

FINAL

Montgomery Study Area

Fiscal Year 2008

Unified Planning Work Program (UPWP)

October 1, 2007 - September 30, 2008

Prepared by:

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In Cooperation With:

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)
FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FEDERAL TRANSIT ADMINISTRATION (FTA)

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FISCAL YEAR 2008
UNIFIED PLANNING WORK PROGRAM (UPWP)
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In Cooperation With:

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Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

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Montgomery Area Metropolitan Planning Organization (MPO) Members

Voting Members

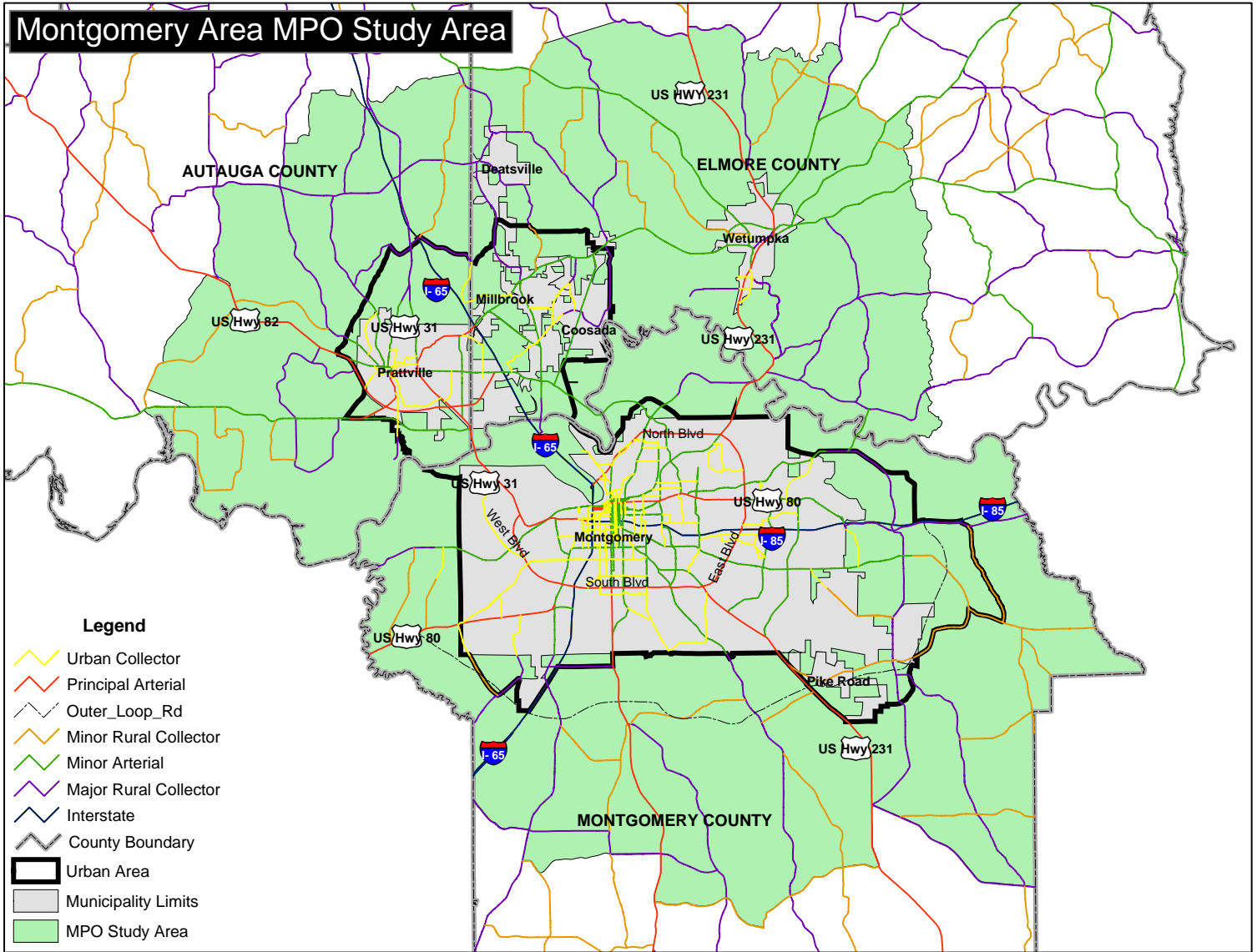
Mayor, City of Montgomery – Hon. Bobby Bright (**MPO Chairman**)
Mayor, City of Prattville – Hon. Jim Byard
Autauga County Commissioner – Hon. Clyde Chambliss, Jr
Sixth Division Engineer, ALDOT – Mr. Randall Estes
Mayor, City of Wetumpka – Hon. Jo Glenn
Director of Planning & Development, City of Montgomery – Mr. Kenneth J. Groves
Mayor, Town of Coosada – Hon. Frank Houston
Councilman, City of Montgomery – Hon. Charles Jinright
Montgomery County Commissioner – Hon. Todd Strange
Mayor, City of Millbrook – Hon. Al Kelley
Councilwoman, City of Montgomery – Hon. Janet May
Elmore County Commissioner – Hon. Joe Faulk

Non-Voting Members

Multimodal Transportation Engineer, ALDOT – Mr. Robert J. Jilla
General Manager, Montgomery Area Transit System – Mr. Kelvin L. Miller
Director, Central Alabama Regional Planning and Development Commission -
- Mr. Bill Tucker
Autauga County Rural Transportation – Ms. Laura Crowe
Division Administrator, Federal Highway Administration – Mr. Mark D. Bartlett
City of Montgomery Planning Commission – Mr. Ken Upchurch

MONTGOMERY AREA TRANSPORTATION PLANNING AREA

Figure 1.



The Transportation Planning Process
For The
Montgomery Area Metropolitan Planning Area

Overview

Each metropolitan planning area, as a condition of the receipt of Federal highway and transit capital or operating assistance, is required to have a transportation planning process. Required by this process is the development of a long-range transportation plan, a short-range transportation improvement program, special efforts to plan public transportation for the disabled, outreach and notification to low-income and minority populations, and a planning work program, which includes other planning and project development activities to address transportation issues in the study area.

Annual certification that the planning process is being carried out in conformance with these requirements is necessary for the receipt of the surface transportation program, national highway system, interstate maintenance, state bridge replacement, and transit capital and operating funds.

