house near a swimming hole. This site was probably near the modern day Chewacla Dam. The club also maintained a bicycle race track, as it was called, which was the foot path alongside the railroad from Auburn to Opelika. According to George Petrie, "we had to dismount four times and carry the bikes over two tresses and two cattle gaps. Even so, the record was fifteen minutes from Opelika to Auburn including stops. If you think you can beat that, try it."

It is not known how long the first bicycle club lasted. However, there have been other bicycle clubs formed at Auburn University, and presently there is a club known as the Auburn University Flyers.

#### **Recent Efforts to Provide Bicycle Lanes**

In the late 1980s interest in providing safe means for bicycle travel in Auburn developed. As a result of this, bicycle lanes were added to several streets including Wire Road, Wright's Mill Road (one side), part of Dean Road, and Thach Avenue. However, these lanes suffered from design problems - they were not wide enough or were of varying width, the gutters could catch the narrow tires, uneven curb seams and debris in the lanes caused tripping. In addition, the effort was not coordinated or integrated with other needed initiatives such as education (for both vehicle and bicycle drivers), enforcement, or overall planning so that the lanes did not connect to a city-wide system. The net results were the so-called "bike lanes to nowhere." Eventually, cars began parking in the lanes and bicyclists avoided traveling in unsafe lanes so that these routes were largely abandoned. It is hoped that the present plan will offer a fully integrated system of lanes and paths to the bicycle driver so that the mistakes of the past will not be repeated.

### **Inventory and Analysis**

This section of the Bicycle Plan discusses a wide variety of topics related to cycling in Auburn, including information on population, topography, and existing facilities and programs. It also describes performance measures to quantify the strengths and weaknesses of the City's bicycle facilities. Finally, it identifies deficiencies and recommends specific improvements for meeting these needs.

### **Summary of Existing Conditions**

*Physical Characteristics.* Known as “the loveliest village of the plains,” the City of Auburn is located in a gently rolling area with some moderate to steep grades posing infrequent difficulty to cyclists. Larger challenges lie on the City's outskirts, particularly on North Donahue Drive, Moore's Mill Road, and Sandhill Road, which primarily affect recreational cyclists. However, with nothing in the City resembling mountainous terrain, Auburn's topography is suitable for recreational cycling and commuting. Located at the headwaters of several small creeks, Auburn has no major water bodies posing natural obstacles to traffic circulation.

Man-made features influencing the use of bicycles and the routes chosen by riders include the CSX Railroad, for which there are 12 crossing points in the City; Interstate 85, with four crossing points, two of which are interchanges; and several major highways having large volumes of fast-moving traffic: US 29 (Opelika Rd. and S. College St.), Alabama Highway 14 (Martin Luther King Dr.), and Alabama Highway 267 (Shug Jordan Parkway).

Aside from the highways, many of Auburn's roads, ranging from quiet neighborhood streets to major thoroughfares, are suitable for some degree of bicycle use. Crossing the City requires at least some travel on a major street carrying substantial amounts of traffic. There are a few streets such as Wright's Mill Rd., Moore's Mill Rd., and certain segments of E. University Dr., on which a cyclist can cover significant distances without encountering high-volume, high-speed traffic.

*Population Characteristics.* While still primarily a University town, Auburn



is a growing community with an increasingly diverse population. The 1990 Census indicated a population of 33,830 (full-time residents and students); projected increases of roughly two percent per year are expected to bring the City's population to approximately 41,000 in the year 2000.

As the City's ongoing economic development efforts bring in more industry and business activities, roadway facilities will become more crowded and bicycling can be an attractive alternative to employees in those sectors. For this reason, Auburn's population growth is less and less tied to student enrollment and state funding levels. Business growth is an increasingly important factor in the City's population growth. An additional 20,000 people are expected to move to Auburn by the year 2020 (see Table 1).

**Table 1**  
**POPULATION CHANGES 1960-1990**  
**PROJECTED POPULATION CHANGES 1990-2020**

YEAR	TOTAL POPULATION (AU Student Enrollment)	INCREASE	
		NUMBER	PERCENT
<b>1960</b>	16,260 (8,829)		
<b>1970</b>	22,770 (14,229)	6,510	40
<b>1980</b>	28,610 (18,603)	5,840	26
<b>1990</b>	33,830 (21,537)	5,220	18
<b>2000</b>	40,600	7,220	20
<b>2010</b>	49,500	8,900	22
<b>2020</b>	59,400	9,900	20

Source: 1960-90, US Census of Population  
2000-2020, City of Auburn Planning Dept. Projection  
Student enrollment figures, Auburn University Department of Planning & Analysis

### **Existing Bicycle Facilities and Programs**

The City of Auburn has very little in the way of existing bicycle facilities and programs. The Parks and Recreation Department has planned a Bicycle Rodeo for Fiscal Year 1998. The only designated bike lane is along Thach Avenue from Armstrong Street to Dean Road. This is a narrow bike lane, and not well maintained. There are bike lane signs near Armstrong Street and Dean Road indicating a bike lane on Thach Avenue, but there are no markings on the pavement. On-street parking is not allowed due to the bike lane.

East University Drive from Glenn Avenue to Donahue Drive and Dean Road from Moore's Mill Road to East University Drive are striped wide enough to accommodate bicyclists and pedestrians. The shoulders are fairly well maintained and are currently used by bicyclists and pedestrians. Wright's Mill Road from Camelia Drive to Samford Avenue is striped wide enough on the east shoulder for cyclists, but on-street parking is also allowed. When cars are parked along the shoulder, cyclists are forced into the vehicle travel lane.

There are three planned bicycle projects that will be constructed in the near future. The City of Auburn has received three Intermodal Surface Transportation Efficiency Act (ISTEA) Grants from the Federal Government for two bike paths and one bike lane. ISTEA Grants provide 80/20 (Grant/City) matching funding.

The ISTEA projects are a joint effort between the City and Auburn University as portions of the bike lanes and bike paths are located on University property. The following areas are scheduled to receive bike paths or bike lanes:

- Wire Road from Roosevelt (on the Auburn University Campus) to Cox Road, will receive a separate eight foot bike path, replacing a bike lane that was removed.
- An eight to ten foot bike path will be placed along Donahue Drive from Samford Avenue to East University Drive, and along Wright's Mill Road from East University Drive to Shell Toomer Parkway. This path will

provide a connection between Auburn University and Chewacla State Park.

- The final planned bike path will be along Shell Toomer Parkway. This will be an eight to ten foot separate bike path from Wright's Mill Road (the entrance to Chewacla State Park) to U.S. Highway 29.

### **Goals and Objectives**

#### **Vision Statement**

To enhance the overall livability of the City of Auburn (City), safeguard air quality, reduce traffic congestion, and foster economic gain, this plan seeks to make the City a place where riding a bicycle is safe, convenient, enjoyable and an accepted mode of travel.

**GOAL 1: ESTABLISH A STRUCTURE FOR COORDINATING IMPLEMENTATION OF THE BICYCLE PROGRAM GOALS, OBJECTIVES, AND POLICIES.**

**Objective 1.1** Provide for the implementation of the Bicycle Plan Goals in the city government by providing support resources and identifying staff responsible for coordination.

**Policy 1.1.A** The City shall identify staff (designated coordinators) in the Planning and Engineering Departments who shall be responsible for coordinating the City's implementation of the Bicycle Task Force Goals, Objectives, and Policies; or shall employ a Bicycle Coordinator to fulfill these responsibilities. A sample job description is provided in Appendix C (see full report).

**Policy 1.1.B** The City shall appoint a permanent Bicycle Advi-

sory Board (BAB), composed of volunteers who serve in rotating terms, to work with the designated coordinators to ensure implementation of the Bicycle Plan, said BAB assuming responsibilities and observing procedures set forth in sample by-laws in Appendix B (see full report) of this plan.

Policy 1.1.C The City shall annually review, evaluate and update its Bicycle Program Goals, Objectives, and Policies and establish as needed, additional goals, objectives, and policies.

Policy 1.1.D The City shall promote intergovernmental coordination between the City, Auburn University, City of Opelika, Lee County, and the State of Alabama to facilitate bicycle planning and implementation processes.

GOAL 2: DEVELOP BIKEWAYS, TRAILS, AND OTHER SAFE PHYSICAL FACILITIES FOR BICYCLE TRANSPORTATION.

Objective 2.1 Identify or establish standards to be met in the City for bicycle transportation and recreation facilities.

Policy 2.1.A For bicycle transportation facilities and recreational trails within its jurisdiction, the City shall adopt the engineering standards recommended in the American Association of State Highway and Transportation Officials (AASHTO) Guide to the Design of Bicycle Facilities.

Policy 2.1.B To identify roadway sections which should be considered for bicycle facility development or improvement, the City shall adopt the evaluation

procedure and criteria set forth in the Bicycle Level of Service and Bicycle Network Sections of this plan.

**Objective 2.2** Include planning for the development and improvement of bicycle facilities in the ongoing transportation work programs, capital improvement program budget, zoning, and subdivision regulation reviews within the City.

**Policy 2.2.A** The City shall adopt the Local Bicycle Facility Needs Plan, set forth in the Bicycle Network Section of this plan and in the Bicycle Network Map attached to this plan, to determine those projects that are to be considered for bicycle facilities in its Capital Improvement Program.

**Policy 2.2.B** Roadway, recreational, and greenway projects included in the City's capital improvement program shall be submitted to the Bicycle Advisory Board and the designated coordinators at the earliest suitable stage of planning and/or design (<10% design) to allow for recommendations concerning bicycle-safe designs for the project.

