AUBURN • OPELIKA TRANSPORTATION 2050 LONG RANGE PLAN

LEE-RUSSELL COUNCIL OF GOVERNMENTS

Revised October 2025
DRAFT

Prepared by:

NEEL-SCHAFFER

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Reserved for adoption resolution.

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This document was prepared and published by the Auburn-Opelika Metropolitan Planning Organization (AOMPO), in coordination with and funded through the Alabama Department of Transportation (ALDOT), and was developed in cooperation with:

- U.S. Department of Transportation (USDOT)
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- Alabama Department of Transportation (ALDOT)
- Local City and County Government Agencies

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 IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

Note: The photographs used in this document are for illustrative purposes only.

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1.0 The MPO and the LRTP

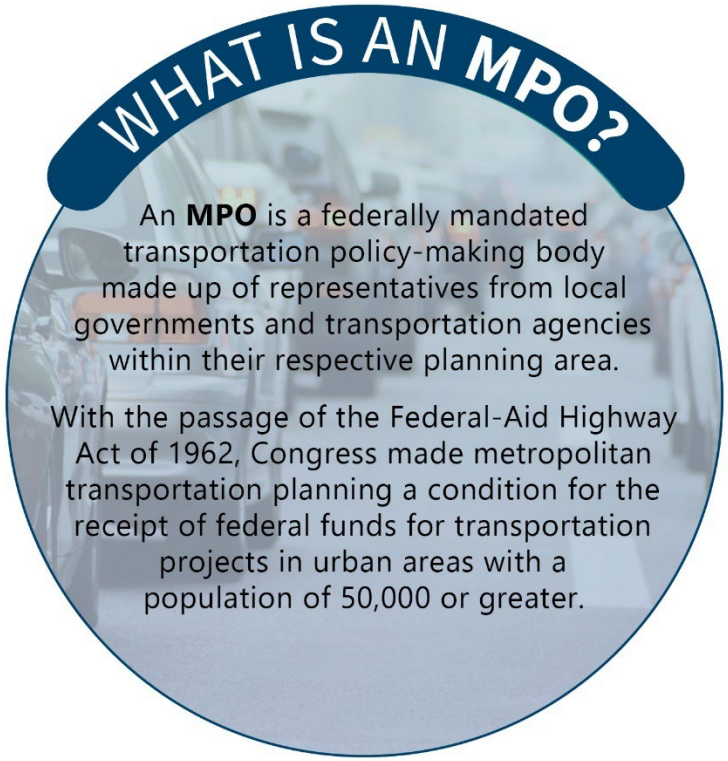
The 2050 Long-Range Transportation Plan (LRTP) is the defining vision for the region's transportation system and establishes long-term goals, objectives, and transportation priorities over the next 25 years. The plan is updated every five years to reflect new trends and priorities, incorporate new funding assumptions, and maintain compliance with Federal Regulations.

Considerations for travel on roads, rail, transit systems, bicycle/pedestrian trails, airports, and waterways are included in the plan, providing for expanded and diverse transportation networks that are supported with a multi-modal planning approach.

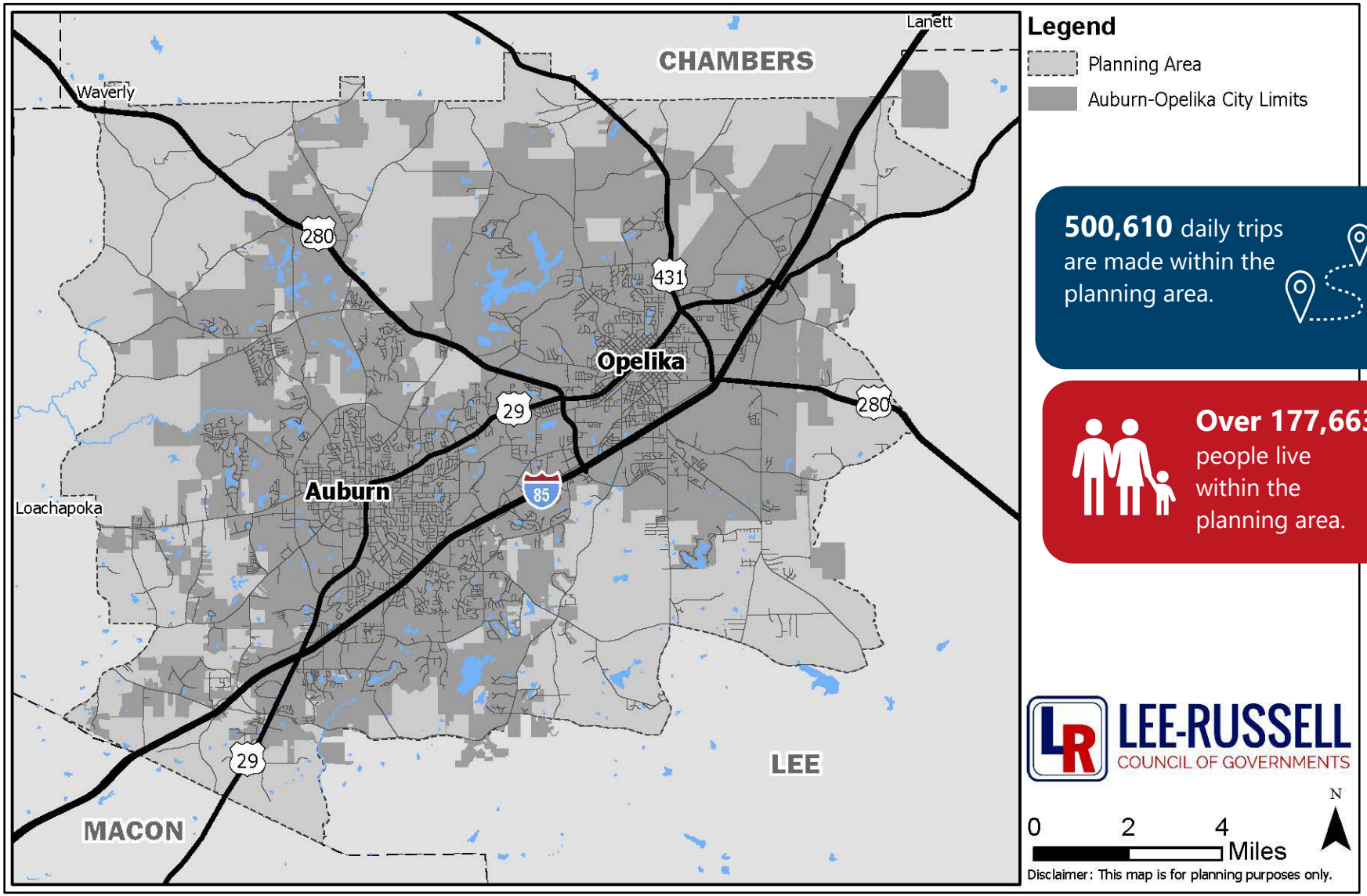
The AOMPO serves as the Metropolitan Planning Organization (MPO) for the urbanized area and areas anticipated to be urbanized by the Year 2050. The MPO planning area is illustrated on the next page.

Three bodies shape the decision-making process:

- MPO Policy Board
- Technical Advisory Committee
- Citizen Advisory Committee



Auburn-Opelika MPO Planning Area



1.1 A Long-Range Plan for the Region's Multimodal Transportation System

The LRTP builds from previous planning efforts and grows from the foundation set in the previous LRTP. To align the plan with the goals and progress of partner agencies, AOMPO coordinated with ALDOT, local jurisdictions, and multiple federal, state, and local agencies throughout the planning process. Numerous plans were identified and reviewed during the plan development.

Regionwide and Statewide Planning Efforts

The LRTP consists of six technical reports that provide additional detail on the different aspects of the plan and its development. These reports are summarized below.

Analysis of the region's transportation infrastructure and details about the LRTP development are discussed in the following Technical Reports:

1. **Travel Demand Model Update** – Updates to the model's inputs and forecast data
2. **State of Current System** – Inventory and assessment of the existing infrastructure
3. **Transportation Performance Management** – Existing performance targets and regional performance
4. **Needs Assessment** – Discussion of anticipated growth and analysis of existing and future needs
5. **Plan Development** – Review of public outreach, forecast funding, project prioritization, and selection of LRTP projects

1.2 What Guides the LRTP?

Federal law requires each MPO to prepare and update a fiscally constrained long range transportation plan. This is done in accordance with the ten planning factors outlined by federal legislation.