The Metropolitan Planning Organization (MPO) is the group of elected officials responsible for making transportation decisions in the MPO study area. The MPO is designated by the Governor, in agreement with local governments.

The City of Montgomery is the designated recipient of the United States Department of Transportation planning funds for use in performing transportation planning work for the MPO. These funds are provided on a pass through basis, by the Alabama Department of Transportation by means of a continuing agreement.

The work tasks described in this report are conducted on a continuous basis in order to maintain certification and eligibility for Federal highway and transit funds and to plan for the orderly and efficient development of the transportation system infrastructure. An agreement between the Alabama Department of Transportation and members of the Metropolitan Planning Organization outlines the responsibility of each organization in the transportation planning process.

INTRODUCTION

UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) has been prepared to define the work tasks and anticipated funding requirements for the Montgomery Area Metropolitan Planning Area for the Fiscal Year 2008, which covers the period October 1, 2007 to September 30, 2008. This document serves to inform public officials and agencies who contribute manpower and allocate funds to the transportation planning process of the proposed work program. In addition, the Unified Planning Work Program (UPWP) provides the budget for Federal, State, and local funding of transportation planning activities identified in the document.

Most traditional tasks are funded with (PL) transportation planning funds. In metropolitan planning areas, planning funds are available from the Federal Transit Administration (FTA) (Section 5303) and the Federal Highway Administration (FHWA) (PL) to support transportation planning activities as required by FTA and FHWA regulations. The FTA Section 5303 funds have been transferred to FHWA, so all funds are in one amount and not separate.

The Unified Planning Work Program, as outlined in this document, contains the work tasks necessary for the program participants to conduct the necessary transportation planning activities for the Montgomery Study Area.

The Unified Planning Work Program (UPWP) provides documentation of the transportation planning work to be undertaken during the coming year by the participants of the Montgomery Metropolitan Planning Area. The UPWP contains a brief description of each specific task, anticipated products, responsible agencies, sources, and amounts of funding. Also, included are tables summarizing amounts and sources of funds by task and how funds are to be spent. Any significant deviation from the work outlined in the UPWP requires a new public involvement review period, Citizens Advisory Committee review, Technical Coordinating Committee review, and the formal approval of the Metropolitan Planning Organization.

In developing the UPWP, the MPO is required to consider the current surface transportation authorizing legislation, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under SAFETEA-LU MPOs must consider projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, promote consistency between transportation improvements and State and local planning growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing system.

In addition to the above seven factors, the FTA and FHWA have identified new planning emphasis (PEA) areas for FY-2008:

- A. Incorporating Safety and Security in the transportation planning process;
- B. Participation of Transit Operators and Statewide Planning;
- C. Coordination of Non-Emergency Human Service Transportation;
- D. Planning for Transit System Management and Operations to Increase Ridership;
- E. Support Transit Capital Investment Decisions through Effective System Planning.

The UPWP was prepared based on the eight SAFETEA-LU factors and PEA. The SAFETEA-LU factor(s) and PEA addressed by each UPWP task is listed on the detailed task pages in this document.

UPWP Format

The UPWP is divided into six work tasks. The work tasks outline the transportation planning work that will be performed by the MPO Transportation Planning Staff at the City of Montgomery-Department of Planning and Development, Transportation Planning Division and the Alabama Department of Transportation. The description of each work task includes an objective(s), previous work performed, methodology, products, staffing, SAFETEA-LU factors, planning emphasis areas and budget information. The appendix details the whole UPWP budget and agency participation schedule by work task. The certifications section lists all certifications and resolutions required for the UPWP document.

ACRONYMS USED IN THE TRANSPORTATION PLANNING PROCESS

AL	Alabama Highway
ALDOT	Alabama Department of Transportation
BR	Bridge
BSP	Base and pave
CAC	Citizens Advisory Committee
CAP	Transit Capital
CARPDC	Central Alabama Regional Planning & Development Commission
CARE	Critical Analysis and Reporting Environment
CN	Construction
CR	County Road
EJ	Environmental Justice
FCS	Functional Classification System
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDB	Grade, drain, and bridge
GPB	Grade, drain, base, pave, and bridge
GIS	Geographic Information System
HES	Hazard Elimination and Safety (Discretionary competitive STP funds)
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan (20 Year Plan)
MACIA	Mayors Advisory Committee for Improved Accessibility
MATS	Montgomery Area Transit System
MP	Mile Post
MPO	Metropolitan Planning Organization
MT	Maintenance program
MUTCD	Manual on Uniform Traffic Control Devices
NHS	National Highway System
OTH	Other
P&D	City of Montgomery Planning & Development
PE	Preliminary Engineering
PL	FHWA Planning Funds
RW	Right of Way
SA	Study Area
Section 5303	FTA Metropolitan Planning Funds
Section 5307	FTA formula funds for urbanized areas
Section 5309	FTA capital program funds (currently earmarked by Congress)
Section 5310	FTA Elderly and Persons with Disabilities Program funds
Section 5311	FTA Formula Funds for Rural Transportation Programs
Sixth Division	ALDOT Division consisting of eight counties (Autauga , Bullock, Butler, Dallas, Elmore , Lowndes, Macon, and Montgomery)
SOV	Single Occupancy Vehicle
SR	State Road
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMS	Transportation Management System
UA	Urbanized Area (identified by the Census Bureau)
UC	Urban Cluster (identified by the Census Bureau)
UPWP	Unified Planning Work Program
UT	Utility Work

UPWP TASK I
HIGHWAY PLANNING AND ADMINISTRATION

TASK 1A: ADMINISTRATIVE PROCEDURES

Objectives: To establish an effective and efficient transportation planning program that manages tasks identified in the Unified Planning Work Program (UPWP). Administrative duties include coordination of the various advisory committees, developing meeting agendas and minutes, and maintenance of files and administrative records. This includes filing of progress reports and invoices and reporting other activities as needed. Financial obligations include: invoicing, financial record-keeping, ensuring continuing control over eligible expenditures, and maintenance of timesheets and other employee records.

Previous Work: The MPO Planning Staff, housed in the City of Montgomery Transportation Planning Division, has managed the transportation planning process for over 30 years. Administrative updates have been submitted on a regular basis. Plans, programs, and reports have been prepared. MPO Staff members have attended courses and seminars dealing with all phases of the transportation planning process. Periodicals and current literature dealing with transportation planning are provided to staff on a regular subscription basis. Monthly invoices and financial transactions have been prepared and semi-annual progress reports have been prepared.

