



MONTGOMERY MPO YEAR 2040 LONG RANGE TRANSPORTATION PLAN

Adopted: XXXX, 2015

Prepared by
Montgomery MPO Transportation Planning Staff with Assistance
from J.R. Wilburn and Associates Inc.



Montgomery Area Transportation Study

DRAFT

Year 2040 Long Range Transportation Plan

This document is posted at:

<http://www.montgomerympo.org>

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**Adopted by the Metropolitan Planning Organization (MPO)
2015**

This Long Range Plan is a cooperative effort of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, Alabama Department of Transportation, and local governments in partial fulfillment of Task 3.1 of the FY 2015 Unified Planning Work Program. This document is prepared by the City of Huntsville Planning Division, as staff to the Metropolitan Planning Organization, pursuant to requirements set forth in amended 23 USC 134 (MAP-21, Sections 1201 and 1202, July 2012) and CFR 450. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Executive Summary

Montgomery MPO 2040 Long Range Transportation Plan Update

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1. Introduction

The Montgomery, Alabama region, that 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 – Actual as of 2010 census. From the 2000 to 2010 Census, the urbanized population increased by 67,001. The large increase is due to both population growth and to the Montgomery Urbanized Area and the Prattville Urban Cluster merging. As such, the Montgomery region is subject to metropolitan transportation planning requirements under Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code and in the Code of Federal Regulations (CFR) Title 23, Part 450. The statute states that each metropolitan area shall have:

“A continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, Intermodal transportation system that facilitates the efficient, economic movement of people and goods” (23 CFR 450.300).

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 CFR Title 23, 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; and
- Include a financial plan.

The previous *Montgomery Study Area 2035 Long Range Transportation Plan* was adopted by the Montgomery MPO in July 2015. To assist in the development of the 2040 LRTP update, the MPO contracted with J.R. Wilburn and Associates, Inc. in September 2015.

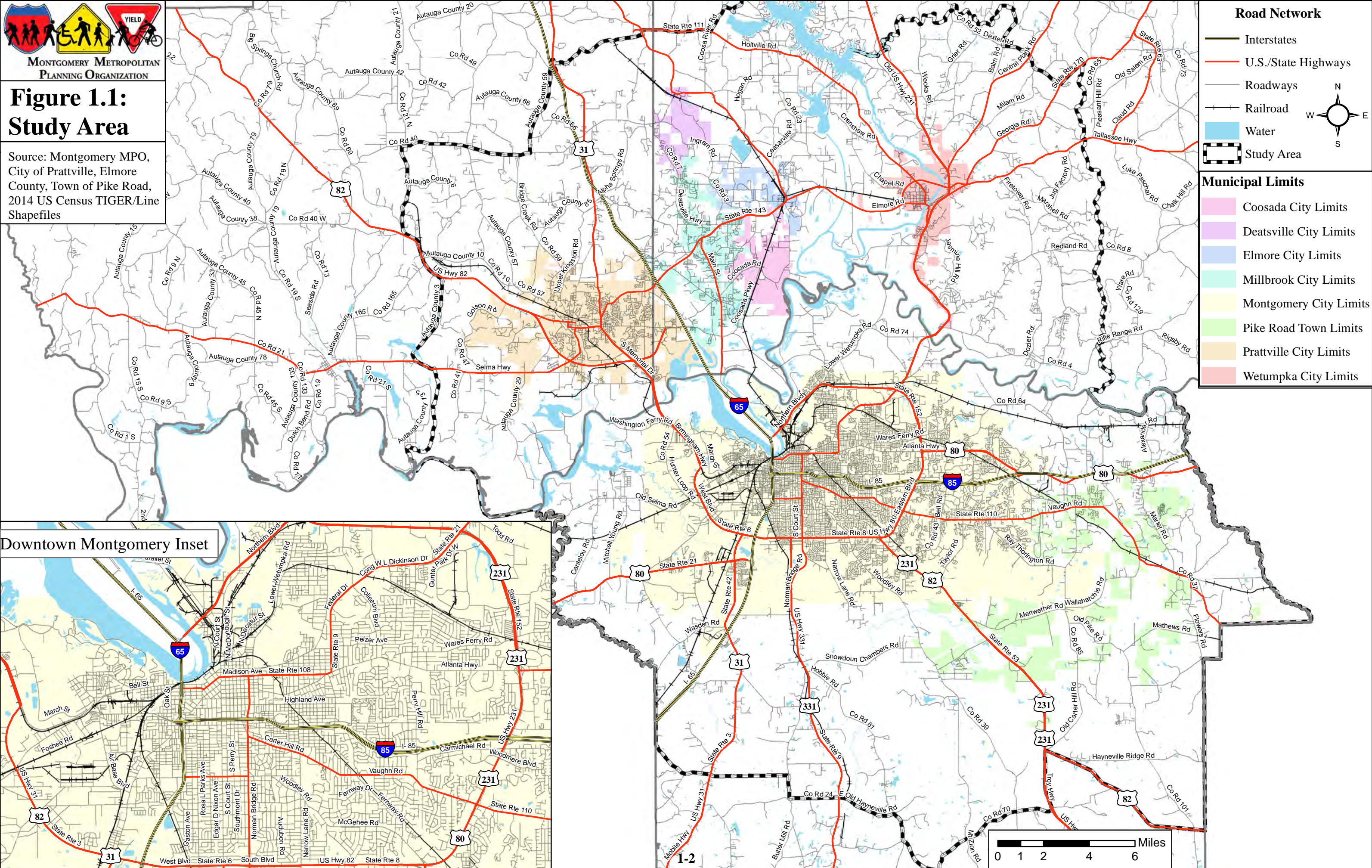
1.1 LRTP Study Area

The 2040 LRTP study area is the planning area defined by the Montgomery MPO. The study area is 950 square miles encompassing portions of Autauga, Elmore and Montgomery County. 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. Figure 1.1 and 1.2 detail the Montgomery MPO Study Area. Further, the study area has been characterized as the region that will be urbanized in a 25 year timeframe, which is why long range planning is done for it. The study area is characterized by its physiographic province as a settlement within the Alabama-Coosa-Tallapoosa River basin. The Alabama and Tallapoosa Rivers divide the study area and serve as county 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 from prehistoric Indians to French occupation of Fort Toulouse to the development of the City of Montgomery as Alabama’s State Capital.



Figure 1.1: Study Area

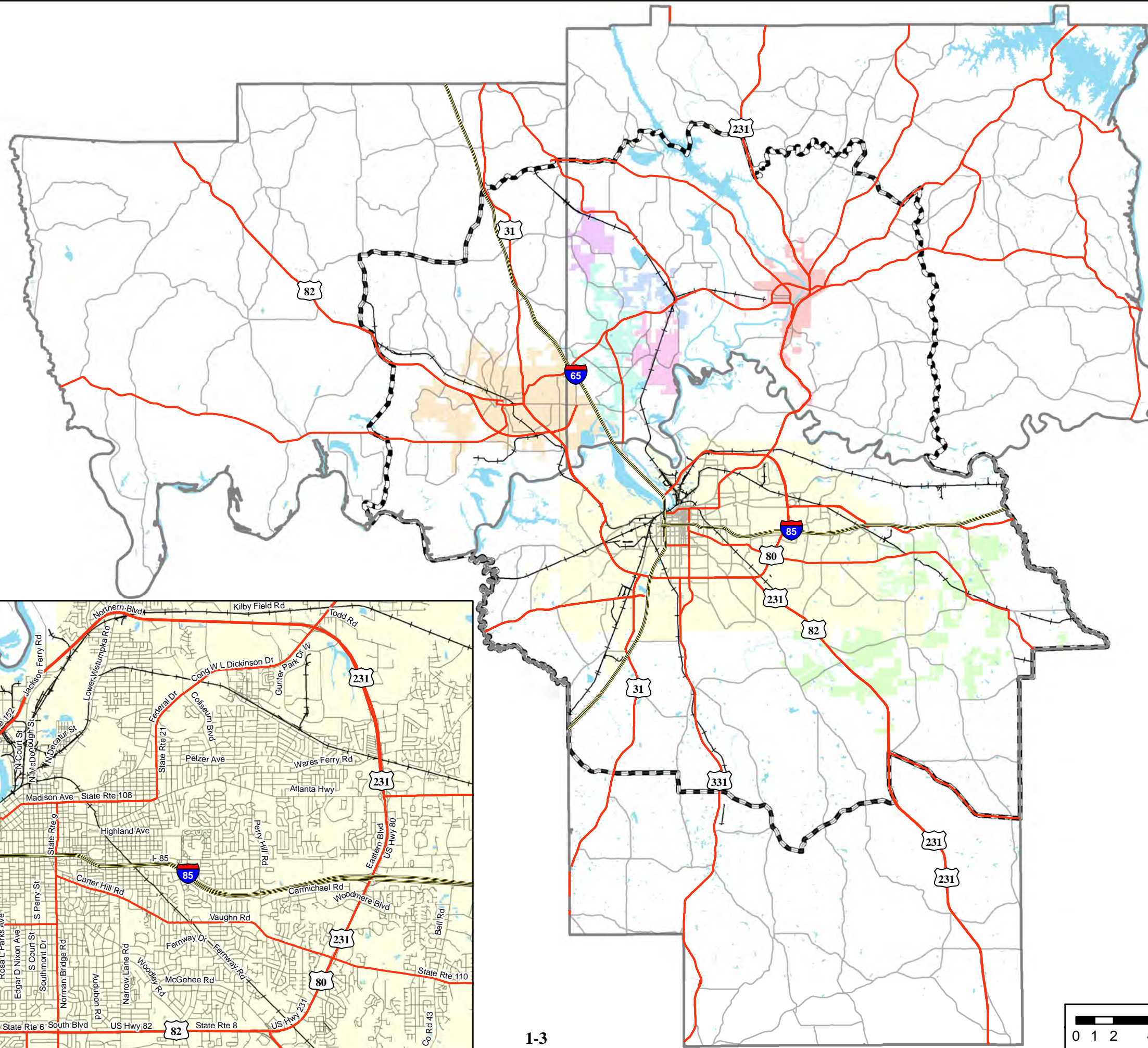
Source: Montgomery MPO,
City of Prattville, Elmore
County, Town of Pike Road,
2014 US Census TIGER/Line
Shapefiles





**Figure 1.2:
Tri-County
Region**

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

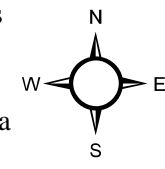


Road Network

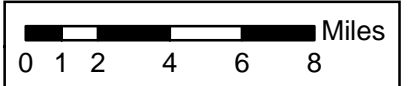
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water

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



1.2 Montgomery MPO Structure

Federal law establishes transportation planning areas for metropolitan regions throughout the country and requires the organization of Metropolitan Planning Organizations to cooperatively develop goals for transportation improvements. After passage of the 1962 Federal Aid Highway Act, new transportation projects that included federal funds could not be approved for urban areas with populations of more than 50,000, unless these projects were based on a “comprehensive, coordinated, and continuing (3-C)” planning process between the state and local communities. The Montgomery MPO was created in 1973 to guide the 3-C planning process.

The MPO is comprised of a MPO Policy Board, Technical Coordinating Committee and Citizens Advisory Committee supported by MPO staff who perform the planning duties, including development and approval of the LRTP. The MPO Policy Board membership includes local elected officials and the ALDOT Southeast Region Engineer. Federal Highway Administration, Federal Transit Administration, the M Transit System, Central Alabama Regional Planning & Development Commission, and the Autauga County Rural Transportation System are non-voting Policy Board members.

The MPO is supported by two advisory committees, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC). The TCC provides the technical advisory guidance for the planning process. It is composed of planners, project engineers, transit managers and other professional persons from the MPO planning area. The TCC also includes representatives from Federal, State and Local agencies, including the Central Alabama Regional Planning & Development Commission, The M Transit System, and Autauga County Rural Transportation System. The Montgomery Regional Airport Director is a non-voting member of the TCC.

The CAC provides advisory input from a citizen’s perspective on plans, programs and projects in the MPO study area. The 25 member committee is appointed by the MPO Policy Board from their respective jurisdictional areas. The MPO planning staff supports the MPO, TCC, and CAC and is housed in the Transportation Planning Division of the City of Montgomery’s Planning Department. A list of members of the MPO, TCC, and CAC committees are in the beginning of this document.

1.3 LRTP Development

The *Montgomery MPO 2040 LRTP* was developed in cooperation and coordination with local, state, and federal planning partners, as well as the general public. The LRTP development proceeded with full cooperation and coordination from all local jurisdictions, the Alabama Department of Transportation (ALDOT), and Federal Highway Administration (FHWA). The process has closely followed federal regulations and requirements. The transportation plan began with an evaluation of the area’s transportation network. The review addressed the spectrum of elements that comprise the area’s mobility network and development.

Prior to gathering the socioeconomic data, a review of the Traffic Analysis Zones (TAZs) was completed. As a result of the review, high growth TAZs, defined as known household or employment growth between 2005 and 2010, were split when possible. Since the 2010 Base Year is decennial US Census survey year, the household data simply had to be aggregated to the TAZ. Income data was obtained from the 2006-2010 American Community Survey (ACS) at the US census Tract level, and then aggregated to the Traffic analysis Zone.

The 2010 employment data was obtained from InfoUSA, and then the data was individually confirmed by MPO staffers. The school data was obtained from the Alabama Department of Education, while the daycare enrollment was obtained from the Department of Human Resources and confirmed by MPO staffers. It also researched land use and development patterns, transportation system infrastructure inventory and operations, as well as multimodal facility utilization. Stakeholder and public outreach and involvement were key components of the LRTP process.

Throughout the process, special efforts were made to interact directly with citizens, stakeholders and local governments throughout the region. Meetings were scheduled in Montgomery, Prattville, Millbrook and

Wetumpka with presentations that highlighted the plan's findings for each area. The MPO staffers coordinated with local City and County staff to determine future population and employment growth. The consultation process between MPO planners, TCC members, CAC members, member city, and member county staff enabled each municipality to determine the population and employment characteristics of their area in 2040. The LRTP development was covered in the local media, such as general circulation and the MPO internet site. The net results can be seen in the recommended list of programs and projects that have identified transportation needs, potential solutions and local priorities.

