

2045

Long Range Transportation Plan

for the Auburn-Opelika Metropolitan Planning Organization



February
2020
FINAL DRAFT

2045 Long Range Transportation Plan

Auburn-Opelika Metropolitan Planning Organization

This document is posted at:

www.lrcog.com/transportation.html

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

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Johnny Lawrence	Commissioner, Lee County
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D.E. Phillips, Jr*	State Local Transportation Engineer, ALDOT
Courtney Roberts*	Program Analyst, Federal Transit Administration

*indicates non-voting status

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*i indicates non-voting status

Placeholder for MPO Adopting Resolution

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Technical Reports

- 1) Transportation Modeling and Forecasting
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- 4) Needs Assessment
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- 7) Other ALDOT Requirements

Acronym Guide

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

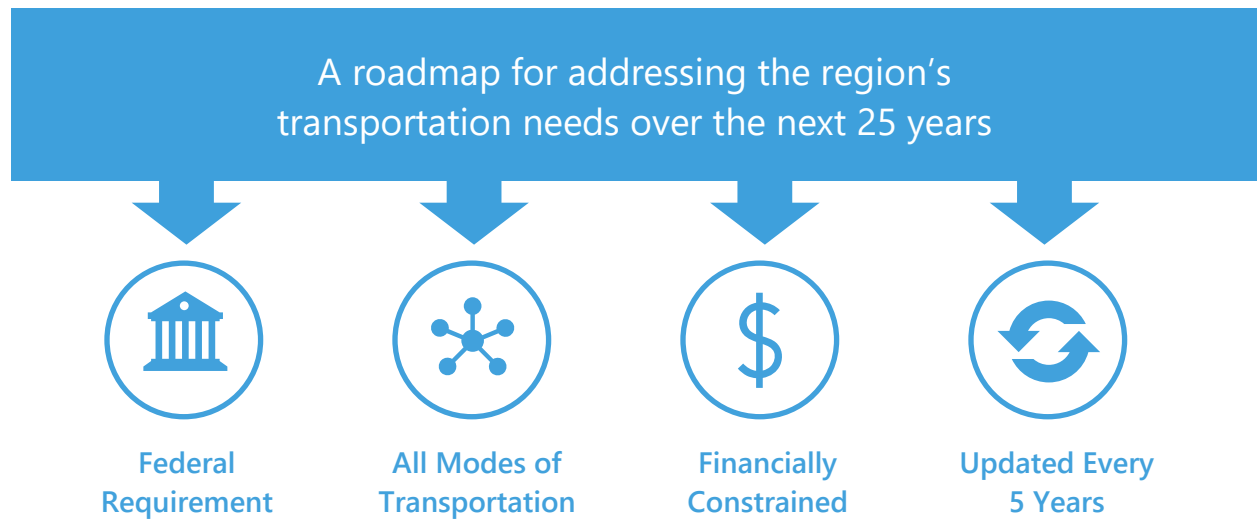
An aerial photograph of a city, likely a university campus, with a semi-transparent red overlay. The image shows various buildings, streets, and parking lots. The text is overlaid on the lower-left portion of the image.

1.0 Introduction

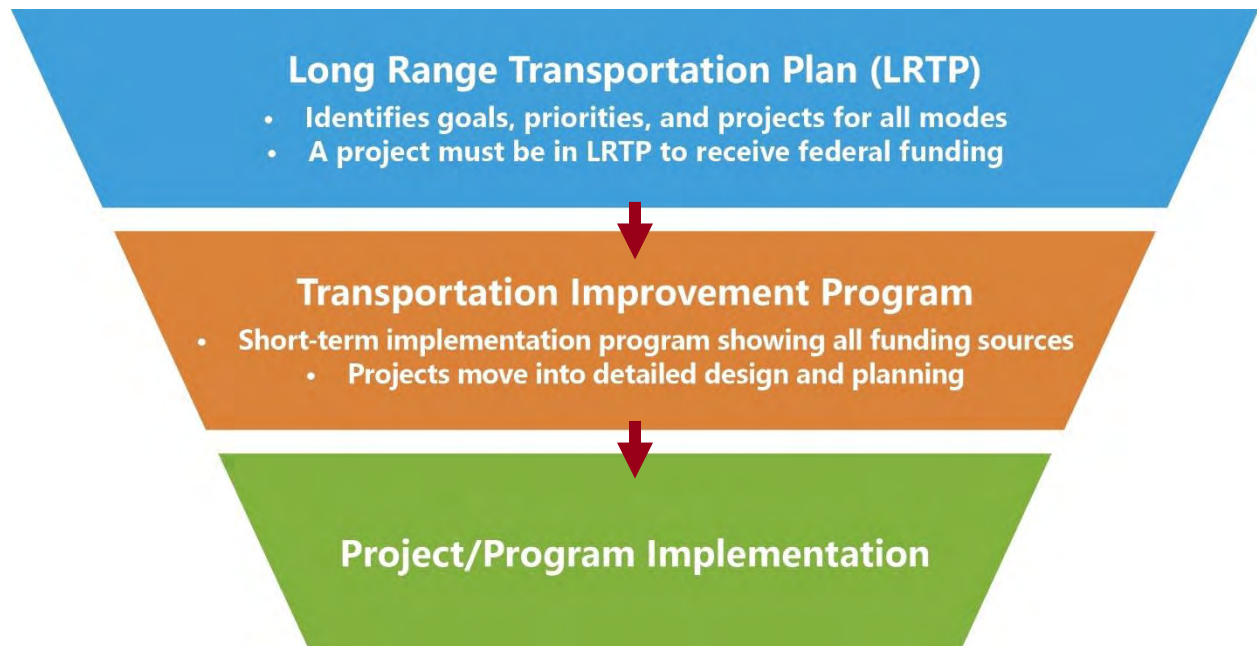
Learn about the background of the Long Range Transportation Plan and the regional organization that develops it, the Metropolitan Planning Organization.

1.0 Introduction

What is the Long Range Transportation Plan?