Methodology: The City of Montgomery will continue to manage the transportation planning process. Periodically, the process will be evaluated to ensure effectiveness and efficiency. The MPO Planning Staff will prepare and submit documents required by State and Federal agencies, including the plans and programs, and other documents as needed. Equipment, software, and supplies will be purchased as needed. Staff will attend classes and study current books and literature to enhance the technical capacity of the planning process.

Product: An efficient transportation planning process that is in compliance with all State and Federal Regulations and Guidelines. Maintain the following:

- a. A four year Transportation Improvement Program (TIP)
- b. An annual Unified Planning Work Program (UPWP)
- c. Invoices
- d. A Long Range Transportation Plan (LRTP)
- e. A Congestion Management System Plan (CMSP)
- f. A Transit Development Plan (TDP)
- g. A Bicycle and Pedestrian Plan (BPP), and
- h. A Public Involvement Plan (PIP)
- i. Documentation of Environmental Justice Outreach (EJ)

Staffing: The MPO Planning Staff and the Alabama Department of Transportation.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 1B: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objectives: To identify transportation improvement projects recommended for advancement during the program period as a result of the 3-Cs (cooperative, continuous and comprehensive) transportation planning process; and to include realistic estimates of revenues and costs for the TIP period, as well as financial constraint. Development of the TIP involves integrating projects drawn from long-range transportation plan with other maintenance needs for all jurisdictions of within MPO Study Area into a single, phased, implementation schedule. All of the SAFETEA-LU factors and PEA will be used in the development of the TIP. Efforts to increase public involvement in the planning process will be made. The FY-2008-2011 TIP will be maintained and updated as needed and required.

Previous Work: The MPO Staff has managed the TIP for over 30 years. The TIP was amended six times in FY-2007, including a rebalancing and update done in early FY-2007. The TIP database has also been updated and maintained periodically based on ALDOT reports and sponsor information received. A draft and final FY 2008-2011 TIP was prepared. The Alabama Department of Transportation has established projects based on the long-range and management elements of the planning process. A list of authorized transportation projects that were authorized in FY-06 was prepared and published at the beginning of FY-2007. TIPs have been amended in the past and will be amended in the future as needed.

Methodology: The MPO Planning Staff will work with MPO committees, ALDOT and the general public to prepare a TIP every four years. Progress on the TIP will be monitored, and the TIP will be amended as needed. An annual rebalancing of the TIP will be done in FY-2009 and FY-2010. A TIP database will be maintained, and a list of projects that were authorized in the previous fiscal year will be published. Equipment, software, and supplies will be purchased as needed to do the required and routine work.

Products: A prioritized and financially constrained *Transportation Improvement Program* updated every four years, that considers the long and short range transportation needs of the community with due regard for all segments of the population and the Study Area economy. The TIP and its amendments will be made available on the MPO website at (<http://www.montgomerympo.org>). A published list of active TIP projects will be available.

Staffing: MPO Planning Staff and the Alabama Department of Transportation.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 1C: DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Objectives: To give full consideration to the potential services that can be provided by disadvantaged business enterprises (DBE) in carrying out the 3-Cs transportation planning process and any transportation/transit related programs. To meet all requirements of U.S. Code 49 CFR, part 26.

Previous Work: MPO Staff has acquired a copy of the ALDOT certified list of DBE's by vendor and type of work performed and also a listing of small business administration minority owned business firms in FY-2007. The MPO Staff has also put in a request to the National Transit Institute (NTI) to teach the DBE course that they offer in Montgomery to give a breakdown on how to go about getting DBE participation in transportation planning.

Methodology: Efforts will be made to purchase goods and services through eligible DBE firms whenever possible. The ALDOT and ASU DBE program will assist the MPO Planning Staff in its efforts to locate and contract with DBE firms whenever possible.

Product: A program that utilizes DBE enterprises and contracts their services whenever possible. An up-to-date DBE list and DBE reports of awards and commitments.

Staffing: The Alabama Department of Transportation and the MPO Planning Staff

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: B,E

TASK 1D: TRANSPORTATION PLANNING AND ANALYSIS

Objectives: To maintain and update the Long Range Transportation Plan (LRTP) and other planning documents for the Montgomery Study Area as needed. Continue socioeconomic data collection work, network development and other associated work for the 2035 LRTP update.

Previous Work: ALDOT specified software, TRANPLAN and CUBE model software were used to develop a base year traffic simulation network which was then used to forecast future traffic for the Study Area. An amendment was done in FY-2006 to include a new road project for the City of Montgomery. The last LRTP (*2030 Long Range Transportation Plan*) was adopted by the MPO on June 30, 2005. Work was started to verify socioeconomic data for all variables used in the regional travel demand model from the 2030 LRTP. New employment data was acquired for the 2005 base year of the 2035 LRTP.

Work was also started for the development of an integrated land use and transportation model project in-conjunction with Auburn University. MPO Staff supplied Auburn University with all socioeconomic data and other available GIS data for the project. A preliminary model was developed.

Methodology: TRANPLAN and CUBE software will be used for the *Long Range Transportation Plan* update and amended as needed. The transportation planning computer model will be updated with new base year data. As Census data become available, along with other more localized data, an updated model will be developed. New TAZ will have to be delineated, and the study area and urban area boundary will have to be re-evaluated to determine the true growth. The model, once calibrated, will then be used to forecast future traffic. Concurrent with model development, public involvement will be conducted from the earliest stages of model development to ensure that the new Plan is reflective of all ideas from the community on how best to improve the transportation resources of the area.

The LRTP must be updated every five years. Work on the draft 2035 LRTP is anticipated to start during FY-2007, and continue in FY-2008 with a draft ready by June or July 2009, with adoption by August or September 2009.

The ALDOT consultant selection procedures will be initiated to select a consultant to assist the MPO Staff in preparation of the 2035 LRTP. The process of selecting a consultant will begin early, so that the 2035 LRTP process may begin on time in October 2009, with adoption scheduled for August or September 2009. The estimated total cost will be \$125,000 total dollars.

