

ES Executive Summary

ES.1 Introduction

The Montgomery, Alabama, region—which includes the City of Montgomery and parts of three surrounding counties—is a U.S. Census Bureau designated metropolitan planning area with an urbanized population of 263,907 according to the 2010 census. The urbanized population increased by 67,001 between 2000 and 2010, due to both population growth and the merging of the Montgomery Urbanized Area and the Prattville Urban Cluster.

The Long Range Transportation Plan (LRTP) is one of the key products of the planning process. The *Montgomery Study Area 2040 Long Range Transportation Plan* addresses the federal planning requirements that are the responsibility of the Metropolitan Planning Organization (MPO) as the organization authorized to carry out the transportation planning process. Specific LRTP requirements are itemized in Title 23 CFR Section 450.322. The LRTP must contain the following elements and perspectives:

- Address a 20-year planning horizon
- Include long-range and short-range multimodal strategies that facilitate efficient movement of people and goods
- Be updated at least every five years
- Identify transportation demand over the plan horizon
- Include citizen and public official involvement and participation in the plan development process
- Consider local comprehensive and land use plans
- Include a financial plan

The previous *Montgomery Study Area 2035 Long Range Transportation Plan* was adopted by the Montgomery MPO in July 2010.

ES.2 Study Area

The 2040 LRTP study area is the planning area defined by the Montgomery MPO. The study area's 950 square miles encompasses portions of Autauga, Elmore and Montgomery counties. In addition to the Montgomery urbanized area as defined by the U.S. Census Bureau (area within the City of Montgomery), the Wetumpka Urban Cluster is included in the study area. Incorporated jurisdictions within the MPO study area include Town of Coosada, Town of Deatsville, Town of Elmore, City of Millbrook, City of Montgomery, Town of Pike Road, and City of Prattville. Figures ES.1 and ES.2 detail the Montgomery MPO study area. The Alabama and Tallapoosa rivers divide the study area and serve as boundary lines between Montgomery, Elmore and Autauga counties. Numerous bridge crossings unite the area, and Interstates 65 and 85 meet near the midpoint of the study area. The area has a rich history of human settlement, ranging from prehistoric Indians to the French occupation of Fort Toulouse to the development of the City of Montgomery as Alabama's State Capital.



Figure ES.1: Study Area

Source: Montgomery MPO,
City of Prattville, Elmore
County, Town of Pike Road,
2014 US Census TIGER/Line
Shapefiles