**Policy 2.2.C** The City shall annually apply the recommended Evaluation Criteria to each project in its capital improvements budget and to projects in the Local Bicycle Needs Plan to identify any projects which should be considered for bicycle facilities.

**Policy 2.2.D** The City shall indicate, by symbols or wording, in its work program and/or capital improvements budget, those projects which include designs for



bicycle facilities.

- Policy 2.2.E The City shall include in its planning for bicycle facilities, such safety amenities as appropriate lighting, signal devices capable of detecting bicycles, regular maintenance of bicycle facilities, secure bicycle parking, appropriate signage, and the use of accident data to determine the types of improvements needed.
- Objective 2.3 Provide for non-motorized access-ways (bike paths) for bicycles which allow for passage from developments to adjacent local streets and to adjacent developments.
- Policy 2.3.A The City shall adopt land use ordinances which require provision of non-motorized access-ways (bike paths) for bicyclists to allow for passage from developments to adjacent local roads and to adjacent developments as alternatives to primary access routes via arterial and collector roads.
- Policy 2.3.B The City, through the review process for all site plans, capital improvement programs, and other land use plans, shall ensure that through-routes for bicycles are provided, and that transportation and recreation facilities in such developments meet adopted standards for bicycle facilities.
- Objective 2.4 Include planning for the development and improvement of recreation-related bicycle facilities in the City Parks and Recreation Department Capital Improvement Program.

- Policy 2.4.A For the development and improvement of recreational bicycle facilities, the City Parks and Recreation Department shall use the evaluation criteria developed and recommended by the Bicycle Advisory Board and AASHTO standards.
- Policy 2.4.B The City Parks and Recreation Department shall indicate in its Capital Improvement Program those projects which include designs for bicycle facilities.
- Policy 2.4.C The City Parks and Recreation Department shall provide the department's preliminary Capital Improvement Program to the Bicycle Advisory Board and the designated coordinators in order to provide timely review of bicycle facility plans.
- Policy 2.4.D The City shall provide to the Bicycle Advisory Board and the designated coordinators an annual bicycle accident report which is not restricted to accidents involving a motor vehicle, to identify frequent accident locations for recreational bicycle and facility design review.

GOAL 3: COORDINATE WITH LOCAL ORGANIZATIONS AND INSTITUTIONS TO DEVELOP PROGRAMS TO INFORM THE PUBLIC REGARDING ALABAMA BICYCLE TRAFFIC LAWS, SAFE BICYCLE OPERATION, AND RECOMMENDED ENGINEERING STANDARDS.

- Objective 3.1 Implement a program of public awareness activities regarding bicycle traffic safety practices through the efforts of the City's departments and agencies.

Policy 3.1.A The City shall cooperate in programs developed by the Bicycle Advisory Board and the designated coordinators to distribute bicycle and traffic safety information to the general public.

Policy 3.1.B The City shall coordinate with Auburn University and the City School Board to develop programs to educate and inform students of bicycle traffic safety practices and related topics.

Policy 3.1.C Through the Bicycle Advisory Board, the City shall seek out and develop opportunities to cooperate with local civic organizations, businesses, and related groups in promoting observance of bicycle traffic safety laws, helmet usage, safe bicycle operating practices, and related information.

Policy 3.1.D The City's Parks and Recreation Department shall include bicycle traffic safety courses in its regular program offerings to all age groups.

Policy 3.1.E The City shall cooperate with the designated coordinators in a citywide program to distribute bicycle traffic safety material at points of sale for cars, bicycles, and sporting goods within the City.

GOAL 4: ESTABLISH AN ACTIVE ENFORCEMENT PROGRAM REGARDING ALABAMA TRAFFIC LAWS.

Objective 4.1 Establish law enforcement programs to enhance the enforcement of Alabama's traffic laws.

Policy 4.1.A The City shall encourage its law enforcement agency to adopt a program of active enforcement of

Alabama's bicycle traffic laws with particular attention to the rights of bicyclists to use the roadways and to the responsibilities of both motorists and bicyclists, in regard to their mutual obligations in the use of transportation facilities.

Policy 4.1.B The City shall encourage its law enforcement agencies to adopt an ongoing training program recommended by the Bicycle Advisory Board which is designed to familiarize officers with Alabama law regarding bicycle traffic laws, special problems related to bicycle traffic conditions, and appropriate enforcement techniques.

Policy 4.1.C The City shall encourage its law enforcement department to participate actively in the Bicycle Advisory Board.

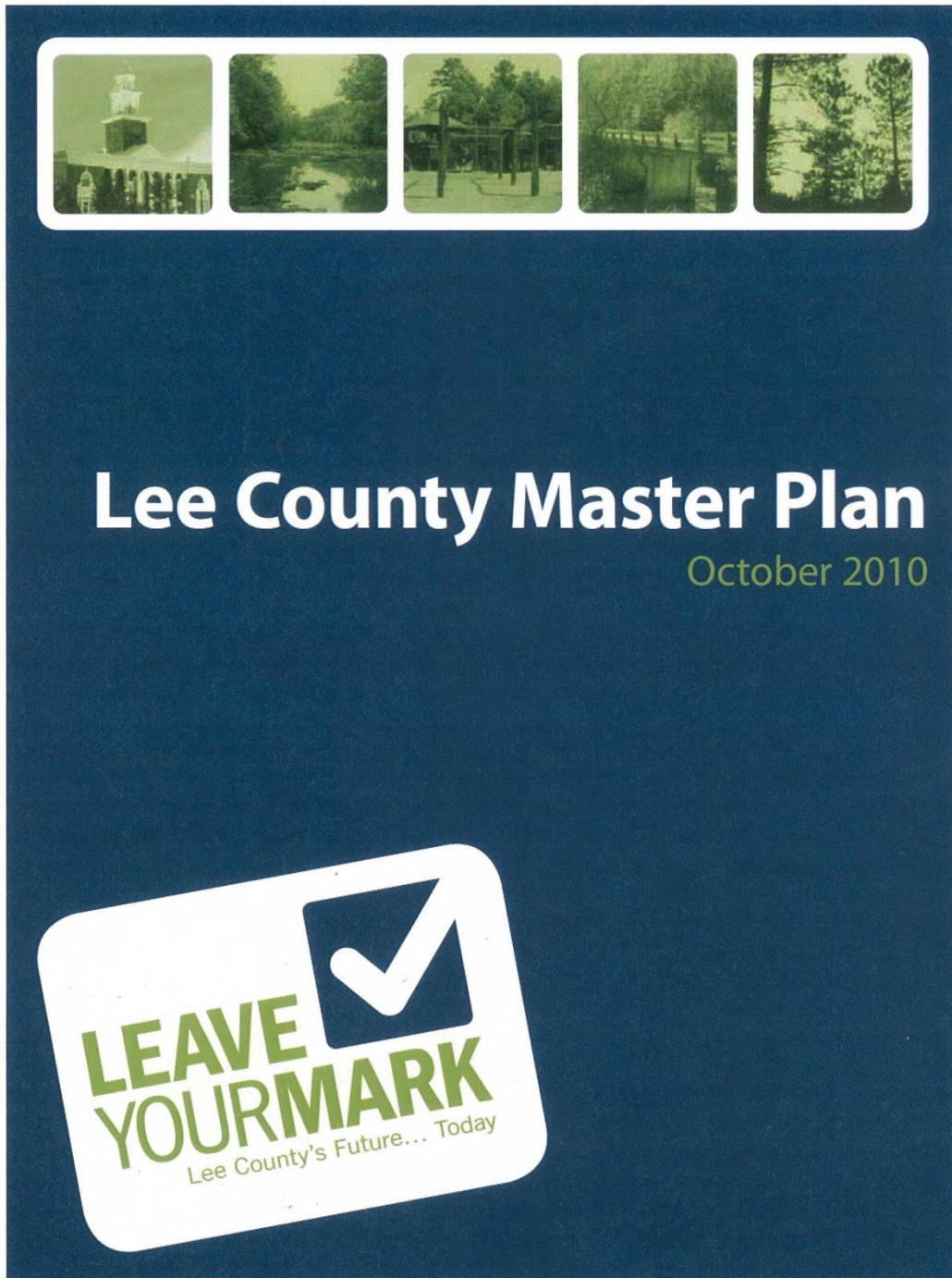
GOAL 5: ENCOURAGE PEOPLE TO BICYCLE FREQUENTLY AS AN ALTERNATE MODE OF TRANSPORTATION

Objective 5.1 Foster a positive public outlook toward bicycling.

Policy 5.1.A Through the Bicycle Advisory Board, the City shall provide for ongoing communication with citizens to identify and implement additional policies and programs which foster the use of bicycles.

Policy 5.1.B The City shall seek out cooperative programs with the state of Alabama and other public and private sector entities to provide recreational trails for bicycle use.

6.10 – Lee County Master Plan – Transportation Element





## TRANSPORTATION ELEMENT

### TRANSPORTATION CONCEPT AND PURPOSE

The primary objective of the transportation concept is to support land use activities and the efficient movement of people and goods through a variety of travel modes. In accordance with the overall Master Plan for Lee County, the transportation element seeks to balance mobility with access, and to create pedestrian and bicycle friendly communities that improve neighborhood quality while meeting the mobility and economic development needs of the county. The focus area for transportation considerations and recommendations in the Lee County Master Plan includes the unincorporated areas of Lee County within the Lee-Russell Rural Planning Organization (RPO). Consideration was given to travel demands and resulting needs throughout the county, including locations in the urban areas that serve as feeders for travel demand and needs.