The 2040 LRTP Document Organization: Section 1 provides introductory material, Section 2 and 3 describes the plan development process which includes the technical, quantitative, and qualitative means used to develop the LRTP. Section 3 also provides the planning context for analyzing the transportation system such as current trends, development patterns, socioeconomic characteristics, and demographic factors. Section 4 presents the inventory of the transportation system by mode. Section 5 describes the Congestion Management Process (CMP). Section 6 describes the identified needs of the transportation system based on technical analysis and the tools used to do technical analysis. Section 7 details the project identification and prioritization process. The long range transportation plan program of projects is included in Section 8, which includes the financial plan, discussion about transportation financing, plan implementation and future planning efforts.

1.4 LRTP Amendment Process

The Metropolitan Planning Organization is responsible for official adoption of the long-range transportation plan. When deciding upon a plan for adoption, the MPO relies on public hearings, the recommendations of the two standing committees, as well as advice from the staff performing the actual planning operations. Once the plan is adopted, it may be amended as changing events may require. Amendments to formal planning documents containing project listings and funding will be carried out pursuant to sections of Title 23 Code of Federal Regulations (CFR) 450, applicable to road and highway projects under various Federal Highway Administration (FHWA) funding programs and those transportation projects and funding actions under Federal Transit Administration (FTA) programs. While governing regulations are specific to the Metropolitan Transportation Plan (long range transportation plan), the short range component of the long range transportation plan, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP); the process is extended in Alabama to those plans with projects and funding presented in tabular or listed format, to include the Congestion Management Plan (CMP), the Bicycle and Pedestrian Plan, and the amended project listings of the Long Range and TIP documents under the Air Quality Conformity Process.

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

1.4.1 Administrative Modification

An Administrative Modification is a minor change to project costs, funding sources, or project/phase start dates. Such minor changes or adjustments do not require public involvement activities, reestablishment of financial constraint, or, in areas of air quality nonconformity, confirmation of conformity determination. Amendments of this nature are generally conducted through coordination of ALDOT Bureau of Transportation Planning and Modal Programs staff and MPO staff to minimize plan modification and documentation activities and costs.

1.4.2 Formal Amendment Process

The Formal Amendment Process is a major change to project costs, design scope, funding amounts, project/phase start dates, or a revision approved and required in the MPO plans by the State as an adjunct to the its Public Involvement process. This process requires public notice, addition to MPO monthly meeting agendas, review by the public and MPO advisory committees, reviews by federal agencies, a vote by the MPO Policy Board, and an executed Resolution of adoption. The process criteria then, under which a formal amendment occurs, is when a plan or document:

- a. Adds a project
- b. Deletes a project
- c. Project costs exceed 20% of the original projected costs
- d. Changes the project design scope

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

1.5 Legislation and Regulations

1.5.1 MAP-21

The 2040 LRTP has been developed in accordance with the most recently passed transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), signed into law on July 6, 2012. Otherwise known as Public Law 112-141, MAP-21 continues the Metropolitan Planning Process as a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Furthermore, MPOs will be encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement.

MAP-21 retains the eight SAFETEA-LU Planning Factors as the Scope of the Planning Factors. The factors must be considered in all plans, projects, and programs of the MPO in the 2040 Long Range Transportation Plan, but the factors themselves remain unchanged. They include:

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

1.5.2 Title VI Plans and Programs

The Montgomery MPO complies with and follows all required Title VI and other Civil Rights regulations, provisions, and programs. Brief summaries of the applicable acts and programs are as follows:

- **Title VI of the Civil Rights Act of 1964 (Title VI)** states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.
- **Rehabilitation Act of 1973 (29 USC 794)** prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- **Americans with Disabilities Act (ADA) of 1990** prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all

meetings conducted by the Montgomery MPO, including sites where public involvement activities occur and information is presented, must take place in locations accessible by persons with mobility limitations or other impairments. In highway planning, ADA requires development of access at sidewalks and ramps, street crossings, and in parking or transit access facilities.

- **Equal Employment Opportunity (EEO)** states that applicants to and employees of most private employers, state and local governments, educational institutions, employment agencies and labor organizations are protected under federal law from discrimination on the following bases:
 - **Title VII of the Civil Rights Act of 1964**, as amended, protects applicants and employees from discrimination in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment, on the basis of race, color, religion, sex (including pregnancy), or national origin.
 - **Title I and Title V of the Americans with Disabilities Act of 1990**, as amended, protect qualified individuals from discrimination on the basis of disability in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment.
 - **Age Discrimination in Employment Act of 1967**, as amended, protects applicants and employees 40 years of age or older from discrimination based on age in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment.
 - **Equal Pay Act of 1963**, as amended, prohibits sex discrimination in the payment of wages to women and men performing substantially equal work, in jobs that require equal skill, effort, and responsibility, under similar working conditions, in the same establishment, beyond sex discrimination prohibited by Title VII of the Civil Rights Act.
 - **Title II of the Genetic Information Nondiscrimination Act of 2008** protects applicants and employees from discrimination based on genetic information in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment.
- **Prohibition of Discrimination on the Basis of Gender (23 USC 324)** states that no person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance under this title or carried on under this title. This provision will be enforced through agency provisions and rules similar to those already established, with respect to racial and other discrimination, under Title VI of the Civil Rights Act of 1964.
- **National Environmental Policy Act of 1969 (NEPA)** established a U.S. national policy promoting the enhancement of the environment, including requirements for formal analysis of environmental impacts of major federal government actions (Environmental Impact Statements and Environmental Assessments). Environmental impacts to be considered include hydrological/geological, biological/ecological, social, and health in addition to more recent requirements related to archeological, historical, cultural, and financial impacts. Subsequent Presidential Executive Orders and legislation clarify consideration of impacts on low income and minority communities.
- **Executive Order 12898 on Environmental Justice (EO 12898)**, instated February 11, 1994, further reinforces Title VI by requiring that federal agencies make environmental justice part of their mission. Specifically, agencies are required to consider, identify and correct programs, policies, and activities that might have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA)** is intended to provide uniform, fair and equitable treatment of persons who are displaced in connection with federally funded projects; to ensure relocation assistance is provided; to ensure that decent, safe, and sanitary housing is available within the person's financial means; to help improve the housing conditions of displaced persons currently living in substandard housing; and to encourage and expedite acquisition of property without coercion.

- **Disadvantaged Business Enterprise (DBE) Program (49 CFR 26)** of the U.S. Department of Transportation provides a vehicle for increasing the participation by DBEs in state and local procurement. DOT DBE regulations require state and local transportation agencies that receive DOT financial assistance to establish goals for the participation of DBEs.
- **Safe, Accountable, Flexible and Efficient Transportation Equity Act:** A Legacy for Users (SAFETEA-LU), enacted in 2005, placed additional emphasis on environmental stewardship, the consideration of environmental issues as a part of metropolitan and statewide transportation planning, and the linking of planning and the environmental assessment process. Each of these aspects strengthens the linkages between planning and environment and creates opportunities to examine the potential for environmental justice issues early on and throughout the project delivery process.
- **Executive Order 13166 on Persons with Limited English Proficiency (LEP)**, issued August 11, 2000, and FTA Circular C 4702.1B, issued October 2012, require federal agencies to examine the services they provide, identify any need for services to those populations with limited English proficiency (LEP) and, without unduly burdening the agency, develop and implement a system to provide those services. Federal agencies are required to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. The Policy Guidance Document "Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons With Limited English Proficiency" (LEP Guidance) sets forth compliance standards to ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI's prohibition against national origin discrimination.

1.5.3 Public Participation Plan (PPP)

The purpose of the 2040 LRTP update is to identify and document future transportation needs in the Montgomery metropolitan planning area, to validate projects in the existing TIP, and to recommend a phased implementation program that can be realistically implemented with anticipated funds. The LRTP must be developed in accordance with guidelines and objectives outlined in the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), as well as local requirements for the LRTP update. The LRTP was developed in a close working relationship with the MPO technical staff, MPO Board, Technical Coordinating Committee (TCC), and Citizens Advisory Committee (CAC). Other area stakeholders and general public were also involved at specific points in the LRTP update development process. Specific study objectives include:

- Identifying community goals and objectives and defining the role of transportation in Montgomery area.
- Conducting a comprehensive evaluation of transportation needs.
- Formulating a transportation program with a financially feasible/cost effective mix of services.
- Developing recommendations for transportation services that would best achieve community needs.
- Preparing an action plan to implement the recommendations.

The public involvement activities were closely coordinated to ensure that the MPO Committees and the public understand the issues and needs of the developed and developing areas within Montgomery metropolitan area.

Public Involvement Plan

The Montgomery MPO Public Involvement Plan in accordance with Federal regulations outlines how and when Public Involvement shall be conducted as it pertains to the Long Range Transportation Plan, subsequent meetings, public notice and public comment:

Public involvement shall be conducted for the following transportation planning activities identified in 23 CFR Part 450 and 49 CFR Part 613:

- *Long Range Transportation Plan* adoptions and subsequent revisions or amendments.

Meetings:

A public involvement meeting shall be held for the following transportation planning activities: *Long-Range Transportation Plan* adoptions and subsequent revisions or amendments.

Public Notice:

Publication shall be in newspapers of general circulation in Montgomery, Autauga, and Elmore Counties and by additional means and methods. At least 14 calendar days' notice shall be provided, when possible, but no less than 7 days (State law). The information to be distributed at the public involvement meeting shall be available to the public at the time of notice. Information may be placed on the MPO web site www.montgomerympo.org.

Public Comment:

As required under 23 CFR 450.316 (a)(1)(viii), the Montgomery MPO will hold a 7 to 14 day public comment period, place documents at document review sites, notify committee members, and other interested persons on the mailing list, place public meeting notices in general circulation newspaper(s) and hold a public hearing in a centralized meeting location that is accessible to persons with disabilities for Long Range Transportation Plans and Transportation Improvement Programs that differ significantly from the original or amended version made available for public comment.

Documentation of Public Involvement Meeting Results

The process used to address individual comments will first include documenting the written comments provided by those attending the public involvement meeting or comments received outside of meetings. A name and address shall be provided in order for a comment to be documented. Comments by the public concerning the material provided at a public involvement opportunity shall be on a Comment Form, email, fax, or by separate letter before the closing date identified for the public involvement period. The comments shall be summarized by the MPO Planning Staff and a response prepared and documented in a written report.

The written report for the public involvement meeting or meetings shall include a record of attendance, a summary of the background material distributed at the public involvement meeting, a summary of each comment, the number of persons making the summary comment, and a response to the summary comment.

The written summary of the public involvement meeting(s) and the written comments received shall then be provided to the Metropolitan Planning Organization prior to the MPO decision on the public involvement subject. Comments are made available to the MPO prior to any action being taken on the final plan or proposal. The written summary of the public involvement shall also be available to the public at the MPO Staff Office or on the MPO website at <http://www.montgomerympo.org>.

1.6 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Offices of Planning have jointly issued Planning Emphasis Areas (PEAs), which are planning topical areas to be emphasized in State and MPO planning work programs. The PEAs for Federal FY 2015 are included below. In March 2015, a joint FHWA/FTA letter to MPOs and State DOTs encouraged the reiteration and continued emphasis of these planning emphasis areas in their respective planning work programs for FY 2016.

1) MAP-21 Implementation

Transition to Performance Based Planning and Programming. The development and implementation of a performance-based approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

2) Models of Regional Planning Cooperation

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated through the development of joint planning products and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordinating of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes the collaboration among State (DOTs), MPOs and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools and performance based planning.

3) Ladders of Opportunity

Access to Essential Services — As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, healthcare, schools/education and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

Specific activities to be undertaken by the MPO to incorporate the PEAs into the planning process respective to the LRTP are summarized below:

1. **MAP-21 Implementation**—*Transition to Performance Based Planning and Programming.*

ALDOT's recent adoption of the Livability Principles and Indicators as a sustainability measurement against future actions supports this area. Additional performance measures will also be utilized in evaluating potential projects for recommendation in the LRTP. This includes not only mobility measures, but also those that promote economic development and social equity.

2. **Models of Regional Planning Cooperation**—*Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.*

As noted in Section 1.1, the Montgomery MPO area consists of the core area of the City of Montgomery and surrounding communities within Montgomery, Elmore and Autauga Counties in the central area of Alabama. While there are no adjacent MPO areas, there are portions of all three counties that fall outside of the designated Montgomery MPO study area. Therefore, intergovernmental coordination is necessary to ensure that the MPO work program ties directly into the work programs for each of these counties.

3. **Ladders of Opportunity**—*Access to Essential Services: As part of the transportation planning process, identify transportation connectivity gaps in access to essential services.*

The Montgomery MPO 2040 LRTP will take a comprehensive approach to assessing needs and opportunities, ensuring the interconnected relationships that affect and are affected by transportation are given proper consideration.

1.7 Livability Principles

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these **Livability Principles**:

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

As a measure of sustainability of these principles, the Montgomery MPO will provide the following **Livability Indicators**:

1. Percent increase in trips by transit and other non-vehicle modes
2. Percent increase in trips by for low income and non-vehicle owning population
3. Percent increase of workforce living within a thirty (30) minute or less commute from primary job centers
4. Percent increase in funding that enhances accessibility of existing transportation systems
5. Percent increase in leveraged funding sources for transportation projects
6. Percent increase of households within walking distance of recreational amenities and schools

The Livability Indicator data results are a product of the analysis activities. Appendix B includes the results of this analysis for the 2040 LRTP.

1.8 Consistency with Other Plans

There are general and specific directions under MAP-21 (Section 1201) for the consistency requirement. 23 USC 134, Section 6001(a)(g)(3) states “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities.....economic development, environmental protection, airport operations, and freight movements....to coordinate its planning process ...with such planning activities.

Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities....” The MPO addresses this requirement by including planning, economic development, engineering, and other technical personnel from various levels of government on the Technical Coordinating Committee (TCC), which interact with private business, citizens, and other factions. In addition, the MPO consults with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the Long Range Transportation Plan and Transportation Improvement Program (TIP). This includes Federal, State and Local agencies responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources

- Conservation
- Historic preservation
- Human service transportation providers

A contact list of these officials and agencies has been developed and is maintained by MPO staff. Incorporating these key individuals in the transportation planning process allows for a broad understanding of transportation planning and land use development activities at the local and regional level, which can afford opportunities for cooperation and coordination.

The spirit and intent of MAP-21 1201 are clear. In accordance with Public Law 112-141 policy provisions and subsequent agency interpretation, the metropolitan plan should acknowledge consistency with other plans that include transportation and land use components: regional, long range, municipal and county comprehensive and master plans (airport, multimodal, transit, and utility), Congestion Management Plans, Air Quality Conformity Determination, freight, bicycle/pedestrian, Public Participation, and environmental plans.