Products: A constantly updated model for use in the regional analysis of the transportation system and for documenting projected traffic volumes to support transportation infrastructure decisions. An up-to-date long range transportation plan that indicates necessary projects to meet the future transportation needs of the Montgomery Study Area. A further developed integrated land use and transportation model that helps with scientifically locating socioeconomic data in TAZs and assessing land use impacts for the future.

Staffing: The MPO Planning Staff, a Consultant and the Alabama Department of Transportation.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 1E: IMPACT ASSESSMENT

Objectives: Analysis to assess the impacts of projects of regional significance such as toll bridges, new major travel routes and developments of regional impact.

Previous Work: The TRANPLAN model and other transportation planning software have been used to assess the impacts of proposed new roads and proposed new developments within the MPO study area. Currently, the planning staff is using CUBE (VIPER, in conjunction with TRANPLAN), for modeling. ArcGIS/ArcView, a geographic information system (GIS) tool, is also used to spatially depict and analyze data used in transportation

planning. This latter software has proven invaluable in analyzing the potential adverse impacts of transportation projects on low-income and minority populations.

Methodology: Studies of major developments, as well as proposed new roads, will be conducted to determine if the proposed improvements are warranted. GIS-based studies of

the effects of projects on critical populations will be routinely conducted as new transportation projects are identified or proposed.

Product: Recommendations on improvements to the road system throughout the MPO study area for congestion relief and mitigation of development impacts will be made. Recommendations will include environmental justice analyses and community impact assessments when and where appropriate.

Staffing: The MPO Planning Staff and the Alabama Department of Transportation

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 1F: INTERMODAL PLANNING

Objectives: The MPO Planning Staff will consider and do intermodal planning as appropriate for the Montgomery Study Area.

Previous Work: The MPO Staff has assisted the Montgomery Regional Airport in the planning efforts for its surface level intermodal facility. MPO Staff attended various Airport Authority meetings related to the Airport Intermodal facility project. The MPO Staff also prepared an FTA earmark grant application for the Airport intermodal project. The MPO Planning Staff has attended intermodal management workshops and conducted surveys of trucking firms to assist in the identification of problems experienced by the trucking community within the MPO Study Area. MPO Staff has also participated in talking freight seminars conducted by FHWA to remain up-to-date on current practice of intermodal and freight planning.

Methodology: The MPO Planning Staff will monitor literature pertaining to intermodal facilities planning, collect and maintain relevant data, and establish strategies for establishment of and improvement of intermodal facilities in the Montgomery Area. The Alabama Trucking Association has representatives on the TCC and assists the MPO Planning Staff in planning for the needs of the trucking community. Also, the Montgomery Regional Airport has a representative on the TCC and assists the MPO Staff in planning for the needs of the Airport and aviation community.

Products: An inventory of intermodal facilities in the area and strategies to develop and improve the facilities and access to them. An intermodal transportation system that connects all or some transportation modes efficiently.

Staffing: The MPO Planning Staff, Federal Transit Administration, Montgomery Regional Airport and the Montgomery Area Transit System.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 1G: AIR QUALITY ANALYSIS

Objectives: To monitor and analyze air quality in the Montgomery area as affected by the existing transportation system and the forecasted travel demand on the long-range transportation plan network.

Previous Work: Staff attends meetings on air quality and congestion management in the Montgomery Area and is continuously working on congestion management capabilities. Strategies to reduce air pollutants in the Montgomery area have and will continue to be pursued. A *Congestion Management System Plan (CMSP)* was adopted by the MPO on September 24, 2003. The update of the CMSP was initiated in late FY-2007.

Methodology: Information on air quality will be collected, especially with reference to what other MPO areas throughout the state have done to eliminate problems. Measures which may be appropriate for the Montgomery Study Area will be studied based on changes in air quality status and other related factors. Additionally, the MPO Planning Staff will monitor air quality reports, attend meetings, and accomplish other activities as appropriate. The CMSP update will continue in FY-2008.

Products: A continuing air quality analysis of the Study Area and its transportation plan. Also, if needed, a plan of remedial steps to improve air quality.

Staffing: The MPO Planning Staff, the Alabama Department of Transportation, and the Alabama Department of Environmental Management.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 1H: UNIFIED PLANNING WORK PROGRAM

Objectives: To develop a document which identifies and details all of the transportation-related activities to be undertaken within the Montgomery Area within the FY-2008 program year.

Previous Work: *Unified Planning Work Programs* have been prepared for preceding years on an annual basis. These programs coordinate transportation-related planning activities for the Montgomery Area and provide budget guidance.

Methodology: The *Unified Planning Work Program* is developed by the MPO Planning Staff with input from all agencies that conduct transportation and related planning. The MPO Staff will prepare a draft UPWP by June 2007 and a final UPWP by August 2007. The MPO committees will review the draft UPWP and if necessary suggest changes. The public will be involved through the CAC, by public notices and a two week comment period.

Product: The product is a comprehensive process which coordinates all transportation planning activities within the Montgomery Area for FY-2008.

Staffing: The MPO Planning Staff, and the Alabama Department of Transportation.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-08</u>
PL (FHWA)	\$ 340,000
LOCAL MATCH	\$ 85,000
SPR	\$ 72,000
STATE MATCH	\$ <u>18,000</u>
Total Cost	\$640,000

UPWP TASK II
TRANSPORTATION GIS DATABASE

TASK 2A: SYSTEM AND DATABASE DEVELOPMENT

Objectives: To develop, update, and maintain a computer system consisting of hardware, software and electronic data. The purpose of this system is to provide a basis whereby data and mapping needs are provided for the following types of transportation planning functions:

- | | |
|--|------------------------------------|
| -Transportation Improvement Program | -Public Service |
| -Transportation Planning Analysis | -Congestion Management |
| -Impact Assessment | -Technical Transit Planning |
| -Long Range Transportation Plan updates | -Transit Planning |
| -Environmental Justice Analysis | -Land Use and Demographics |
| -Bicycle Planning | -Pedestrian System Planning |

Previous Work: The MPO Staff maintained up-to-date traffic count data from ALDOT using GIS software for prior year AADT data as sent from ALDOT. MPO staff also updated the functionally classified network, modified traffic analysis zones, updated and corrected

socioeconomic data for the 2035 LRTP, updated transit map features and database with most recent bus bench and shelter locations, prepared maps by special requests from the general public and consultants, updated transit fixed bus route database and maps, and prepared project location maps for the TIP document and for all meetings in FY-2007.