The Role of the Long Range Transportation Plan



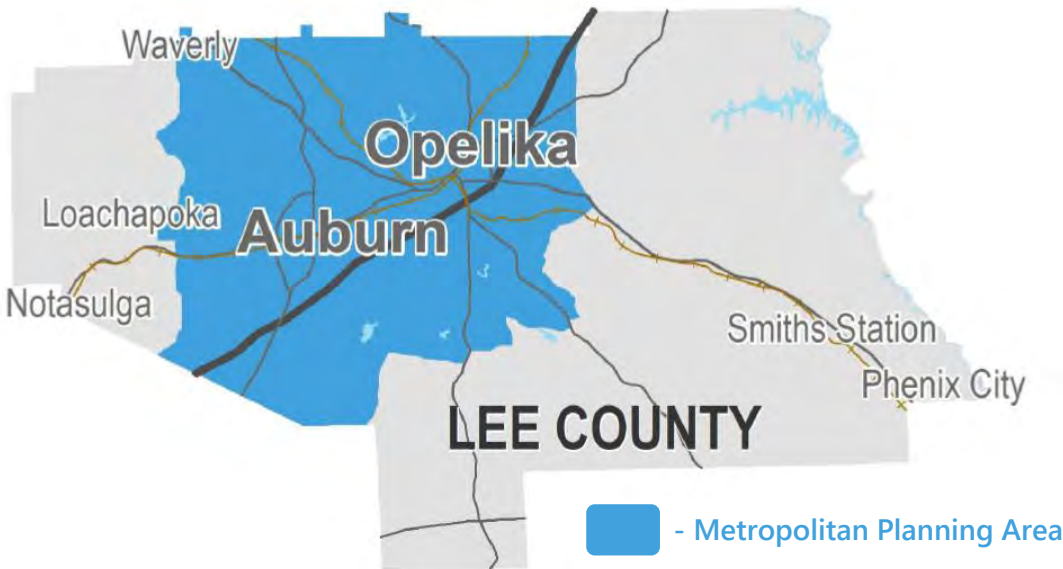
What is the Metropolitan Planning Organization?

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

The MPO Structure (How It All Works)



The Metropolitan Planning Area



1.0 Introduction

The Planning Process



Public and Stakeholder Involvement

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





2.0 Transportation Today

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

2.0 Transportation Today

Roadway and Bridge Conditions



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



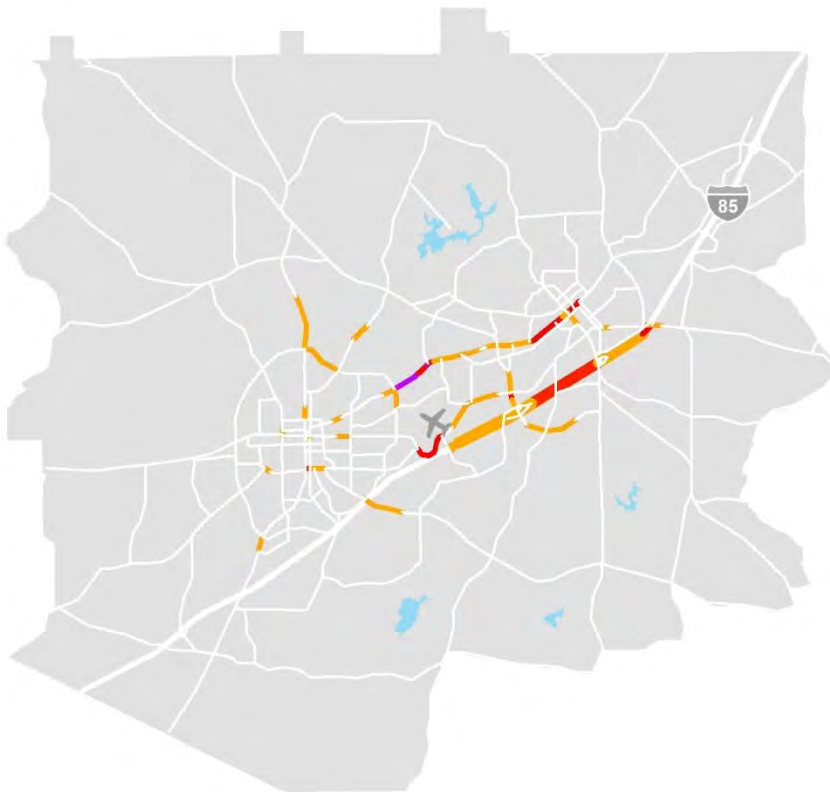
Pavement Conditions – Nearly all major roadways in the region have pavement in fair or good condition.



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



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



Congested Corridors

- Excessive Delay
- Very Long Delays
- Long Delays

Bicycle and Pedestrian Conditions



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



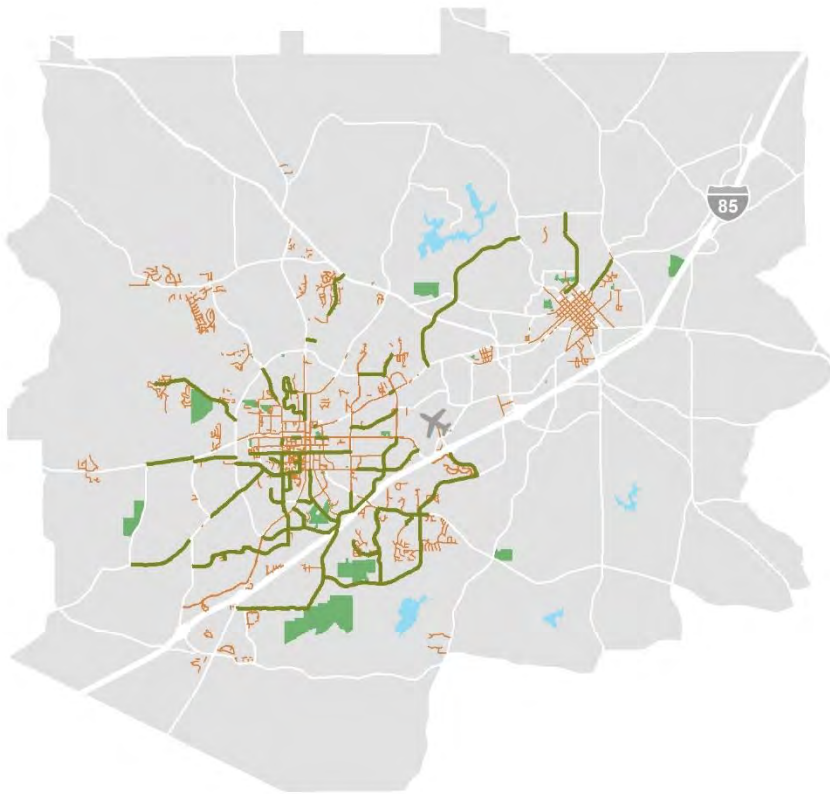
Coverage – There are many sidewalk gaps in high demand areas and bike infrastructure is limited outside of the City of Auburn.