1.9 Performance Measures

Some changes in federal and state policy have occurred since the adoption of the previous 2035 LRTP. MAP-21 sets policy priorities for federal transportation funding. Among these requirements is the development of performance measures to evaluate the overall success of projects and policies. Likewise, ALDOT issued guidance to address Livability Principles and Measures, which were developed by ALDOT staff in accordance to FHWA guidance to address sustainability in the MPO transportation planning process.

An FHWA presentation titled MAP-21 Performance Management Overview (http://www.fhwa.dot.gov/map21/docs/11sep_perf_mgt.pdf) explains that a Metropolitan System Performance Report is required in the long range plan. This report shall include an evaluation of the condition and performance of the transportation system, progress achieved in meeting performance targets in comparison with the performance in previous reports, evaluation of how the preferred scenario has improved conditions and performance where applicable, and the evaluation of how local policies and investments have impacted costs necessary to achieve performance targets where applicable.

At the present time, specific performance targets have not been developed. Once they are, specific performance measures, targets, and reports concerning the status of the system will be published and included in an Appendix of this plan.

2. Plan Development Process

The Montgomery Area 2040 Long Range Transportation Plan defines a program of projects to address the MPO Study area's existing and future multimodal transportation needs. The plan will be used to guide future investments through the Transportation Improvement Program (TIP) process. The LRTP evaluates a wide range of transportation solutions to accommodate expected changes in transportation demands as a result of new development and redevelopment, and from population, employment, and other socioeconomic types of growth through the horizon year 2040. The process for developing the LRTP included a multifaceted study approach that combined technical analysis with qualitative and quantitative assessment and input. This section presents the steps taken to create the LRTP, including:

- Project Goals
- Project Section and Funding Availability
- Public outreach
- Data collection
- Technical tools and analysis, and
- Program screening and approval

2.1 LRTP Goals

The process of identifying transportation needs and prioritizing recommendations begins with a framework that defines the overall purpose of the Montgomery LRTP update. 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.

Section 1.0 documents:

- The evaluation of the 2035 LRTP goals against relevant documents developed since its adoption in 2011 that influence transportation policy and funding
- The development of goals related to project identification and prioritization based on policy priorities at the local, state and federal levels

2.1.1 Policy Influences on the LRTP Development Process

Since adoption of the previous LRTP, federal and state policy level changes have included:

- Passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. The most recent federal transportation bill, MAP-21 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.

2.1.2 Policy Overview and Comparison

Table 2.1 presents a comparison of the goals outlined in MAP-21, the 2035 LRTP, and the 2040 LRTP. As shown, the previous 2035 LRTP goals are consistent with those from MAP-21. To better define the overall objectives of the LRTP, the goals have been tied to specific emphasis areas defined by MAP-21 or other relevant federal, state, or local policy. The one emphasis area not addressed in the 2035 LRTP goals—infrastructure condition/state of good repair—has been added to the 2040 LRTP goals.

Table 2.1: Consistency of LRTP Goals with MAP-21

Emphasis Area	MAP-21	2035 LRTP Goals	2040 LRTP Goals
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system.	Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System		
System Reliability	To improve the efficiency of the surface transportation system		
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair	Not specifically addressed.	Promote state of good repair and prioritize maintenance needs
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Develop a financially feasible multimodal transportation system to support expansion of the regional economy	Develop a financially feasible multimodal transportation system to support expansion of the regional economy
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices		
Environmental Sustainability (Natural)	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values	Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values

Table 2.2 provides an overview of ALDOT’s Livability Principles and the overall emphasis areas they represent in comparison to the 2035 and 2040 LRTP goals. As shown:

- Livability Principles not addressed in the 2035 LRTP policy framework related to environmental justice and promoting efficient project delivery.
- Environmental justice is not addressed in the 2035 LRTP or MAP-21 although it is well established policy area at the federal level.
- Reducing project delivery delays was an emphasis area added to the framework as a result of MAP-21.

2.1.3 CMP Goals and Objectives

In May 2014, MPO staff led completion of the *Congestion Management Process (CMP) 2014 – 2018* to provide a clear direction for congestion management in the MPO area through 2018. More detail on the CMP and its relationship to the overall LRTP is provided in Section 5. The CMP includes a set of goals developed to specifically address congestion relief, safety, and multimodal travel:

- Goal 1: To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies
- Goal 2: Optimize the safety of the current transportation network
- Goal 3: Optimize the effectiveness and reliability of the regional transportation network
- Goal 4: Increase multimodal transportation access

The CMP goals are consistent with the overall LRTP goals as they primarily concentrate on operations, safety, and multimodal travel. It should also be noted that the CMP established objectives and related performance measures that were also considered during development of the LRTP work program.

Table 2.2: Consistency of LRTP Goals with Livability Principles

Emphasis Area	Livability Principles	Applicable 2035 LRTP Goals	2040 LRTP Goals
Economic Vitality	Enhance economic competitiveness	Develop a financially feasible multimodal transportation system to support expansion of the regional economy	Develop a financially feasible multimodal transportation system to support expansion of the regional economy
Environmental Justice	Support existing communities	Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values	Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values
	Promote equitable, affordable housing	Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods	Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods
Project Coordination and Public Involvement	Value communities and neighborhoods	Coordinate the transportation system with existing and future land use and planned development	Coordinate the transportation system with existing and future land use and planned development
	Coordinate policies and leverage investment	Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities	Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities
Multimodal Transportation	Provide more transportation choices	Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods	Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods

2.1.4 LRTP Goals

The goals for the 2040 LRTP along with the emphasis areas they are intended to address are shown below in **Table 2.3**.

Table 2.3: 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

2.2 Public Involvement

Public input is essential to the development of community-focused transportation recommendations and determining the long range transportation needs of the Montgomery metropolitan area. Public outreach has been a vital and ongoing element throughout the 2040 LRTP development process. Study stakeholders, including local governments, businesses, community and special interest groups, and the general public, provided input and feedback throughout the study through meetings, interviews, and work sessions. Public meetings were scheduled at key milestones during the study schedule to encourage the general public to participate in identifying transportation needs and determining the best future transportation solutions for the Montgomery area. In an effort to involve the whole region, public involvement meetings were held at convenient locations in the City of Montgomery, as well as cities in Autauga and Elmore Counties. A summary of the Public involvement efforts is detailed in Table 2.4.

Appendix A contains a copy of all display ads for meeting and public hearings regarding the 2040 LRTP, and all associated.

2.2.1 Public Information Meetings

Two sets of public information meetings were conducted in each of the three counties that comprise the Montgomery urban area (Montgomery, Autauga and Elmore Counties). The first series of meetings were held in February 2015 at the beginning of the study to inform the community about the study, to review data, and to elicit input on local transportation needs and issues. The second series of meetings were held in June 2015 to review and comment on the proposed LRTP program of projects. The meetings were conducted at different times and locations in the City of Montgomery, the City of Prattville, the City of Millbrook, and the City of Wetumpka to provide the greatest opportunity for public participation. Meeting attendees were able to review study boards and individually discuss transportation-related issues with members of the LRTP team. Study information and comment forms were distributed at each meeting. At the first round of public involvement meetings held in February 2015, thirty-three persons signed-in for all of the public meetings with two comment forms collected. At the second round of public involvement meetings held in June 2015, thirty-three persons signed-in for all of the public meetings with two comment forms collected. Following each meeting, a summary of the meeting comments was compiled as a means to gauge participant input and to evaluate the public outreach effort. Appendix B also contains the sign-in sheets and display ads for each series of meetings.

**Table 2.4
Public and Stakeholder Meetings**

Summary of Activity	Date	Agenda Items	Attendees
MPO Policy Board (MPO) Technical Coordinating Committee (TCC) Citizens Advisory Committee (CAC)	November 18, 2014 November 16, 2014 November 16, 2014	- Timeline for the 2040 LRTP - 2040 LRTP Goals, Methodology, and Objectives - Process of compiling socioeconomic data	MPO Committee Members TCC Members CAC Members
Individual County Work Sessions - Autauga County and City of Prattville - Elmore County, City of Millbrook, Town of Coosada, City of Wetumpka - City of Montgomery - Town of Pike Road	January 20, 2015 January 20, 2015 January/April 2015 January 2015	- Introduce 2040 LRTP study - Discuss travel demand model and required input - In depth discussion of employment, household, and school/daycare enrollment for the 2010 Base Year and 2040 Forecast Year	Agency stakeholders and other interested parties
MPO Policy Board (MPO) Technical Coordinating Committee (TCC) Citizens Advisory Committee (CAC)	February 24, 2015 January 20, 2015 January 20, 2015	- 2010 and 2040 socioeconomic data - Process of compiling socioeconomic data - Next steps in the 2040 LRTP	MPO Committee Members TCC Members CAC Members
Stakeholder Interviews With Area Agencies, Organizations, and Advocates - Montgomery County Board of Education Representative - Pike Road School Board Representative - The M (formerly Montgomery Area Transit System) - Alabama State University, Dr. Ronald Brown - Troy University, Carl E. Collins - Auburn University Montgomery - Faulkner University - Trenholm State Technical College - Fortis College - Virginia College	January 7, 2015 January , 2015 Ongoing February 2, 2015 February 11, 2015 February 2015 April 2015 March 2015 February 2015 February 2015	- Future school enrollment growth and trends in Montgomery County - Future transit needs and plans - Future post-secondary school enrollment growth	Agency/organization representatives
Public Information Meetings – Round #1 - City of Wetumpka and Elmore County - City of Prattville and Autauga County - Montgomery County and the City of Montgomery	February 17, 2015 February 12, 2015 February 9, 2015	- Presentation of boards depicting 2010 and 2040 Socioeconomic data	Open house to public and area stakeholders
MPO Policy Board (MPO) Technical Coordinating Committee (TCC) Citizens Advisory Committee (CAC)	March 19, 2015 March 17, 2015 March 17, 2015	- The Existing + Committed Projects List - Available Funding - Travel Demand Model	MPO Committee Members TCC Members CAC Members

**Table 2.4
Public and Stakeholder Meetings**

Summary of Activity	Date	Agenda Items	Attendees
Technical Coordinating Committee (TCC)	April 8, 2015	- 2040 Funding projection - Review 2035 plan projects and current TIP projects thru construction against funding constraints - Review projects submitted for 2040 LRTP	TCC Members
MPO Policy Board (MPO) Technical Coordinating Committee (TCC) Citizens Advisory Committee (CAC)	June , 2015 June , 2015 June , 2015	- Present and Approve Draft 2040 LRTP	MPO Committee Members TCC Members CAC Members
Public Information Meetings – Round #2 - City of Wetumpka and Elmore County - City of Prattville and Autauga County - Montgomery County and the City of Montgomery	June , 2015 June , 2015 June , 2015	- Presentation of boards depicting transportation deficiencies, needs, draft LRTP projects and projected funding constraints	Open house to public and area stakeholders
MPO Policy Board (MPO) Technical Coordinating Committee (TCC) Citizens Advisory Committee (CAC)	July 21, 2015 July 19, 2015 July 19, 2015	- Present and Approve Final 2040 LRTP	MPO Committee Members TCC Members CAC Members

2.2.2 Study Website and Media Outreach

A 2040 LRTP study page was developed on the MPO’s website www.montgomerympo.org. The website was used to announce public meeting opportunities, project information, study calendar, presentations, and notes on the 2040 LRTP. The website was updated frequently throughout the study to ensure public access to all of the information.

Media outreach is one of the key means to reach the general public. A variety of media outreach tools were used to increase both attendance and participant diversity at public information meetings. Public information meetings were publicized through newspaper ads in the *Montgomery Independent*, *Montgomery Advertiser*, *Prattville Progress*, and the *Wetumpka Herald*.

2.2.3 MPO Coordination

Coordination and consultation with the MPO committees and staff occurred regularly throughout the LRTP planning process. As identified in Section 1, the MPO Policy Committee is responsible for adopting the 2040 LRTP. Through the time of the adoption of the plan, the study team will have conducted five sets of meetings with the MPO committee, TCC, and CAC, and one working meeting with just the TCC. Each committee has been engaged throughout the study in the LRTP development, providing data sources, doing reviews and providing comments. The participation of the committees has contributed to making the LRTP a much more comprehensive evaluation, reflecting the priorities of all parts of the region.

2.2.4 Public Outreach Evaluation

Evaluation of public involvement efforts is critical to the continuing success of the public involvement program, and helps in determining the effectiveness of the tools utilized. It is important to document the results of the public involvement effort and the level of public participation achieved. The evaluation process strives to determine effectiveness in achieving public participation and obtaining useful feedback from the public. Table 2.5 outlines the qualitative and quantitative evaluation criteria used to monitor each public involvement technique and evaluate the success of the public involvement activities.

Public involvement is continuous in the planning process. Understanding which public involvement methodologies work best in the region will be important to the MPO as it continues to consult with the public in the future. Evaluation of the LRTP program outreach success will be important to the planning process. Appendix B includes documentation of the public outreach efforts.

Table 2.5: Public Involvement Evaluation Criteria

PIP Technique	Evaluation Criteria	
	Quantitative	Qualitative
Technical Review Committee Meetings	Attendance Diversity of Representation Quantity of Feedback Received	Was Input Used in Planning Process? Effectiveness of Meeting Format
Media Outreach	Extent and Quantity of Media Coverage	Effectiveness of Notification and Communication Tools How and How Often Contact is Made
News Articles	Number of Additions to a Mailing List Quantity of Articles Distributed	Concise and Clear Information Effectiveness of News articles
Website	Number of visitors Number of comments received Number of comment responses	Comments to MPO Webmaster on website format/presentation of information
Public Meetings	Number of Events/Opportunities for Public Involvement Number of Comments Received Number of Participants	Effectiveness of Meeting Format Public Understanding of Process Quality of Feedback Obtained Timing of Public Involvement

2.3 Data Collection

The outcome of any planning process is contingent on the breadth and depth of data collected for the process. Data is needed to help describe the existing transportation system and the context in which it exists. Both qualitative and quantitative data are needed. Qualitative data sources include input from all members of the community such as elected officials, agency staff, stakeholders, and the general public. In addition, existing documents and plans provide qualitative input. Technical analysis cannot be completed without quantitative data. Quantitative data collected for the LRTP includes any data that can be used to analyze the system such as that collected by state and local transportation departments and agencies, the U.S. Census Bureau, and other state agencies. The greatest need for reliable, timely, and accurate data is for updating the travel demand model. Updating the model requires traffic counts, population, employment, school enrollment and income data, and roadway network characteristics (number of lanes, speed limits and functional classification). Another analysis tool requiring robust data is the geographic information system (GIS) processor. Table 2.6 presents a summary of information collected and utilized throughout the planning process. Appendix G provides a bibliography and list of sources used in preparation of the LRTP.