1.3 LRTP Revisions

Periodically, as needs and conditions change, it becomes necessary to revise the LRTP. There are two forms of revision: administrative modifications and amendments. Information on the MPO's procedures for revision is outlined in the MPO's Public Participation Plan.

Source: 23 CFR 450.306

1.4 Community Inclusion

Federal legislation and Executive Orders prohibit discrimination and/or exclusion from participation in any program or activity receiving federal financial assistance based on:

- Race
- Color
- National Origin
- Disability
- Income
- Limited-English Proficiency

Community involvement was a key component in the development of the 2050 Long-Range Transportation Plan. This involvement was guided by the MPO's Public Participation Plan which outlines strategies for public involvement in developing and maintaining transportation planning documents. It emphasizes transparency and provides ample opportunities for public review and comment to maintain an open participation process.

Details on how the plan addressed community involvement throughout the planning development process can be found in *Technical Report #5: Plan Development*.

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2.0 Planning Process and Outreach

2.1 LRTP Planning Process

The primary purpose of long range transportation planning in urbanized areas is to meet federal requirements and incorporate a Continuing, Cooperative, and Comprehensive (3-C) planning process with key participants and stakeholders. As a result, long range transportation plans:

- Are based on the most current information
- Reflect regional needs and priorities that are consistent with the state
- Considers all modes of transportation
- Are consistent with other planning efforts

2.2 Outreach and Engagement

Development of the Long Range Transportation Plan was guided by input from the general public, stakeholders, and local jurisdictions. These groups provided important insight into local and regional transportation concerns and priorities. During the outreach phase, multiple in-person and virtual opportunities were provided for public input.

An overview of engagement results is included in **Section 2.3**, and a detailed summary of the outreach process is discussed in *Technical Report #5: Plan Development*.

2.3 Establishing Transportation Priorities

Transportation priorities were established using the input received from the public, stakeholders, and member jurisdictions throughout plan development, in addition to requirements outlined in federal regulations. Input received from the public came from three rounds of public engagement, each with its own purpose and goals for participation.

The first round of outreach focused on public education and gathering information about transportation issues and needs. The second round of outreach requested public feedback on congestion relief options and possible projects. The third round of outreach requested comments on the draft plan.

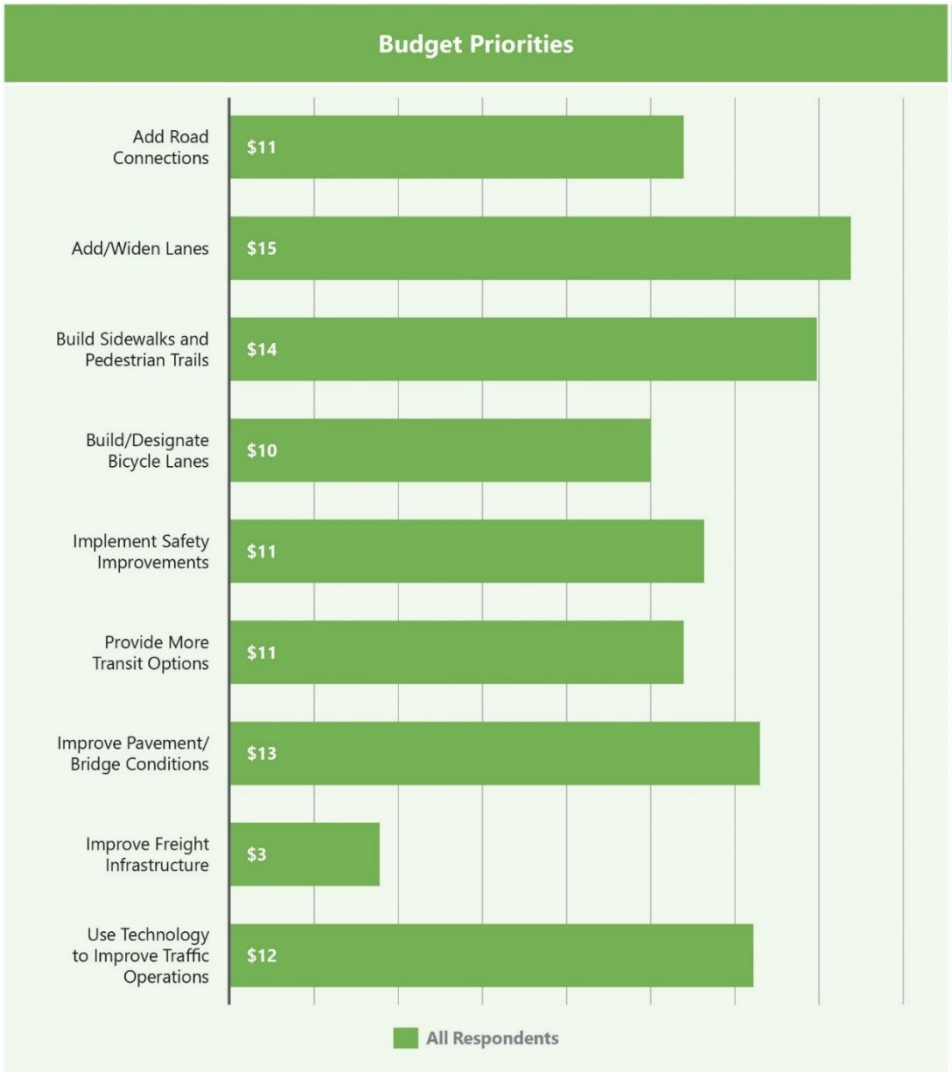
Round 1

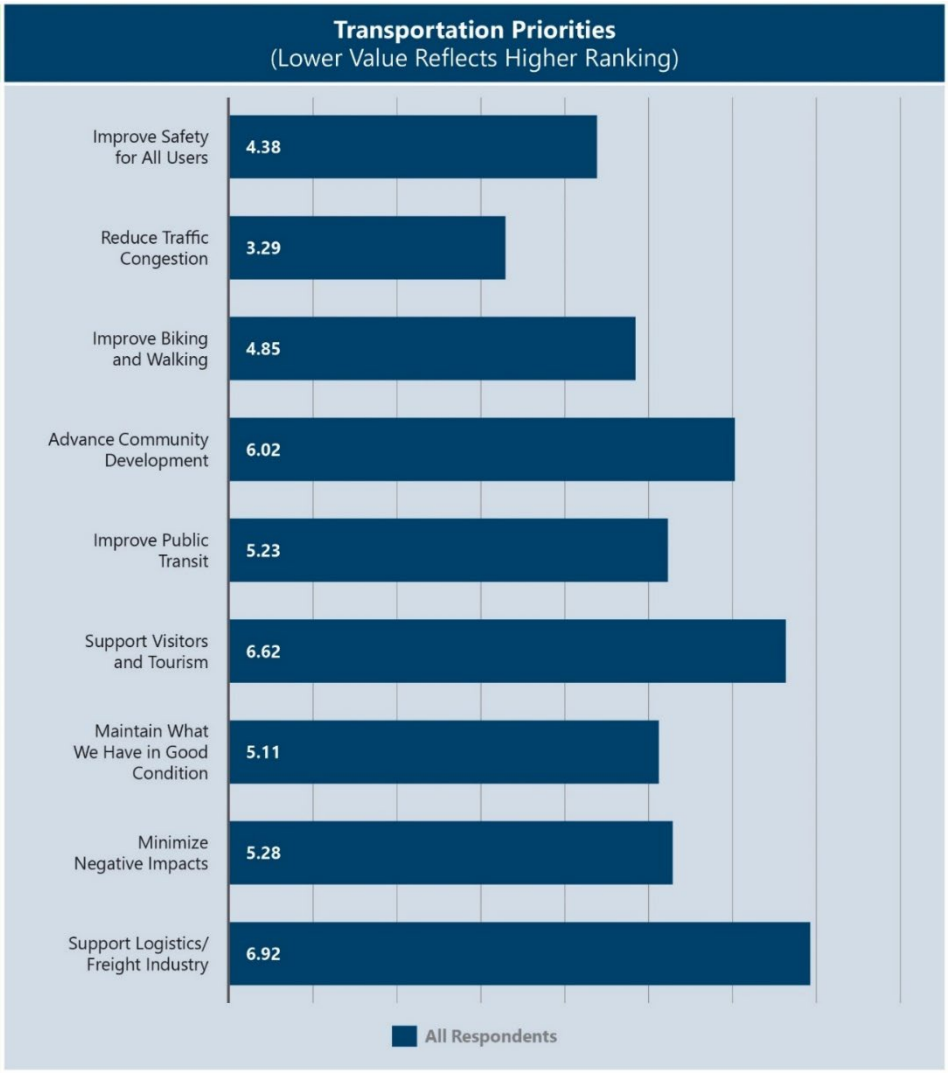
Round 1 outreach occurred at the beginning of plan development, and key findings from this round helped guide the planning process. In-person and virtual events were used to inform and encourage the public to take a survey to provide feedback. Survey elements included a goal ranking exercise, a budget allocation activity, and a mapping exercise where specific locations could be identified for improvements. The following pages provide an overview of the survey results.