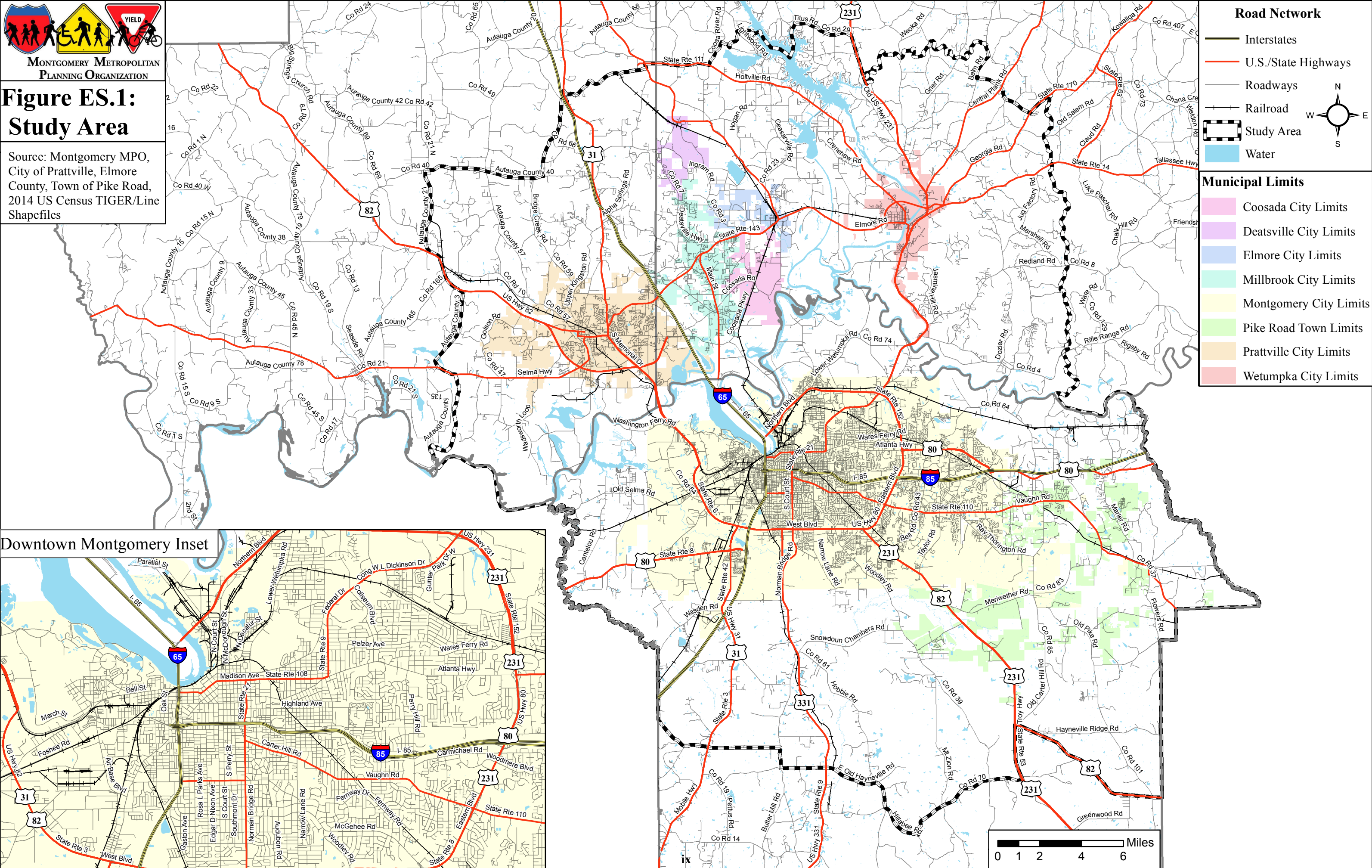
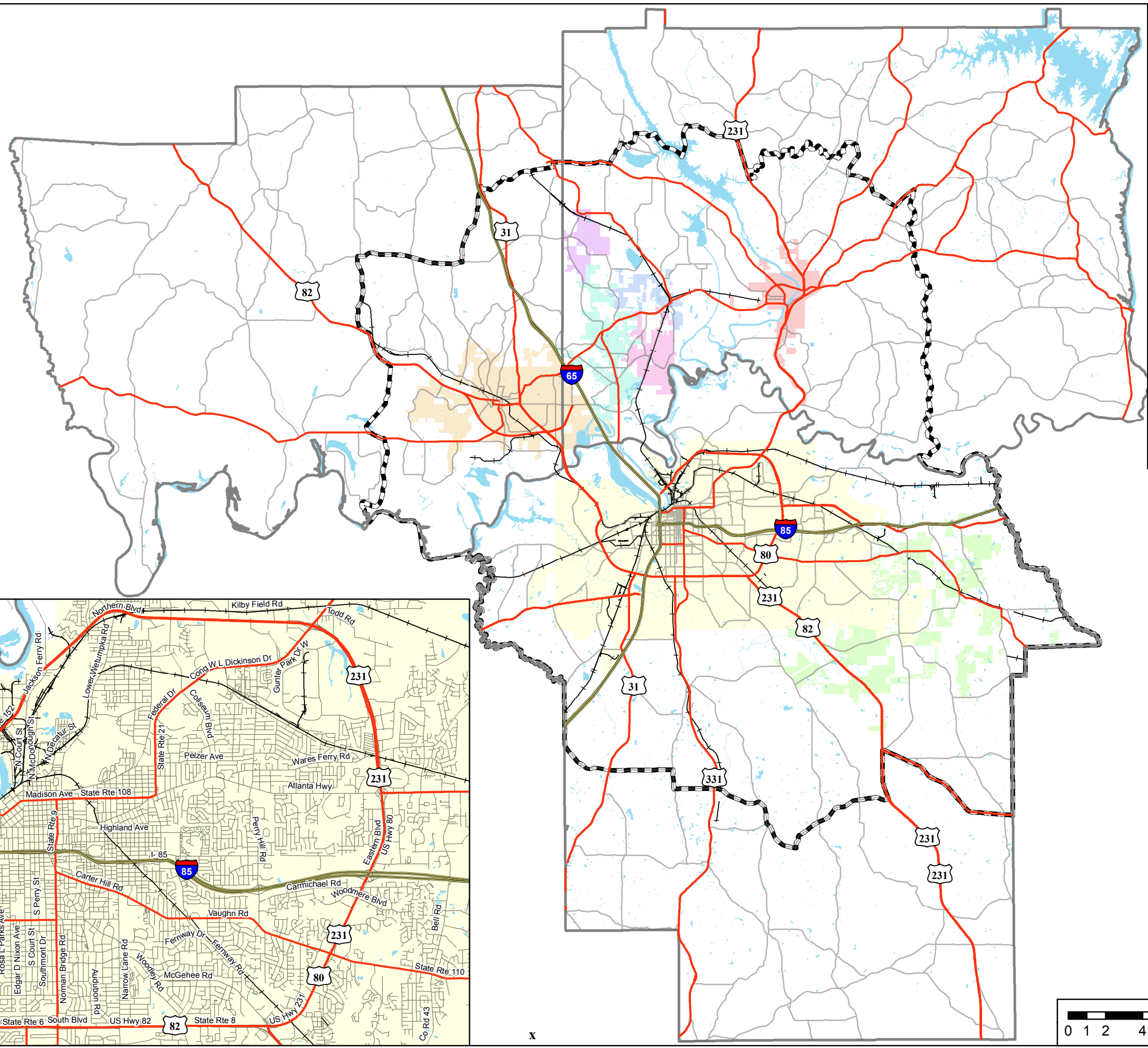