Table 2.6: Data Summary

Category	Data Resources	
Plans/Programs	Montgomery Study Area 2035 Long Range Transportation Plan (July 2010)	
	2013 Public Participation Plan for the Montgomery Area MPO (January 2014)	
	Summary of Public Involvement for the 2035 Long Range Transportation Plan (July 2010)	
	Montgomery Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), Fiscal Years (FY) 2012 through 2015 (September 2011)	
	Montgomery Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), Fiscal Years (FY) 2008 through 2011	
	Montgomery Metropolitan Planning Organization (MPO) Congestion Management Process (CMP) 2014 – 2018 (May 2014)	
	Montgomery Downtown Plan (January 2009)	
	City of Prattville, AL Comprehensive Plan (January 21, 2010)	
	Montgomery Strategic Development Concept (2008)	
	Montgomery Riverfront and Downtown Master Plan (May 2001)	
	ALDOT Railway Plan (2014)	
	Socio-economic Data	Forecast of Selected Socioeconomic Variables for Montgomery, Elmore, and Autauga Counties in the Montgomery MPO Area, University of Alabama CBER (November 2014)
		Census American Community Survey (ACS) Travel Data 2006-2010
2010 Base Year & Forecast Year 2040 Socioeconomic Data		
2010 US Census Data		
2010-2011 IRS Migration Statistics		
“Alabama’s Top 100 Private Companies” Business Alabama (December 2008)		
Montgomery Area Chamber of Commerce		
Town of Coosada (2010-2014), City of Millbrook (2010-2014), City of Montgomery (2010-2014), City of Prattville (2010-2014), Town of Pike Road (2010-2014) & City of Wetumpka (2010-2014) Building Permit Data		
Elmore County Five Year Capital Plan Report by the Alabama State Department of Education		
“State Board of Education School Report Card for 2010” for each public school in Montgomery MPO		

Category	Data Resources
	Alabama State Department of Human Resources List of Licensed Daycares by County
	Montgomery Public Schools Facility Study Final Report (January 2006)
	InfoUSA Socioeconomic Data package (2010)
Roadway Network	Montgomery MPO Travel Demand Model (2010)
	Montgomery Study Area Functional Classification Map (ALDOT - 2013)
	University of Alabama, CARE Safety Data
	Alabama Department of Transportation Website
	ALDOT Bridge Sufficiency Data (2012)
Freight	CSX Transportation, Inc (2015)
	Alabama State Port Authority Website: www.asdd.com
	Norfolk Southern (2015)
Transit System	Montgomery Urbanized Area Transit Development Plan (2009 – 2013), Fall 2008
	Montgomery Area Transit System data for Fiscal Years 2010 through 2014
	Transit Route Maps
	National Transit Database
	ALDOT Transit Reporting System: Section 5311 Quarterly Report FY 2010
	Montgomery Area Transit System On-Board Passenger Ridership Study (2007)
	Autauga Rural Transit 4th Quarter Transportation Management Reports (FY 2010)
	Montgomery Street Car Rail Lines from Alabama Power
Bicycle and Pedestrian	A Master Plan for the Elmore County Trail of Legends by the Central Alabama Regional Planning and Development Commission (1997)
	2012 Montgomery MPO Bicycle and Pedestrian Plan
Historical Sites and Districts	City of Montgomery Historic Registry
	City of Prattville Historic Registry
	Alabama Register of Landmarks and Heritage
	Alabama Historical Commission
	National Register of Historic Places
Environmental	Environmental Protection Agency
	Alabama Department of Environmental Management
Cemetery	The USGenWeb Archives Project - Alabama
	Website: http://alabama.hometownlocator.com
Air	Montgomery Regional Airport website
	Federal Aviation Administration Data
	Website: www.airnav.com
Waterways	Coalition of Alabama Waterways
	Outdoor Alabama Website www.outdooralabama.com
Organizations	Montgomery Transportation Coalition – Organization Information and Goals

2.4 Needs Identification Process

The process of identifying needs relied on a combination of technical analysis and assessment, input from the public and advisory committee members, and addressing the goals set forth in the LRTP. A more detailed description of the project needs identification and prioritization process is provided in Section 7. Needs identification varies by specific project type(s). Examples include:

- Roadway Capacity - Most of the technical analysis for identifying roadway capacity needs is based on output from the travel demand model. Other considerations could include the ability to accommodate freight, service to activity centers, promoting future land use and growth patterns, and serving traditionally underserved populations.
- Roadway Maintenance and Operations – Identification of roadway-related operations and maintenance needs for several categories (e.g., bridges and resurfacing) primarily comes from ALDOT and local government representatives through coordination on the respective work programs. Much like roadway capacity improvements, other factors such as freight travel and overall traffic volumes are also considered.
- Bicycle and Pedestrian - Bicycle and pedestrian needs are identified by evaluating gaps in the current network, particularly related land uses that promote bicycle travel such as schools, parks, and other activity centers.
- Transit – Transit needs are identified based on an assessment of ridership trends and service characteristics.

The following documents developed for the Montgomery MPO also assisted in needs identification:

- *The Montgomery Metropolitan Planning Organization (MPO) Congestion Management System (CMS) 2014 – 2018; and*
- *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan.*

2.5 Plan Development and Approval

The 2040 LRTP program of projects was developed to provide solutions for future transportation needs. The Montgomery Area has a number of planned improvements in the existing short-range Fiscal Years 2012-2015 Transportation Improvement Program (TIP), as well as the previous TIPs since the 2010 LRTP update. Additionally, the 2016-2019 Transportation Improvement Program (TIP), currently under development, will list the short-range planning improvements in the next four years. Other projects were also identified from each area to consider for inclusion in the plan. During the project development phase, each project was screened to identify the level of need, potential benefits, impacts, and cost. The final program of projects must be fiscally constrained by anticipated future revenue stream from local, state, federal and other sources.

A draft 2040 LRTP list of projects was reviewed at the June 2015 MPO Policy Board, Technical Coordinating Committee (TCC), and Citizens Advisory Committee (CAC) meetings. The draft 2040 LRTP document was released to the MPO and advisory committees in June 2015 for review followed by a two week public review and comment period. Comments from the meetings will be reviewed and incorporated into the final plan. The final Montgomery Study Area 2040 LRTP was presented for adoption by the MPO and advisory committees at the scheduled MPO, TCC, and CAC meetings in the July 2015.

3. Montgomery Planning Environment

This section provides the transportation planning context for development of the 2040 Long Range Transportation Plan (LRTP). The transportation system is dependent upon the economical, physical, and cultural characteristics of the area population. The intensity of transportation infrastructure investment needs to match land development patterns: urban, suburban or rural. How people live, where they live, and who they are require varying transportation solutions. High speed highways and heavy rail investments facilitate travel between home and work over longer distances and interregional travel. Conversely, pedestrian infrastructure such as sidewalks provide a safe travel environment for local, compact trip making between home and shopping areas or from home to school. The various economic, social and land development considerations that impact travel demand are presented here. These considerations influence the planning environment and are essential to creating a plan that reflects and meets community needs for an integrated transportation system.

3.1 Population, Household, School/Daycare Enrollment, and Employment Trends

Addressing transportation needs involves understanding area growth patterns and distribution. Identifying high growth areas versus stable areas helps to determine what kinds of transportation investment, if any may be needed to serve the community. Developing growth areas may need new infrastructure whereas established areas may need maintenance or enhancement investments. Understanding household distribution is also important since transportation needs vary by conditions, from rural to urban. Density plays an important factor in identifying feasible transit services as well. Fixed route transit services require greater household densities while other transit options are more suited to areas of lower density.

3.1.1 Population and Household Trends

The household characteristics in the study area vary. According to the 20 U.S. Census, the least populated County is Autauga County with a population of 54,571 and a total of 20,221 households; Elmore County is the second most populated county with a population of 79,303 and a total of 28,301 households. The most populated is Montgomery County with a population of 229,363 and a total of 89,981 households. Since the study area consists of portions of Autauga, Elmore, and Montgomery Counties, the 2010 population and households within the study area in each county is a portion of overall county totals from the 2010 U.S. Census. Historic population change by county, state, and MPO study area is shown in Table 3.1, from 1980 through 2010. Table 3.2 details the population estimates for each county between 2005 and 2014 released by the U.S. Census and Table 3.3 details the households for each county between 2000 and 2010 with the percent change.

All three counties experienced a higher growth rate than the state between 1980 and 1990, with Elmore County having the highest growth rate of 13.4%. The actual population increase between 1980 and 1990 was greatest in Montgomery County with an increase in population of 12,047, followed by Elmore County with an increase of 5,820 and Autauga County with an increase of 1,963. Both Autauga and Elmore Counties have experienced a greater rate of growth than the state as a whole between 1990 and 2000, while Montgomery County experienced a lower growth rate than the state. The actual population increase between 1990 and 2000 was greatest in Elmore County with an increase in population of 16,664, followed by Montgomery County with an increase of 14,425 and Autauga County with an increase of 9,449. As from 1990 to 2000 both Autauga and Elmore Counties have experienced a greater rate of growth than the state as a whole between 2000 and 2010, while Montgomery County experienced a lower growth rate than the state. The actual population increase between 2000 and 2010 was greatest in Elmore County with an increase in population of 13,429, followed by Autauga County with an increase of 10,900 and Montgomery County with an increase of 5,853.

Table 3.1: Population Total and Percent Change from 1980 to 2010

Geographic Area	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010
Alabama	3,893,888	4,040,587	4,447,100	4,779,736	3.8%	10.1%	7.5%
Montgomery MPO Study Area	--	--	299,180	328,333	--	--	9.74%
Autauga County*	32,259	34,222	43,671	54,571	6.1%	27.6%	25.0%
Elmore County*	43,390	49,210	65,874	79,303	13.4%	33.9%	20.4%
Montgomery County*	197,038	209,085	223,510	229,363	6.1%	6.9%	2.6%

*Note: Population is shown for the entire county and includes areas outside of the MPO study area.

Source: U.S. Census, Montgomery MPO

Table 3.2: Population Estimates from 2005 to 2014 by County

County	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Autauga County*	47,882	49,039	49,830	50,364	50,756	54,571	55,275	55,192	55,136	55,395
Elmore County*	73,254	75,382	77,358	78,106	79,233	79,296	79,444	80,392	80,808	80,977
Montgomery County*	222,071	225,286	226,089	224,810	224,119	229,363	231,571	229,426	227,271	226,189

*Note: Population is shown for the entire county and includes areas outside of the MPO study area.

Source: U.S. Census

Table 3.3: Total Household from 2000 to 2010 by County

County	2000	2005	2010	2000-2005	2005-2010
Autauga County*	16,003	19,263	20,221	20.37%	4.97%
Elmore County*	22,737	28,046	28,301	23.35%	0.91%
Montgomery County*	86,068	99,880	89,981	16.05%	-9.91%

*Note: Households is shown for the entire county and includes areas outside of the MPO study area.

Source: U.S. Census

To facilitate forecasting household to the year 2040, a report from the University of Alabama Center for Business and Economic Research was commissioned by the Montgomery MPO. Table 3.4 details the household projections from 2015 to 2040. Figure 3.1 details the 2010 households by Traffic Analysis Zone (TAZ), and Figure 3.2 details the 2040 households by Traffic Analysis Zone (TAZ).

Table 3.4: Household Projections from 2015 to 2040 by County

County	Census	Projections						Change 2010-2040	
	2010	2015	2020	2025	2030	2035	2040	Number	Percent
Autauga*	20,221	20,809	22,485	24,057	25,533	26,970	28,321	8,100	40.1%
Elmore*	28,301	29,863	31,977	33,898	35,590	37,031	38,234	9,933	35.1%
Montgomery*	89,981	91,409	93,170	94,917	96,466	97,684	98,626	8,645	9.6%
MPO Total	138,503	142,081	147,631	152,872	157,589	161,685	165,181	26,678	19.3%

*Note: Households is shown for the entire county and includes areas outside of the MPO study area.

Source: U.S. Census & University of Alabama Center for Business and Economic Research

The U.S. Census releases annual population estimates for census designated places in addition to the annual county estimates. Table 3.5 details the census designated place population estimates from 2009 to 2014.