An efficient transportation system is vital to the area's livability as well as the region's economic growth. Efficiency is achieved by linking land use planning with transportation planning, resulting in adequate highway capacity to support planned or anticipated growth and accompanying travel demands. Alternative mode options, including public transit, bicycle and pedestrian facilities, are also important components of an integrated system. By reviewing the transportation program in the context of local land use, activity centers, anticipated development and densification, economic development, and public expectations and priorities, the County is assured that its limited funds are used in the most appropriate manner.

### TRANSPORTATION GOAL

Transportation that is safe and efficient for all users, with roads that are regularly repaired and improved, with enhanced signage and lighting, and infrastructure for pedestrians, bicyclists, and transit riders.

### RECOMMENDATIONS

#### Land Use/Transportation Compatibility

To ensure compatible transportation services and roadway network within the character areas as development continues, the 11 character areas identified in the Conceptual Development Framework were grouped into the following 4 predominant typologies for which appropriate transportation recommendations can be made:

- *Urban core and suburban areas* (Urban Core, Suburban, Suburban Center) – Roadway facilities will be more urban in design character, with most including curb and gutter and often with sidewalk. Major intersections will provide for pedestrians, and interconnected signal systems will facilitate traffic flow along key corridors. Additionally, these areas will be most likely to offer—and have sufficient demand to support—transit services.
- *Key corridors* (Corridor Development) – Defined as major linear transportation routes which include mixed land uses and access management, these corridor character areas exist along the major regional, state and/or federal facilities, beginning at the Auburn-Opelika urban area boundary. They currently include US 280/431 southeast of Opelika through Smiths Station, US 29 northeast of Opelika to the County line, US 431 north of Opelika to the County line, and US 280 northwest of Auburn to the County line. Access management strategies addressing access/driveway breaks, signal spacing, and turning movements are critical components for supporting increased mobility along the corridors.
- *Rural* (Rural Center, Rural Residential, General Rural, Rural Agriculture) – Major roadways in rural areas will have enough demand to warrant turn lanes and acceleration/deceleration lanes, and intersections will

require increased attention. Bicycle and pedestrian facilities will be oriented towards schools, parks and community facilities. In many cases, these will be better provided as part of a multi-use trail/greenway not requiring extensive work adjacent to the roadway. Public transit opportunities will most likely be focused on connecting rural centers to each other and to the urban areas. In addition, providing service between rural centers and rural residential neighborhoods should be considered when sufficient demand exists, possibly through rideshare options.

- **Conservation and special areas** (Conservation, Preservation, Special District) – Roadways expected within the conservation and special areas would be two-lane facilities designed to the standards required to service the traffic that already exists. As such, some of these roadways may require more frequent resurfacing to maintain them under the heavier loads experienced at landfill/logging sites, along with additional base, shoulder, intersection and signage needs. Improvements should be concentrated on the County maintained roads identified as “deserving attention” due to their importance for countywide connectivity. Due to the desire to conserve and preserve within these areas, the addition of new roads or lanes should be avoided, and points providing permanent access to the road minimized.

### **Roadway Improvements**

**Congestion** – An examination of existing AADT indicated that County roadways with a volume exceeding 4,000 vehicles per day should be the focus for potential improvements. These include County Roads 54, 97, 146, 212, 223, 236, 240, 248, and 427. Additionally, roadways in areas forecast to experience high growth are also important for further examination. These include County Roads 10, 72, 82, 137, 246, 250, 279, 298, 318, 379, and 430.

**Truck Traffic** – Truck traffic will continue to be an important consideration for traffic patterns and countywide mobility, especially with the advent of manufacturing facilities like Kia and their suppliers. Increased truck volumes are likely to be seen on I-85, US 280/431, and US 431 north of I-85 in the coming years due to the new Kia plant and associated activity along I-85 in Alabama and Georgia, as well as increased military activity in the Columbus area.

**Safety** – Given the amount of traffic they carry, it is not surprising that many of the county’s high accident intersections are located where County roads intersect the State Route system. County staff should continue coordinating with ALDOT, the MPOs and local governments to ensure the State system continues to be evaluated and assessed as a part of ongoing safety programs that fund improvements in both urban and rural areas.

**Bridges** – Efforts to replace all 112 County maintained bridges should continue over the plan horizon period. Priority should be placed on bridges receiving a sufficiency rating less than 50, as well as those found to be structurally deficient, functionally obsolete or 50 or more years of age, particularly for any such bridges located along corridors designated for focus attention due to projected high traffic volumes and growth.

**Pavement Condition and Paving** – It is anticipated that the County will continue to place resurfacing priority on the State Graded Roads. Given the increased total mileage of paved roadways in Lee County combined with additional travel demand driven by population growth, it is recommended the County re-examine its current funding allocations for resurfacing and paving. Currently the County apportions approximately the same amount of monies towards resurfacing as paving, although three times as many roadway miles require maintenance. Continuation of this imbalance could threaten the County’s ability to secure its federal funding allotment via ALDOT due to its inability to properly maintain the State Graded Roads. It is recommended the County aim first to properly maintain its current inventory of paved roadways prior to adding any further mileage by paving dirt roads. Should any future paving projects move

forward, determination of which dirt roads to include is expected to follow the general guidelines currently set forth by the County.

*Signage* – Efforts by Lee County's Highway Department to establish a comprehensive signage inventory should continue.

#### **Proposed Simplified Lee County Functional Classification**

The simplified functional classification system being proposed (see Figure 3.6) is intended to provide a more refined system for collectors in the non-urbanized area in relation to likely growth. It supports future cross-county connectivity while maintaining compatibility with the Master Plan concept as well as the ALDOT/MPO classification system currently in use. Additionally, analysis of which roadways warrant additional focus was considered in developing this system. The proposed system consists of five categories: US and State routes, urban arterials and collectors, Lee County major collectors, Lee County minor collectors, and Lee County local roads.

#### **Access Management**

A very effective tool in providing a safer traveling environment, access management practices can benefit roadside properties throughout the county by promoting safety and improving roadway capacity. Access management is primarily a factor with major rural collectors and US routes in Lee County. In addition, the safety analysis of Lee County roads can assist in identifying locations where access management may be appropriate. It is recommended the County initiate development of access management guidelines and standards for use along key corridors in the unincorporated portions of the county as development continues.

#### **Public Transportation**

In accordance with the desire for more public transit noted during the development phase, there should be an increased emphasis on building a multimodal transportation system for transit and non-motorized modes of travel as development occurs in projected growth areas. Transit operations in rural areas are best when they target specific markets, such as commuters. As the county continues to develop, the opportunity for carpooling, vanpooling and other travel demand management services may be appropriate. The County should continue to monitor the need for transit in coordination with LRPT and ALDOT.

#### **Bicycle and Pedestrian**

In coordination with its planning partners, Lee County should initiate a study to develop a Bicycle and Pedestrian Plan for the county that coordinates with existing plans by Auburn and Opelika. The plan would outline where bicycle and pedestrian facilities can complement local activity centers and enhance circulation, focusing on potential opportunities for multi-use pathing in order to connect rural centers internally with nearby schools and community facilities, then to the nearest urban area. Development of sidewalks should be undertaken in concert with local jurisdictions, with the goal of getting in front of evolving needs and local demand. The County may also consider relooking its subdivision regulations regarding provision of bicycle and pedestrian facilities, as well as its own guidelines regarding the incorporation of such facilities in roadway upgrade projects.

#### **Level of Effort Costs**

Table 3.3 identifies recommended improvements to the Lee County transportation system over a 20-year planning horizon. In addition, planning level cost estimates are provided as an indication of the level of funding that would be required. Cost estimates are based on review of various unit cost assumptions/historic data (ALDOT, LRTPs, County review).

TABLE 3.3 – IMPROVEMENT RECOMMENDATIONS

Improvement Type	Units for Improvement	Cost per Unit	Total Cost over 20-Year Planning Horizon
<b>Roadway</b>			
Major upgrade/reconstruction	55 miles <sup>1</sup>	\$510,000	\$28,050,000
Resurfacing/shoulder improvements	395 miles <sup>1</sup>	\$175,000	\$69,125,000
Paving (grade, drain, base and pave)	80 miles <sup>1</sup>	\$205,000	\$16,400,000
Intersection improvements	40 intersections	\$350,000	\$14,000,000
Bridge rehabilitation/replacement	114 bridges	*2	*2
<b>Bicycle/Pedestrian</b>			
Bicycle/multi-use path connectors <sup>2</sup> (both sides)	60 miles	\$225,000	\$13,500,000
Sidewalk/pedestrian improvements (one side, with both sides in some locations) (in 11 rural centers)	22 miles	\$150,000	\$3,300,000

<sup>1</sup> Estimated needs for 20-year period address approximately 50 percent of County maintained system.

<sup>2</sup> Bridge rehabilitation/replacement Improvements continued under ALDOT bridge program.

<sup>3</sup> Estimated needs would provide connectivity from each quadrant of the county to the urbanized areas, towards Smiths Station in the southeast, and north-south near the Chattahoochee River in the eastern part of the county.