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



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



Bike/Ped Facilities

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

2.0 Transportation Today

Public Transit Conditions



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



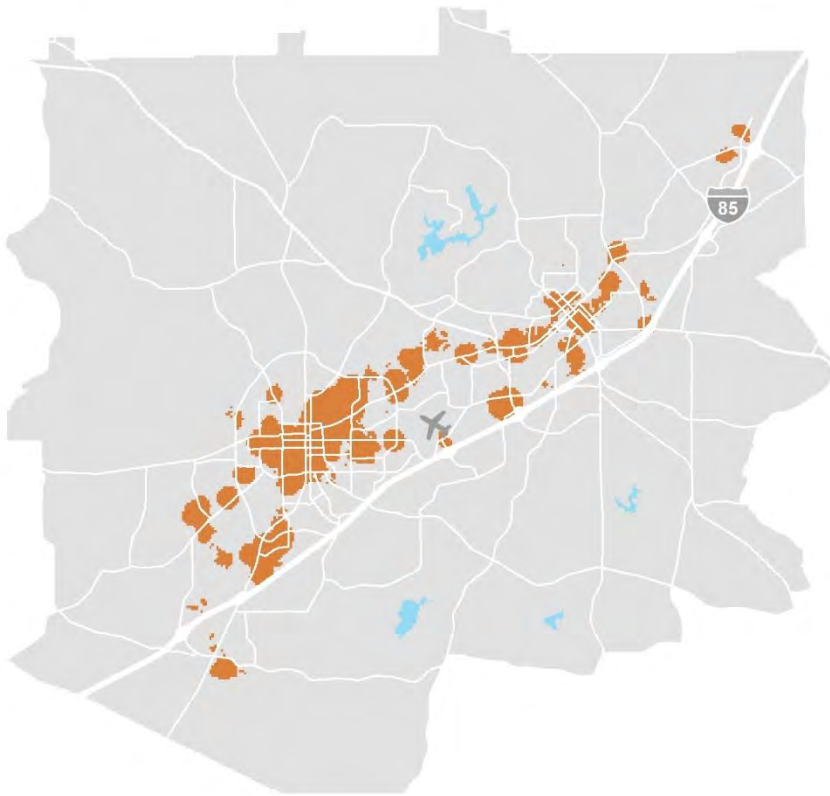
No Public Fixed Route Service – Despite demand, public transit is currently limited to dial-a-ride service. Tiger Transit is not for the public.



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



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



Transit Demand

 Supports Fixed Route Transit Service

Freight Conditions



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



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



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



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



2.0 Transportation Today

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3.0 Planning for Tomorrow

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

3.0 Planning for Tomorrow

Growth Impacts

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



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



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

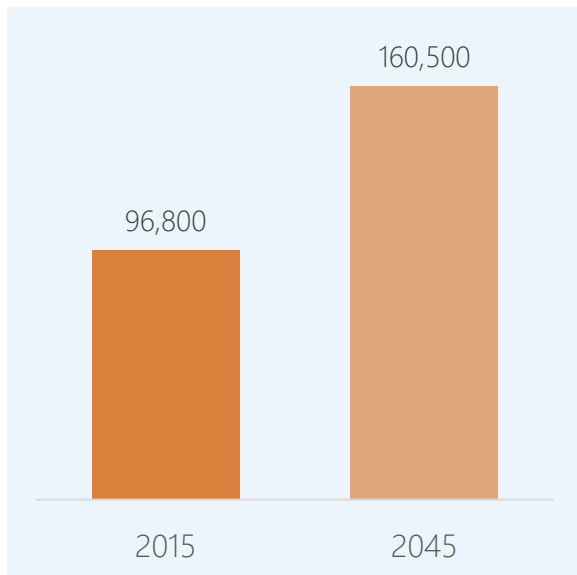


Industrial Areas – Most industrial growth is anticipated to occur near industrial parks and other existing industrial clusters.

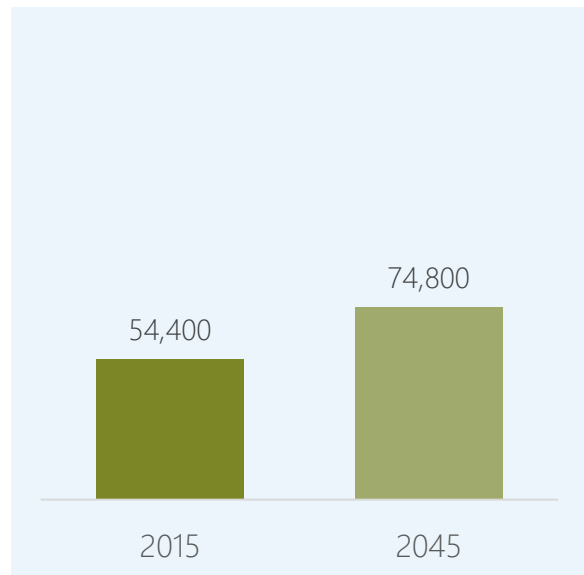


Commercial Areas – Commercial corridors are projected to expand in rapidly growing areas and redevelop along key regional corridors.

Population Growth



Employment Growth



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

Changing Demographics and Travel Behavior

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



The Population is Aging

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



Most People Are Traveling Less

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



Relationships with Cars Are Evolving

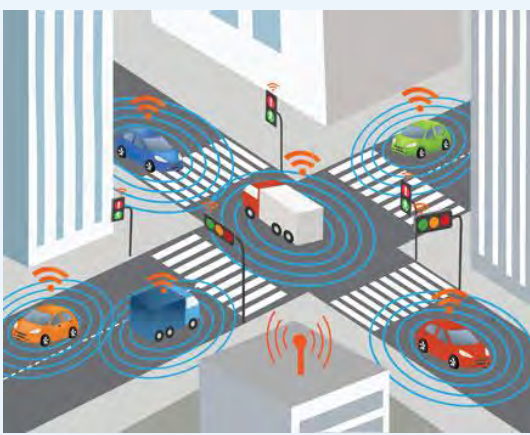
People are increasingly interested in car-free or car-lite lifestyles. In the short-term, people are paying premiums for walkable and bikeable neighborhoods and more frequently using ride-hailing (Uber/Lyft) and shared mobility (car share/bike share) services. In the long-term, car ownership rates could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

3.0 Planning for Tomorrow

Connected and Autonomous Vehicles (CAV)

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

Connected Vehicles




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

Communication Types

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

vs.

Autonomous Vehicles



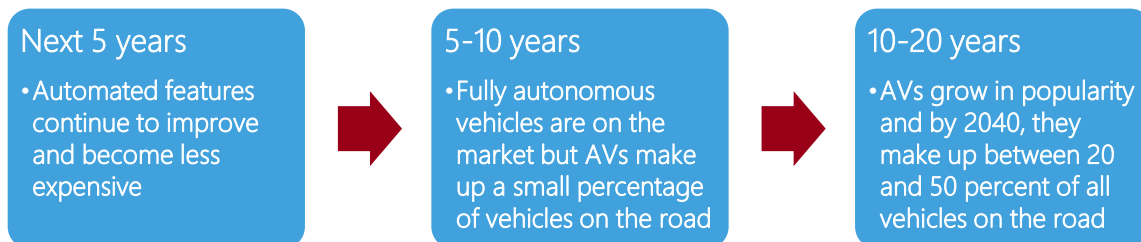
Autonomous, or "self-driving" vehicles, are vehicles in which operation of the vehicle occurs with limited, if any, direct driver input.