Table 3.5: Population Estimates from 2009 to 2013 by Census Designated Place

Census Designated Place	2009	2010	2011	2012	2013	2014
Coosada	1,432	1,224	1,366	1,266	1,266	1,230
Deatsville	559	1,154	1,025	1,126	1,045	1,158
Elmore	1,023	1,262	1,111	1,213	1,308	1,274
Millbrook	15,957	14,640	14,454	14,593	14,714	15,169
Montgomery	202,487	205,764	205,548	205,516	204,760	200,481
Pike Road	4,397	5,406	5,208	5,575	6,067	7,933
Prattville	30,712	33,960	32,783	33,429	33,983	35,317
Wetumpka	7,374	6,528	6,508	6,737	6,924	7,661

Source: U.S. Census

Table 3.6 shows the 2010 population and household density for the MPO Study Area, for the part of each county in the MPO Study Area, and the State of Alabama according to the U.S. Census. Table 3.7 shows the 2040 household density for the MPO Study Area and for the part of each county in the MPO Study Area. Figure 3.1 shows existing (2010) and Figure 3.2 shows projected future (2040) household density by square mile by traffic analysis zone (TAZ). Figure 3.3 details the household change from 2010 to 2040 by traffic analysis zone (TAZ)

Table 3.6: 2010 Household Density

Geographic Area	Population	Households	Land Area (Square miles)	Population per Square Mile	Households per Square Mile
Alabama	4,779,736	1,737,080	50,744	94.2	34.2
Montgomery MPO Study Area	328,333	123,773	954	344.2	129.7
Autauga County*	44,504	16,290	161	276.4	101.2
Elmore County*	58,099	20,310	276	210.5	73.6
Montgomery County*	225,730	87,173	517	436.6	168.6

*Area within the MPO Study Area

Source: U.S. Census & Montgomery MPO

Table 3.7: 2040 Population and Household Density

Geographic Area	Households	Land Area (Square miles)	Households per Square Mile
Montgomery MPO Study Area	143,994	954	150.9
Autauga County*	20,598	161	127.9
Elmore County*	27,438	276	99.4
Montgomery County*	95,958	517	185.6

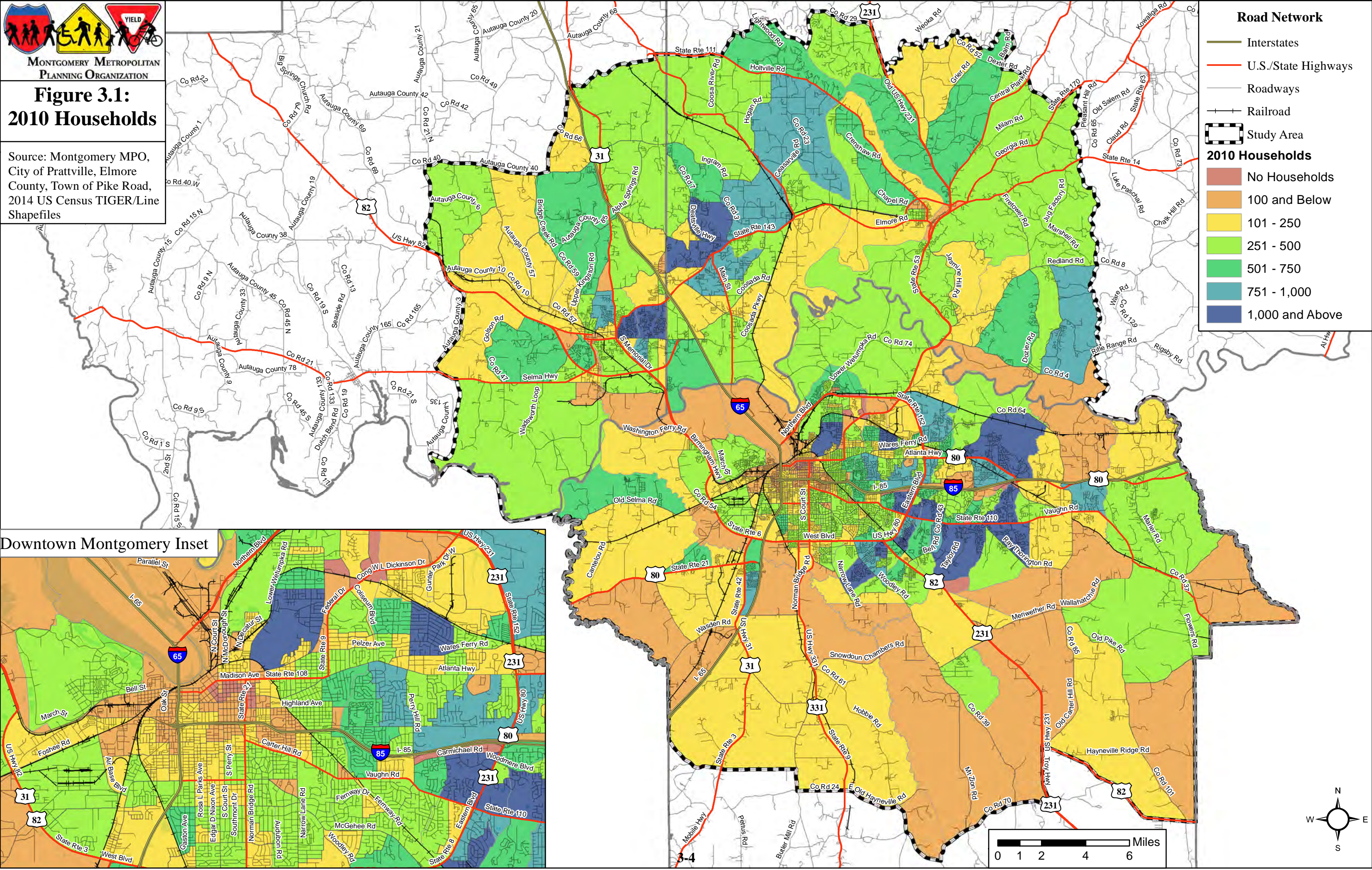
*Area within the MPO Study Area

Source: U.S. Census, Montgomery MPO & University of Alabama Center for Business and Economic Research



**Figure 3.1:
2010 Households**

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



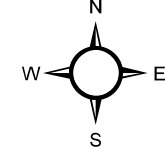
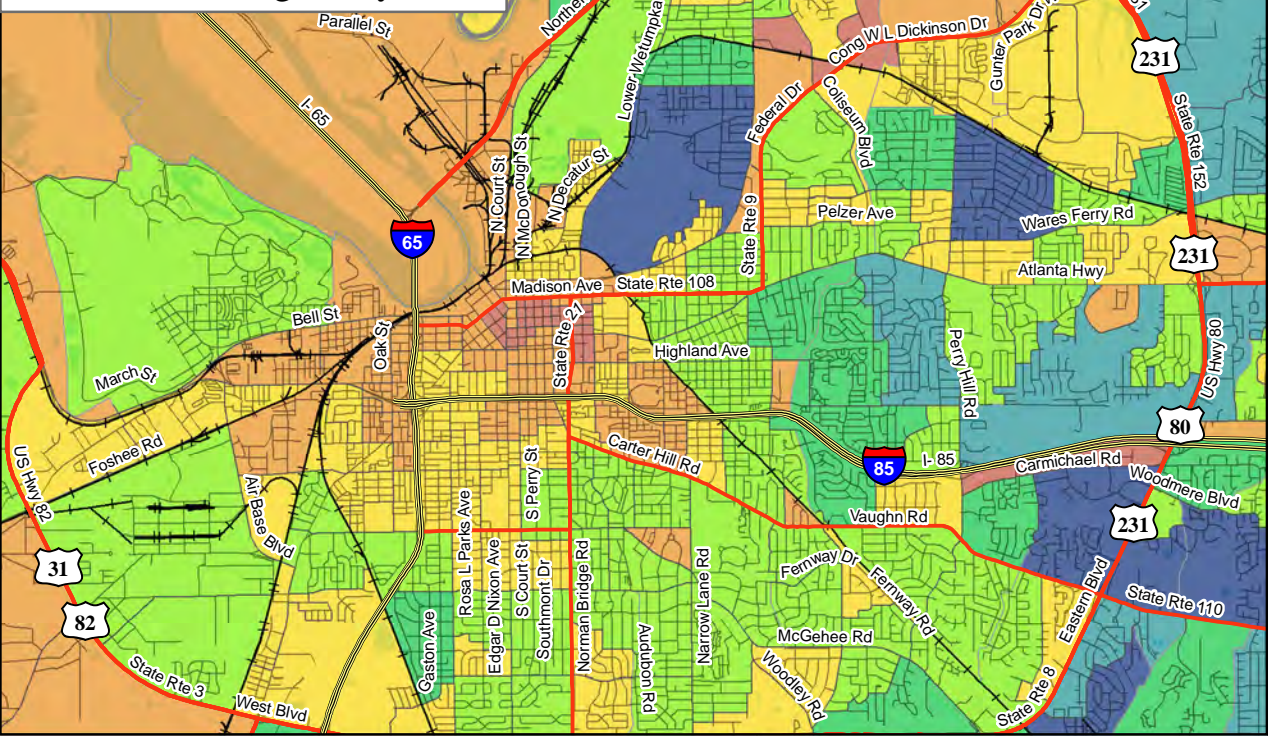
Road Network

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

2010 Households

- No Households
- 100 and Below
- 101 - 250
- 251 - 500
- 501 - 750
- 751 - 1,000
- 1,000 and Above

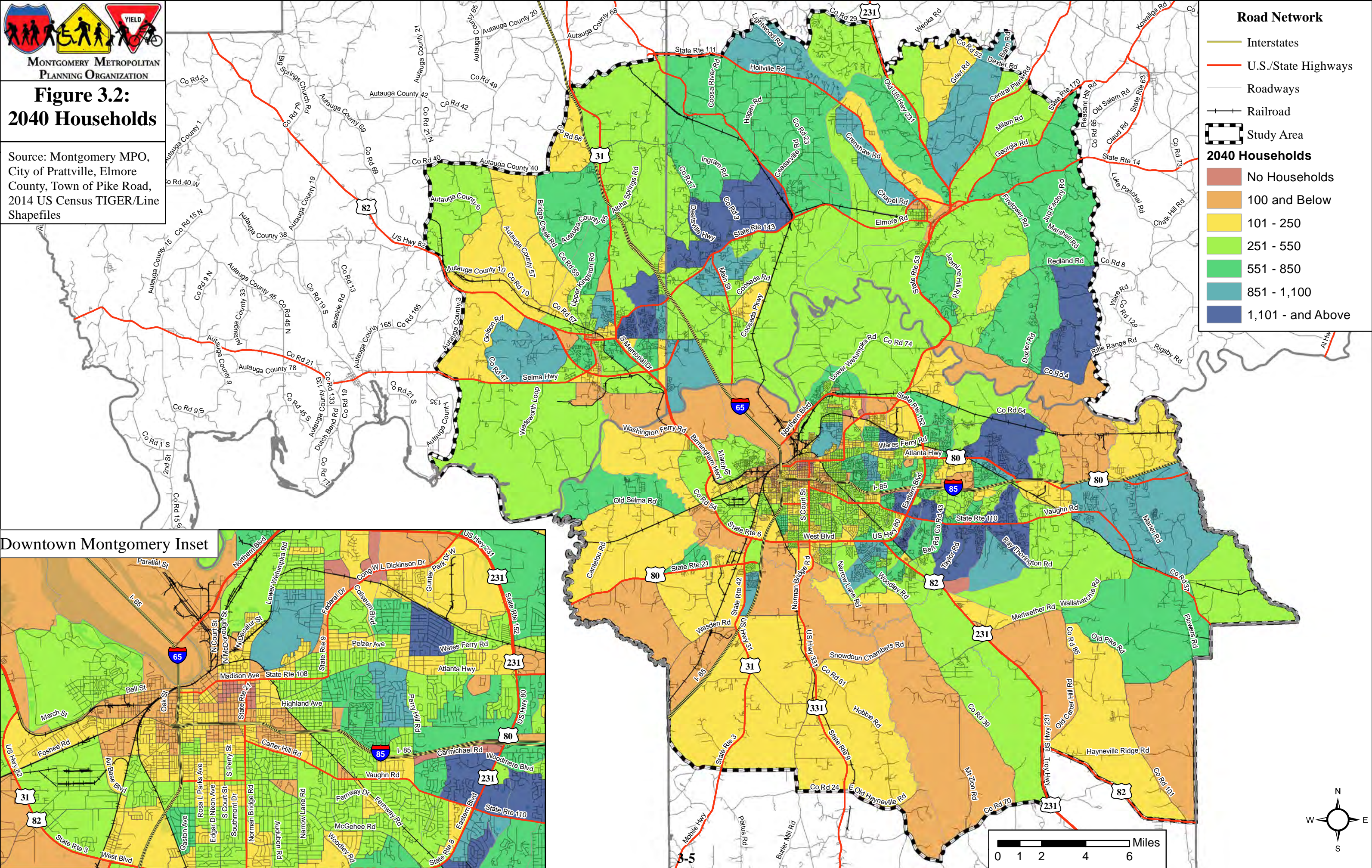
Downtown Montgomery Inset





**Figure 3.2:
2040 Households**

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



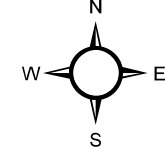
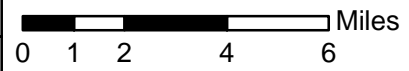
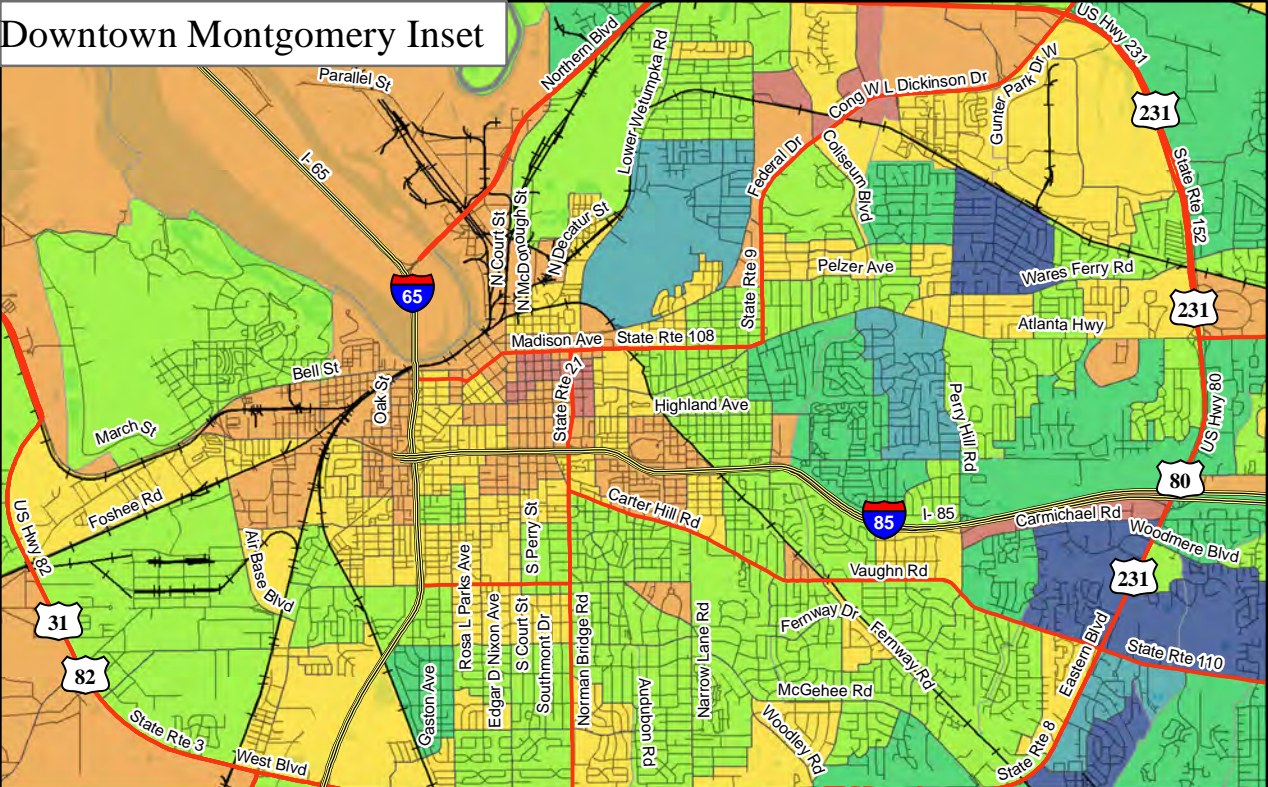
Road Network