Methodology:

- (1) Hardware: Acquire new hardware as needed and upgrade system hardware components as dictated by current state of the art and funding sources.
- (2) Software: Acquire new software as needed to upgrade system capabilities as dictated by current state of the art and funding sources.
- (3) Electronic Data: Continue to acquire and maintain current data sources from agencies such as City of Montgomery, ALDOT, Census Bureau, Central Alabama Regional Planning and Development Commission, Water Works, Traffic Engineering, and Autauga, Elmore, and Montgomery Counties and from commercial sources. The MPO Planning Staff will continue to ensure proper data integration with the Intelligent Transportation Systems (ITS) currently being developed for Montgomery's South, East, West, and North Boulevards, and for expansion of the ITS as it occurs.
- (4) TAZs and Boundaries: Continue to monitor TAZs and the Study Boundary for needed changes.

Products: A GIS planning tool which provides geographic information on all variables used in the development of transportation plans and programs. Up-to-date GIS data for the Montgomery Area MPO. Up-to-date GIS hardware and software. Up-to-date training on software and hardware. An up-to-date MPO Planning Staff as it relates to computer training and implementation for transportation planning and document preparation. An up-to-date GIS.

Staffing: The MPO Planning Staff, the Alabama Department of Transportation, and additional temporary staff as needed.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-08</u>
PL (FHWA)	\$ 78,000
Local Match	<u>\$ 19,500</u>
Total	\$ 97,500

UPWP TASK III **PUBLIC INVOLVEMENT**

TASK 3A: GENERAL PUBLIC INVOLVEMENT

Objectives: To involve all interested citizens in the Montgomery MPO study area in the transportation planning process. To give all citizens an opportunity to voice their concerns, preferences and questions concerning transportation projects and plans. To provide transportation relevant data to individuals, corporations and agencies that have contact with low-income groups and minorities that may be adversely impacted. To inform the public of the availability of transportation data, and of MPO meeting times, and of public involvement meetings.

Previous Work: The MPO Staff followed the adopted Public Involvement Plan for all MPO activities during FY-2007. All requests for available data have been fulfilled. Plans and programs considered by the MPO have been advertised for either a 7 or 14 day public involvement period prior to consideration by the MPO. MPO planning staff receives numerous publications and books on public involvement and environmental justice to keep up-to-date on the various methods for involving the public in transportation decision making. The MPO's *Public Involvement Plan* was developed (adopted January 22, 2003). Development of a transportation mailing list is continuing. The MPO Staff continued to use email for MPO, TCC, and CAC meetings in FY-2007. Plans and other transportation planning related information are available at the MPO website at <http://www.montgomerympo.org>. The PIP was implemented as plans, programs, or projects came about.

Methodology: Maps and documents detailing the transportation planning process and other pertinent transportation data are developed and distributed to planning agencies and interested individuals and citizens. Presentation materials and maps are developed for outreach to enlighten the public on specific planning processes and proposed projects and to obtain diverse view points from all segments of the general public. Presentations are made to units of government, and other interested groups to inform MPO area citizens of transportation plans and projects and to solicit comments for use as guidance on needs identified by the general public.

When key documents such as the TIP are being prepared for approval by the MPO, public involvement guidelines are followed to encourage public comment. Public comments and summaries of them are distributed to the MPO members before transportation decisions are made. Public service announcements are sent to area media announcing review periods and public involvement meetings. Draft documents resulting from the MPO planning and programming process are placed on display throughout the study area. They are available for review at designated sites. Each city and county has designated locations that include: *(currently the Montgomery, City/County Library (Main Branch), Planning and Development Department (27 Madison Ave), Montgomery Area Transit System, Montgomery Housing Authority (Main Office), Rufus A. Lewis Library (Montgomery), Rosa L. Parks Library (Montgomery), Prattville City Hall (City Clerk's Office), Prattville/Autauga County Library, Millbrook City Hall (City Clerk's Office), Millbrook Library, Wetumpka City Hall (City*

Clerk's Office), Coosada Town Hall, and the ALDOT Sixth Division Office (1525 Coliseum Blvd). Comment forms may be returned to the public involvement site front desk, or sent by fax, mail or e-mail to the MPO Planning Staff office. Plans and programs are on display for a minimum of two weeks prior to their consideration by the MPO. MPO activities are also placed on the Montgomery Area MPO website at <http://www.montgomerympo.org>.

Public involvement materials and meetings will always be held in ADA accessible facilities and in centrally located areas where minority and low-income populations have a means to attend.

Staffing: The MPO Planning Staff and the Alabama Department of Transportation.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-08</u>
PL (FHWA)	\$30,741
Local Match	<u>\$ 7,685</u>
Total Cost	\$38,426

UPWP TASK IV

CONGESTION MANAGEMENT

TASK 4A: CONGESTION MANAGEMENT

Objective: To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies. Encourage bicycle and pedestrian and transit modes as appropriate. Pursue continued development of the Intelligent Transportation System (ITS) and strategies to reduce Single Occupancy Vehicle (SOV) travel. Come up with ways to effectively advocate and manage congestion overall through adding capacity to highways, transit, freight, travel demand management and bicycle and pedestrian facilities.

Previous Work: The MPO Planning Staff attended seminars related to engineering, transportation demand management (TDM) and ITS. The *Congestion Management System Plan (CMSP)* was adopted by the MPO on September 24, 2003. The consultant selection process was completed and a consultant was selected to assist in updating the CMSP for years 2009-2013. MPO Staff, along with the TCC and consultant held a kick-off meeting and selected roadways to be considered as part of the congestion management system network for the CMSP. Traffic counts and street inventories have been collected and reviewed. Data and maps have been transferred into GIS. MPO Staff has worked with ALDOT, City of Montgomery Traffic Engineering and Montgomery Area Transit System to implement and develop the current and future ITS infrastructure and system. MPO Staff also prepared Federal Transit Administration (FTA) grant applications for the City of Montgomery ITS project and Montgomery Area Transit System (MATS) AVL/GPS bus locator system.