**Potential Funding Strategies**

It should be stressed that sufficient levels of funding are not available to address all transportation needs. In general, revenues are down across all federal and state programs, worsening the gap statewide between available funding and needs and impacting the prospects for Lee County's programs. As before, the County's needs must compete with other jurisdictions for federal and state funding categories. Federal discretionary funding awards have become increasingly competitive as needs exceed available funds by such a large margin across the board. Options for addressing funding needs include:

- Develop a methodology for tracking transportation improvement costs in rural/small urban areas of the county as a means of informing the Commission, local small urban municipalities and the public about where money is being spent.
- Continue participation by County staff in MPO planning activities to ensure the County receives its full share of funding to support improvement projects in applicable areas.
- Develop a formula for determining a balanced allocation of federal funds for incorporated/unincorporated areas based on total lane miles of road. Federal funds are allocated to the State, who in turn passes it on to the County.
- Identify local projects in small urban areas which focus predominantly on municipal needs (e.g., local street traffic circulation, sidewalk and bike trail improvements) as potential candidates for local funding.

## CONCLUSION

It is recommended that future roadway improvements focus on those corridors expected to experience the greatest travel demands, locations with higher accident occurrences, and facilities near freight generators. In consideration of anticipated growth areas and the proposed development framework, the County should continue to coordinate with ALDOT and the MPOs to implement upgrades to support the specific needs of the character areas. Further examination of roadway locations with both higher accident numbers and AADT greater than 1,000 could assist in prioritizing future improvements, particularly when serving areas expected to experience more aggressive growth. As a follow-up to the Master Plan, the Planning Commission and County staff should begin development of typical sections, design standards and access guidelines for the key travel corridors in the county, making sure the proposed standards and guidelines are in accordance with the character area typologies.

Examples of improvements for consideration in the near future include intersection improvements in high accident areas, capacity improvements for high priority roads, and access management projects to improve utilization and efficiency and balance mobility with land access. Longer term projects would include widening and realignments for high priority transportation corridors, which typically require substantial time to gain necessary approvals, undertake design and allow for public comment.

Lee County may want to consider the implementation of a "checklist" of transportation needs for new development that may be provided by developers. The County should establish standards for new development that include bicycle and pedestrian amenities tied to new commercial or housing developments, particularly those located in or adjacent to urban areas. Imposing fees on development directly related to anticipated impacts is a means by which the County could proactively enlist the assistance of developers in providing traffic circulation and bicycle/pedestrian improvements resulting from development-driven growth. Counties and municipalities nationwide have exercised this option, which has in turn resulted in more integrated community projects.



6.11 – ALDOT Bicycle and Pedestrian Plan – ALDOT Fourth Division (former)

# ALABAMA DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN PLAN



2010



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### **ALDOT Fourth Division**

The Fourth Division is located in the east central part of the state. It contains the Talladega National Forest and Lake Martin. There are numerous state parks within this division as well as the Black Belt Nature and Heritage Trail, the Talladega Scenic Drive National Scenic Byway, and the Appalachian Highlands Scenic Byway. The Chief Ladiga Trail runs through the north part of this division.



#### Existing Bicycle and Pedestrian Plans

The planning organizations within this division have also been very proactive with regards to the planning and implementation of bicycle and pedestrian facilities. The following plans have been identified:

- City of Auburn Bicycle Plan, 1998
- City of Auburn Greenspace and Greenway Master Plan, 2007
- Calhoun MPO Bicycle Pedestrian Plan, 2003
- City of Talladega Bicycle Master Plan, 2008
- City of Opelika Sidewalk and Bike Lane Plan, 2008

#### Route Description

There are four state bike routes that pass through the Fourth Division. State Bike Route EW2 runs through the northern tip of the division on US 278 and connects onto the Chief Ladiga Trail in Piedmont. An alternate route through the City of Piedmont on N. Central Avenue is recommended due to the existing traffic signal at US 278. N. Central Avenue provides a direct connection to the Chief Ladiga Trail.

State Bike Route EW3 runs through the central part of the Fourth Division and utilizes AL 76, AL 21, AL 77 and AL 22. The AL 77 section passes through Talladega National Forest.

State Bike Route EW4 runs through the southern part of the division from Montgomery and Tuskegee eastward to Phenix City. The state bike route utilizes US 80, which is the Black Belt Nature and Heritage Trail Scenic Byway, until just before US 280 in Phenix City. An alternative route through Phenix City is recommended due to traffic volumes on US 80. There are good local street alternatives. The state route should end no further east than 28th Avenue.

State Bike Route NS3 runs from near the Chief Ladiga Trail to the Lake Martin area. The northern section is on the Appalachian Highlands Scenic Byway and the Talladega Scenic Drive National Scenic Byway and then continues south on AL 49. An alternative route through the City of Piedmont is recommended due to the required weaving movement for bicyclists on US 278 should AL 9 be used through the city. Instead, bicyclists should cross US 278 at the traffic signal at N. Center Avenue.



### Connections

A bike route connection from NS3 into Montgomery runs through Alexander City and adjacent to Wind Creek State Park on AL 22. Two other bike route connections link the metropolitan areas of Auburn and Opelika to the State Bike Route EW4 using US 29 and AL 51, respectively.

State Bike Route EW3 connects onto GA 34 that provides links to the West Point Lake area and Georgia State Bicycle Route 5.

### Rails-to-Trails Projects and Plans

According to the 2008 Rail Plan published by the ALDOT Bureau of Transportation Planning and Modal Programs, the City of Anniston would like to extend the Chief Ladiga Trail approximately 5 ½ miles southward. Negotiations are ongoing with Norfolk Southern.

### Key Planning Partners

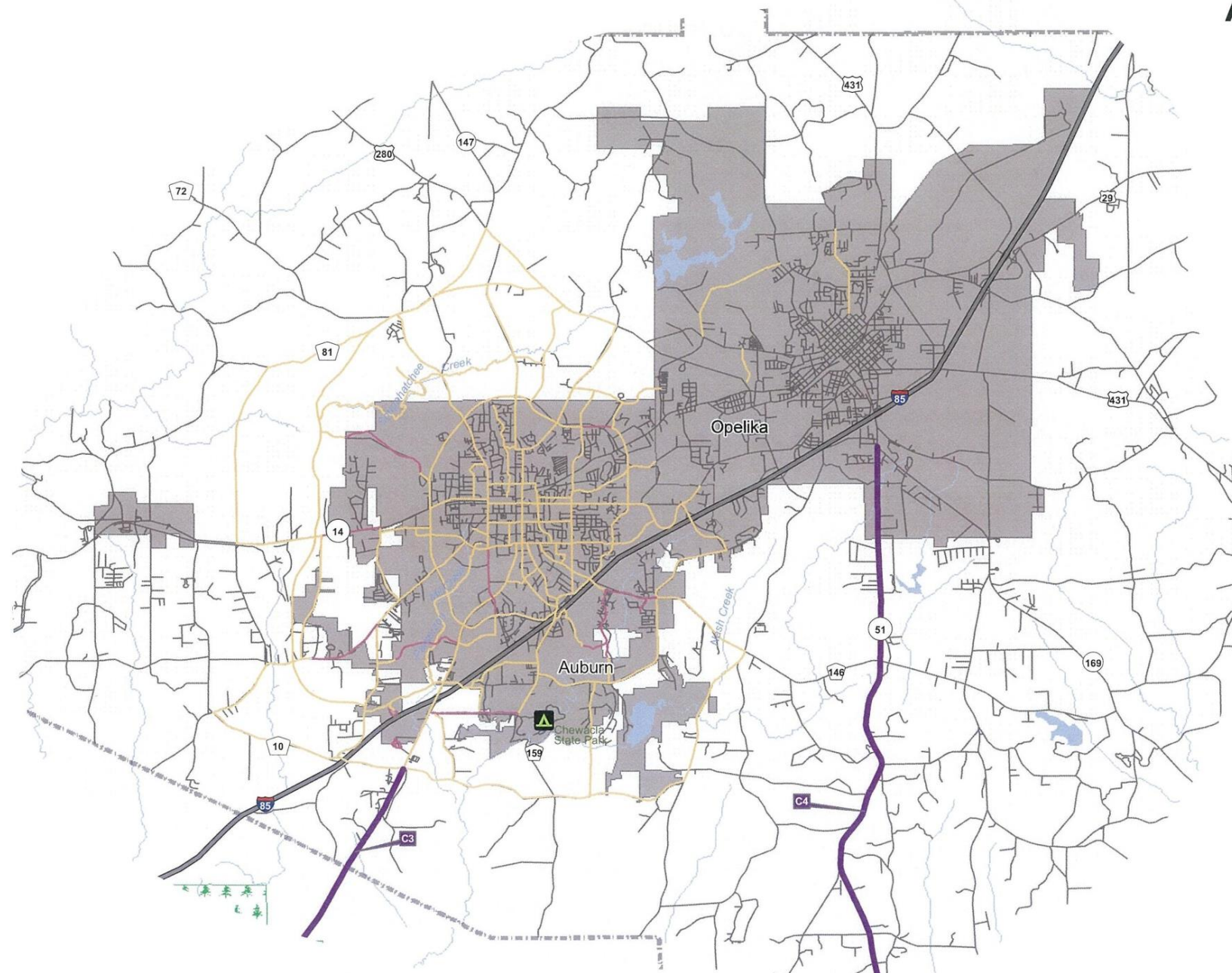
- East Alabama Regional Planning and Development Commission (EARPDC) – Calhoun County, Clay County, Cleburne County, Chambers County, Coosa County, Randolph County, Talladega County, Tallapoosa County
- Lee-Russell Council of Governments (LRCOG) – Lee County, Russell County
- Calhoun Area Metropolitan Planning Organization
- Auburn-Opelika Metropolitan Planning Organization
- Columbus-Phenix City Metropolitan Planning Organization
- Individual counties and municipalities