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

2040 Households

- No Households
- 100 and Below
- 101 - 250
- 251 - 550
- 551 - 850
- 851 - 1,100
- 1,101 - and Above

Downtown Montgomery Inset

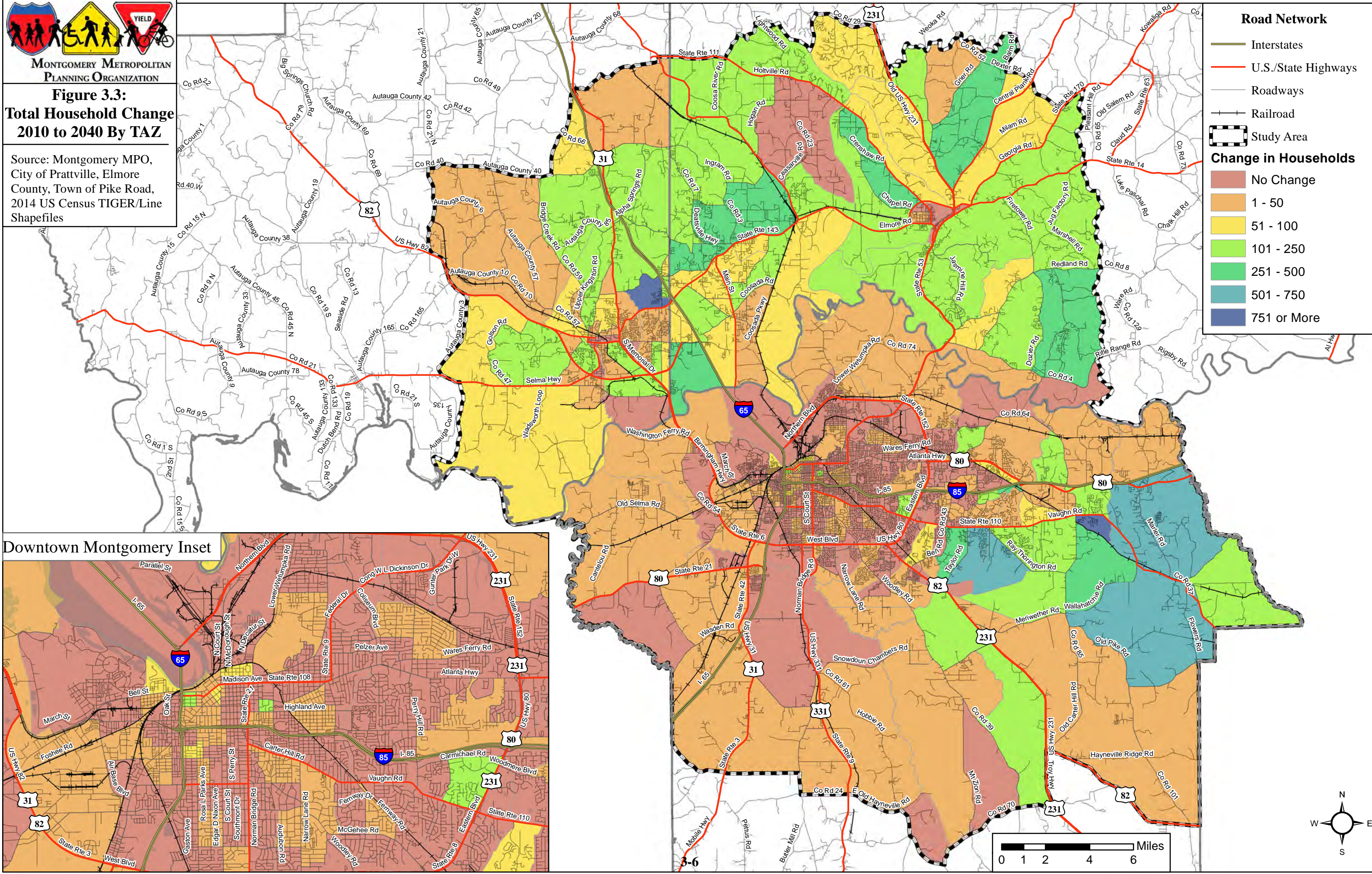




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.3:
Total Household Change
2010 to 2040 By TAZ**

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



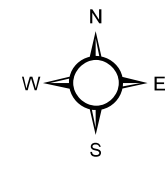
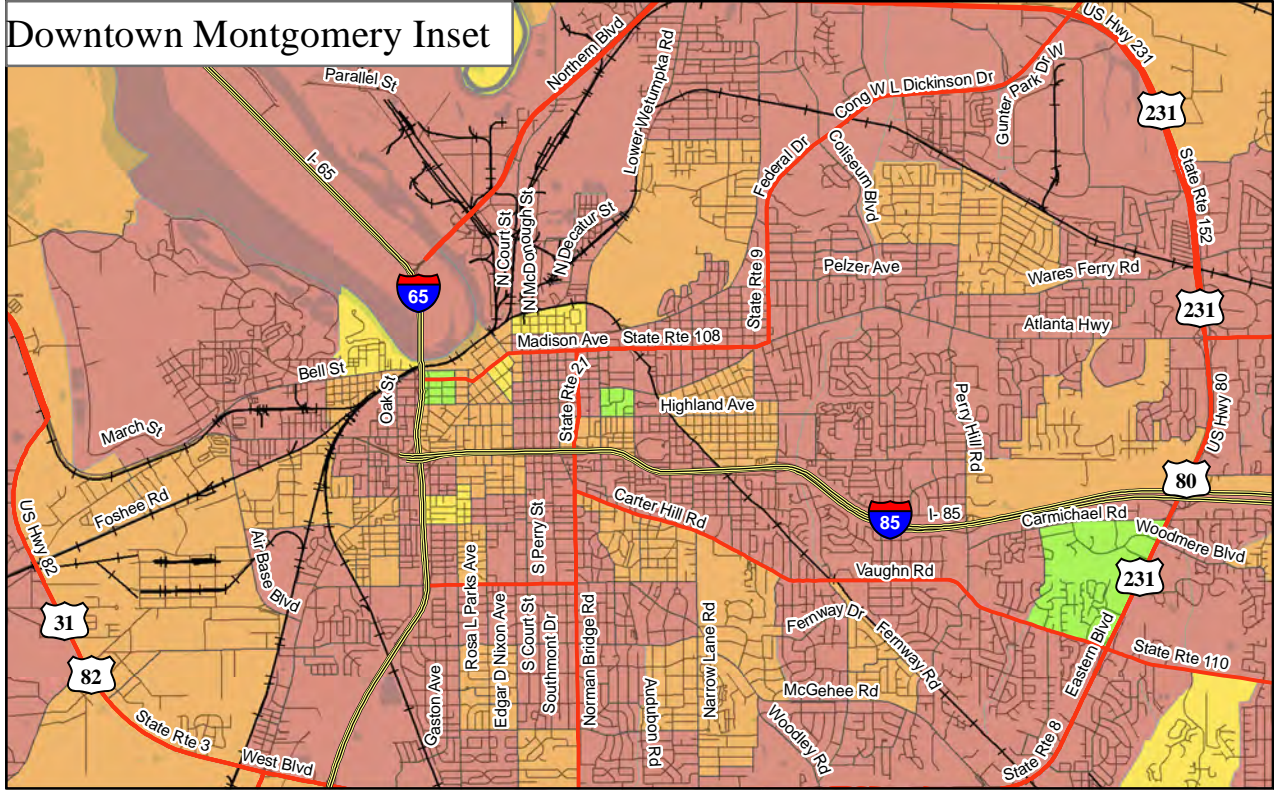
Road Network

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

Change in Households

- No Change
- 1 - 50
- 51 - 100
- 101 - 250
- 251 - 500
- 501 - 750
- 751 or More

Downtown Montgomery Inset

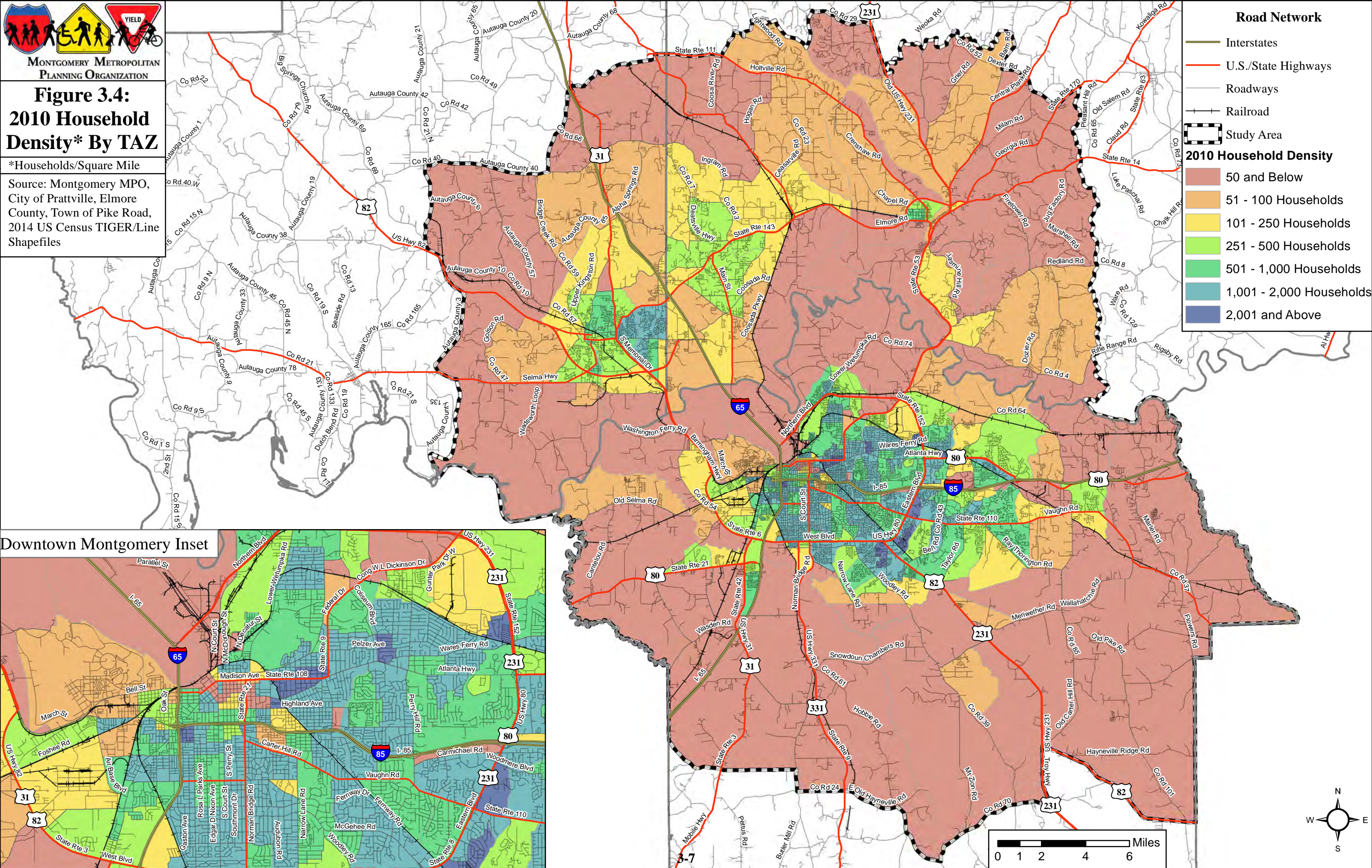




**Figure 3.4:
2010 Household
Density* By TAZ**

*Households/Square Mile

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



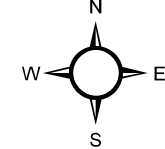
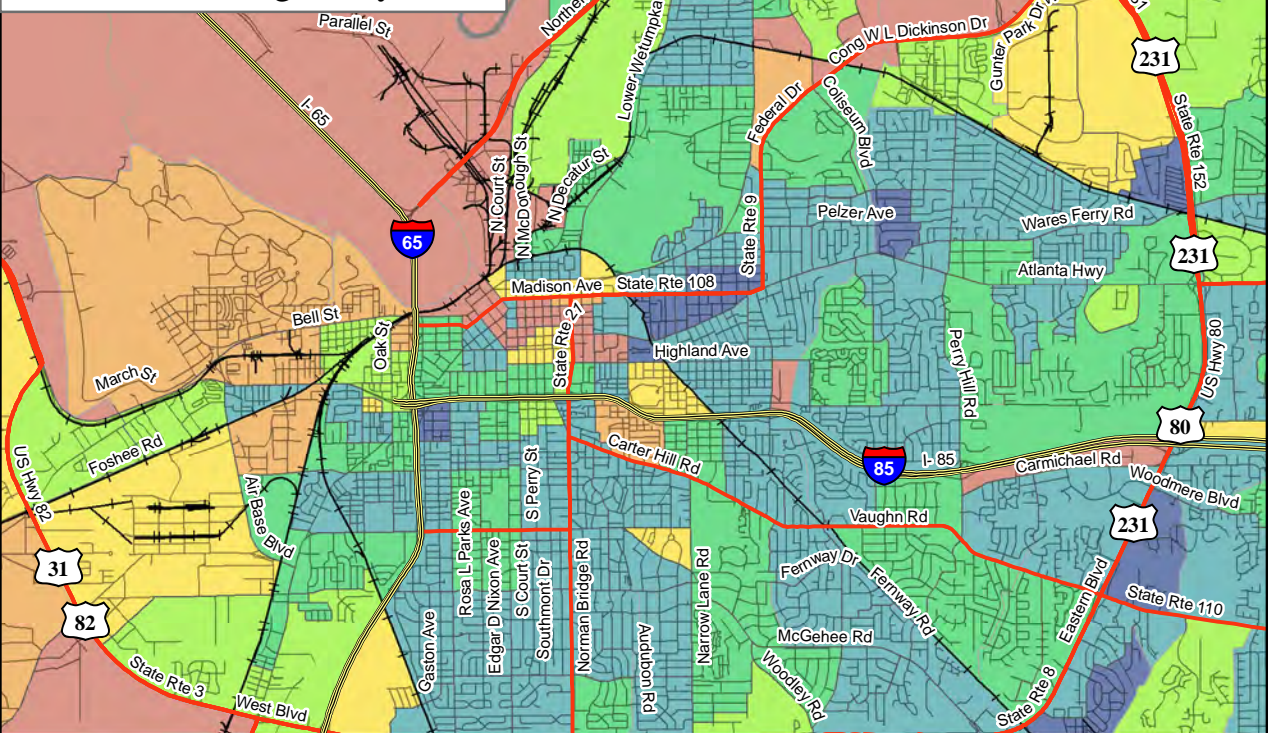
Road Network