Levels of Automation

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

3.0 Planning for Tomorrow

Potential Timeline



Potential Transportation Impacts



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



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



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



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



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



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



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



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

3.0 Planning for Tomorrow

Electric and Alternative Fuel Vehicles

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



Potential Transportation Impacts



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



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



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



4.0 The Vision

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

4.0 Visioning

Strategic Framework and Vision



Goals and Objectives



Provide Reliable Transportation Options

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



Improve Safety and Security

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



Maintain and Maximize Our System

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



Support Prosperity

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



Protect Our Environment and Communities

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







4.0 Visioning

Performance Measures

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

Current Performance

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

Safety	Pavement	Bridge Conditions	Travel Time Reliability	Truck Time Reliability	Transit State of Repair
					
Monitor	Monitor	Monitor	Monitor	Good	Needs Improvement
Good	Meets Target	Monitor	Does Not Meet Some Targets	Needs Improvement	Does Not Meet All Targets

Improving Performance

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



5.0 Implementation

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

5.0 Implementation

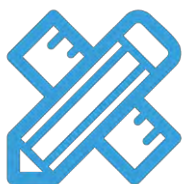
Strategies

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



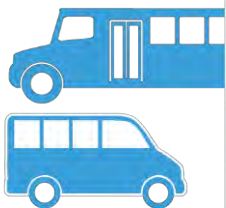
Responsibly Improve Roadway System

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



Redesign Key Corridors and Intersections

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



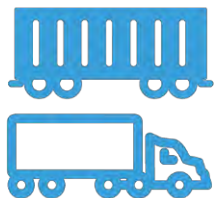
Improve and Expand Public Transportation

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



Rapidly Expand Biking and Walking Infrastructure

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



Address Freight Bottlenecks and Needs

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



Prioritize Maintenance

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



Establish a Safety Management System

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



Monitor Emerging Technology Options

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

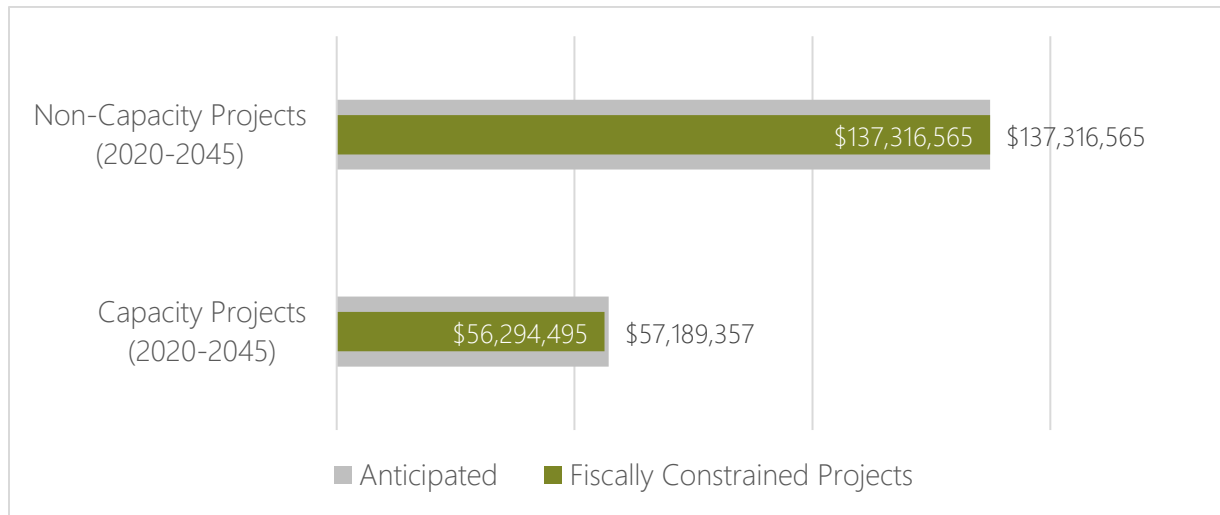
5.0 Implementation

Roadway Projects

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

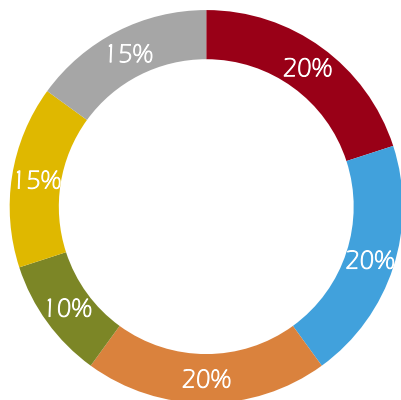
Fiscally Constrained Projects

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



Prioritizing Roadway Capacity Projects

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



Project Scoring Breakdown

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

5.0 Implementation

Impact of Roadway Capacity Projects

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

15% Reduction in Vehicle Hours of Delay



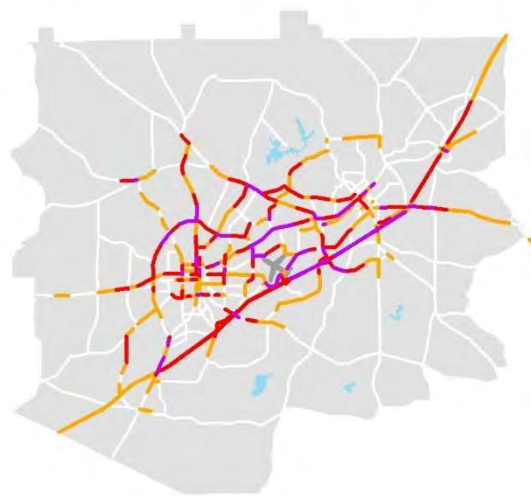
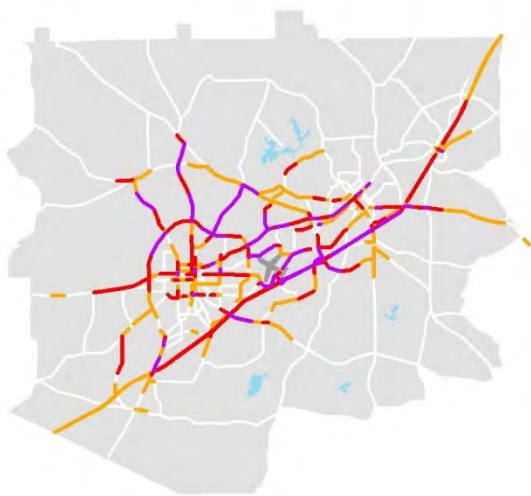
2045 - No New Projects