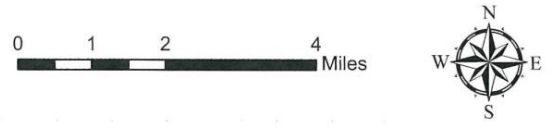
# Auburn/Opelika Area

Existing, Planned, and Proposed Bicycle Facilities



**LEGEND**

- County Lines
- Interstate Highways
- US Routes
- State Roads
- County Roads
- Historic Sites
- National Forests
- State Parks
- Abandoned Rail Line
- Proposed State Bicycle Route
- Proposed State Bicycle Connector Route
- Scenic Byway
- Existing/Planned On-Street Bicycle Facility
- Existing/Planned Shared-Use Path



## ALABAMA STATEWIDE BICYCLE ROUTES

PRODUCED BY: GOODWYN, MILLS AND CAWOOD INC. 2010

**6.12 – 2013 Public Participation Plan (Amended May 2014)**



**FINAL  
2013 PUBLIC  
PARTICIPATION PLAN  
(PPP)  
AMENDED MAY 2014**

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

Prepared by:  
Lee-Russell Council of Governments  
Opelika, AL

Adopted:  
14 May 2014

Auburn-Opelika  
Metropolitan Planning Organization  
(AOMPO)

**2013**  
**PUBLIC PARTICIPATION PLAN**  
**AMENDED MAY 2014**

This document is available at [www.lrcog.com](http://www.lrcog.com)

For information regarding this document please contact:

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This Public Participation Plan (PPP) was prepared as a cooperative effort of the US Dept. of Transportation (USDOT), Federal Highway Administration (FHWA), Alabama Dept. of Transportation (ALDOT), the Auburn-Opelika Metropolitan Planning Organization (AOMPO) and its local governments as a requirement of 23 USC 134 and 135, amended by MAP-21 Sections 1201 and 1202, July 2012. The contents of this document do not necessarily reflect the official views or policies of the US Dept. of Transportation.

Auburn-Opelika  
Metropolitan Planning Organization

**FY2014 Policy Board and  
Advisory Committee Membership**

Policy Board

Gary Fuller, Chair

Bill Ham, Jr., Vice-Chair

Bill English

Larry Gray

Johnny Lawrence

DeJarvis Leonard

Tom Worden

Mark D. Bartlett\*

Robert Jilla\*

Mayor, City of Opelika

Mayor, City of Auburn

Probate Judge, Lee County Commission

Councilman, City of Opelika

Commissioner, Lee County

Division Engineer, ALDOT Fourth Division

Councilman, City of Auburn

Administrator, FHWA Alabama Division

Bureau Chief, Transportation Planning and Modal Programs,  
ALDOT

Technical Advisory Committee

Jeff Ramsey, Chair

Justin Hardee, Vice-Chair

Keith Bryan

Ben Burmester

Suzanne Burnette

Forrest Cotton

Sanford Downs

Brandy Ezelle

Steve Haynes

Mike Hilyer

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Public Works Director | City Engineer, City of Auburn

County Engineer, Lee County

Transportation Planner | GIS Coordinator, LRCOG

Auburn University Campus Planning

Executive Director, LRCOG

Planning Director, City of Auburn

Transit Director, LRCOG

Traffic Engineer, City of Auburn

Pre-Construction Engineer, ALDOT Fourth Division

Public Works Director, ESG

Tiger Transit Manager, Auburn University

Director, Auburn University Regional Airport

Public Safety Director, City of Auburn

Sheriff, Lee County

Planning Director, City of Opelika

Civil Engineering Professor, Auburn University

Police Chief, City of Opelika

Metropolitan Transportation Planning Administrator, ALDOT

City Engineer, City of Opelika

Transportation Planning Engineer, FHWA Alabama Division

Appraisal Department Director, Lee County

Information Technology Director, City of Auburn

Chief Technology Officer, City of Opelika

Division Engineer, ALDOT Fourth Division

Federal Transit Administration

Citizen Advisory Committee

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

\* indicates non-voting status

## MPO RESOLUTION 2014-03

### Adopting the FINAL 2014 Public Participation Plan

**WHEREAS**, the Auburn-Opelika Metropolitan Planning Organization (AOMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by MAP-21 Section 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

**WHEREAS**, Title 23 CFR 450.316(a) et al, provides that the MPOs must prepare a participation plan to describe the process to ensure all citizens have reasonable opportunities to be involved in transportation planning, and further describes the means, methods and formats used in providing those opportunities; and

**WHEREAS**, consistent with the declaration of the above provisions, the Auburn-Opelika Metropolitan Planning Organization, in consultation with the Alabama Department of Transportation, has prepared a Final 2014 Public Participation Plan (PPP); and

**WHEREAS**, in meeting requirements of 450.316(a)(1)(ix), the MPO agrees to periodically review the effectiveness of procedures and strategies intended to provide full and open access to all citizens; and

**WHEREAS**, pursuant to 450.316(a)(3) the MPO has provided several opportunities for public review and comment on the Draft 2014 Public Participation Plan (PPP) prior to MPO approval during a 45 day period from, February 14, 2014 to April 18, 2014; and

**WHEREAS**, the Auburn-Opelika MPO has reviewed its public participation procedures, to assure that full and open access to the transportation planning process is provided to all citizens, to maintain consistency with federal and state requirements, and to improve and streamline the public involvement process; now

**THEREFORE, BE IT RESOLVED**, by the Auburn-Opelika Metropolitan Planning Organization, that the Final 2014 Public Participation Plan is hereby adopted.

Adopted this 14<sup>th</sup> day of May, 2014



Chairman/Vice-Chairman/Acting Chairman, MPO



Date

ATTEST:



Transportation Planner, LR COG



Date



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## **1.0 - Introduction**

## 1.1– Purpose

The purpose of this document is to formalize the public participation procedures to be used by the Auburn-Opelika Metropolitan Planning Organization (AOMPO) in the development of transportation plans and programs for the Auburn-Opelika Metropolitan Planning Organization. It is the goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. All MPO and committee meetings are open to the public. All MPO meeting announcements, documents, maps and plans can be viewed at [www.lrcog.com](http://www.lrcog.com).

## 1.2 – Federal Requirements

The following is a brief summary of the relevant federal laws, regulations, and executive orders that direct state departments of transportation regarding public participation matters. This text was prepared by the Bureau of Transportation Planning at the Alabama Department of Transportation and modified by the MPO staff to address MPO functions.

Title 23 United States Code (USC) 134 and 135 – 23 USC 134 is the law establishing planning policy, defining MPO organizational structure, and delineating MPO and State responsibilities in the transportation planning process.

Moving Ahead for Progress in the 21st Century Act (MAP-21) – This is the most recent transportation legislation, signed into law by President Obama in July of 2012. This law amends, modifies, and adds to existing 23 USC 134 and 135. The language specific to the participation process is found in 134(i)(6), Participation by Interested Parties.

23 Code of Federal Regulations (CFR) 450 – 23 CFR 450 is FHWA/FTA interpretation and codification of 23 USC 134 and 135, providing specific requirements and actions for MPOs and the state implementing agency, the DOT. The applicable language for both is found, respectively, in 450.210(1)(i and others) (“..the state shall..”) and 450.316(1)(vii and others) (“..the MPO shall..”).

Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d prohibits exclusion from participation in any federal program on the basis of race, color, or national origin. This is the seminal or shaping expression of the law.

23 USC 324 – This is the law prohibiting discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).

29 USC 794 (Rehabilitation Act of 1973.) - This is the law prohibiting discrimination on the basis of a disability, and in terms of access to the transportation planning process. ADA/504 is an oft-used reference to Section 504 of the Rehabilitation Act.

Clean Air Act - A series of acts aimed at reducing smog and air pollution, the most recent of which is the Clean Air Act Extension of 1970, with amendments in 1977 and 1990. The 1990 amendment established the State Implementation Plan (SIP), under which the states are obligated to notify the public of plans for pollutant control and allow opportunities for input into the process.

Executive Order 12898 – Executive Orders by the President as the head of the Executive Branch typically carry the weight of law. This is not actually true unless the order has been given discretionary power through an Act of Congress, or a later act gives congressional weight to the order. Significant orders by Presidents in the past affect the ability segments of the population to gain access, and in this case, access to the planning process. Order 12898, often simply called “Environmental Justice,” requires federal agencies to identify “disproportionately high and adverse human and health environmental effects of its programs on minority populations and low-income populations...” and prohibits actions that would adversely affect a disproportionately high number among these populations. Section 5-5 addresses the public involvement part of the order.

### 1.3 - Study Area

Metropolitan Planning Organizations are required to encompass two overlapping geographic areas: (1) the current Census Bureau defined urbanized area (UZA) and (2) the area expected to be urbanized over the next 20 years as depicted in the long-range transportation plan for their study area, also known as the Metropolitan Planning Area (MPA). This 20-year growth area can also be expanded to include “regional economic development and growth forecasting areas.” The current Auburn-Opelika MPA boundaries are illustrated in Appendix 6.1.



## **2.0 – MPO Organizational Structure**

## 2.1 - Metropolitan Planning Organization Structure

Lee-Russell Council of Governments (LRCOG) manages and maintains the eligibility of the Auburn-Opelika Metropolitan Planning Organization (AOMPO) to receive Federal transportation planning funds and administers the Federal transportation planning process in the Auburn-Opelika Metropolitan Planning Area.

LRCOG personnel prepare and present necessary documents, plans, data and resolutions to the MPO Policy Board, the Technical Advisory Committee and the Citizen Advisory Committee so they may make informed decisions on transportation planning and related matters. LRCOG - previously named the Lee County Area Council of Governments - was formed in 1967 with the task of coordinating planning and development needs associated with the governmental bodies in Lee and Russell County.