Figure ES.2: Tri-County Region

Source: Montgomery MPO,
City of Prattville, Elmore
County, Town of Pike Road,
2014 US Census TIGER/Line
Shapefiles

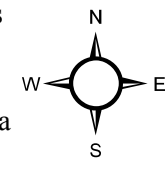


Road Network

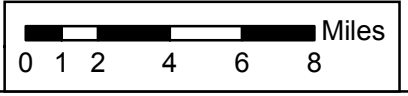
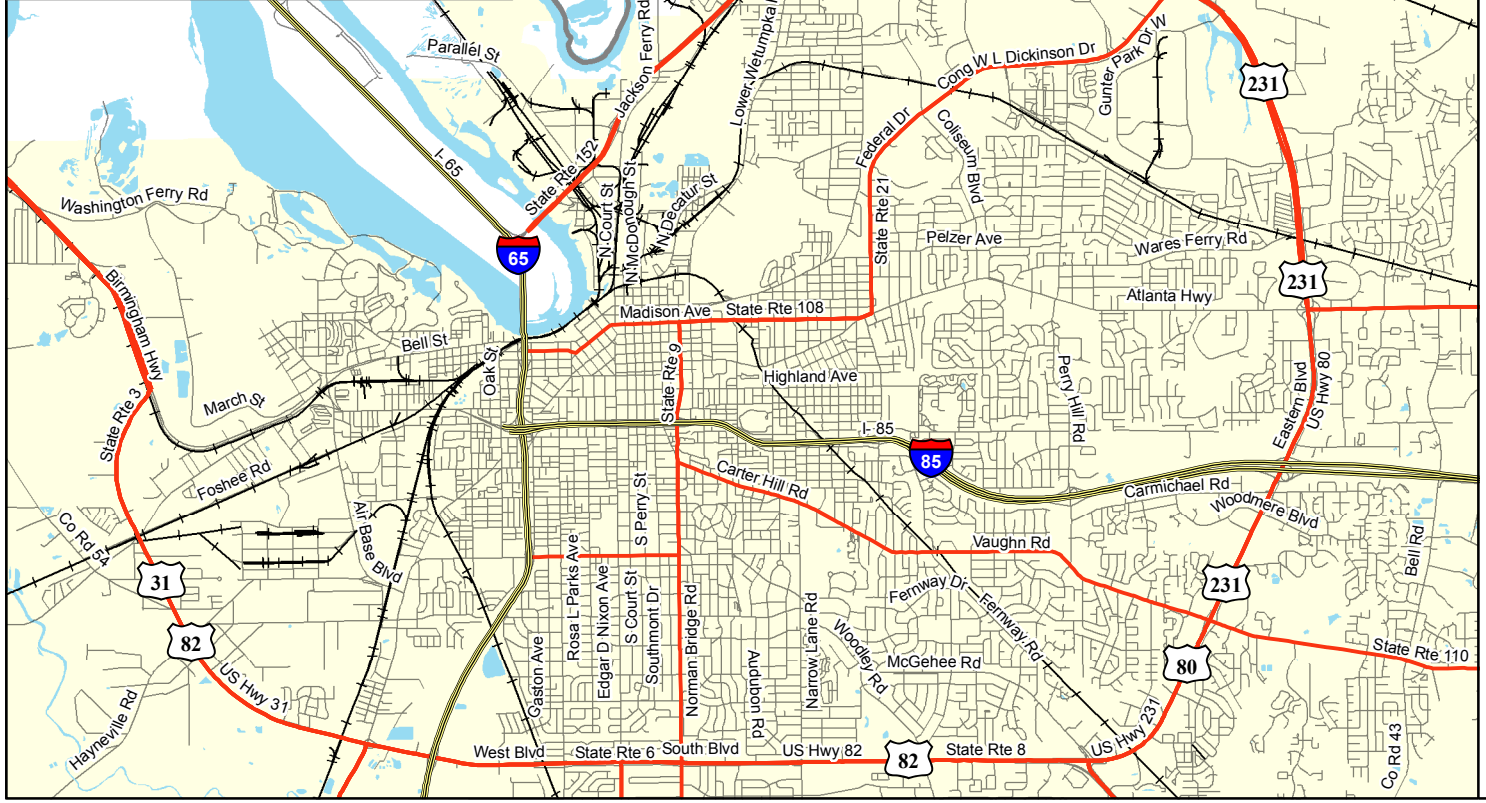
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water

Municipal Limits

- Coosada City Limits
- Deatsville City Limits
- Elmore City Limits
- Millbrook City Limits
- Montgomery City Limits
- Pike Road Town Limits
- Prattville City Limits
- Wetumpka City Limits



Downtown Montgomery Inset



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ES.3 LRTP Goals

The process of identifying transportation needs and prioritizing recommendations begins with a framework that defines the overall purpose of the Montgomery LRTP. LRTP recommendations are tied to projected federal, state and local funding sources for implementation. Therefore, the LRTP goals need to balance the policy priorities of the Federal Highway Administration (FHWA), Alabama Department of Transportation (ALDOT), and local jurisdictions. From a transportation perspective, this LRTP continues the local policy priorities adopted during the previous 2035 LRTP. Since adoption of the previous LRTP, federal and state policy level changes have included:

- The 2012 passage of MAP-21, which sets policy priorities for federal transportation funding. Developing performance measures to evaluate the overall success of MPO projects and policies is one of MAP-21’s requirements.
- Issuance of ALDOT guidance to address Livability Principles and Measures. These were adopted by ALDOT per FHWA guidance to address sustainability in the MPO transportation planning process.