The survey analysis identified commonly used words, or keywords, from both the challenges and solutions responses. Identifying these keywords provided a general overview of public sentiment on the most common transportation challenges that need to be addressed and what potential solutions the public may support.

When asked to budget priorities, participants allocated the most budget to adding/widening lanes and building sidewalks and pedestrian trails.

When asked to rank transportation goal priorities, survey participants identified reducing traffic congestion and improving safety for all users as top regional goals.





Round 2

Round 2 of community engagement encouraged the public to review and provide input on strategies to reduce transportation congestion. The public was also given the opportunity to provide input on which of the proposed LRTP projects were high, medium, and low priority.

In addition to the public input gathered in Round 2, the local jurisdictions were asked to provide any updates they had regarding ongoing roadway projects or potential future projects. The results from both the public input and jurisdictions, detailed in *Technical Report 5: Plan Development*, helped to inform some of the strategies identified in the LRTP and were used to prioritize the projects in the Staged Improvement Program.

Round 3

Round 3 outreach provided opportunities for stakeholders and the public to review and comment on the draft 2050 LRTP. Additionally, the Travel Demand Model, the 2050 LRTP Summary Report, and all corresponding technical reports were sent to federal and state agencies for review and comment during this round of outreach. A public Open House was held at [LOCATION TBD AND GRAPHIC TO BE ADDED].

3.0 Plan Vision, Goals, and Objectives Statements

The following statements were crafted to provide guidance throughout plan development and to support the region's future transportation system. These goals are consistent with previous plan updates and directly align with federal planning factors. The plan's strategic framework, goals and objectives, and their relationship to the national planning goals are discussed in *Technical Report #5: Plan Development*.

3.1 Goals and Objectives

Five goals and their respective objectives were identified to help support the overarching transportation vision of the MPO planning region. The goals include:

1. Improve and Expand Transportation Choices
2. Improve Safety, Security, and Resiliency
3. Maintain a Reliable and High-Performing Transportation System
4. Support Prosperity and the Economic Vitality of the Region
5. Manage the Relationship of Transportation, Community, and Environment

Objectives for each goal were used to help determine if a project was consistent with the planning area vision and goals. These objectives are detailed in the following pages.

3.1 Goals and Objectives

Goal #1: Improve and Expand Transportation Choices

Enhance mobility and connectivity through a variety of dependable travel choices.

- **1-1** Reduce roadway congestion and delay, particularly on roadway segments deemed to be unreliable using the Level of Travel Time Reliability.
- **1-2** Improve mobility and access across the region for all users, including pedestrians and bicyclists.
- **1-3** Expand and enhance public transportation to increase its viability as a mode of transportation.
- **1-4** Support convenient and affordable access to surrounding regions and the local and regional air, water, and rail transportation.

Goal #2: Improve Safety, Security, and Resiliency

Create a safer and more secure transportation system that can adapt to disruptions and emergencies.

- **2-1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of roadway-related crashes, fatalities, and serious injuries within the region.
- **2-2** Reduce pedestrian and bicycle crash fatalities and serious injuries.
- **2-3** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context, prioritizing those that are included in regional safety analyses.
- **2-4** Encourage the investment in and use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.
- **2-5** Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.

Goal #3: Maintain a Reliable and High Performing Transportation System

Preserve existing infrastructure and improve system efficiency through innovation.

- **3-1** Enhance regional connectivity by providing additional alternative travel routes and improving the desireability of other modes of travel.
- **3-2** Maintain transportation infrastructure and assets in a good state of repair, prioritizing roadways and bridges that are in "Fair" or "Poor" condition.
- **3-3** Improve mobility by reducing traffic congestion and delay.

Goal #4: Support Prosperity and the Economic Vitality of the Region

Promote economic development and community well-being through strategic investments.

- **4-1** Pursue transportation improvements that are consistent with local plans for growth and economic development and also support vibrant activity centers.
- **4-2** Support local businesses and industry by providing efficient freight movement by truck, rail, and other modes.
- **4-3** Promote context-sensitive transportation solutions that integrate land use planning and reflect community values.

Goal #5: Manage the Relationship of Transportation, Community, and Environment

Ensure transportation investments enhance environmental quality and community well-being.

- **5-1** Minimize or avoid adverse impacts from transportation improvements to the natural and human environments (historic sites, recreational areas, communities, etc.)
- **5-2** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.
- **5-3** Increase the percentage of workers commuting by carpooling, transit, walking, and biking.
- **5-4** Support the reduction of transportation-related emissions.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4.0 Transportation Investment Needs

High-quality and well-connected multimodal transportation systems are vital to support the region's growing economy and vibrant communities. Sustained investments to these systems help promote safe and efficient travel for all users, whether they are local residents, commuting workers, or visiting tourists. Although preserving, modernizing, and expanding transportation infrastructure requires significant investment, it is necessary to consistently meet the changing needs presented by population and economic growth.

Key Benefits of Transportation Investment

- Safer travel
- Shorter and more reliable travel times
- Increased accessibility
- Expanded access to jobs
- Improved quality of life
- Enhanced economic competitiveness

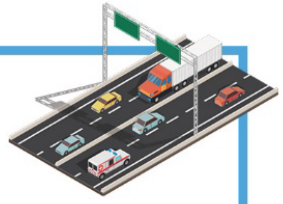
4.1 A Multimodal System Snapshot

The following graphics and illustrations provide an overview of the MPO planning area's multimodal system and related transportation trends. This information describes the different types of transportation infrastructure, how much each mode is used, and their general performance or condition.

Railroads

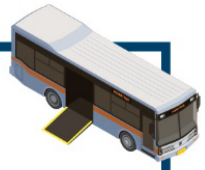
5 CLASS I RAILROADS:
CSX Transportation, Canadian National Illinois Central, Kansas City Southern, Norfolk Southern, BNSF Railway (Burlington Northern Santa Fe)

Highways



Over
349 CENTERLINE MILES
of roadway functionally classified as Collector or higher in the MPA

Transit

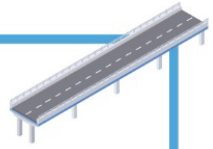


LRPT
serves around **48,393 passenger trips** annually

Bike & Pedestrian

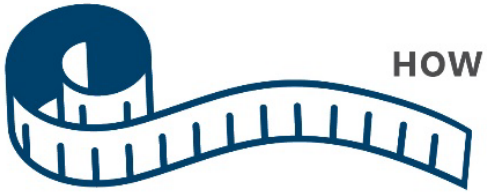
Network consists of approximately
66 MILES
of pedestrian and bicycle facilities

Bridges



Nearly **130 BRIDGES**
are within or very close to the MPA

	MPA	UNITED STATES
DRIVE ALONE	79%	70%
CARPOOL	8%	9%
PUBLIC TRANSPORTATION	1%	4%
WALK	3%	2%
WORK AT HOME	8%	13%
OTHER	1%	2%



HOW DOES THE REGION'S TRANSPORTATION MEASURE UP?