## 2.2 – Policy (Voting) Board

The MPO Policy Board serves as the official policy and decision-making body of the Auburn-Opelika MPO. Through the transportation planning process, the Citizen Advisory Committee and the Technical Advisory Committee advise the MPO Policy Board about transportation projects and programs. The MPO Board submits approved projects and programs to the Alabama Department of Transportation and the Federal Highway Administration. MPO 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 MPO Policy Board comprises seven voting members and two non-voting members.

## 2.3 - Technical Advisory Committee

The Technical Advisory Committee (TAC) provides technical assistance and input in 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.

## 2.4 – Citizens Advisory Committee (CAC)

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.

### **3.0 – Regulations and Requirements**

### 3.1 - Scope of the Planning Process

While the amended 23 USC 134 (amended by MAP-21 Section 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93) and CFR 450 are the primary regulatory resources, the SAFETEA-LU eight (8) Planning Factors are retained in MAP-21 as the Scope of the Planning Process and are the guiding principles providing the framework within which public participation takes place. The factors are shown here as additional information in support of the public participation process:

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

### 3.2 - SAFETEA-LU | MAP-21 Provisions

Under Title 23 United States Code (USC) 134, (amended by MAP-21 Section 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93, the law emphasizes not only the need for involvement by the general public and any interested parties, it required fundamental procedures be developed and followed to insure direct public access to information and the opportunity for input into the process.

- A. 23 USC 134 (i)(5)(B) calls for a Public Participation Plan (PPP) or Public Participation Plan (PPP) in the development of an overall Transportation Improvement Plan (TIP) or Long Range Transportation Plan (LRTP) and requires for the following, in part:
  - (1) Shall be developed in consultation with interested parties.
  - (2) Shall provide interested parties with reasonable opportunity to comment.
  - (3) Methods must include public meetings at convenient and accessible times and locations.
  - (4) Visualization techniques to assist in interpreting plans and actions.

- (5) Public information should be provided electronically via the Internet and available devices and applications to aid in dissemination.
  - (6) A plan must be published by the MPO for public review and comment. [ALDOT requires that the Plan be made available both in hard copy and electronic versions.]
- B. 23 Code of Federal Regulations (CFR) 450 interprets the amended provisions of 23 USC 134 and provides for the following, in part:
- (1) Adequate public notice of activities and time for public review and comment.
  - (2) Timely notice and access to information.
  - (3) Employment of visualization techniques to describe plans and programs.
  - (4) Make information available electronically and on the internet.
  - (5) Hold meetings at convenient times and easily accessible venues.
  - (6) Consider and respond to public input in a timely fashion.
  - (7) Seek out and consider the needs of the traditionally underserved in the community, such as low-income and minority populations.
  - (8) Provide additional opportunity for public comment on all plans, and changes to plans, following initial agency and public reviews during development, especially the LRTP and the TIP.
  - (9) Coordination with statewide public involvement and consultation processes.
  - (10) Periodically review procedures and effectiveness of Plan strategies.
  - (11) Provide a summary of comments on the draft and final LRTP and the TIP and include those in the final documents.
  - (12) Provide a minimum of forty-five (45) day comment period before finalization of a PPP or an update of an existing Plan.

### 3.3 - Americans with Disabilities Act (ADA) and Title VI

ADA: The ADA is a civil rights law that prohibits discrimination based solely on disability. It provides protections against discrimination similar to the Civil Rights Act of 1964, which is based on race, religion, sex, national origin and other characteristics. ADA essentially defines disability as a physical or mental impairment that limits life activity.

The Americans with Disabilities Act of 1990 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. Further, each state is required to be compliant with both Sec. 504 of the Rehabilitation Act of 1973 and the 1990 Act.

Title VI [Environmental Justice]: Title VI of the Civil Rights Act of 1964 ensures that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, was signed by President Clinton in 1994. It required that programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.

### 3.3.1 - Language Assistance Plan

As required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012, the Auburn-Opelika MPO has completed a Four Factor Analysis of the Auburn-Opelika Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed as follows:

- The Hispanic population of the Auburn-Opelika MPO is approximately 3% of total population with only 1.5% of this population not speaking English very well, thereby requiring the development of a Language Assistance Plan.
- The MPO will provide language assistance services if needed by contacting the Foreign Language Department at Auburn University. The contact is Dr. Ted McVay at 334-844-6356.
- Notice of the availability of language assistance to LEP persons is provided by the Auburn-Opelika MPO.
- The MPO monitors, evaluates and updates the Plan annually through the update of the PPP and the Unified Planning Work Program (UPWP).
- Training on MPO staff to provide language assistance is done by ALDOT.

The MPO periodically reviews the above steps to ensure that inadvertent discrimination on the basis of national origin is not occurring.

In addition to the above actions, the MPO will provide the following:

- Notice of MPO meetings and hearings in the secondary language Spanish.

- Translation services for meetings or hearing on request, subject to a notice of 5 working days
- Translation services, verbal only, of planning documents subject to notice of 5 working days

### 3.4 - Vision Statement

It is the vision of the Auburn-Opelika Metropolitan Planning Organization (AOMPO) to have a community that understands and actively participates in the transportation planning process.

### 3.5 - MPO PPP Goals

As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following goals:

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

### 3.6 - Public Participation Strategies for Transportation Planning Documents

This section discusses the public participation process, procedures for preparation and strategies for dissemination of the following planning documents:

#### 3.6.1 - Unified Planning Work Program (UPWP):

The UPWP is a primary administrative budget document in the required planning document hierarchy, which includes the Long Range Transportation Plan (LRTP), the Transportation Improvement Plan (TIP), the Bicycle and Pedestrian Plan and others. The UPWP document includes those activities and funding necessary to develop and produce the other plans.

It outlines the task activities for the transportation planning program for the upcoming fiscal year, such as Administration, Data Collection and Management, UPWP, Public Involvement, Transportation Systems (LRTP, TIP, Bicycle and Pedestrian) and so on. Within each task and sub-task area, components are identified as Objective(s), Previous Work, Proposed Work, Products/Deliverables, Staffing, Schedule/Timeline and Financial Responsibility. Planning Funds (PL) are allocated to the separate tasks, including those for Public Involvement. The activities under the Public Involvement task include building or preparing the PPP, performing community outreach, educating the public on the involvement process and interacting with the public for the MPO. Other procedural steps include:

- All MPO meetings are open to the public. In addition, local print and radio media contacts who have expressed interest in the MPO are included on the MPO e-mail list. However, at this time under current legislation and guidelines, public involvement, review or comment are not required for the UPWP document.
- After the Draft is reviewed and approved by the MPO, it is submitted to ALDOT, FHWA and FTA for comments and suggestions.
- After comments have been received from ALDOT, FHWA and FTA, the MPO reviews and adopts the Final UPWP which is then submitted to ALDOT.
- The UPWP, as with all other MPO documents, is available at: [www.lrcog.com](http://www.lrcog.com).

### 3.6.2 Long Range Transportation Plan (LRTP):

The Long Range Transportation Plan (LRTP) extends transportation analysis and decision making in the Study Area out to at least a twenty (20) year horizon. The LRTP is updated every five years (four years if in non-conformity for Air Quality) and serves as a conduit for public input on a broad range of transportation issues. The LRTP considers all modes of transportation from a regional perspective. The following actions will be undertaken to ensure that the public has various opportunities to participate in and review and comment on the LRTP and its development process:

- At least one open public meeting will be advertised and held with MPO staff support to receive public comments on the draft document.
- A display ad announcement of the public meeting, its date, location and time along with information on other opportunities for public review and comment on the draft document will be published at the beginning of the fourteen (14) day review period in the local newspaper with the largest circulation.
- Meeting announcements and details will be posted on the MPO web page at [www.lrcog.com](http://www.lrcog.com).
- The draft document will be available on-line or in the LRTOG lobby for public review and comment for fourteen (14) days after the MPO adopts the Draft document.
- Special outreach within the Study Area will include hand delivered announcements of public review and comment opportunities to housing authorities and public libraries.

- Comment forms will accompany all copies of the draft document and can be submitted at any time during the 14 day review period by mail, dropped off in the LRCOG lobby or via email to the MPO.
- All public comments on the LRTP will be summarized in a report and provided to the MPO at its regular meeting for review, consideration and response if necessary. Copies of all comments will be included in the appendices of the Final LRTP.
- The MPO will consult with local governments, federal and state agencies, and other officials responsible for other planning activities in the MPO Study Area.
- Copies of documents may be obtained by contacting: The Transportation Planner at LRCOG, 2207 Gateway Drive, Opelika, AL 36801, calling (334)749-5264 x214, Fax (334)749-6582, TDD (800) 548-2547 or emailing mpo@adss.alabama.gov.

### 3.6.3 - Transportation Improvement Program (TIP):

The Transportation Improvement Program (TIP) is four (4) year short range subset of the LRTP that is the funded program of projects in the Auburn-Opelika MPO and includes those federal-aid projects funded under Surface Transportation (ST), Bridges, Highway Safety, Transit and Transportation Alternatives (TA; formerly Enhancements) programs. Other state and federal funding sources and programs may contribute to transportation development in the MPO area are included in the TIP project lists, which include specific project descriptions, level of completion, funding by phase, and funding sources. The following actions will be undertaken to insure public opportunities for review and comment:

- A display ad announcement of the public comment period, its date, location and time along with information on other opportunities for public review and comment on the draft document will be published at the beginning of the fourteen (14) day review period in the local newspaper with the largest circulation.
- Public comment announcements and details will be posted on the MPO web page at [www.lrcog.com](http://www.lrcog.com).
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- Copies of documents may be obtained by contacting: The Transportation Planner at LRCOG, 2207 Gateway Drive, Opelika, AL 36801, calling (334)749-5264 x214, Fax (334)749-6582, TDD (800) 548-2547 or emailing mpo@adss.alabama.gov.