It should also be noted that the LRTP was developed in a manner to comply with all required Title VI and other Civil Rights regulations, provisions, and programs. The goals for the 2040 LRTP, along with the emphasis areas they are intended to address, are shown below in Table ES.1.

Table ES.1: LRTP Goals and Related Emphasis Areas

2040 LRTP Goals	Related Emphasis Area(s)
Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system	<ul style="list-style-type: none"> • Safety • Congestion Reduction • System Reliability
Promote state of good repair and prioritize maintenance needs	<ul style="list-style-type: none"> • Infrastructure Condition
Develop a financially feasible multimodal transportation system to support expansion of the regional economy	<ul style="list-style-type: none"> • Freight Movement and Economic Vitality • Reduce Project Delivery Delays
Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values	<ul style="list-style-type: none"> • Environmental Sustainability (Natural) • Environmental Justice
Coordinate the transportation system with existing and future land use and planned development	<ul style="list-style-type: none"> • Project Coordination and Public Involvement
Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities	<ul style="list-style-type: none"> • Project Coordination and Public Involvement
Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods	<ul style="list-style-type: none"> • Multimodal Transportation • Environmental Justice

ES.4 LRTP Work Program

The definition of a specific program of projects for the 2040 LRTP resulted from the long range transportation planning process. Identifying long range transportation system needs for horizon year 2040 required multi-faceted, integrated qualitative and quantitative analyses. The recommended projects provide multimodal solutions to address the area’s future transportation needs. Because no one has a better understanding of the local needs than the area’s residents and employers, efforts were undertaken to actively involve the public, local stakeholders, City, County and MPO staff, and other interested parties in the plan development process through meetings and public outreach efforts.

As required for LRTPs, the plan includes a financially constrained list of projects that represents the most critical projects able to be funded within projected funding amounts over the plan’s 25-year horizon. Projects that have been identified as needed but cannot be funded through available sources are considered visionary, or needs, projects. For planning purposes, ALDOT groups improvements into two distinct categories – roadway capacity and maintenance and operations (MO) projects. MO projects include intersection and operational improvements, railroad crossing improvements, bridge replacement or repair, resurfacing, bicycle and pedestrian improvements, and transit operations. The work program will require funding from federal, state and local sources. The many improvements along federal and state highways will be reliant on federal funds for implementation.

ES.4.1 Fiscally Constrained Projects

The fiscally constrained work program includes 17 capacity improvements at an estimated cost of \$108.4 million, as shown in Figure ES.3 and Table ES.2. There are 78 MO projects at an estimated cost of \$191.2 million in the fiscally constrained LRTP work program. The full list of fiscally constrained and committed MO projects is provided in Table ES.2.

Table ES.2: Financially Constrained and Committed Projects

Roadway	Location	Capacity/Maintenance & Operations
Redland Rd	US 231 to Riflerange Rd	Capacity
Adams Avenue	Decatur St to South Court St	Capacity
Washington Avenue	Decatur St to South Court St/Lee St	Capacity
S. Court Street	Fairview to Arba St	Capacity
Zelda Road	Ann St to Carter Hill Rd	Capacity
Perry Hill Road	Harrison Rd to Atlanta Hwy	Capacity
McQueen Smith Road	SR 3/US 31 to Cobbs Ford Rd	Capacity
US-80	Waugh intersection to Marler Rd	Capacity
South Industrial Boulevard	US 82 to Autauga County Road 4	Capacity
Atlanta Highway	Perry Hill Rd to East Blvd (US-231)	Capacity
Ryan Road	Vaughn Rd to Chantilly Pkwy	Capacity
S Perry St	Fairview Ave to I-85	Maintenance & Operations
South Court St	Fairview Ave to SR 6/US 331 (CN)	Maintenance & Operations
Fairview Ave	South Court St to I-65	Maintenance & Operations
E Main St	SR 3/US 31 to Virginial St	Maintenance & Operations
Various Streets	Downtown Prattville	Maintenance & Operations
Closed Circuit Cameras	Various Intersection	Maintenance & Operations
Street Light Conversions	State Routes within the City of Montgomery	Maintenance & Operations
US 31	6th St (Prattville) north to I-65	Maintenance & Operations
AL 14/Fairview Ave	US 31 to Jasmine Trail	Maintenance & Operations
S Main St	E Bridge St to US-231	Maintenance & Operations
Hill St	E Bridge St North to Orline St	Maintenance & Operations
Orline St	Hill St East to Fish St	Maintenance & Operations
CR-85 (Pike Rd)	Wallahatchie Rd (CR-84) to US-80	Maintenance & Operations
Narrow Lane Rd	Hannon Slough	Maintenance & Operations
Woodley Rd	Whites Slough	Maintenance & Operations
Congressman WL Dickinson	South ROW of CSX RR to Atlanta Hwy	Maintenance & Operations
E Fairview Ave	S Court St to Cloverdale Rd	Maintenance & Operations
Carter Hill Rd	Zelda Rd to McGehee Rd	Maintenance & Operations
Bridge Painting	Various Bridges in City of Montgomery	Maintenance & Operations
Handicap Ramps	Various Streets in Montgomery CBD	Maintenance & Operations