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

2010 Household Density

- 50 and Below
- 51 - 100 Households
- 101 - 250 Households
- 251 - 500 Households
- 501 - 1,000 Households
- 1,001 - 2,000 Households
- 2,001 and Above

Downtown Montgomery Inset

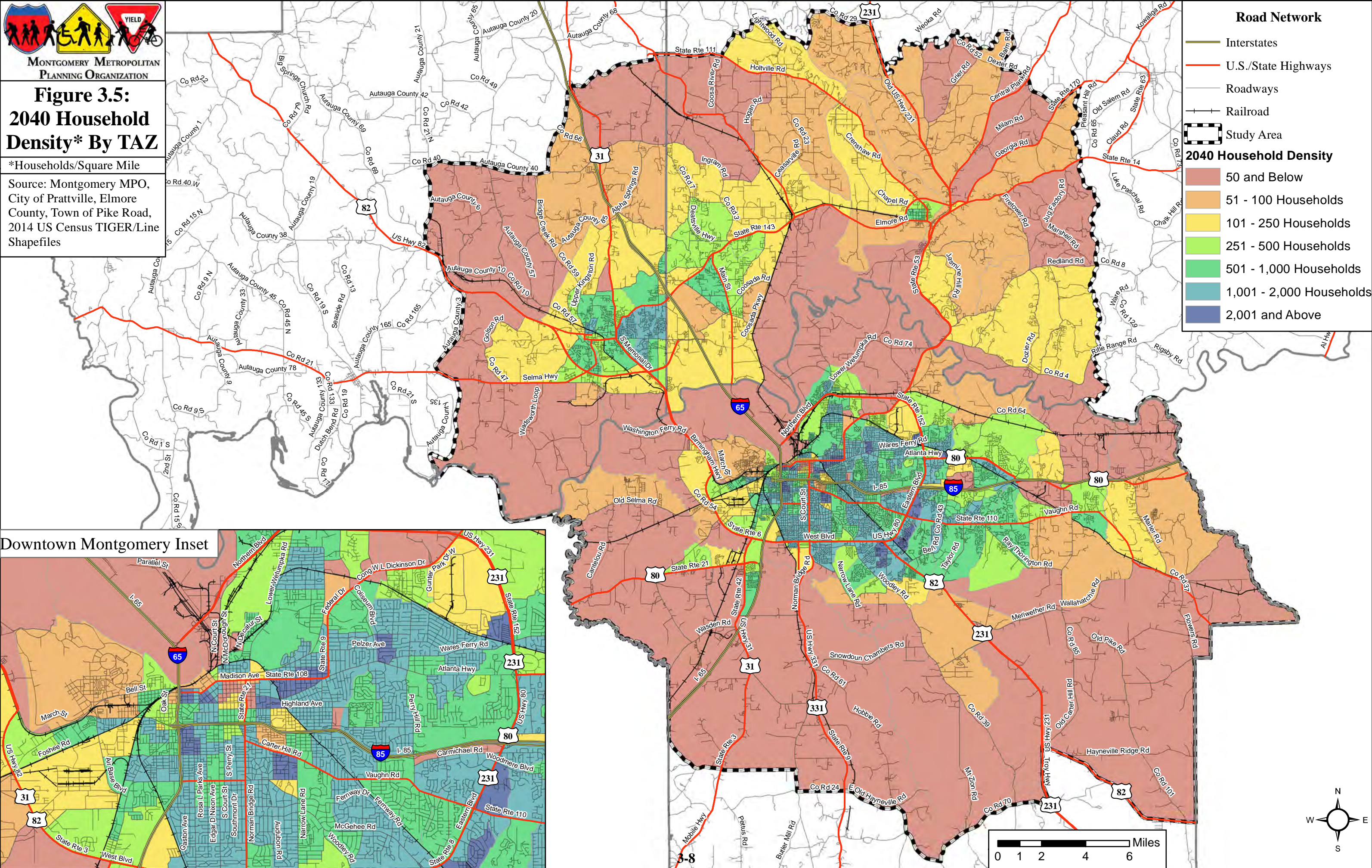




**Figure 3.5:
2040 Household
Density* By TAZ**

*Households/Square Mile

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



The distribution patterns show the greatest household densities are found in multiple locations. In Autauga County, the greatest densities are found within the City of Prattville off of Cobbs Ford Road/Main Street. In Elmore County, the greatest densities are found in the City of Millbrook off of Highway 14 and in the City of Wetumpka Downtown area. In Montgomery County, the greatest densities are found along Vaughn Road east of the Eastern Blvd; along the Eastern Boulevard/E. South Boulevard between Woodley Road and Wares Ferry Road; in the historic neighborhoods of Capital Heights, Old Cloverdale and the Garden District; along South Court Street; along I-65 between I-85 and W. Fairview Avenue; and along Ray Thorington Road.

Between 2010 and 2040, it is anticipated that the household growth in Montgomery County will be concentrated in East Montgomery County along I-85, Vaughn Road, Taylor Road, Ray Thorington Road, and Pike Road. In Autauga County the growth is anticipated to be concentrated along Highway 14 and Cobbs Ford Road/Main Street. In Elmore County the growth is anticipated to be concentrated along Highway 14, US 231, and Redland Road.

3.1.2 School and Daycare Enrollment Trends

School enrollment is a component of the transportation planning model. Areas with a high amount of residential development tend to have a correlating higher amount of schools and daycare facilities. Since 2005, Montgomery County has built an additional elementary school, secondary school, and high school in the eastern portion of the City of Montgomery, and Elmore County has opened a elementary school. Additionally, Montgomery County closed schools with low enrollment in other parts of the City of Montgomery. Elmore County has plans to expand and build new schools to accommodate new residential development. The increase in school enrollment in Autauga County is dispersed throughout the City of Prattville, typically at current school/daycare sites. Figure 3.6 shows existing (2010) school/day care enrollment and Figure 3.7 shows projected (2040) school/day care enrollment. Figure 3.8 details the school and daycare enrollment change from 2010 to 2040 by TAZ.

Table 3.8: Total and Percent Change in School & Daycare Enrollment from 2000 to 2040

Geographic Area	Total School & Daycare Enrollment		Change	
	2010	2040	Total	Percent
Montgomery MPO Study Area	112,263	119,399	7,136	6.36%
Autauga County within the Study Area	8,831	10,132	1,301	14.73%
Elmore County within the Study Area*	12,426	13,443	1,017	8.18%
Montgomery County within the Study Area*	91,006	95,824	4,818	5.29%

* Includes upper level education enrollment.

Source: Alabama Department of Education & University of Alabama Center for Business and Economic Research.

3.1.3 Employment Trends

Consideration of employment growth components is important in transportation planning because different types of employment categories typically generate different types and levels of trips. Areas with concentrations of retail businesses generate more traffic than areas with non-retail employment, such as finance, insurance, and real estate businesses. Similarly, growth in the transportation and wholesale trade categories indicate the increased importance of freight movement in a community. Employment growth generates work trips and creates commuting patterns which can result in congestion on the transportation system due to employees being attracted to employment locations generally at the same time of day or night.

The Department of Industrial Relations and the Bureau of Labor Statistics releases employment data annually for each county. Data from 2010 and 2006 was analyzed to determine trends in overall employment at the county level. Table 3.9 details the labor force, employment, unemployment, and unemployment rate in 2010 and 2014 for each county, the State of Alabama, and the Montgomery Metropolitan Statistical Area.

Table 3.9: 2010 and 2014 Labor Force, Employment, Unemployment, and Unemployment Rate

County/ Municipality	2010				2014			
	Labor Force	Employment	Unemployment	Unemployment Rate	Labor Force	Employment	Unemployment	Unemployment Rate
Autauga County	25,713	23,431	2,282	8.90%	25,429	23,933	1,496	5.90%
Elmore County	36,683	33,362	3,321	9.10%	36,381	34,281	2,100	5.80%
Montgomery County	108,753	97,892	10,861	10.00%	104,838	97,592	7,246	6.90%
Montgomery MSA	175,499	158,232	17,267	9.80%	170,554	159,208	11,346	6.70%
Alabama	2,196,053	1,964,561	231,492	10.50%	2,150,128	2,003,916	146,212	6.80%

Source: The Department of Industrial Relations and the Bureau of Labor Statistics.

Data from the InfoUSA database was utilized to establish the base year retail and non-retail employment by TAZ. MPO staff confirmed, when possible, all employers that according to InfoUSA had 10 or more employees. After these employers were confirmed, the database for each county was reviewed for the known large employers within the study area to ensure no major employers were excluded from the database. Once employers and number of employees were confirmed, the total retail and non-retail employees were aggregated to each TAZ. The first step to determining the 2040 employment forecast was to analyze known data from 2010 to 2013 regarding business openings and closures as well as information on business downsizing and expansions. The data was aggregated to the TAZs and was termed as the build-out total for each TAZ. The Center for Business and Economic Research at the University of Alabama completed a socioeconomic forecast establishing a 2010 and 2040 county wide total for retail and non-retail employment. After analyzing the report, the growth rate for retail and non-retail employment for each county was determined. This growth rate was applied to the 2010 total retail and non-retail employment for each county to determine the 2040 control retail and non-retail employees total for each county. The build-out total for each county was subtracted from the 2040 county control total, and the result was termed the county retail and non-retail growth total. Representatives from each county were asked to disperse the county retail and non-retail growth total to TAZs within their county. MPO staff reviewed the data for completeness and accuracy. The result was the 2040 totals per TAZ for retail and non-retail employment.

Existing and forecast employment from 2010 through 2040 is shown in Table 3.10 and 3.11. From 2010 to 2040, retail employment is expected to increase 5.84%, from 44,908 in 2010 to 47,529 in 2040. Montgomery County is expected to experience the greatest rate of retail employment growth, 6.1%. Autauga County and Elmore are expected to experience similar rates of increase in retail employment, 4.82% and 4.75% respectively. Montgomery County, in particular the City of Montgomery, is expected to have the largest share of retail employment in the area with 80% of the region's 2040 total.

From 2010 to 2040, non-retail employment is expected to increase 19.79%, from 148,751 in 2010 to 178,194 in 2040. Elmore County is expected to experience the greatest rate of non-retail employment growth, 27.28%; followed by Montgomery County with a non-retail employment growth rate of 19.4%. Autauga County is expected to experience the least rate of non-retail employment growth, 16.75%. Montgomery County has the greatest actual non-retail employment increase with a gain of 24,996 non-retail employees

Figure 3.9 shows existing (2010) total employment and Figure 3.6 shows projected future (2040) total employment by TAZ. Figure 3.11 shows existing (2010) retail employment and Figure 3.12 shows projected future (2040) retail employment by TAZ. Figure 3.13 details the retail employment change from 2010 to 2040 by TAZ. Figure 3.14 shows existing (2010) non-retail employment and Figure 3.15 shows projected future (2040) non-retail employment by TAZ. Figure 3.16 details the non-retail employment change from 2010 to 2040 by TAZ. The distribution patterns show the greatest retail

employment in established and developing shopping areas. The distribution patterns show the greatest non-retail employment occurs in the downtown area of the City of Montgomery, as well as along the Eastern Boulevard, the E. South Boulevard, the I-85 corridor, Cobbs Ford Road/Main Street in the City of Prattville, and within the area between Highway 14 and US 231 in the City of Wetumpka. Figure 3.17 details the employers that have 25 or more employees in 2010. The highest concentration of large employers is in Downtown Montgomery, along major corridors, and in industrial or manufacturing areas.

Table 3.10: Total and Percent Change in Retail Employment from 2010 to 2040

Geographic Area	Total Retail Employment		Change	
	2010	2040	Total	Percent
Montgomery MPO Study Area	44,908	47,529	2,621	5.84%
Autauga County within the Study Area	3,441	3,607	166	4.82%
Elmore County within the Study Area	5,580	5,845	265	4.75%
Montgomery County within the Study Area	35,887	38,077	2,190	6.10%

Source: InfoUSA & Montgomery MPO.

Table 3.11: Total and Percent Change in Non-Retail Employment from 2010 to 2040

Geographic Area	Total Non-Retail Employment		Change	
	2010	2040	Total	Percent
Montgomery MPO Study Area	148,751	178,194	29,443	19.79%
Autauga County within the Study Area	9,361	10,929	1,568	16.75%
Elmore County within the Study Area	10,552	13,431	2,879	27.28%
Montgomery County within the Study Area	128,838	153,834	24,996	19.40%

Source: InfoUSA & Montgomery MPO.