#### 3.6.4 - Public Participation Plan (PPP):

Under Section 3.1 the PPP is required under 23 USC 134 (amended by MAP-21 Section 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93, and then as interpreted in the regulations of 23 CFR 450. Within 450.316 are the specifics for the Plan and they include some or all of the following items that are necessary to ensuring full compliance of the law and participation of the citizens of the Auburn-Opelika MPO MPA.

FHWA, with the concurrence of ALDOT, requires that the Auburn-Opelika MPO monitor and evaluate the effectiveness of public involvement activities in the study area "...to ensure a full and open participation process." [23 CFR 450.316(a)(1)(X)]. Through periodic review and adjustment, it is possible to improve or add new public participation efforts to the MPO program and discontinue efforts that are ineffective.

The Plan outlines activities for informing the public and providing opportunities for public review and comment on the transportation planning process and or proposed transportation improvement projects. Additionally, for Transportation Management Areas (TMA's) (over 200,000 in population), the Congestion Management Process and the Air Quality Conformity Report (for TMA's in non-attainment for air quality) are required. The Auburn-Opelika MPO is in attainment for air quality and is concerned with maintaining and/or updating the UPWP, LRTP, TIP, the Bicycle/Ped Plan and the PPP. Accordingly, the following actions will take place in preparation of the PPP update:

- The Public Participation Plan (PPP) will be updated at least every four (4) years, unless otherwise directed by ALDOT. The MPO may adjust or amend the PPP as desired, with copies submitted for review to ALDOT, who will make further distribution to FHWA, FTA, and other agencies.
- The PPP will be prepared by the MPO with input from the CAC, MPO, ALDOT, the general public, local, state and federal agencies and interested parties as provided in 23 CFR 450.316(a).
- Distribution of written information to the public and CAC is a requisite part of 316(a). The Draft PPP will be made available for public review and comment for a minimum of forty five (45) days prior to MPO consideration for approval of the Final PPP.
- The Draft PPP must be reviewed and approved by ALDOT, FHWA and FTA.
- A display ad announcement of the public comment period, its date, location and time along with information on other opportunities for public review and comment on the Draft PPP will be published at the beginning of the 45-day review period in the local newspaper with the largest circulation.



- Public comment announcements and details will be posted on the MPO web page at [www.lrcog.com](http://www.lrcog.com).
- The Draft PPP will be available on-line or in the LRCOG lobby for public review and comment for forty-five (45) days after the MPO adopts the Draft document.
- Special outreach within the Study Area will include hand delivered announcements of public review and comment opportunities to local housing authorities and libraries.
- Comment forms will accompany all copies of the Draft PPP and can be submitted at any time during the 45 day review period by mail, dropped off in the LRCOG lobby or via email to the MPO.
- All public comments on the Draft PPP will be summarized in a report and provided to the MPO at its regular meeting for review, consideration and response if necessary. Copies of all comments will be included in the appendices of the Final PPP.
- Copies of documents may be obtained by contacting: The Transportation Planner at LRCOG, 2207 Gateway Drive, Opelika, AL 36801, calling (334)749-5264 x214, Fax (334)749-6582, TDD (800)548-2547 or emailing: [mpo@adss.alabama.gov](mailto:mpo@adss.alabama.gov).

### 3.6.5 - Bicycle and Pedestrian Plan:

Bicycle and pedestrian plans and planning components have been required in the LRTP and the TIP documents since the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1992. Subsequent legislation, the Safe, Affordable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) passed in 2005, and MAP-21 passed in 2012, also included requirements for a bicycle pedestrian plan. Alabama MPOs were instructed to prepare Bicycle Pedestrian Plans in 2009 and again in 2010 pursuant to USDOT and FHWA directives.

The following activities will be undertaken to provide public review and comment opportunities during the development and update of the Bicycle and Pedestrian Plan:

- The Auburn-Opelika Bicycle and Pedestrian Plan (BPP) will be updated at the discretion of the MPO and as directed by ALDOT. The MPO may adjust or amend the Plan as desired, with copies submitted for review to ALDOT, who will make further distribution to FHWA, FTA, and other agencies.
- The BPP will be prepared by the MPO with input from existing municipal and county Bike and Ped committees, the CAC, MPO, the general public and interested parties as provided in 23 CFR 450.316(a).
- A display ad announcement of the public comment period, its date, location and time along with information on other opportunities for public review and comment on the draft document will be published at the beginning of the fourteen (14) day review period in the local newspaper with the largest circulation.

- Public comment announcements and details will be posted on the MPO web page at [www.lrcog.com](http://www.lrcog.com).
- The draft document will be available on-line or in the LRCOG lobby for public review and comment for fourteen (14) days after the MPO adopts the Draft document.
- Special outreach within the Study Area will include hand delivered announcements of public review and comment opportunities to housing authorities and public libraries.
- Comment forms will accompany all copies of the draft document and can be submitted at any time during the 14 day review period by mail, dropped off in the LRCOG lobby or via email to the MPO.
- All public comments on the LRTP will be summarized in a report and provided to the MPO at its regular meeting for review, consideration and response if necessary. Copies of all comments will be included in the appendices of the Final BPP.
- The MPO will consult with local governments, federal and state agencies, and other officials responsible for other planning activities in the MPO Study Area.
- Copies of documents may be obtained by contacting: The Transportation Planner at LRCOG, 2207 Gateway Drive, Opelika, AL 36801, calling (334)749-5264 x214, Fax (334)749-6582, TDD (800) 548-2547 or emailing [mpo@adss.alabama.gov](mailto:mpo@adss.alabama.gov).

### 3.6.6 - Air Quality Conformity Amendments or Report

If, after Environmental Protection Agency (EPA) rulemaking, the Auburn-Opelika urban area is found to be in non-conformity for ground level ozone (O<sub>3</sub>), or any other pollutant, the Auburn-Opelika MPO will provide public review and comment opportunities necessary in documenting a process for attaining Air Quality Conformity.

The EPA is scheduled to propose new ground-level ozone attainment levels. The National Ambient Air Quality Standards (NAAQS) for ozone are currently .75/.075 (parts per billion/million) depending on reporting method. As a part of the Statewide Implementation Plan (SIP), the Alabama Department of Environmental Management (ADEM) establishes pollutant “budgets”. Should a new lower threshold range require the Auburn-Opelika MPO to develop an Air Quality Conformity Report (ACR), it would do so using ADEM “budgets” to prepare “estimates” utilizing MOVES2010b software.

If it becomes necessary to amend the Transportation Improvement Plan (TIP), the Long Range Transportation Plan (LRTP) or to develop an ACR as a result of the Auburn-Opelika MPO being in non-compliance with NAAQS, the following activities will be undertaken to provide opportunities for public review and comment:

- A display ad announcement of the public comment period, its date, location and time along with information on other opportunities for public review and comment on the draft document will be published at the beginning of the fourteen (14) day review period in the local newspaper with the largest circulation.

- Public comment announcements and details will be posted on the MPO web page at [www.lrcog.com](http://www.lrcog.com).
- The draft document will be available on-line or in the LRCOG lobby for public review and comment for fourteen (14) days after the MPO adopts the Draft document.
- Special outreach within the Study Area will include hand delivered announcements of public review and comment opportunities to housing authorities and public libraries.
- Comment forms will accompany all copies of the draft document and can be submitted at any time during the 14 day review period by mail, dropped off in the LRCOG lobby or via email to the MPO.
- All public comments on the LRTP will be summarized in a report and provided to the MPO at its regular meeting for review, consideration and response if necessary. Copies of all comments will be included in the appendices of the Final LRTP.
- The MPO will consult with local governments, federal and state agencies, and other officials responsible for other planning activities in the MPO Study Area.
- Copies of documents may be obtained by contacting: The Transportation Planner at LRCOG, 2207 Gateway Drive, Opelika, AL 36801, calling (334)749-5264 x214, Fax (334)749-6582, TDD (800) 548-2547 or emailing [mpo@adss.alabama.gov](mailto:mpo@adss.alabama.gov).

### 3.7 - Amendment Process – LRTP, TIP, and Other Operations Plans

Amendments to formal planning documents containing project listings and funding will be carried out pursuant to sections of Title 23 Code of Federal Regulations (CFR) 450, applicable to road and highway projects under various Federal Highway Administration (FHWA) funding programs and those transportation projects and funding actions under Federal Transit Administration (FTA) programs.

While governing regulations are specific to the Long Range Transportation Plan (Metropolitan Transportation Plan, Regional Transportation Plan), the short range component of the Long Range, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP), the process is extended in Alabama to those plans with projects and funding presented in tabular or listed format, to include the Congestion Management Plan (CMP), the Bicycle and Pedestrian Plan, and the amended project listings of the Long Range and TIP documents under the Air Quality Conformity Process.

An amendment to the Long Range Plan, TIP, and STIP documents may take one of two forms: (1) Administrative Modification or (2) Formal Amendment.

- (1) An Administrative Modification is a minor change to project costs, funding sources, or project/phase start dates. Such minor changes or adjustments do not require public involvement activities, reestablishment of financial constraint, or, in areas of air quality non-conformity, confirmation of conformity determination. Amendments of this nature are generally

conducted through coordination of ALDOT Bureau of Transportation Planning and Modal Programs staff and MPO staff to minimize plan modification and documentation activities and costs.