Roadway Safety

38.6 FATALITIES per year | **58.4** SERIOUS INJURIES per year

Bicyclist/Pedestrian Safety

6.8 FATALITIES or SERIOUS INJURIES among non-motorized users per year

Transit Safety

0 FATALITIES | **1** INJURIES among transit users per year

Transit Condition

19% of buses exceed their **USEFUL LIFE BENCHMARK (ULB)**

Interstate Pavements

53.8% of interstate pavements are in **GOOD** condition

0.5% of interstate pavements are in **POOR** condition

Non-Interstate NHS Pavements

38.7% of non-interstate pavements are in **GOOD** condition

0.8% of non-interstate pavements are in **POOR** condition

Bridge Quality

16.2% of bridges are in **GOOD** condition

4.4% of bridges are in **POOR** condition

Interstate Reliability

100% reliable Interstate routes

Roadway Reliability

93.6% reliable non-interstate NHS routes

Freight

Truck Travel Time Reliability Index on the Interstate is **1.12**

NHS - National Highway System

4.2 Growth Fueling Transportation Demand

Changing economic and population characteristics, energy regulations, environmental concerns, and new technologies can all impact trends in transportation, travel behavior, and revenue over time. The presence of people and their access to jobs, goods, and/or services has the most direct influence on transportation demand. Consequently, total population is often a reliable indicator of overall system use for a region.

Population

Future projections indicate that the region will continue to grow from a population of just over 122,000 in 2023 to about 158,000 in 2050, a growth of approximately 36,000 additional residents.

Economy

Between 2023 and 2050, the total number of employees is expected to increase from about 87,000 in 2023 to just under 127,000 in 2050, a growth of approximately 40,000 additional employees.

Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)

Vehicle Miles Traveled (VMT) measures the total number of miles traveled by all vehicles on the region's roadways. An increase in miles traveled represents an increase in either the number of vehicles traveling or length of chosen route. Increases in VMT over time are the result of population and employment growth, limited infrastructure improvements, and transportation policy changes. With only the anticipated additional projects that comprise the Existing + Committed Transportation Network, VMT is expected to increase by 47 percent, while Vehicle Hours Traveled (VHT) is expected to increase by 65 percent. A deeper analysis of the changes to the roadway network is discussed in *Technical Report #4: Needs Assessment*.

	2023 Existing Roadway Network (Millions)	Change 2023-2050 (Millions)	2050 Existing and Committed Network (Millions)	Change in VMT 2023-2050	Change in VHT 2023-2050
Total Annual VMT	877.27	412.27	1,289.54	47%	65%
Total Annual VHT	24.53	15.97	40.50		

Environmental Factors

Environmental factors can greatly impact transportation infrastructure and operations. Within the MPO planning area, natural events (flooding, tornadoes, and extreme winter weather) and infrastructure hazards (dam and levee failure) were noted as posing a moderate or higher risk to the region. Mitigating these events requires maintaining existing infrastructure so it can withstand deterioration and providing alternative routes when roadway or bridge failure occurs.

Urbanization of the Population

Changes in travel behavior are mainly driven by the evolving needs and wants of people and where they wish to live or work. The desire for convenient access to housing, jobs, school, social gatherings, and similar destinations can increase the demand on transportation networks. One solution is higher density development, especially mixed-use development. Increased population density promotes non-single occupancy vehicle trips and supports non-motorized and cost-effective transit trips, reducing congestion and the need for more costly highway infrastructure. Mixed use development also allows for the development of non-residential community destinations, such as shops, restaurants, medical centers, grocery stores, and other similar facilities near where people live.

Global Policy and Transportation Investments

Global markets rely heavily on connected and well-maintained transportation networks. Freight projections indicate that commerce and trade will continue to grow throughout the region from 2022 to 2050, leading to an increase in transported freight tonnage, value, and volume. Increases in freight traffic will also increase the demand for transportation facilities. This demand can create new or exacerbate existing roadway congestion as more freight vehicles are needed to move goods to another freight mode or destination.

5.0 Funding Availability

While investments in transportation are necessary to maintain existing infrastructure, modernize and/or upgrade existing assets, and provide additional roadway capacity, limited funding and resources require a strategic approach to project implementation. In this plan, investment sources, their anticipated contribution to funding transportation projects, and the timeline of funding availability were identified.

To best match transportation funding to future multimodal transportation projects, the MPO used the anticipated funding data to prepare a staged anticipated funding list, shown in **Table 1**. This list informed the staged improvement program, detailed in **Section 6**, which includes projects that have been prioritized and matched with anticipated future funds through the year 2050.

State Funding

- Collected from motor fuel taxes and fees and vehicles taxes and fees.
- The gasoline excise tax is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

- The most common and largest sources of local government tax revenue.
- Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

- Collected from individuals who utilize a service or facility.
- They pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses.
- Those who directly benefit from these services pay the cost to build and/or operate them.

Special Assessments

- Generating funds for public improvements by billing those who directly benefit from the improvements.
- Property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own.
- May be paid over an established period of time rather than as a lump sum payment.

Impact Fees

- Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.

Bond Issues

- Effectively a loan provided to the local government by its citizens for the purposes of conducting improvements.
- Issued by local governments upon approval of the voting public.

Table 1: Anticipated Revenues by Source and Transportation Improvement Program Stage

Program Estimates (Federal Funding)			
	2025-2031	**2031-2040**	**2041-2050**
Capacity Funding	$9,410,926	$33,478,274	$36,980,842
O&M Funding	$18,076,726	$33,680,438	$37,204,157
MPO Dedicated Funding	$17,032,265	$28,387,108	$28,387,108
Carbon Funding	$2,048,646	$3,414,410	$3,414,410
Local	$11,801,228	$24,282,603	$26,157,672
Total Capital Improvements	***$58,369,791***	***$123,242,833***	$132,144,189
Transit	$12,437,578	$22,452,784	$24,801,842
Total LRTP	**$70,807,369**	**$145,695,617**	$156,946,031

6.0 Staged Improvement Program

The staged improvement program includes the identified capital and maintenance transportation projects that best address the needs of the region which can be implemented within the anticipated available funding. This program allows for the region's priorities to be addressed in line with budgetary and financial constraints. *Technical Report #5: Plan Development* describes project development, cost estimates, prioritization, and implementation.

6.1 Roadway Capital and Maintenance Projects

Projects planned for implementation are prioritized and outlined in the fiscally constrained list displayed in **Table 2**. Stage 1 projects form the Existing Plus Committed (E+C) Transportation Network and include projects which are open for traffic, currently under construction, or are identified in the Transportation Improvement Program with programmed funding. The remaining projects, identified in Stages 2 and 3, are projects local agencies within the MPO region wish to construct using the funds forecasted to be available in the future.

The visionary projects, shown in **Table 3**, are unfunded or unprogrammed in the fiscally constrained list of projects. Although no funding was identified for visionary projects, they are included as identified projects in the event that additional funding becomes available. The LRTP's financial summary is displayed in **Table 4**.