Vaughn Rd	Taylor Rd to Chantilly Pkwy	Maintenance & Operations
Wares Ferry Rd	Atlanta Hwy to the Eastern Blvd	Maintenance & Operations
Perry Hill Rd	Atlanta Hwy (Property Acquisition)	Maintenance & Operations
Perry Hill Rd	Atlanta Hwy	Maintenance & Operations
Various Streets	City of Prattville	Maintenance & Operations
Court St and E Bridge	S Main St to Hill St	Maintenance & Operations
Company St	Hill St to Orlin St	Maintenance & Operations
Orlin St	Company St to Hill St and Hill St from Orlin St to Company	Maintenance & Operations
Marler Rd	US-80 to Olkufski Rd	Maintenance & Operations
Ingram Rd	Middle Creek Tributary	Maintenance & Operations
Ingram Rd	Middle Creek	Maintenance & Operations
Rifle Range Rd	Dozier Rd to Toll Bridge Rd	Maintenance & Operations
Firetower Rd	Redland Rd	Maintenance & Operations
Coosada Pkwy	Coosada Rd	Maintenance & Operations
Coosada Pkwy	Alabama River Pkwy	Maintenance & Operations
Hogan Rd	SR-143 to SR-111	Maintenance & Operations
Possom Trot Rd	Coosa River Rd to lightwood	Maintenance & Operations
Airport Rd	Kennedy Ave to SR-14	Maintenance & Operations
Coosada Rd/Rucker Rd	Blackwells Drive to SR-14	Maintenance & Operations
Kennedy Ave	Coosada Rd to Airport Rd	Maintenance & Operations
Grier Rd	Weoka Rd to Dexter Rd	Maintenance & Operations
Street Light Conversions	Montgomery CBD	Maintenance & Operations
Fairview Ave	S Court St to Narrow Lane Rd	Maintenance & Operations
Perry St	Noble St to High St	Maintenance & Operations
Perry St	Jefferson St to Pollard St	Maintenance & Operations
Federal Dr	S of Railroad to Atlanta Hwy	Maintenance & Operations
Dalraida Dr	Atlanta Hwy to Gunter AFB	Maintenance & Operations
Lower Wetumpka Rd	Tolvert St to Nothern Blvd	Maintenance & Operations
Hunter Loop Rd	US-80 to Birmingham Hwy	Maintenance & Operations
Day St	Bridge replacement	Maintenance & Operations
Day St	Maxwell AFB	Maintenance & Operations



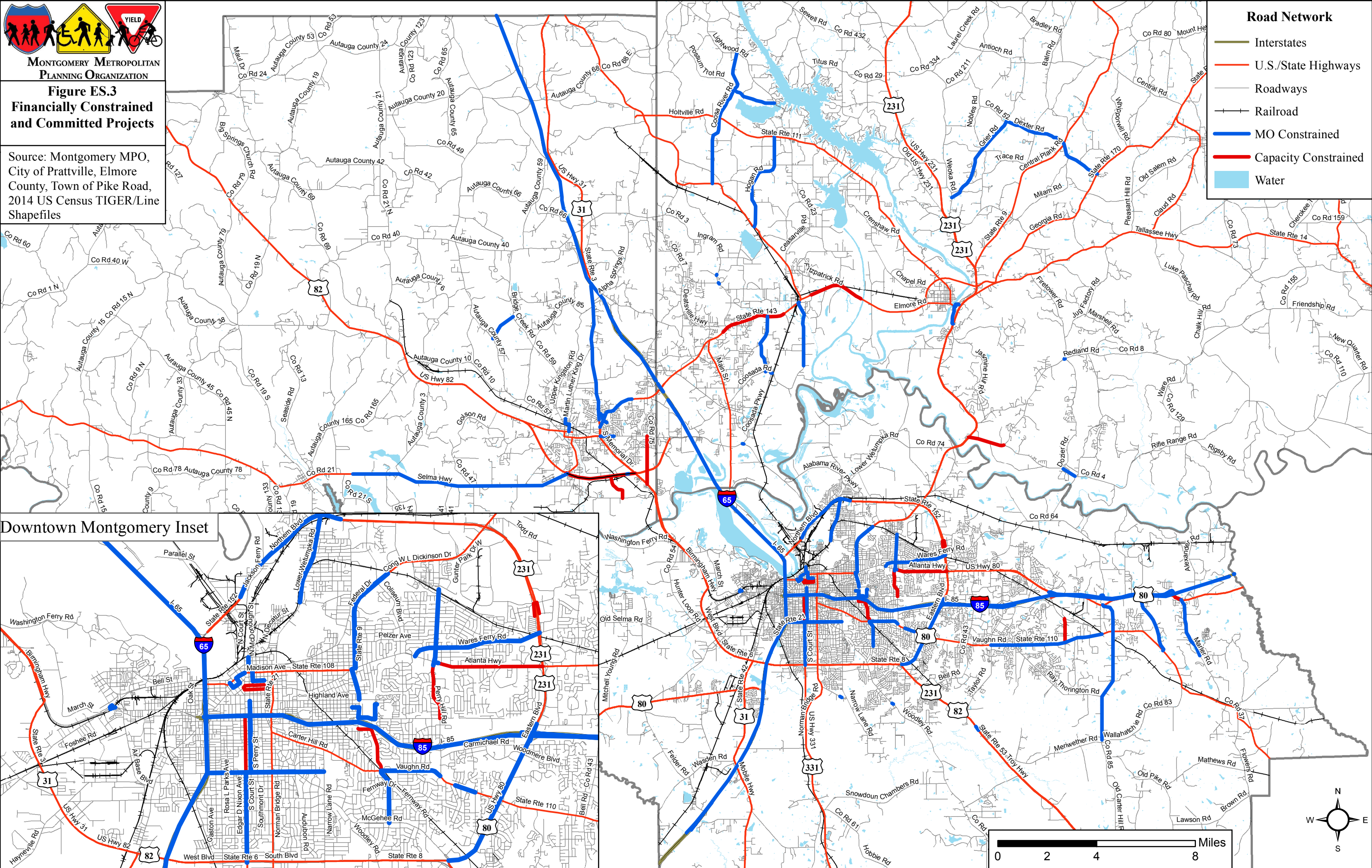
MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