The MPO Staff has partnered with the Regional Planning Commission for Greater Birmingham in preparing a proposal to the Alabama Department of Economic and Community Affairs (ADECA), for a carpool/vanpool and ride matching services program that brings people into Montgomery by carpooling/vanpooling and ride-matching. The overall goal of the program is to reduce congestion on the transportation roadway network, conserve energy, save money and reduce air pollution by vehicle traffic reduction.

Methodology: Continue to implement and monitor a comprehensive Congestion Management System (CMS) addressing the specific needs of the MPO study area. The MPO Planning Staff will continue to work with local, federal and state officials and a consultant to update the CMSP for years 2009-2013. The CMSP is scheduled start updating in FY-2007. The MPO Staff plans to continue work with the chosen consultant to update the CMSP for years 2009-2013 in FY-2008. The approximate cost for the CMSP update is \$45,000 total dollars. Adoption of the updated CMSP is expected on or before September 30, 2008 unless more time is needed.

Low cost congestion-relief projects that eliminate bottlenecks will continue to be the focus along with better access management by coordinating land use and transportation planning, and coming up with ways to effectively advocate and manage congestion overall through

adding capacity to highways, transit, freight and bicycle and pedestrian facilities. Also, transportation demand management strategies will be explored and considered.

Products: Mitigation of congestion on the existing facilities and prevention of congestion on existing and future facilities. Development of an ITS that conforms to the national ITS architecture. An up-to-date *Congestion Management System Plan* that is responsive and guides the MPO Study Area in managing congestion. TDM strategies that reduce congestion.

Staffing: The MPO Staff, a Consultant and the Alabama Department of Transportation.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 4B: SAFETY PLANNING

Objective: To continue to conduct transportation safety planning as part of the MPO planning process. This includes identification of areas that have unacceptably high accident rates. This may also include intersections and areas with nonstandard road alignment, lane widths, pedestrian crossing areas, bicycle issues, and transit-related safety problems.

Assessment of the appropriate solutions to mitigate these problems will occur. A further objective is to identify potential safety risks that may arise as the result of acts of terrorism and to develop counter measures to prevent unacceptable safety risks to the traveling public and to the components of the transportation facilities and systems.

Previous Work: The MPO Planning Staff collected and studied data on accidents and traffic counts, and developed a *Congestion Management System Plan*, which went through public involvement and was adopted by the MPO on September 24, 2003. The MPO Planning Staff has worked with the Critical Analysis Reporting Environment (CARE) software to access and analyze relevant accident and highway safety data for the MPO Study Area for the 2030 LRTP update. The *Congestion Management System Plan* is referred to during safety project development to see if any problems identified can be mitigated as part of a bigger project.

An analysis of high accident locations was part of the analysis used to determine projects for the 2030 Long Range Transportation Plan. The MPO planning staff also developed maps and databases that located high accident areas.

Also, a Continuity of Operations Plan (COOP) was developed in FY-2006 for use in worst case scenarios by MPO Staff to continue the operation of the MPO if disaster happens.

Methodology: The MPO planning staff will focus on refining transportation incident reporting to meet the qualifications for receiving Hazard Elimination and Safety (HES) funds for projects to improve geometry and signage in high accident locations. The MPO planning

staff will work to identify additional low cost projects throughout the Study Area that will reduce congestion. The developing ITS system will help to identify accidents and emergency response vehicle needs to help clear up incident scenes and to notify motorists about traffic ahead where safety might be a concern. ALDOT, City of Montgomery Traffic Engineering and MPO Staff will work to get the CMSP and ITS priority projects into the TIP. The MPO planning staff will continue acquiring pedestrian zone speed detection and display equipment to advise speeding motorists of excessive speed. This is a very effective traffic calming technology. The MPO planning staff will continue to monitor accident data for the MPO area.

Products: Accurate reporting of accidents in the appropriate format to meet qualifications for HES and other safety funds. Updates to the *Congestion Management System Plan* and the *Montgomery Study Area Bicycle and Pedestrian Plan* as needed. Consideration for freight safety, highway safety, and transit safety and security in transportation planning.

Staffing: The MPO Planning Staff and the Alabama Department of Transportation

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 4C: Bicycle and Pedestrian Planning

Objective: Bicycle and pedestrian planning seeks to encourage bicycle and pedestrian modes through the improvement and implementation of the *Montgomery Study Area Bicycle and Pedestrian Plan (Adopted in September 2003)* and integration into the *Long Range Transportation Plan*.

Previous Work: The MPO Planning Staff started a Bicycle and Pedestrian Advisory Committee which has planned signage as the first implementation of the *Montgomery Study Area Bicycle and Pedestrian Plan*. Also, a bicycle suitability map was generated from the 2030 LRTP travel demand model to show what roads were best suited for bicycle facilities. MPO Staff met with the Montgomery Bicycle Club to discuss proposed bicycle and pedestrian projects and to listen to thoughts and concerns from cyclist.

Methodology: MPO Planning Staff will update the *Montgomery Area Bicycle and Pedestrian Plan* every five years. The bicycle and pedestrian plan is expected to be updated in FY-2008. MPO Planning Staff will research the need for new bicycle and pedestrian facilities such as signage, lanes, storage and other items as needed and as funding become

available. The need for further education, encouragement, engineering and enforcement activities will also be investigated. MPO Planning Staff will coordinate with MPO member governments and other agencies on needs for and opportunities to improve bicycle and pedestrian travel.

Products: An updated and/or amended Montgomery Study Area Bicycle and Pedestrian Plan as needed.

Staffing: The MPO Planning Staff, the Alabama Department of Transportation, the Alabama Department of Public Health, the Bicycle and Pedestrian Advisory Committee, the Montgomery Bicycle Club and the Elmore County Trail of Legends Association.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-08</u>
PL (FHWA)	\$ 90,500
Local Match	\$ 22,625
Total Cost	\$113,125

UPWP TASK V
TRANSIT PLANNING AND ADMINISTRATION

TASK 5A: TRANSIT PLANNING

Objective: To perform transit planning, and have a well planned and effective transit system. To conserve energy, increase transit usage and improve air quality. To discourage excessive use of the automobile by establishing park and ride facilities and other Single Occupancy Vehicle (SOV) reduction programs. To incorporate Intelligent Transportation Systems (ITS) as available and appropriate in transit planning, such as AVL/GPS. To provide transportation opportunities to all, irrespective of income or racial background, and to develop and update the Montgomery Area Transit System five year transit development plan (TDP). A consultant that has been hired will continue to prepare a short range TDP using FTA Section 5307 funds for an estimated \$75,000 with MPO Staff assistance.