Fiscally Constrained Capacity Projects Map

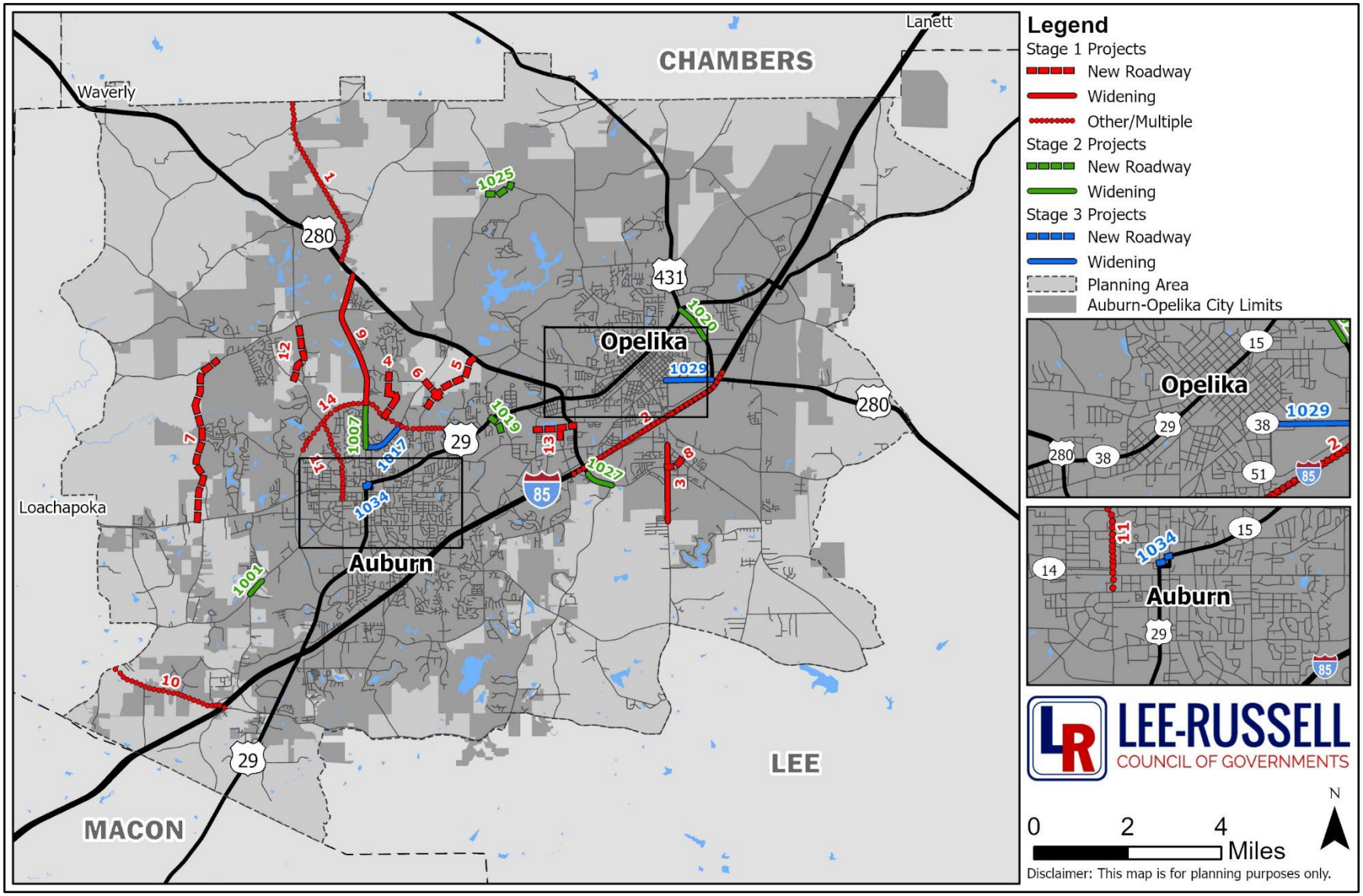


Table 2: Fiscally Constrained Projects

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
1	1	SR-147	US 280 to Chambers County Line	Resurfacing and shoulder widening	Completed	3.74	ALDOT	Completed	
2	1	I-85	US 280 west to US 280 east	Widen from 4 lanes to 6 lanes	$1,042,313	7.60	ALDOT	$1,042,313	Capacity Funding
3	1	Marvyn Pkwy (SR-51)	Crawford Rd (SR-169) to the southern city limits	Widen from 2 lanes to 3 lanes (CTL)	$6,143,185	1.64	City of Opelika	$6,143,185	MPO Dedicated Funding
4	1	Watercrest Dr Extension	E University Dr to Cary Creek Pkwy	New 2-lane roadway	$4,798,429	1.11	City of Auburn	Dev/Local	
5	1	Dean Rd Extension	Sandstone Ln to Birmingham Hwy (US-280)	New 3-lane roadway	$12,423,329	1.48	City of Auburn	Dev/Local	
6	1	Academy Dr Extension	Gatewood Dr to Shelton Mill Rd (CR-97)	New 2-lane roadway	$5,258,551	0.82	City of Auburn	Dev/Local	
7	1	Outer Loop Segment 2/3	Mrs. James Rd (CR-81) to Martin Luther King Dr (SR-14)	New 2-lane roadway	$21,954,453	3.66	City of Auburn	Dev/Local	
8	1	Gateway Dr Extension	Marvyn Pkwy (SR-51) to Crawford Rd (SR-169)	New 2-lane roadway	$1,907,245	0.39	City of Opelika	$1,907,245	MPO Dedicated Funding
9	1	N College St (SR-147)	Shug Jordan Pkwy/E University Dr (SR-267) to US-280	Widen from 2 lanes to 4 lanes	$412,120	2.92	ALDOT	$412,120	Capacity Funding
10	1	CR-10	CR-137 (Wire Rd) to Cox Rd	Widen from 2 lanes to 3 lanes (CTL) and resurfacing	$5,358,050	3.25	Lee County	$5,358,050	MPO Dedicated Funding
11	1	N Donahue Dr	W Magnolia Ave to Shug Jordan Pkwy	Widening, Add Bike Lane, Add Sidewalks	Completed	1.79	Auburn	Completed	
12	1	James Burt Pkwy	N Donahue Dr to Miracle Rd	New 2-lane roadway	Construction	1.26	City of Auburn	Construction	
13	1	Thomason Dr Ext (Veterans Pkwy Ext Phase 1)	Cunningham Dr to Gateway Dr (US-280); Center Hill Dr to New Roadway	New 2-lane roadway	$6,326,989	0.80	City of Opelika	Dev/Local	
14	1	Shug Jordan Pkwy/ University Dr	Richland Rd to Opelika Rd	Center turn lane and turn lanes	Completed	4.68	City of Auburn	Completed	
30	1	Pepperell Pkwy	Lowndes St to Westend Ct	Resurfacing, adding sidewalks, and upgrading traffic signals	$3,163,330	1.71	City of Opelika	$3,163,330	
31	1	I-85	Over Choctafaula Creek	Bridge Replacement	$25,250,000	0.02	ALDOT	$25,250,000	
32	1	Ogletree Rd	Wrights Mill Rd to Moores Mill Rd	Resurfacing	$1,925,954	3.40	City of Auburn	$1,925,954	

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
33	1	Wire Rd, Thach Ave, Ross St		Resurfacing	$1,923,051	5.00	City of Auburn	$1,923,051	
34	1	Veterans Pkwy	SR-38 (US 280) to Pepperell Pkwy	Resurfacing and new multi-use path	$234,043	1.10	City of Opelika	$234,043	
35	1	SR-147	@ CR-137 (Wire Rd)	Add right turn lane	$103,030	--	City of Auburn	$103,030	
36	1	Wire Rd	Lem Morrison Dr to W Samford Ave	Sidewalks	$1,000,000	0.25	City of Auburn	$1,000,000	
37	1	LRCOG Transit	Limit varies	Transit Operating and Captial Funding (FY 22-25)	$7,274,597	--	TBD	$7,274,597	
38	1	CR-54 (Society Hill Rd)	Macon County Line to CR-146 (Moores Mill Rd)	Safety improvements	$385,019	5.51	ALDOT	$385,019	
39	1	Columbus Pkwy	@ 4th St, 6th St, and 7th St	Intersection Improvements	$3,339,421	--	City of Opelika	$3,339,421	
40	1	I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)	Installation of traffic monitoring cameras	$1,050,000	8.00	ALDOT	$1,050,000	
41	1	Pepperell Pkwy	Lowndes St to Auburn City Limits	Resurfacing Sidewalks and Signals	$3,334,127	--	City of Opelika	$3,334,127	
42	1	Columbus Pkwy	At 4th, 6th, and 7th Streets	Intersection Improvements	$3,339,421	--	City of Opelika	$3,339,421	
43	1	Gateway Drive	Marvyn Parkway (SR-51)	Construct Roundabout	$265,380	--	ALDOT	$265,380	
44	1	SR-38 (US 280)	@ Fredrick Rd	Intersection Improvements	$1,980,000	--	ALDOT	$1,980,000	
45	1	Fixed Route Feasibility Study		Study	Completed	--	LRCOG	Completed	
46	1	Veterans Pkwy	SR-38 to Pepperell Pkwy	Resurfacing and adding multi-use path	$1,876,081	1.10	City of Opelika	$1,876,081	
47	1	SR-38 (US 280)	@ Dunlop Dr	Intersection Improvements	$2,019,500	--	TBD	$2,019,500	
48	1	Gateway Dr (US 280)	@ Tiger Town Pkwy	Intersection Redesign	$1,600,000	--	City of Opelika	$1,600,000	
49	1	SR-14	Macon County Line to Shug Jordan Pkwy	Resurfacing	$3,888,000	10.14	ALDOT	$3,888,000	
CARB-1	1	Varies	Varies	Carbon Reduction Program Funding, 2026-2030	--	--	Varies	$2,048,646	Carbon Funding
OM-1	1	Varies	Varies	Operations and Maintenance Funding, 2026-2030	--	--	Varies	$18,076,726	O&M Funding