Figure ES.3
Financially Constrained and Committed Projects

Source: Montgomery MPO, City of Prattville, Elmore County, Town of Pike Road, 2014 US Census TIGER/Line Shapefiles

Road Network

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- MO Constrained
- Capacity Constrained
- Water



ES.4.2 Visionary/Needs Projects

The needs assessment resulted in the identification of another 25 capacity improvement projects for which funding is not projected to be available. The cost for these capacity improvements totals an estimated \$535.3 million. Many of these projects were included in the 2035 LRTP but were shifted in priority due to funding shortfalls and/or changes in travel characteristics. Similarly, there are 58 MO improvements for which funding is not projected to be available. The cost for these MO improvements is estimated at \$158.8 million. Of these, 56 projects costing approximately \$152.8 million are for improvements within the City of Montgomery. Most of these projects are for resurfacing and operational improvements. A complete list of visionary/needs improvement projects is provided in Table ES.3.

Table ES.3: Visionary/Needs Projects

Roadway	Location	Capacity/Maintenance & Operations
I-85	Jenkins Creek to 0.7 miles east of SR 126	Capacity
I-85	1.5 miles East of SR-271 to Outer Loop Interchange	Capacity
South Boulevard	US 231 S to Rosa Parks Ave	Capacity
I-85	0.4 miles East of SR 271 to Jenkins Creek	Capacity
US-231	River Oaks Dr (South of Wetumpka) to Near CR 200 (Blue Ridge Rd)	Capacity
East Boulevard	US 231 to I-85	Capacity
SR-14	Coosada Pkwy to Lucky Town Rd	Capacity
South Boulevard	Rosa Parks Ave to US 31	Capacity
Coliseum Boulevard	Federal Drive to Biltmore Ave	Capacity
Prattville Northern Bypass (New Roadway)	SR 14 and Old Farm Ln to US 31	Capacity
Wares Ferry Road	East Blvd to Mclemore Rd	Capacity
US-31/US-3	US 82 to West Blvd	Capacity
US-80 West	US 31 S to Montgomery Regional Airport	Capacity
US-31/US-3	CR 40 to SR 14	Capacity
Grandview Road	SR 14 to SR 143	Capacity
Wetumpka Bypass (New Roadway)	SR-14/Coosa River Pkwy to Fort Toulouse Rd	Capacity
Millbrook Connector (New Roadway)	Deatsville Hwy (CR 7) at Ross Road to SR 14 at Kinsley Lane	Capacity
Elmore County/Millbrook Connector (New Roadway)	CR 7 (Deatsville Hwy) to a new interchange on I-65 Between Exit 181 and Exit 186	Capacity
Ingram Rd	SR-14 to Deatsville Hwy	Maintenance & Operations
Maxwell AFB Gate	US 31 to Jasmine Trail	Maintenance & Operations
Bell Rd	Vaughn Rd to Southern End I-85 bridge	Maintenance & Operations
Bell Rd	North End of I-85 to US-80/Atlanta Hwy	Maintenance & Operations
Eastdale Rd	Atlanta Hwy to Shirley Blvd	Maintenance & Operations
Monticello Dr	Eastern Blvd to Shirley Blvd	Maintenance & Operations
East Shirley	Eastern Blvd to Greystone	Maintenance & Operations
Old Selma Rd	US-31 to West Blvd	Maintenance & Operations
Mobile Hwy	US-80 to Fairview Ave	Maintenance & Operations
Ray Thorington Rd	Vaughn Rd to Park Crossing	Maintenance & Operations
Vaughn Rd	Zelda Rd to Perry Hill Rd	Maintenance & Operations