Previous Work: ArcView GIS software has been used for various transit related projects. This past fiscal year the software was used to update, maintain, and prepare digital mapping products for MATS citywide fixed bus routes. The current fixed routes have been saved in digital form and uploaded onto the Montgomery Area Transit website (www.montgomerytransit.com). The MPO Staff has also prepared and submitted FTA grants for the City of Montgomery and the Montgomery Area Transit System (MATS) for the capital and operating grant for FY-2007 and for earmarks received from Congress. Public involvement meetings discussing the proposed grant applications were held and conducted by MPO Staff. MPO Staff has also completed work on the National Transit Database (NTD) report for MATS for report year 2006 and subsequent submissions.

The *Montgomery Urbanized Area Transit Development Plan (2003-2007)* was prepared and underwent public review (adopted by the MPO on September 24, 2003). MPO Staff

prepared a request for proposals to update the short range TDP for years 2009-2013. The 2009-2013 TDP development was initiated and some work was done during the second half of FY-2007. Bus stop signs, benches, and shelters were added in FY-2007 and mapped for inventory.

MPO Staff has also used GIS and socioeconomic data to analyze the transit system routes in relation to Environmental Justice populations as part of the 2030 LRTP as well as to study the potential for transit express bus and local service and the potential for park and ride lots.

Methodology: The Montgomery Urbanized Area Transit Development Plan will be updated in FY-2007 and FY-2008. ArcView GIS software will be used as appropriate to support transit planning activities and services. MPO Staff will assist MATS with managing federal transit funding and provide technical assistance and support as needed. Both hardware and software will be acquired as needed to maintain state of the art transit monitoring.

MPO Staff will assist MATS in preparing a request for proposal for the acquisition and implementation of the automatic vehicle locator (AVL) system and route match software for

paratransit trip scheduling. Intelligent Transportation Systems (ITS) will be used as they become available in the Montgomery area.

Products: An updated *Montgomery Urbanized Area Transit Development Plan* for 2009-2013. A transit system that meets the needs of Montgomery Area Transit System riders, and also meets all Federal and State requirements. An updated and maintained GIS with fixed transit routes, bus benches, bus shelters, bus stop signs and other related transit amenities.

Staffing: The MPO Planning Staff, the Montgomery Area Transit System and the Alabama Department of Transportation

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 5B: TRANSIT FINANCIAL CAPACITY PLANNING

Objective: To develop an overall financial action plan to increase ridership while curtailing costs.

Previous Work: In the spring of 2003, the Montgomery Urbanized Area was reclassified from a Transportation Management Area (TMA) to a non TMA Urbanized Area based on the 2000 Census. Also, the City of Prattville, which became part of the Montgomery Urbanized Area after the 1990 Census, was separated from the Montgomery Urbanized Area and reclassified as an Urban Cluster. The *Montgomery Urbanized Area Transit Development Plan (2003-2007)* was prepared to guide development of the MATS transit system. The change in classification to non TMA Urbanized Area has made Montgomery eligible for operating assistance, which began in FY-2003 and continues to date. A five year capital improvement plan has been prepared each year in the spring. Yearly capital and operating earmark grant applications to FTA have been made based on the capital improvement plan and the operating budget prepared by the Montgomery Area Transit System (MATS) with assistance from MPO Staff. The MPO Staff has also annually assisted MATS in the preparing for public involvement meetings concerning transit improvements on an annual basis and also prepared for meetings for MATS.

Methodology: The *Montgomery Urbanized Area Transit Development Plan* will be updated in order to guide development of the MATS every five years and as needed. The MPO Staff will provide technical assistance, assist in financial management and help to further implement the TDP. The City Montgomery's administration has set a high priority on increasing transit ridership while curtailing costs. New fixed transit routes have been phased in over time. Future improvements include increasing frequency of service and installing bus shelters and benches. Transit staff is interested in pursuing park and ride options if the Montgomery Area is placed in non-attainment status, fuel prices continue to rise, and is justifiably feasible. This strategy makes particular sense for the Montgomery Study Area due to the congested major roadways (during peak hour travel in the morning and evening).

Product: A five year capital improvement plan will be developed, incorporating vehicle acquisition and maintenance. An updated *Montgomery Urbanized Area Transit Development Plan* in FY-2008, with adoption expected in early FY-2008. A transit system that meets the needs of the City of Montgomery. A transit system that follows and meets Federal and State requirements. Equipment, software and hardware will be purchased as needed.

Staffing: The MPO Planning Staff, Montgomery Area Transit System, and the Alabama Department of Transportation

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

TASK 5C: PARATRANSIT SERVICE FOR THE DISABLED

Objective: To provide cost effective, efficient paratransit service for disabled persons in the City of Montgomery.

Previous Work: The City of Montgomery annually certifies that it complies with the transit requirements of the ADA of 1990. Montgomery Area Paratransit (MAP) service has recently been increased in conjunction with the start-up of new fixed transit routes and new low floor transit buses and vans. MPO Staff worked with the Mayor's Advisory Committee for

Improved Accessibility (MACIA) to insure that public transit, public buildings and sidewalks and curb-cuts were accessible. MPO Staff has also been working with the MACIA to review the ADA transition plan and to update the plan components as needed to ensure compliance with ADA. MPO Staff previously completed mapping locations with persons with

disabilities and related the information to fixed route transit routes to see where transit service needed to be possibly expanded.

Methodology: Public meetings and other outreach efforts will be conducted as needed. The MACIA assists in monitoring paratransit transportation for disabled persons and also identifies ADA related compliance issues such doorway widths, needed sidewalk and curb-cuts improvements and overall accessibility for all disabled persons. The MPO Staff will assist the MACIA with meetings and planning related issues as they relate to the mobility of persons with disabilities.

Product: Accessible transportation services for the disabled in the City of Montgomery.

Staffing: The MPO Planning Staff and the Montgomery Area Transit System.