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
TRAN-1	1	Varies	Varies	Region Transit Funding, 2026-2030	--	--	Varies	$12,437,578	Transit Funding
1107	2	US 280	@ Shelton Mill Rd	Intersection Improvements	$1,600,000	--	ALDOT	$1,969,895	Capacity Funding
1109	2	Shug Jordan Pkwy	@ N Donahue Dr	Intersection Improvements	$1,600,000	--	ALDOT	$1,969,895	Capacity Funding
1112	2	SR-15 (Opelika Rd)	@ E University Dr	Intersection Improvements	$1,600,000	--	ALDOT	$1,969,895	Capacity Funding
1027	2	Gateway Drive (US-280)	I-85 to Society Hill Drive (CR-54)	Widen from 2 lanes to 4 lanes	$9,141,000	0.66	ALDOT	$11,254,256	Capacity Funding
1020	2	Fox Run Pkwy (US-431)	Fox Trail to Samford Ave	Widen from 2 lanes to 4 lanes	$11,911,000	0.86	ALDOT	$14,664,637	Capacity Funding
1007	2	N College St	Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147)	Widen from 2 lanes to 4 lanes	$12,603,500	0.91	City of Auburn	$15,517,232	MPO Dedicated Funding
1001	2	Wire Rd	Eagle Landing RV Park to Cox Rd	Center turn lane	$3,459,500	0.37	City of Auburn	$4,259,282	MPO Dedicated Funding
1019	2	Veterans Pkwy Ext Phase 3	Pepperell Pkwy (SR-14) to Airport Rd	New 2-lane roadway	$3,000,000	0.39	City of Opelika	$3,693,553	MPO Dedicated Funding
1025	2	Perimeter Rd	Grand National Pkwy to Oakbowery Rd	New 2-lane roadway	$4,676,000	0.56	City of Opelika	$5,757,018	MPO Dedicated Funding
CARB-2	2	Varies	Varies	Carbon Reduction Program Funding, 2031-2040	--	--	Varies	$3,414,410	Carbon Funding
OM-2	2	Varies	Varies	Operations and Maintenance Funding, 2031-2040	--	--	Varies	$33,680,438	O&M Funding
TRAN-2	2	Varies	Varies	Region Transit Funding, 2031-2040	--	--	Varies	$22,452,784	Transit Funding
1029	3	Columbus Pkwy (SR-38)	McCoy St to Fox Run Parkway	Widen from 2 lanes to 4 lanes	$13,850,000	1.00	ALDOT	$20,786,175	Capacity Funding
1034	3	Opelika Rd (SR-14) Connector	SR-14 to N Gay St	New 2-lane roadway	$1,085,500	0.13	City of Auburn	$1,629,126	MPO Dedicated Funding
1017	3	Shelton Mill Rd (CR-97)	N College St to E University Dr	Widen from 2 lanes to 4 lanes	$12,742,000	0.92	City of Auburn	$19,123,281	MPO Dedicated Funding
1076	3	E University Dr	S College St to S Donahue Dr	Add bicycle lanes/sidewalks	$951,930	0.63	City of Auburn	$1,428,663	MPO Dedicated Funding
1078	3	E Samford Ave	Well St to S Dean Rd	Add bicycle lanes/sidewalks	$1,918,970	1.27	City of Auburn	$2,880,003	MPO Dedicated Funding

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
CARB-3	3	Varies	Varies	Carbon Reduction Program Funding, 2041-2050	--	--	Varies	$3,414,410	Carbon Funding
OM-3	3	Varies	Varies	Operations and Maintenance Funding, 2041-2050	--	--	Varies	$37,204,157	O&M Funding
TRAN-3	3	Varies	Varies	Region Transit Funding, 2041-2050	--	--	Varies	$24,801,842	Transit Funding

Note: Stages represent finite time periods in which projects receive funding and become completed and open to traffic.

Stage 1 reflects the Transportation Improvement Program and additional projects from Year 2025 through Year 2030.

Stage 2 encompasses projects that will be completed from 2031 through 2040.

Stage 3 encompasses projects that will be completed from 2041 through 2050.