Narrow Lane Rd	Southern Blvd to McInnis Rd	Maintenance & Operations
Woodley Rd	Southern Blvd to Virginia Loop Rd	Maintenance & Operations
Ripley St	Madison Ave to Railroad Bridge	Maintenance & Operations
Fairground Rd/Vandiver	Crestview to Lower Wetumpka Rd	Maintenance & Operations
EastChase Pkwy	Taylor Rd to Chantilly Pkwy	Maintenance & Operations
BerryHill Rd	Taylor Rd to EastChase Pkwy	Maintenance & Operations
Upper Wetumpka Rd	Railroad Bridge to Crestview	Maintenance & Operations
Vaughn Rd	Eastern Blvd to Taylor Rd	Maintenance & Operations
Coliseum Blvd	WL Dickinson Dr to Northern Blvd	Maintenance & Operations
Harrison Rd	Lincoln Rd to Perry Hill Rd	Maintenance & Operations
Eastdale Circle	All	Maintenance & Operations
Ray Thorington Rd	Park Crossing to Pike Rd	Maintenance & Operations
Capital Parkway	Highland Ave to Madison Ave	Maintenance & Operations
Lower Wetumpka Rd	Northern Blvd to City limits	Maintenance & Operations
Green Ridge Rd	Willow Lane Drive to Harrison Rd	Maintenance & Operations
Willow Lane Dr	Green Ridge Rd to Forest Hills Dr	Maintenance & Operations
Forest Hills Dr	Willow Lane Drive to Atlanta Hwy	Maintenance & Operations
Carmichael Rd	Perry Hill Rd to Eastern Blvd	Maintenance & Operations
Lagoon Park Dr	Eastern Blvd to Gunter Industrial Park	Maintenance & Operations
Carmichael Rd	Eastern Blvd to Woodmere Blvd	Maintenance & Operations
Vaughn Rd	Perry Hill Rd to Eastern Blvd	Maintenance & Operations
Mt Meigs Rd	Ann St to Capital Parkway	Maintenance & Operations
Coliseum Blvd	Atlanta Hwy to Pelzer	Maintenance & Operations
Burbank Dr	Atlanta Hwy to Wares Ferry Rd	Maintenance & Operations
Day St	Maxwell AFB	Maintenance & Operations
Woodley Rd	Fairview Ave to McGehee Rd	Maintenance & Operations
Rosa Parks	Jeff Davis to Mildred Ave	Maintenance & Operations
Rosa Parks	Collinwood to South Blvd	Maintenance & Operations
Trinity Blvd	White Acres to Carmichael Rd	Maintenance & Operations
Washington Ave	Lee St to McDonough	Maintenance & Operations
Old Hayneville Rd	Air Base Blvd to West Blvd	Maintenance & Operations
High St	Court St to Hall St	Maintenance & Operations
Court St	Washington Ave to I-85	Maintenance & Operations
Court St	Jefferson St to Southern Blvd	Maintenance & Operations
Highland Ave	Hall St to Lincoln St	Maintenance & Operations
McGehee Rd	Woodley Rd to Southern Blvd	Maintenance & Operations
Woodmere Blvd	Carmicheal Rd to Carmicheal Loop	Maintenance & Operations
Carter Hill Rd	Vaughn Rd to McGehee Rd	Maintenance & Operations
Wares Ferry Rd	Eastern Blvd to McLemore Dr	Maintenance & Operations
Fleming Road	Narrow Lane Rd to End	Maintenance & Operations
Virginia Loop	US-231 to Woodley Rd	Maintenance & Operations
McInnis Rd	Woodley Rd to Narrow Lane Rd	Maintenance & Operations
Court St	I-85 to Fairview Ave	Maintenance & Operations
Decatur St	High St to Sadler	Maintenance & Operations
Day St	US-31/Old Selma Rd to Hill St	Maintenance & Operations
Day St	US-31 to West Blvd	Maintenance & Operations
Atlanta Hwy	Ann St to Perry Hill Rd	Maintenance & Operations
Madison Ave	Ripley St to Atlanta Highway	Maintenance & Operations

ES.4.3 Montgomery Outer Loop Projects

The Montgomery MPO has been working with ALDOT to develop the Montgomery Outer Loop, a set of roadway improvements and/or new roadways to facilitate mobility and accommodate development on the outskirts of the Montgomery metropolitan area. Of the improvements associated with the Outer Loop, only a lighting project (at an estimated cost of \$4.7 million) is included in the fiscally constrained LRTP work program. The remainder of these improvements, totaling approximately \$544.2 million, is projected to be constructed by 2039 or beyond. A complete set of the Outer Loop projects, including projected costs and completion dates, is provided in Table ES.4.