Only Existing and Committed Projects



2045 - The Plan

All Existing, Committed, & Planned Projects



Congested Corridors

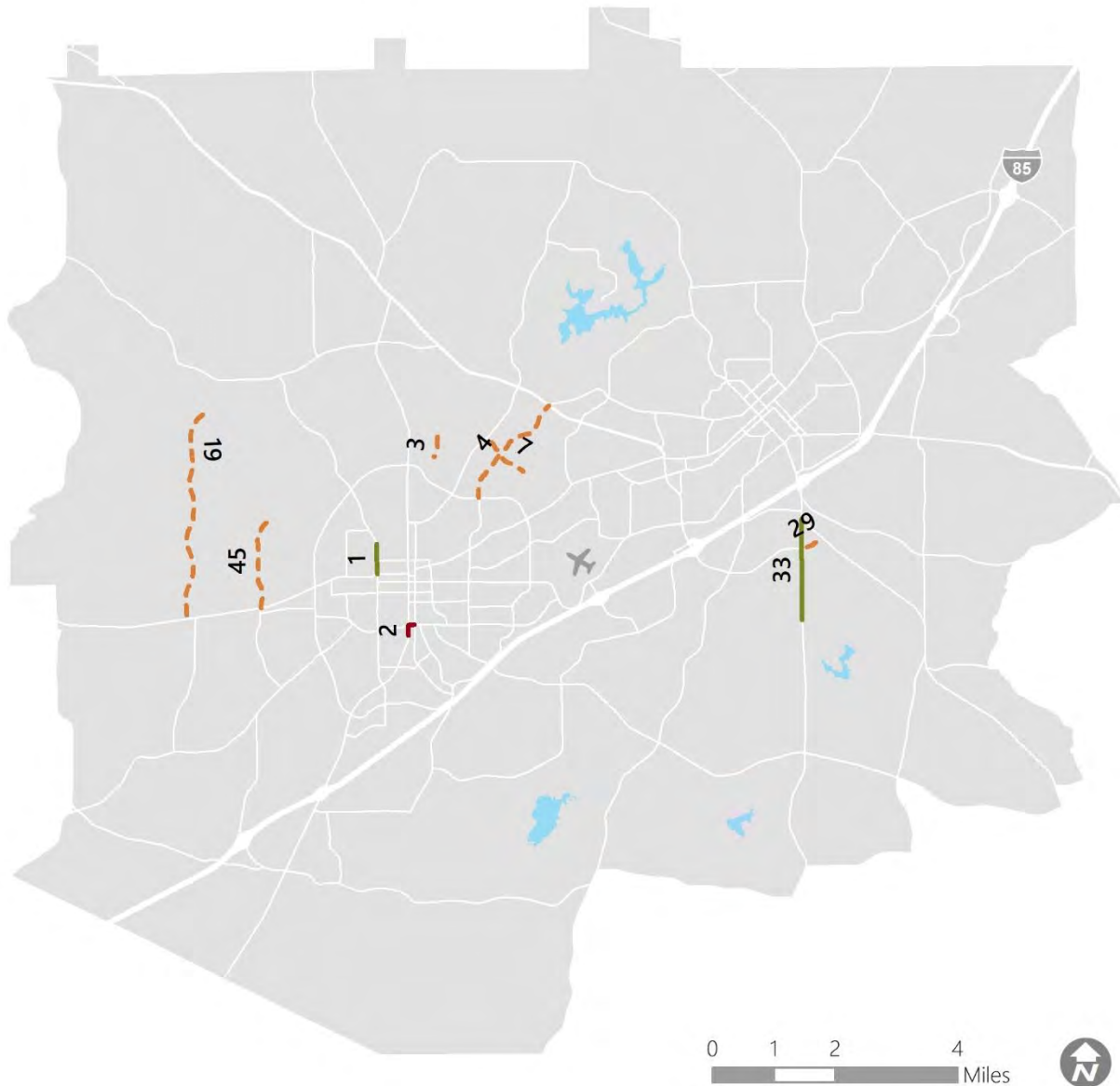
- Excessive Delay
- Very Long Delays
- Long Delays

5.0 Implementation

Fiscally Constrained Roadway Capacity Projects

Project Type

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



Project Numbers: In tables on the following pages, numbers are preceded by a “RC” to indicate that they are a “Roadway Capacity” project.

Fiscally Constrained Roadway Non-Capacity Projects

Project Type

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



Project Numbers: In tables on the following pages, numbers are preceded by a "RN" to indicate that they are a "Roadway Non-Capacity" project.

5.0 Implementation

Fiscally Constrained Roadway Capacity Projects

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

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

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

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

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

5.0 Implementation

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

5.0 Implementation

Fiscally Constrained Roadway Non-Capacity Projects

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

5.0 Implementation

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

5.0 Implementation

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

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

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

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

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

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

5.0 Implementation

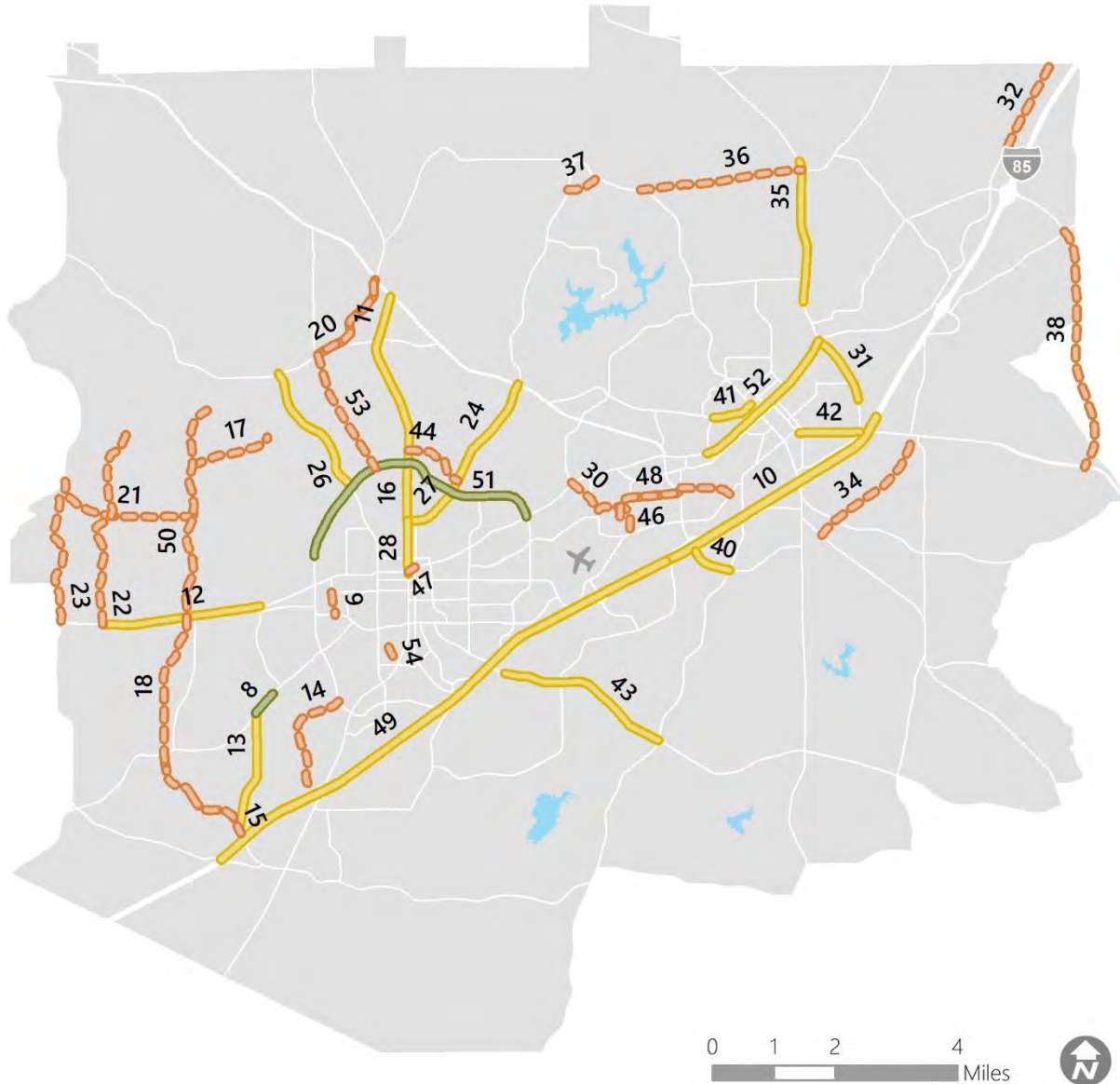
	Phase	Sponsor	Fiscal Year	Total Cost (2019\$)	Federal Cost (2019\$)	Total Cost (YOE)	Federal Cost (YOE)	Design Notes
	ALL	City of Auburn	2034	2,000,000	1,600,000	2,691,737	2,153,389	
	ALL	City of Opelika	2034	8,000,000	6,400,000	10,766,947	8,613,557	EJ
	ALL	City of Auburn	2020	n/a	n/a	\$287,676	\$230,141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