Table 3: Visionary Transportation Improvements

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1003	SR-14	Willis Turk Rd to Webster Rd	Widen from 2 lanes to 4 lanes	$35,733,000	2.58	ALDOT	Capacity Funding
1069	Hwy 280	I-85 to Lee County Rd 152	Widening, Reduce Congestion	$29,639,000	2.14	ALDOT	Capacity Funding
1022	Gateway Drive East (US-280) Extension	Crawford Rd (SR-169) to N Uniroyal Rd	New 2-lane roadway	$18,954,500	2.27	ALDOT	Capacity Funding
1015	Shelton Mill Rd (CR-97)	E University Dr to Birmingham Hwy (US-280)	Widen from 2 lanes to 4 lanes	$28,946,500	2.09	City of Auburn	MPO Dedicated Funding
1005	Downs Way Extension	Shug Jordan Pkwy (SR-267) to Veterans Blvd	New 2-lane roadway	$16,449,500	1.97	City of Auburn	MPO Dedicated Funding
1101	Northern Perimeter Rd Phase 2	CR-96 @ CR-95 to CR-389	New 4-lane roadway (divided)	$135,553,400	0.00	City of Opelika	MPO Dedicated Funding
1038	Pepperell Pkwy/ 2nd Ave/Samford Ave	Pleasant Dr to Lafayette Pkwy (US 431)	Widen from 3 lanes to 5 lanes	$36,287,000	2.62	City of Opelika	MPO Dedicated Funding
1075	10th St	2nd Ave to I-85	Streetscape, Widening, Add Sidewalks, Add bike lane	$20,430,130	1.33	Opelika	MPO Dedicated Funding
1073	Morris Ave	Oak Bowery Rd to Hwy 431	Widening	$17,671,500	1.89	Opelika	MPO Dedicated Funding
1098	Opelika Rd/ Pepperell Pkwy/ 2nd Ave/Samford Ave	N Gay St to Lafayette Pkwy	Add bicycle lanes/sidewalks	$11,891,570	7.87	ALDOT	Capacity Funding
1115	SR-15	Veterans Pkwy to US 431	Improve Turning Movement, Safety, Traffic Flow, and pedestrian infrastructure	$7,485,427	4.90	ALDOT	MPO Dedicated Funding
1041	Opelika Road	East University Drive to Dean Road	Improve Turning Movement, Safety, and Traffic Flow	$887,250	1.05	ALDOT	O&M Funding
1058	Gateway Dr	Pepperell Pkwy to Marvyn Parkway	Improve Turning Movement, Safety, and Traffic Flow	$3,092,700	3.66	ALDOT	O&M Funding
1060	US 280 (Columbus Pkwy)	Fox Run Pkwy to S Uniroyal Rd	Improve Turning Movement, Safety, and Traffic Flow	$709,800	0.84	ALDOT	O&M Funding
1061	Bridge on US 280 (Gateway Dr)	Over 1st Ave	Bridge Replacement	$5,150,000	--	ALDOT	O&M Funding
1065	I-85	Exit 60 (Marvyn Pkwy Interchange)	Interchange improvements	$25,750,000	--	ALDOT	O&M Funding
1023	Lafayette Pkwy (US-431)	Freeman Ave to Opelika City Limits	Widen from 2 lanes to 4 lanes	$30,470,000	2.20	ALDOT	Capacity Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1074	Deer Run Rd	Richland Rd to Martin Luther King Dr	Minor Widening, Add Bike Lane, Add Sidewalks	$4,217,240	1.79	Auburn	MPO Dedicated Funding
1106	Airport Congestion Considerations	TBD	Improve Turning Movement, Safety, and Traffic Flow study	$845,000	1.00	Cities of Auburn and Opelika	MPO Dedicated Funding
1042	Dean Rd	Dean Elementary School to South of Auburn High School	Improve Turning Movement, Safety, and Traffic Flow	$202,800	0.24	City of Auburn	MPO Dedicated Funding
1045	Glenn Ave	Gay Street to Dean Road	Improve Turning Movement, Safety, and Traffic Flow	$735,150	0.87	City of Auburn	MPO Dedicated Funding
1062	S. College St	Shell Toomer Pkwy to E University Ave	Intersection, turn lane, access management, and signalization improvements	$4,439,200	1.68	City of Auburn	MPO Dedicated Funding
1063	S. College St	Magnolia Ave to Glenn Ave	Intersection, turn lane, access management, and signalization improvements	$1,904,200	0.18	City of Auburn	MPO Dedicated Funding
1064	Shug Jordan Parkway	Richland Rd to E University Ave	Intersection, turn lane, access management, and signalization improvements	$5,571,500	2.35	City of Auburn	MPO Dedicated Funding
1077	S College St	E University Dr to E Samford Ave	Add bicycle lanes/sidewalks	$2,734,910	1.81	City of Auburn	MPO Dedicated Funding
1080	W Glenn Ave	N Donahue Dr to Wright St	Add bicycle lanes/sidewalks	$634,620	0.42	City of Auburn	MPO Dedicated Funding
1081	Martin Luther King Dr/ Bragg Ave/Mitcham Ave	Jordan St to N Gay St	Add bicycle lanes/sidewalks	$2,251,390	1.49	City of Auburn	MPO Dedicated Funding
1082	N Donahue Dr	W Thatch Ave to Cary Dr	Add bicycle lanes/sidewalks	$1,450,560	0.96	City of Auburn	MPO Dedicated Funding
1083	S Gay St	E Samford Ave to E Drake Ave	Add bicycle lanes	$1,104,520	1.06	City of Auburn	MPO Dedicated Funding
1084	College St	E Samford Ave to E Drake Ave	Add bicycle lanes	$1,125,360	1.08	City of Auburn	MPO Dedicated Funding
1085	E Glenn Ave	Wright St to Alice St	Add bicycle lanes	$1,948,540	1.87	City of Auburn	MPO Dedicated Funding
1086	Harper Ave	N Ross St to N Dean St	Add bicycle lanes/sidewalks	$906,600	0.60	City of Auburn	MPO Dedicated Funding
1087	N Dean St	E Glenn Ave to Opelika Rd	Add bicycle lanes/sidewalks	$815,940	0.54	City of Auburn	MPO Dedicated Funding
1088	N Dean Rd	Opelika Rd to E University Dr	Add bicycle lanes/sidewalks	$1,375,010	0.91	City of Auburn	MPO Dedicated Funding
1089	E University Dr	Dekalb St to Bailey-Harris Dr	Add bicycle lanes/sidewalks	$2,100,290	1.39	City of Auburn	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1090	Mall Blvd/ Commerce Dr	Mall Pkwy to Commerce Dr; entire street	Add sidewalks	$356,440	0.76	City of Auburn	MPO Dedicated Funding
1097	S Dean Rd	E Glenn Ave to Moores Mill Rd	Add bicycle lanes	$1,250,400	1.20	City of Auburn	MPO Dedicated Funding
1099	Yarborough Farms Blvd Ext	Yarborough Farms Blvd to Cary Creek Pkwy	New 2-lane roadway (divided)	$10,750,942	1.29	City of Auburn	MPO Dedicated Funding
1105	N Donahue Dr	@ Farmville Rd	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1108	N College St	@ Shelton Mill Rd	Adding turn lanes	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1110	N College St	@ Drake Ave	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1111	S College St	@ Devail Dr	Signal Installation	$1,450,000	--	City of Auburn	MPO Dedicated Funding
1113	Dean Rd	@ SR-15 (Opelika Rd) and @ Stage Rd	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1114	Moore's Mill Rd	@ Olgetree Rd/Hamilton Rd	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1116	S College St	Samford Ave to Bragg Ave	Improve Turning Movement, Safety, and Traffic Flow	$714,392	0.85	City of Auburn	MPO Dedicated Funding
1117	Richland Rd	Richland Elementary School to Will Buechner Pkwy	Improve Turning Movement, Safety, Traffic Flow, and pedestrian infrastructure	$735,244	0.48	City of Auburn	MPO Dedicated Funding
1010	Outer Loop – Segment 3/3	Mrs. James Rd (CR-81) to US-280	New 2-lane roadway	$12,775,500	1.53	City of Auburn	MPO Dedicated Funding
1014	CR-188 Connector	CR-188 to SR-14 (Stage Rd)	New 2-lane roadway	$17,034,000	2.04	City of Auburn	MPO Dedicated Funding
1013	Wills Turk Rd (CR-57) Connector	SR-14 to Mr. James Rd (CR-81)	New 2-lane roadway	$26,970,500	3.23	City of Auburn	MPO Dedicated Funding
1011	Outer Loop – Proposed extension	CR-137 to I-85	New 2-lane roadway and interchange improvement	$43,307,946	2.10	City of Auburn	MPO Dedicated Funding
1039	Miracle Rd Extension	Yarborough Farms Blvd Ext. to Shug Jordan Pkwy (SR-147)	New 2-lane roadway	$12,358,000	1.48	City of Auburn	MPO Dedicated Funding
1012	Richland Rd Extension	Outer Loop to Richland Rd (CR-188)	New 2-lane roadway	$18,370,000	2.20	City of Auburn	MPO Dedicated Funding
1031	Cary Creek Pkwy	N College St (SR-147) to Shelton Mill Rd (CR-97)	New 2-lane roadway (divided)	$8,350,000	1.00	City of Auburn	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1006	Riley St Connector	Corporate Pkwy to Wire Rd	New 2-lane roadway	$15,614,500	1.87	City of Auburn	MPO Dedicated Funding
1008	Piedmont Dr Extension	Donahue Dr (CR-82) to Outer Loop	New 2-lane roadway	$19,956,500	2.39	City of Auburn	MPO Dedicated Funding
1046	2nd Ave	Along 2nd Avenue	Improve Turning Movement, Safety, and Traffic Flow	$845,000	1.00	City of Opelika	MPO Dedicated Funding
1047	S. 10th St and Geneva St	Between Avenue B and McCoy Street	Improve Turning Movement, Safety, and Traffic Flow	$692,900	0.82	City of Opelika	MPO Dedicated Funding
1049	Auburn St	Hurst Street and Magazine Avenue	Improve Turning Movement, Safety, and Traffic Flow	$439,400	0.52	City of Opelika	MPO Dedicated Funding
1091	Veterans Pkwy	Pepperell Pkwy to Academy Dr	Add sidewalks	$225,120	0.48	City of Opelika	MPO Dedicated Funding
1092	Pleasant Dr	Pepperell Pkwy to Waverly Pkwy	Add bicycle lanes/sidewalks	$951,930	0.63	City of Opelika	MPO Dedicated Funding
1093	1st Ave	Thomason Dr to N 11th St	Add bicycle lanes/sidewalks	$2,342,050	1.55	City of Opelika	MPO Dedicated Funding
1094	10th St	2nd Ave to Martin Luther King Blvd	Add bicycle lanes	$666,880	0.64	City of Opelika	MPO Dedicated Funding
1095	6th St	2nd Ave to Columbus Pkwy	Add bicycle lanes	$771,080	0.74	City of Opelika	MPO Dedicated Funding
1096	Jeter Ave	S Railroad Ave to Fair St	Add sidewalks	$234,500	0.50	City of Opelika	MPO Dedicated Funding
1100	Northern Perimeter Rd Phase 1	Oak Bowery Rd to CR-389 @ Anderson Rd	New 2-lane roadway	$79,024,840	0.00	City of Opelika	MPO Dedicated Funding
1102	Sportsplex Pkwy Ext	Sportsplex Pkwy to US 431; Sharp St to New Roadway	New roadway with railroad overpass bridge	$8,000,000	0.00	City of Opelika	MPO Dedicated Funding
1103	Veterans Pkwy Ext Phase 2	Cunningham Dr to Hi Pack Dr	New roadway	$1,000,000	0.00	City of Opelika	MPO Dedicated Funding
1104	Veterans Pkwy Ext Phase 4	Hi Pack Dr to Veterans Pkwy Phase 3	New roadway with railroad overpass bridge	$5,000,000	0.00	City of Opelika	MPO Dedicated Funding
1028	Fitzpatrick Ave	Pleasant Ave to North 10th Street	Widen from 2 lanes to 4 lanes	$9,418,000	0.68	City of Opelika	MPO Dedicated Funding
1026	Eastern By-Pass Roadway Corridor	US-280 to W Point Pkwy (US-29)	New 2-lane roadway	$32,982,500	3.95	City of Opelika	MPO Dedicated Funding
1035	King Ave/Century Blvd Extension	Park St to Frederick Rd	New 2-lane roadway	$19,455,500	2.33	City of Opelika	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1021	Northpark Drive Extension	Northern terminus to Chambers County Line	New 2-lane roadway	$9,769,500	1.17	City of Opelika	MPO Dedicated Funding
1051	CR-10	CR-22 to CR-54	Widen and Resurface and Improve Safety and Traffic Flow	$7,452,900	4.41	Lee County	MPO Dedicated Funding
1052	CR-137	Over Choclafaula Creek	Bridge Replacement and Improve Safety	$3,450,000	--	Lee County	MPO Dedicated Funding
1053	CR-46	CR-72 to US-280	Widen and Resurface and Improve Safety and Traffic Flow	$3,498,300	2.07	Lee County	MPO Dedicated Funding
1054	CR-166	SR-169 to CR-146	Widen and Resurface and Improve Safety and Traffic Flow	$3,396,900	2.01	Lee County	MPO Dedicated Funding
1055	CR-389	US-431 to Chambers County Line	Widen and Resurface and Improve Safety and Traffic Flow	$4,089,800	2.42	Lee County	MPO Dedicated Funding
1071	Frederick Rd	@ Gateway Dr	Intersection Redesign	$1,600,000	--	Opelika	MPO Dedicated Funding
1036	I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)	Widen from 4 lanes to 6 lanes; Bridge replacement	$127,002,500	8.65	ALDOT	Capacity Funding
1070	Moors Mill Rd	E Samford Ave to Hwy 169	Widening, Add Bike Lane	$118,260,960	11.38	Auburn	MPO Dedicated Funding
1016	N Donahue Ave (CR-86)	Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)	Widen from 2 lanes to 4 lanes (divided), add bike lanes, sidewalks, and multi-use path	$34,308,160	2.32	City of Auburn	MPO Dedicated Funding
1030	Moore's Mill Rd	Grove Hill Rd to Society Hill Rd (CR-54)	Widen from 2 lanes to 4 lanes	$40,026,500	2.89	City of Auburn	MPO Dedicated Funding
1018	N College St	Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)	Widen from 2 lanes to 4 lanes	$11,495,500	0.83	City of Auburn	MPO Dedicated Funding
1009	Outer Loop Segment 1/3	Wire Rd to Martin Luther King Dr (SR-14)	New 2-lane roadway	$18,704,000	2.24	City of Auburn	MPO Dedicated Funding