- (2) The Formal Amendment Process is a major change to project costs, design scope, funding amounts, project/phase start dates, or a revision approved and required in the MPO plans by the State as an adjunct to the its Public Involvement process. This process requires public notice, addition to MPO monthly meeting agendas, review by the public and MPO advisory committees, reviews by federal agencies, a vote by the MPO Policy Board, and an executed Resolution of adoption. A formal amendment is required for a plan or document when on or more of the following occurs:
- a. A project is added
  - b. A project is deleted
  - c. A project's cost increase exceeds 20% of the original projected cost
  - d. The project design scope or termini description changes

Amendments to Congestion Management Plans (TMAs only) and Bicycle Pedestrian Plans (now a formal plan in Alabama) are subject to the same processes as above. However, ALDOT will generally work with MPOs to make adjustments to these documents on a more informal basis in order to accommodate public involvement meetings and advisory committee scheduling.

## **4.0 – Auburn-Opelika MPO Staff**



#### 4.1 - Auburn-Opelika Area MPO Staff

The MPO staff consists of one (1) transportation planner who also provides geographic information system (GIS) support; the local area public transit system is administered by a staff of four (4). The MPO transportation planner handles all of the daily MPO work, organizes and conducts all of the meetings for the MPO and its associated committees, and prepares all MPO documents. The MPO does not have a designated public information officer so the MPO transportation planner also serves in that role as well. The following activities include but are not limited to the public participation activities conducted by the MPO staff.

- Prepare the Public Participation Plan
- Track public participation in the MPO process
- Maintain MPO public participation records
- Maintain MPO mail/email databases for committee members; media contacts; agencies that work with low-income, minorities, persons with disabilities, and senior citizens; and the general public (by request)
- Conduct MPO committee meetings, including the Citizens Advisory Committee (CAC)
- Conduct MPO public meetings related to documents and programs
- Ensure MPO meetings follow the bylaws, Public Participation Plan strategies, and ADA requirements
- Prepare responses to public input
- Publish MPO documents (paper and Internet)
- Coordinates maintenance of the MPO webpage
- Make public presentations regarding the MPO process
- Prepare news releases
- Prepare legal ads
- Coordinate MPO public participation activities with the Alabama Department of Transportation (ALDOT)

#### 4.2 - Staff Meeting and Contact Information

On those months when the Auburn-Opelika Metropolitan Planning Organization (AOMPO) meets, the standard meeting days are the second Tuesday of the month at 10:00A (Citizen Advisory Committee) and 1:30P (Technical Advisory Committee) and the Wednesday following the second Tuesday of the month at 9:00A (Policy Board). Currently, all Auburn-Opelika Metropolitan Planning Organization (AOMPO) meetings are held in the Conference Room of the Lee-Russell Council of Governments in Opelika, Alabama.

Address:

Lee-Russell Council of Governments  
2207 Gateway Drive  
Opelika, AL 36801  
[www.lrcog.com](http://www.lrcog.com)

Transportation Planner Contact Information:

Mr. Keith Bryan, Transportation Planner / GIS Coordinator  
Lee-Russell Council of Governments  
2207 Gateway Drive  
Opelika, AL 36801  
(334)749-5264 x214  
(334)749-6582 Fax  
keith.bryan@adss.alabama.gov

All MPO meetings are open to the public. Committee members are notified by mail or email at least one (1) week before the meeting date.

Future dates and times are announced at the MPO and advisory committee meetings and listed on the LRCOG web page at: [www.lrcog.com](http://www.lrcog.com). Announcements and notices will include a number to call for citizens requiring special accommodations.

Meetings must conform to the requirements of the Alabama Open Meetings Act 2005-40 and are open to the public. All meetings are subject to the public access and involvement requirement provisions of Alabama Code 36-25A-1.

## **5.0 – Performance Measurement Process**

## 5.1 - Livability Principals 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.

The Livability Principals and Indicators are described in the narrative of each draft and final version of the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). The Principals shown cannot be changed. However, MPO's are encouraged to employ or adapt those Indicators they feel best reflect their local conditions and needs and that can be easily tracked over time and presented in tables, charts or maps within the following documents:

- (1) Unified Planning Work Program (UPWP)
- (2) Transportation Improvement Plan (TIP)
- (3) Public Participation Plan (PPP)
- (4) Long Range Transportation Plan (LRTP)

All planning tasks must be measured against these Livability Principles:

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

As a measure of sustainability of these principles, the MPO has provided the following Livability Indicators in Appendix 6.3:

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

## 5.2 - Performance Evaluation

Through the Public Participation Plan, the Auburn-Opelika MPO wishes to maximize opportunities to participate, provide easily accessible information and attempt to minimize complaints. However, the MPO recognizes that it has limited control over the number of citizens who participate and does not anticipate a significant increase in those who participate in the process.

MPO staff will regularly evaluate the effectiveness of the Public Participation Plan and make any necessary changes to ensure the transportation planning process be open, accessible, transparent, inclusive and responsive in an on-going effort to foster community understanding and active participation in the transportation planning process.



## **6.0 - Appendices**

6.1 – Livability Indicators

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

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

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

Related Livability Principle: 1

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO

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

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

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 2

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 3

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Auburn-Opelika MPO and Reference USA

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

Percent	Error
13.9%	+/-2.8

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

Percent	Error
3.1%	+/-1.3

Related Livability Principle: 4

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

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

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

Related Livability Principle: 5

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area

Source: Alabama Department of Transportation

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

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

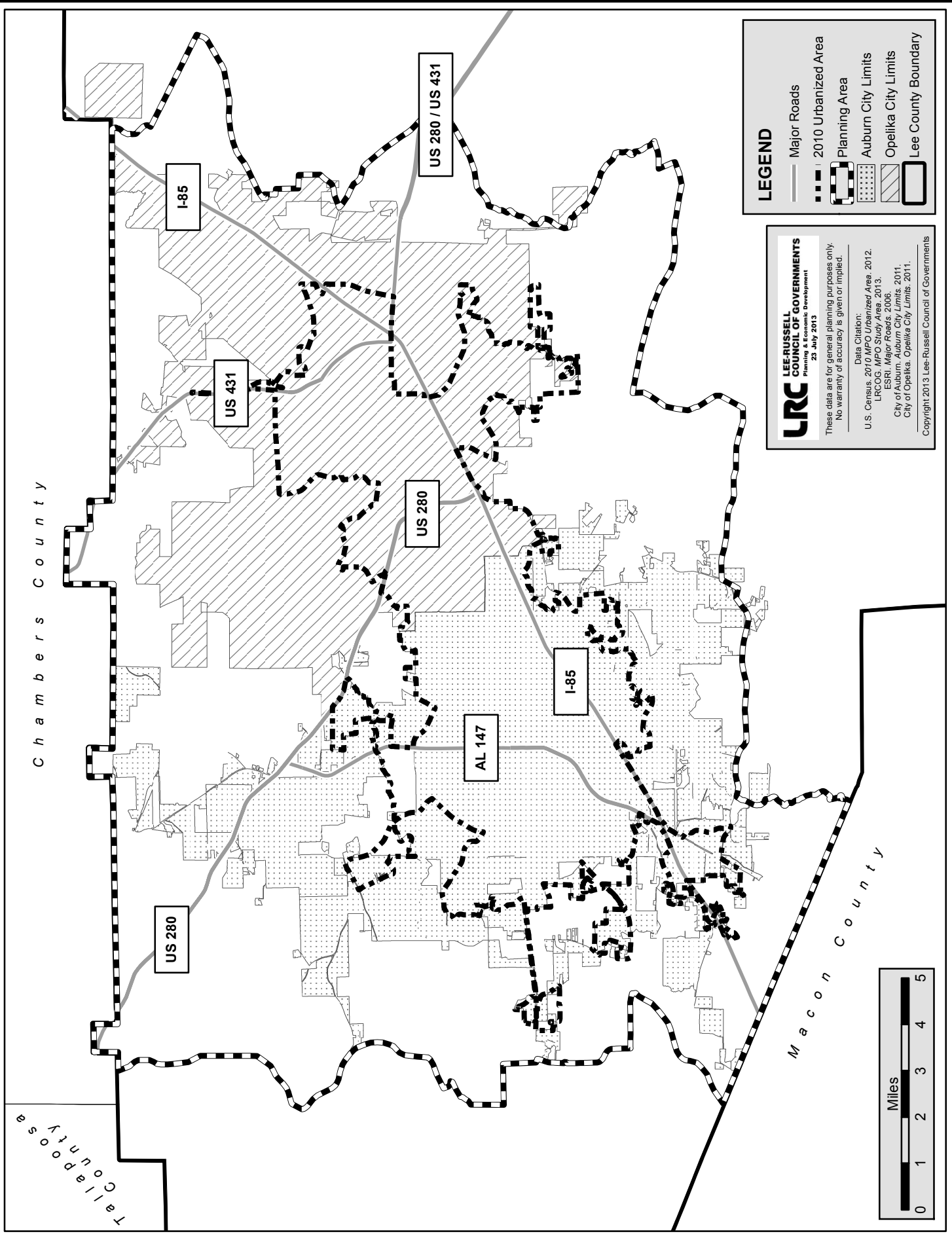
Related Livability Principle: 6

Geographic Extent: Auburn-Opelika, AL Metro Area

Source: U.S. Census Bureau

Dataset: 2010 American Community Survey 1-Year Estimates

# 6.2 - Auburn-Opelika MPO - Urbanized Area & Planning Area



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

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