5.0 Implementation

Visionary Roadway Capacity Projects

Project Type

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

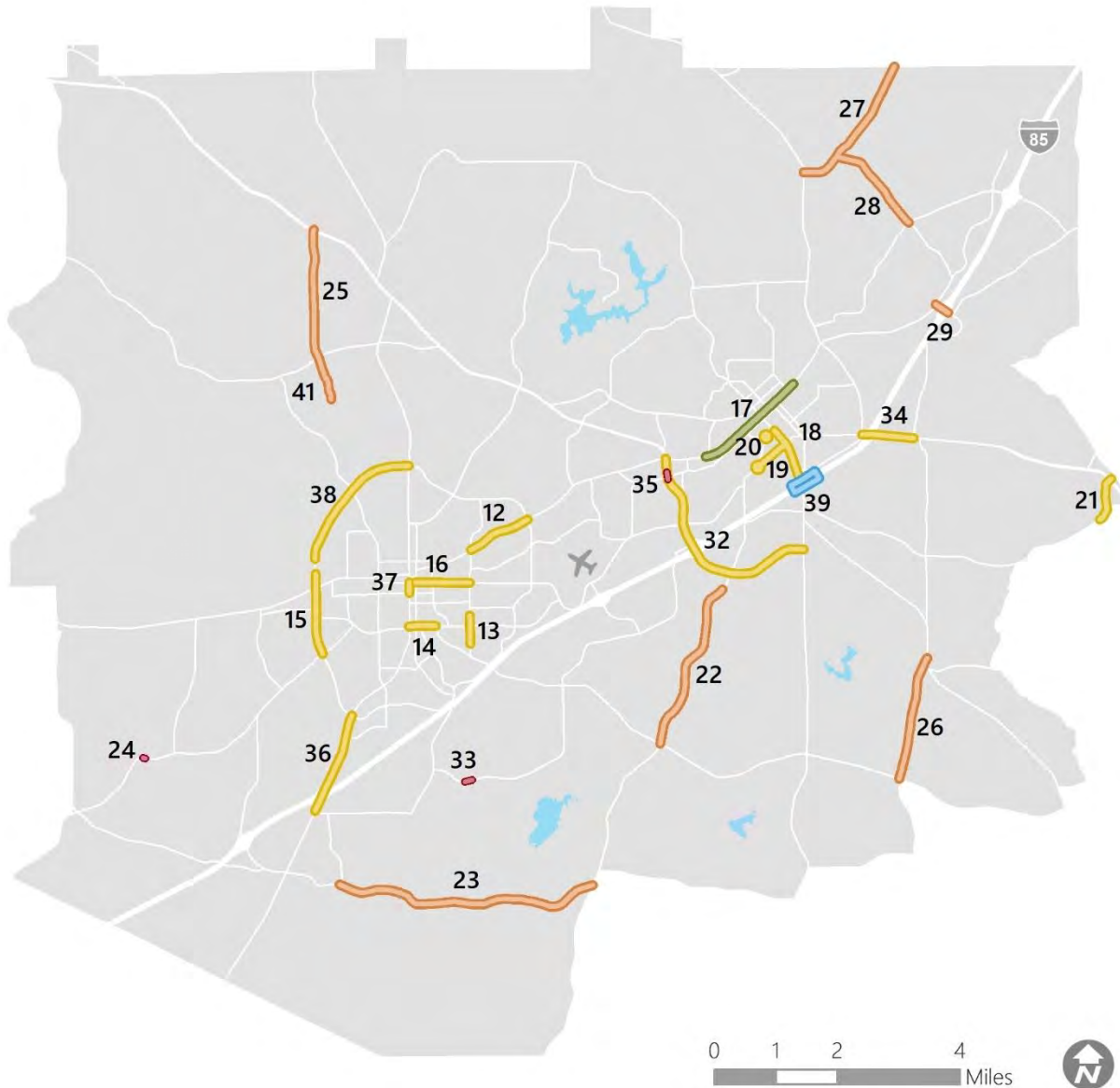


Project Numbers: In tables on the following pages, numbers are preceded by a "RC" to indicate that they are a "Roadway Capacity" project.

Visionary Roadway Non-Capacity Projects

Project Type

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



Project Numbers: In tables on the following pages, numbers are preceded by a "RN" to indicate that they are a "Roadway Non-Capacity" project.