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-08</u>
Planning Funds (FHWA-PL)	\$81,500
Local Match	<u>\$20,375</u>
Total Cost	\$101,875

UPWP TASK VI
ENVIRONMENTAL JUSTICE

TASK 6A: ENVIRONMENTAL JUSTICE PLANNING AND EVALUATION

Objective: To ensure that no plans, programs, or specific projects disproportionately and adversely impact low income or minority populations and to ensure that the process of planning transportation improvements is structured to include the groups and/or agencies which normally represent their interests and concerns. Further, outreach will be undertaken to involve members of low-income and minority populations in the transportation planning process to the extent possible.

Previous Work: The MPO planning staff routinely schedules, advertises, and holds public involvement meetings in locations that are accessible to low-income and minority populations and solicits comments and concerns from agencies and groups known to represent these populations. A summary document detailing public involvement meetings and comments received from citizens at these meetings is routinely prepared. The MPO planning staff has mapped low-income and minority areas for use in all planning efforts.

The *2030 Long-Range Transportation Plan* was evaluated to determine the distribution of the benefits, burdens, and adverse impacts on low-income and minority populations. The MPO Staff advertises transportation planning related information in all minority and low income targeted media outlets in order to ensure that minority and low income populations are notified about plans, programs and projects in the MPO Study Area.

Methodology: The MPO planning staff will continue to collect socio-economic data relating to low-income and minority populations. The MPO Planning Staff will evaluate Environmental Justice measures on a continual basis to ensure that low-income and minority populations are involved from the very beginning stages of plans and project development and through to the end and to ensure that transportation decisions do not unduly affect Environmental Justice populations in a negative way.

Product: A transportation planning process that considers the needs of Environmental Justice populations, and involves low-income and minority populations from project development to the end of a finished project. A transportation planning process that mitigates problems produced from plans and projects so that any adverse impacts to low-income and minority populations are minimized, eradicated, or not made at all.

Staffing: The MPO Planning Staff, Citizens Advisory Committee, Montgomery Area Transit System, and the Alabama Department of Transportation

SAFETEA-LU Factors Considered: 1,2,3,4,5,6,7,8

Planning Emphasis Areas Considered: A,B,C,D,E

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-08</u>
Planning Funds (FHWA-PL)	\$24,000
Local Match	<u>\$ 6,000</u>
Total Cost	<u>\$30,000</u>

APPENDIX

5303 funds and PL funds are combined.

FISCAL YEAR 2008 UPWP SUMMARY BUDGET

TABLE 1

TASK NO.	TASK DESCRIPTION	PL		SPR		Section 5303		Section 5307		TOTALS		GRAND TOTAL	
		FHWA	MUA	FHWA	ALDOT	FTA	MUA	FTA	MUA	FEDERAL FHWA	FTA		MUA & ALDOT
I	HIGHWAY PLANNING AND ADMIN.	\$440,000	\$110,000	\$72,000	\$18,000	\$0	\$0	\$0	\$0	\$512,000	\$0	\$128,000	\$640,000
II	TRANSPORTATION GIS DATABASE	\$78,000	\$19,500	\$0	\$0	\$0	\$0	\$0	\$0	\$78,000	\$0	\$19,500	\$97,500
III	PUBLIC INVOLVEMENT	\$30,741	\$7,685	\$0	\$0	\$0	\$0	\$0	\$0	\$30,741	\$0	\$7,685	\$38,426
IV	CONGESTION MANAGEMENT	\$90,500	\$22,625	\$0	\$0	\$0	\$0	\$0	\$0	\$90,500	\$0	\$22,625	\$113,125
V	TRANSIT PLANNING AND ADMIN.	\$81,500	\$20,375	\$0	\$0	\$0	\$0	\$0	\$0	\$81,500	\$0	\$20,375	\$101,875
VI	ENVIRONMENTAL JUSTICE	\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$24,000	\$30,000
TOTAL		\$744,741	\$186,185	\$72,000	\$18,000	\$0	\$0	\$0	\$0	\$816,741	\$0	\$222,185	\$1,020,926
TOTAL FEDERAL & LOCAL SHARES			\$930,926		\$90,000		\$0		\$0		\$816,741		

MUA=MONTGOMERY URBANIZED AREA

**FISCAL YEAR 2008 UPWP
AGENCY PARTICIPATION SCHEDULE**

TABLE 2

Updated: June 8, 2007

5303 funds and PL funds have been combined into one category

TASK NUMBER AND DESCRIPTION	ALDOT	MONTGOMERY TRANS. DIV.	CONSULTANT SERVICES	TOTAL
I. HIGHWAY PLANNING AND ADMINISTRATION	\$90,000	\$550,000	125,000	\$765,000
II. TRANSPORTATION GIS DATABASE		\$60,000		\$60,000
III. PUBLIC INVOLVEMENT		\$30,000		\$30,000
IV. CONGESTION MANAGEMENT		\$60,000	\$45,000	\$105,000
V. TRANSIT PLANNING. & ADMIN.		\$48,750		\$48,750
VI. ENVIRONMENTAL JUSTICE		\$30,000		\$30,000
TOTAL	\$90,000	\$778,750	\$170,000	\$1,038,750

CERTIFICATION/RESOLUTION

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

(To be submitted with each Metropolitan Transportation Planning Improvement Program)

The Alabama Department of Transportation and the Montgomery Metropolitan Planning Organization for the Montgomery urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(K) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users (SAFETEA-LU) (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Section 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d). (Note – only for Metropolitan Planning Organizations with non attainment and/or maintenance areas within the metropolitan areas within the metropolitan planning area boundary)

Montgomery Area MPO
Metropolitan Planning Organization

State Department of Transportation

Signature

Signature

Bobby N. Bright
Printed Name

Joe McInnes
Printed Name

MPO Chairman
Title

Transportation Director
Title

Date

Date

Montgomery Area MPO Resolution

To Adopt the Fiscal Year 2008 Unified Planning Work Program

WHEREAS, the Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC) and the Metropolitan Planning Organization (MPO) have reviewed and approved the final draft *Fiscal Year 2008 Unified Planning Work Program*;

WHEREAS, notices were be published in newspapers of area-wide circulation and the draft *Fiscal Year 2008 Unified Planning Work Program* document and comment forms were available at specified sites for a two week public involvement period;

NOW, THEREFORE BE IT RESOLVED that the Montgomery Area Metropolitan Planning Organization (MPO) adopts the *Final Draft Fiscal Year 2008 Unified Planning Work Program* as written.

ADOPTED THIS THE ___ DAY OF August, 2007.

Bobby N. Bright, MPO Chairman