Table 4: Financial Summary

	Stage 1 (2025 – 2030 TIP)			Stage 2 (2031-2040)		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Capacity Funding	$1,163,546	$9,410,926	$8,247,380	$25,462,863	$33,478,274	$8,015,412
O&M Funding	$18,076,726	$18,076,726	$0	$33,680,438	$33,680,438	$0
MPO Dedicated Funding	$10,726,784	$17,032,265	$6,305,481	$23,381,668	$28,387,108	$5,005,440
Carbon Funding	$2,048,646	$2,048,646	$0	$3,414,410	$3,414,410	$0
Local	$9,485,172	$11,801,228	$2,316,056	$24,120,659	$24,282,603	$161,944
Total Capital Improvements	***$41,500,875***	***$58,369,791***	***$16,868,916***	***$110,060,038***	***$123,242,833***	***$13,182,795***
Transit	$12,437,578	$12,437,578	$0	$22,452,784	$22,452,784	$0
Total MTP	**$53,938,452**	**$70,807,369**	**$16,868,916**	**$132,512,821**	**$145,695,617**	**$13,182,795**

	Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Capacity Funding	$16,628,940	$36,980,842	$20,351,902	$43,255,349	$79,870,043	$36,614,694
O&M Funding	$37,204,157	$37,204,157	$0	$88,961,320	$88,961,320	$0
MPO Dedicated Funding	$20,048,859	$28,387,108	$8,338,250	$54,157,311	$73,806,482	$19,649,170
Carbon Funding	$3,414,410	$3,414,410	$0	$8,877,466	$8,877,466	$0
Local	$22,253,531	$26,157,672	$3,904,140	$55,859,363	$62,241,503	$6,382,140
Total Capital Improvements	***$99,549,897***	***$132,144,189***	***$32,594,292***	***$251,110,809***	***$313,756,813***	***$62,646,004***
Transit	$24,801,842	$24,801,842	$0	$59,692,203	$59,692,203	$0
Total MTP	**$124,351,738**	**$156,946,031**	**$32,594,292**	**$310,803,012**	**$373,449,016**	**$62,646,004**

6.2 Strategies

In addition to specific projects, several strategies were identified throughout the plan development process. These strategies were largely informed by the data analysis and public and stakeholder engagement efforts, as well as by national trends, such as transportation technology. These strategies aim to support the identified projects while providing a framework for addressing future needs.

Responsibly Improve Roadway System

The most frequent comments from public input were to reduce congestion. Funding for constructing new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.

Address Freight Bottlenecks and Needs

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

Monitor Emerging Technology Options

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

Redesign Key Corridors and Intersections

This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to cyclists and pedestrians. These corridors can be found in the list of non-capacity roadway projects. This strategy is in line with the public's request to reduce congestion.

Establish a Safety Management System

The second highest public priority was safety improvements. 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.

Rapidly Expand Biking and Walking Infrastructure

The third highest public priority was 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.

Prioritize Maintenance

The fourth highest public priority was to maintain the existing infrastructure. The MPO should proactively address pavement conditions, bridge conditions, and transit assets. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.

Improve and Expand Public Transportation

The fifth highest public priority was improved public transit. Improve existing dial-a-ride services to meet high demand and consider introducing fixed-route service in the cities of Auburn and Opelika or a zoned microtransit system.

7.0 Plan Performance and Summary

7.1 Staged Improvement Program Impacts

To understand the impact of the Staged Improvement Program on the transportation network, annual measures of effectiveness were projected utilizing the anticipated growth and the implementation of the committed roadway projects. The results of this analysis indicate that vehicle miles traveled will increase by just over 400 million miles between 2025 and 2050 and travel time will increase by nearly 16 million hours between 2025 and 2050.

By implementing the Staged Improvement Program, the MPO planning area could experience a reduction in the expected travel time and delay increases, as illustrated below, when compared to a network with no further improvements.

	2050 Existing and Committed (Millions)		2050 Fiscally Constrained Roadway Capacity Projects (Millions)
Vehicle Miles Traveled	1,289.54	0.47	1,290.00
Vehicle Hours Traveled	40.50	-0.13	40.37
Vehicle Hours of Delay	9.34	-0.15	9.19

0.04% Increase in Vehicle Miles Traveled

0.32% Decrease in Vehicle Hours Traveled

1.63% Decrease in Vehicle Hours Delay

7.2 Environmental Screening

Environmental screening was conducted to determine what impacts, if any, identified transportation projects may have on the natural environment within the MPO region. These impacts are project-specific and depend on the type, scope, and location of the project. By considering environmental impacts in early stages of project planning and development, potential obstacles can be identified and avoided. Additionally, early coordination on project development can bolster inter-agency coordination, support expedited project delivery, and lead to more sustainable outcomes.

During the development of the LRTP, each project was screened for potential impacts to community resources. Projects which are likely to have a negative impact on the natural environment or community resources received fewer points during project prioritization. The number of projects that could potentially impact these resources is displayed in **Table 5**.

The MPO works with resource agencies when appropriate during the long-range planning and project development processes. As each project will vary in how it may impact environmentally sensitive areas, different mitigation measures will be selected as appropriate to address the project-specific impact type and severity of impact.

Mitigation measures, including changes to potential transportation projects to reduce these impacts, are described in *Technical Report #5: Plan Development*.

Table 5: Number of Projects with Potential Direct Impacts by Resource Type

Resource Type	Projects with Potential Impacts
Wetlands	93
Airports	4
Park, Reserve, Public Land	10
State Park	2
Wildlife Management Area	0
National Register of Historic Places Property or District	14
Churches/Cemeteries	63
Critical Habitat	9
Superfund Sites	1
Communities	84