5.0 Implementation

Visionary Roadway Capacity Projects

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

5.0 Implementation

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

5.0 Implementation

Visionary Roadway Capacity Projects *(continued)*

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

5.0 Implementation

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

5.0 Implementation

Visionary Roadway Capacity Projects *(continued)*

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

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

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

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

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

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

5.0 Implementation

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

5.0 Implementation

Visionary Roadway Non-Capacity Projects

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

5.0 Implementation

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

5.0 Implementation

Visionary Roadway Non-Capacity Projects *(continued)*

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

5.0 Implementation

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

5.0 Implementation

Visionary Roadway Non-Capacity Projects *(continued)*

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

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

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

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

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

5.0 Implementation

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

5.0 Implementation

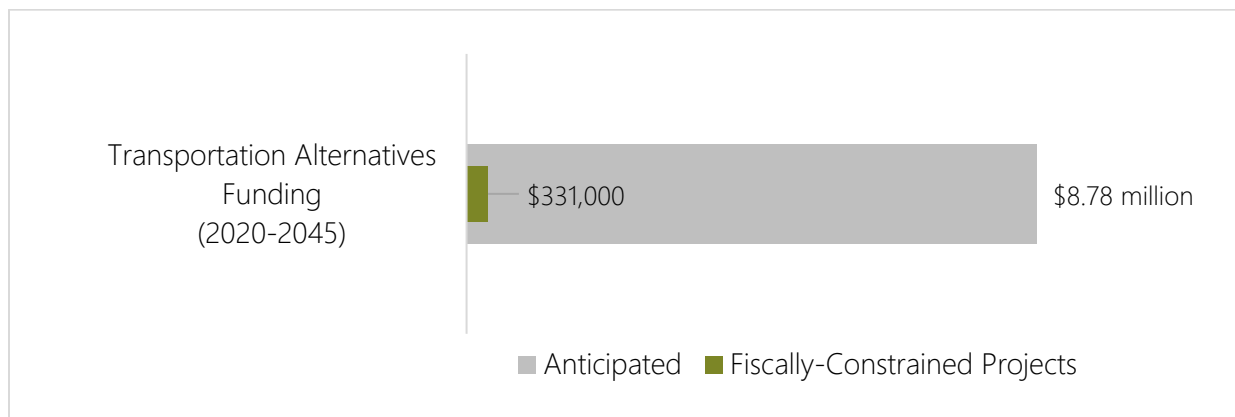
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Bicycle and Pedestrian Projects

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

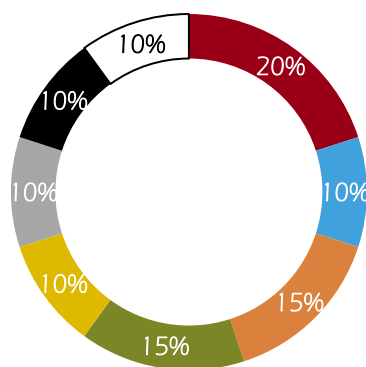
Financial Plan

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



High-Priority, Visionary Project Corridors

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



Prioritization Criteria

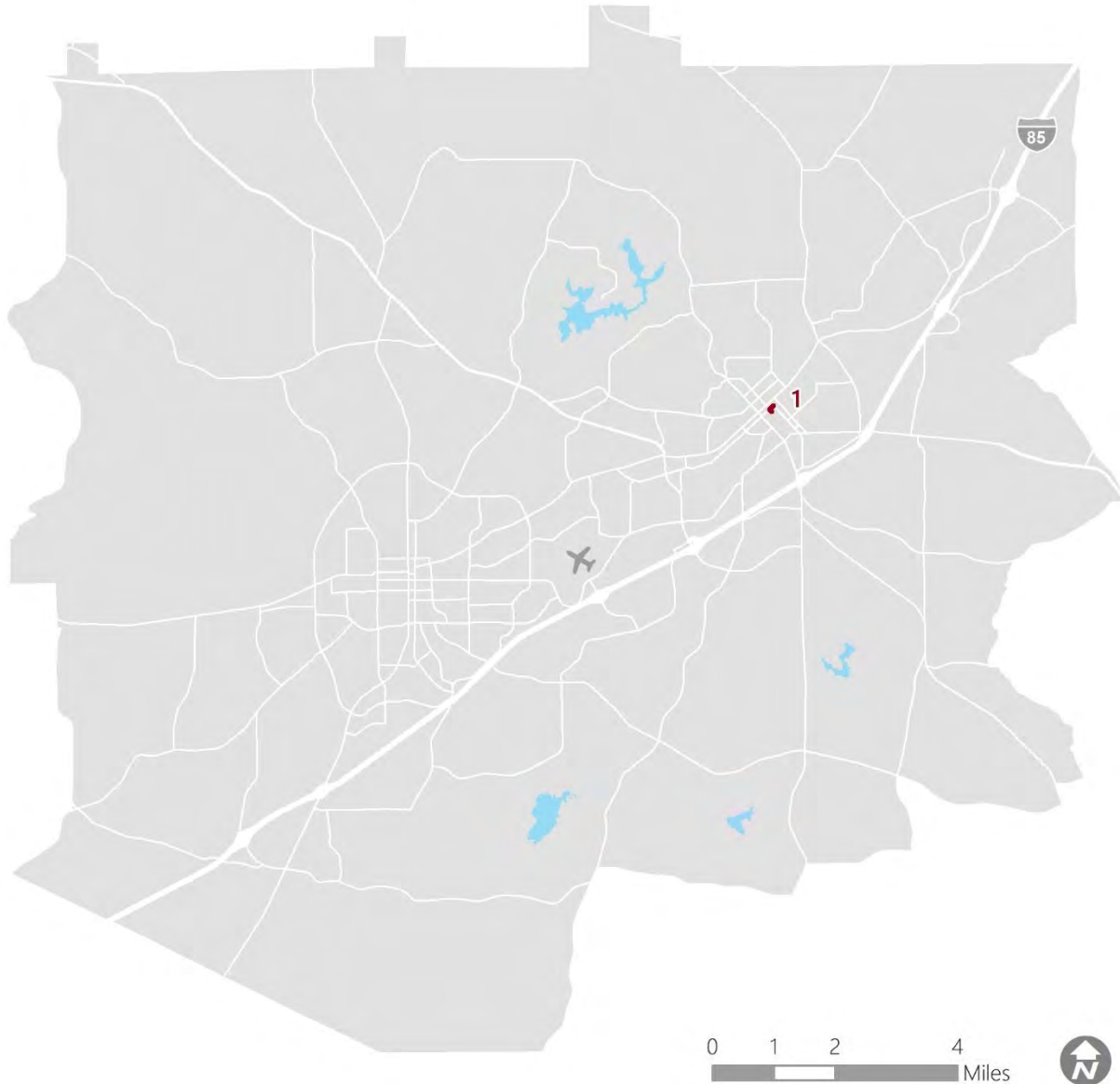
- Population Density
- Employment Density
- Popular Destinations Nearby
- Low-Income and Carless Households
- Limited Mobility Age Groups
- System Connectivity
- Street Connectivity
- Safety

5.0 Implementation

Fiscally Constrained Bicycle and Pedestrian Projects

Project Type


 Streetscape



Project Numbers: In tables on the following pages, numbers are preceded by a “BP” to indicate that they are a “Bicycle/Pedestrian” project.

Visionary Bicycle and Pedestrian Project Corridors

Project Corridor Type

-  Bicycle
-  Pedestrian
-  Bicycle and Pedestrian



Project Numbers: In tables on the following pages, numbers are preceded by a “BP” to indicate that they are a “Bicycle/Pedestrian” project.