Table ES.4: Montgomery Outer Loop Projects

Improvement	Completion Dates	Estimated Costs
New Roadway from SR 6 (US 231) to CR 85 (Carters Hill Road)	2039-2049	\$80,478,638
New Roadway from CR 85 (Carters Hill Road) to SR 110	2039-2059	\$131,057,932
Lighting from south of SR 110 to south of I-85	2019	\$4,719,972
Widening SR 108 from I-65 to west of SR 9 (US 331), including an interchange at SR 3 (US 31)	2039-2044	\$58,768,596
Widening SR 108 from SR 8 (US 80) to west of CR 103 (Felder Road), including an interchange at SR 8 (US 80)	2039-2042	\$37,051,980
Widening SR 108 from west of CR 103 (Felder Road) to I-65, including an interchange at CR 103 (Felder Road)	2039	\$57,451,243
Widening SR 108 from west of CR 39 (Woodley Road) to SR 6 (US 231), including an interchange at CR 39 (Woodley Road)	2039-2041	\$42,531,799
Widening SR 108 from west of SR 9 (US 331) to west of CR 39 (Woodley Road), including an interchange at SR 9 (US 331)	2039	\$97,440,909
SR 108 interchange, ramps and bridges at I-65	2039-2043	\$39,446,500

ES.4.4 Freight Related Improvements

While there is no specific work program dedicated to freight improvements, the facilitation of freight mobility was a major consideration during the identification and prioritization of LRTP improvements given its importance in securing a stable economic environment for the Montgomery region. The following improvements are among those in the fiscally constrained work program that will serve to enhance freight mobility throughout the region:

- Capacity improvements along US 82 from SR 14 to US 31 in Prattville
- Capacity improvements on South Industrial Boulevard from US 82 to Autauga CR 4
- Capacity improvements on Atlanta Highway from Perry Hill Road to East Boulevard (US 231)
- Resurfacing and bridge replacement projects along various segments of I-65
- Intersection improvements on SR 8 (US 231, Eastern Boulevard) at the I-85 interchange

ES.4.5 Bicycle and Pedestrian Improvements

A number of existing and planned pedestrian and bicycle facilities are located in the Montgomery study area. The two strategies for constructing bicycle and pedestrian facilities are either concurrently with planned roadway improvements or as stand-alone projects utilizing the Montgomery MPO allocation of TAP funds. The Montgomery MPO is projected to receive a total of approximately \$10.4 million, or \$415,413 annually, in federal funding through the year 2040. Projects will be prioritized annually based upon the applications received and a project's relative merit.

ES.4.6 Public Transportation

The Montgomery MPO is projected to receive a total of approximately \$108.2 million, or \$4,329,202 annually, of federal funding through the year 2040. The Montgomery Area Transit system has several visionary improvements over the next 25 years, which will be done as funding becomes available via competitive grants or by the City of Montgomery general fund. Tables ES.5 and ES.6 identify transit funds and projects, respectively.

Table ES.5: Transit Funds

Annual Allocations			
	Montgomery Area Transit System	Autauga County Rural Transit	Total
Operations	\$3,164,632	\$500,000	\$3,664,632
Capital	\$1,164,570	\$62,000	\$1,226,570
Admin		\$69,144	\$69,144
Total	\$4,329,202	\$631,144	\$4,960,346
25-Year Funding Projections			
	Montgomery Area Transit System	Autauga County Rural Transit	Total
Operations	\$79,115,800	\$12,500,000	\$91,615,800
Capital	\$29,114,250	\$744,000	\$29,858,250
Admin		\$1,728,600	\$1,728,600
Total	\$108,230,050	\$14,972,600	\$123,202,650
Annual Allocations			
	Montgomery Area Transit System	Autauga County Rural Transit	Total
Operations	\$3,164,632	\$500,000	\$3,664,632
Capital	\$1,164,570	\$62,000	\$1,226,570
Admin		\$69,144	\$69,144
Total	\$4,329,202	\$631,144	\$4,960,346
25-Year Funding Projections			
	Montgomery Area Transit System	Autauga County Rural Transit	Total
Operations	\$79,115,800	\$12,500,000	\$91,615,800
Capital	\$29,114,250	\$744,000	\$29,858,250
Admin		\$1,728,600	\$1,728,600
Total	\$108,230,050	\$14,972,600	\$123,202,650

Table ES.6: Transit Projects

Years :	Recommended Action:	Cost:
2017, 2027, 2037	Bus Replacement(10 year vehicles)	\$4,200,000/yr
2018,2022,2026,2030,2034,2038,2042	Bus Replacement	\$250,000/yr
2019,2023,2027,2041	Bus replacement	\$500,000/yr
2020	Rehabilitation of Transfer Center	\$1,000,000
2020,2024,2028,2032,2036,2040	Bus Replacement	\$950,000/yr
2021	Rehab of Administrative/Maintenance Facility	\$3,000,000
2022	Bus Replacement	\$300,000
2023	Replace Gillig Hybrids	\$5,500,000