5.0 Implementation

Fiscally Constrained Bicycle and Pedestrian Projects

L RTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	
BP-1	10006 9022	N 8 th Street; 1 st Avenue	N Railroad Avenue to 1 st Ave; N 8 th Street to N 7 th Street	n/a	●	

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

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

5.0 Implementation

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

5.0 Implementation

Visionary Bicycle and Pedestrian Project Corridors

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

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

5.0 Implementation

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

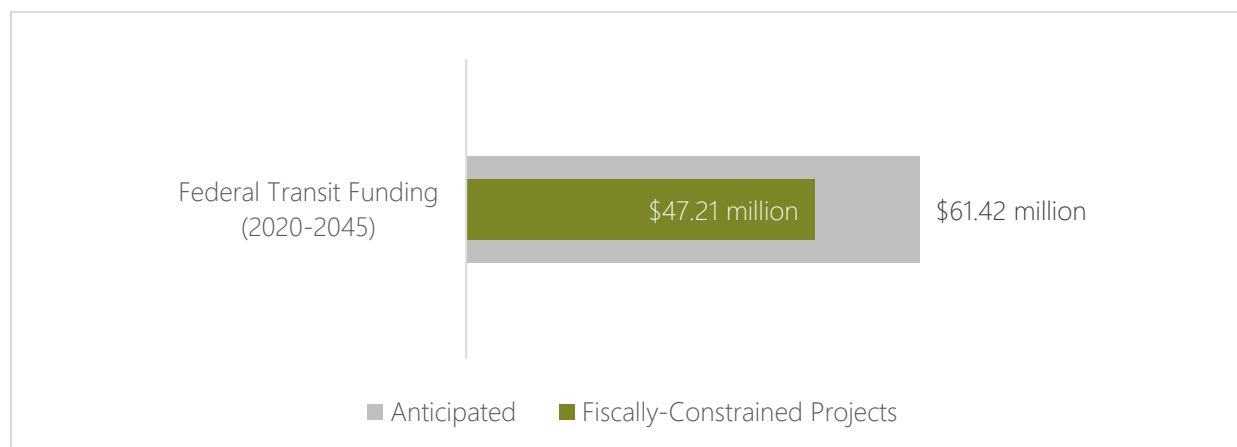
5.0 Implementation

Public Transit Projects

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

Financial Plan

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




Fixed Route Feasibility Study

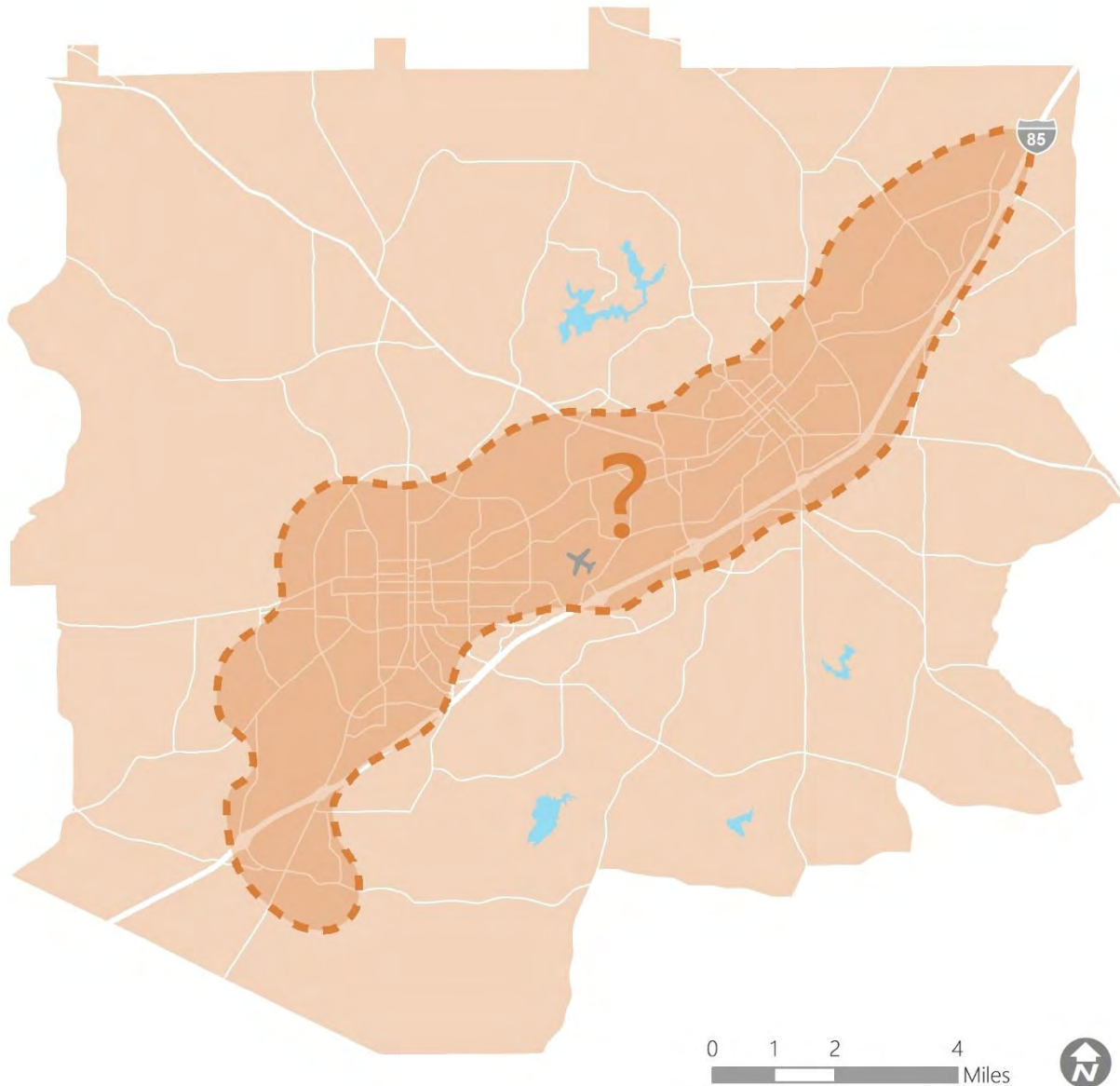
There is demand for regularly scheduled, fixed route transit in the region. A feasibility study should be conducted that addresses the following questions:

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

Public Transit Projects

Project Type

-  Fixed Route Feasibility Study
-  Continue Current Service



Project Numbers: In tables on the following pages, numbers are preceded by a "PT" to indicate that they are a "Public Transit" project.

5.0 Implementation

Fiscally Constrained List of Transit Projects

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

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

Improvement: ● Operating ● Capital ● Study

5.0 Implementation

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

5.0 Implementation

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Next Steps

Implementation Timeline