3.2 Land Use

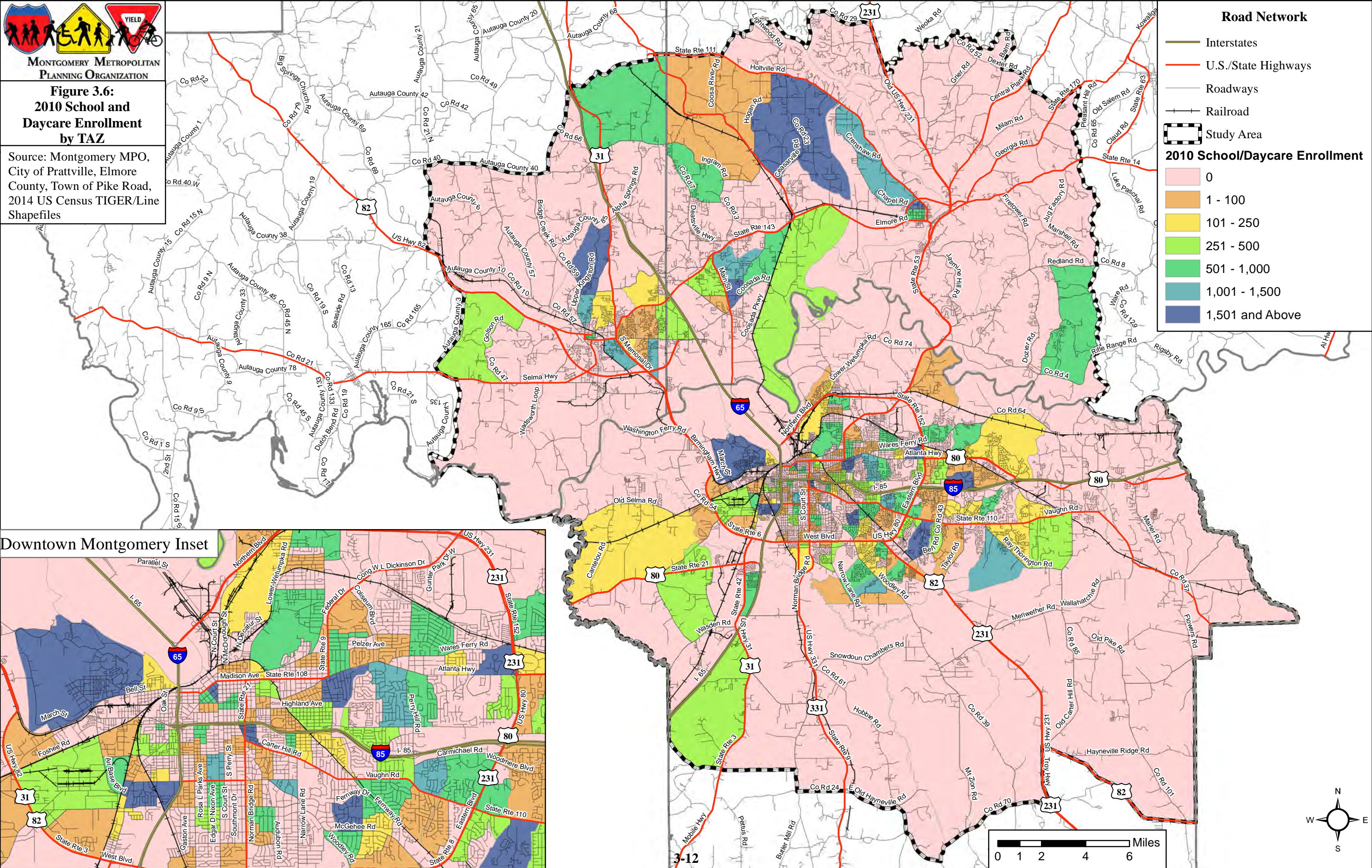
Transportation planning is quickly evolving from an era of strict interpretation of when and where road capacity and improvements are necessary to a flexible field that requires understanding the implications and effects of transportation decisions and the ability to implement unique, multimodal solutions. Land use can be both adversely and positively affected by transportation decisions. Transportation projects can be utilized to encourage desired land uses for nearby parcels. For example, industrial land uses tend to be central around interstate access. The decision to not build transportation infrastructure in an area tends to discourage heavy development; therefore, encouraging agricultural and large lot residential land use. Understanding the effect of transportation decisions on current and future land use is quickly becoming the heart of the movement known as “smart growth.” In the future, models will be able to predict the most likely effect on land use for each transportation decision allowing all planners to cultivate and develop their community and culture.



MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

**Figure 3.6:
2010 School and
Daycare Enrollment
by TAZ**

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

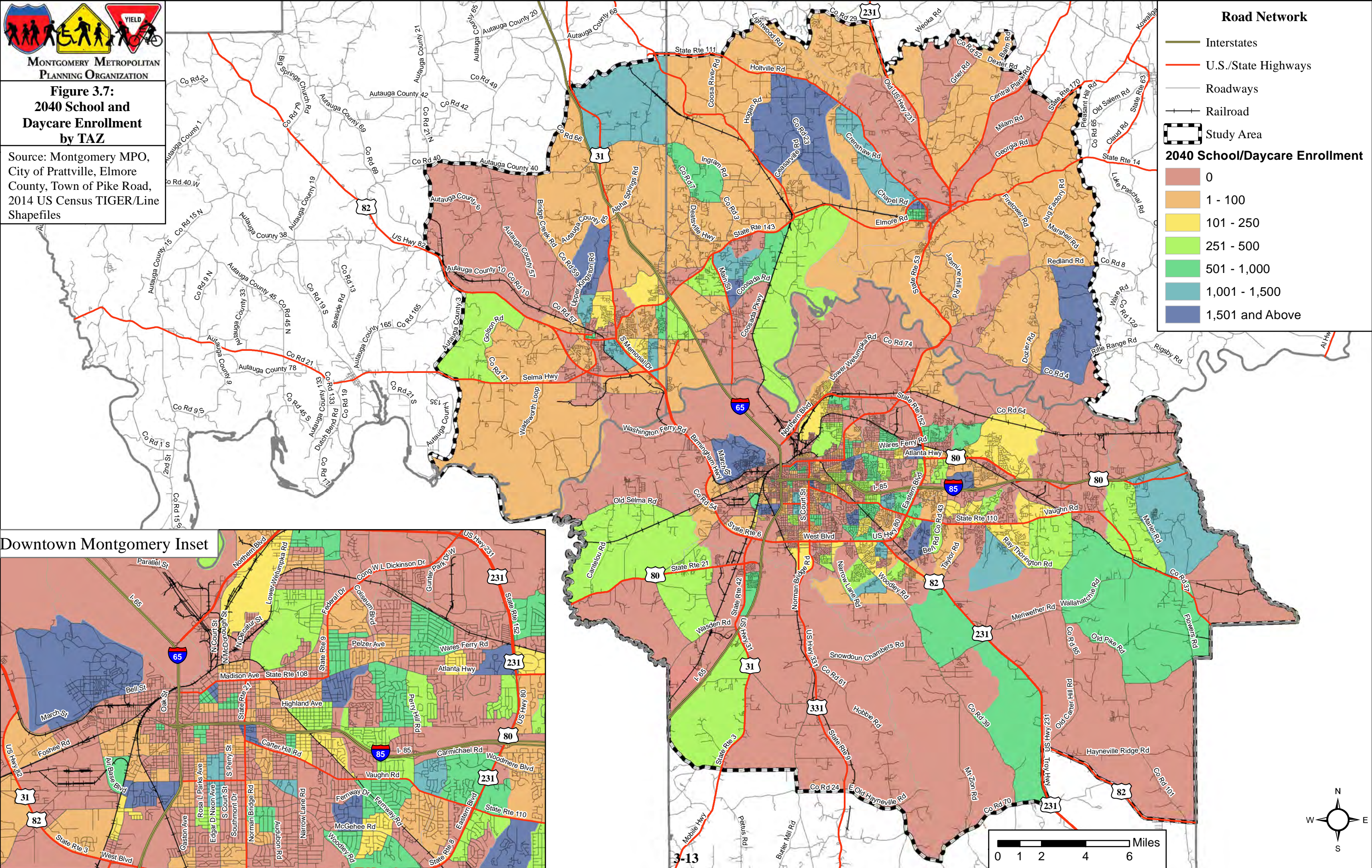




MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

**Figure 3.7:
2040 School and
Daycare Enrollment
by TAZ**

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



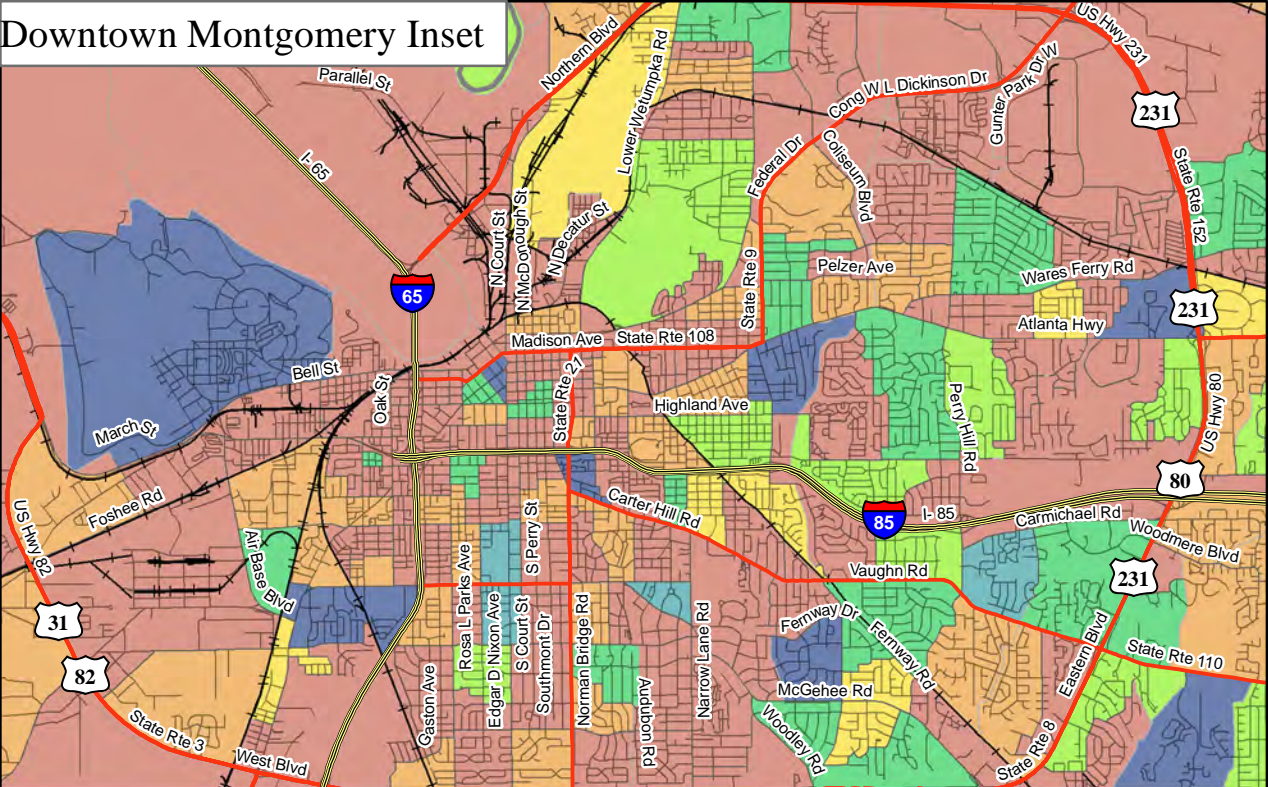
Road Network

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

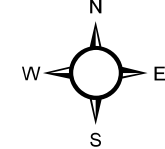
2040 School/Daycare Enrollment

- 0
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,000
- 1,001 - 1,500
- 1,501 and Above

Downtown Montgomery Inset



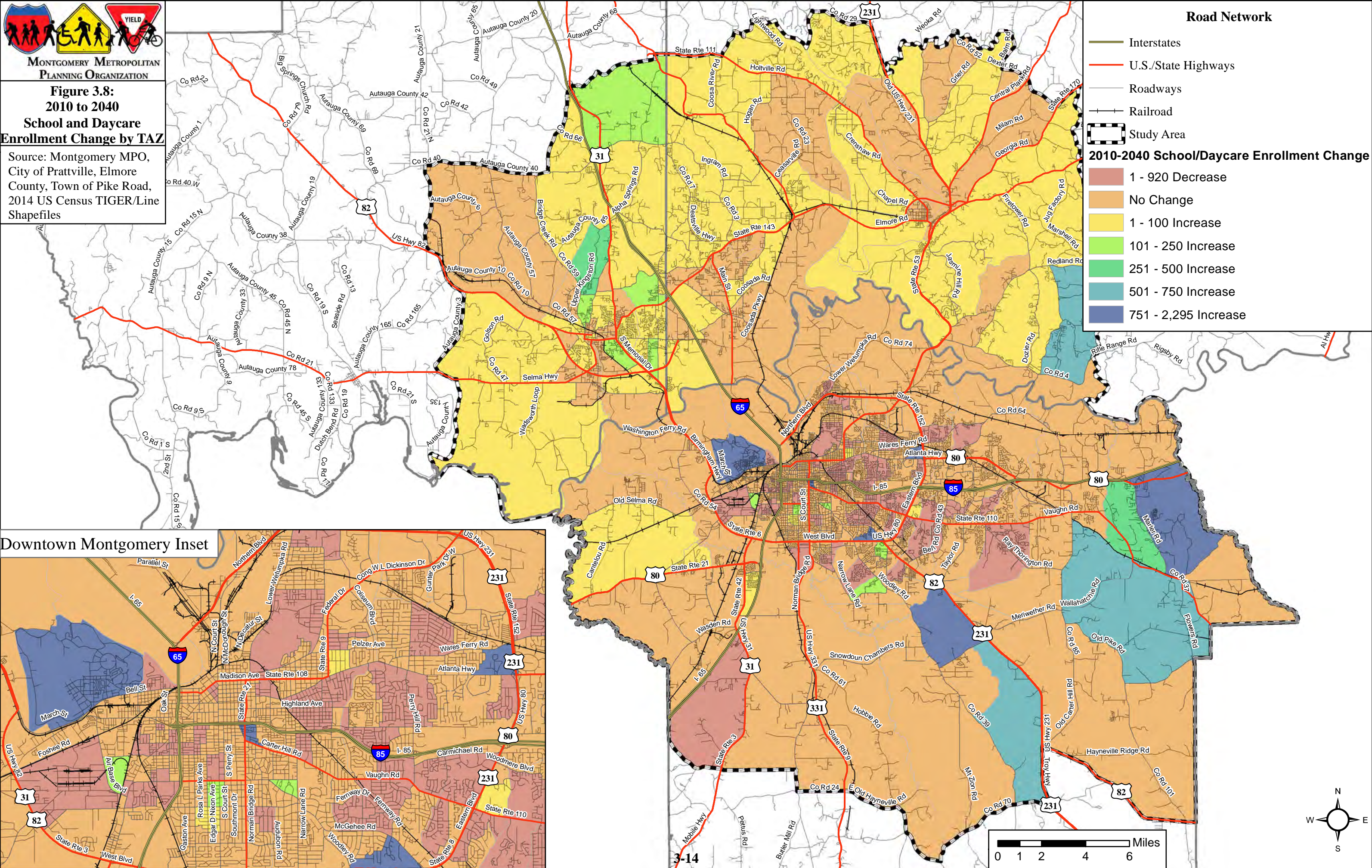
0 1 2 4 6 Miles





**Figure 3.8:
2010 to 2040
School and Daycare
Enrollment Change by TAZ**

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

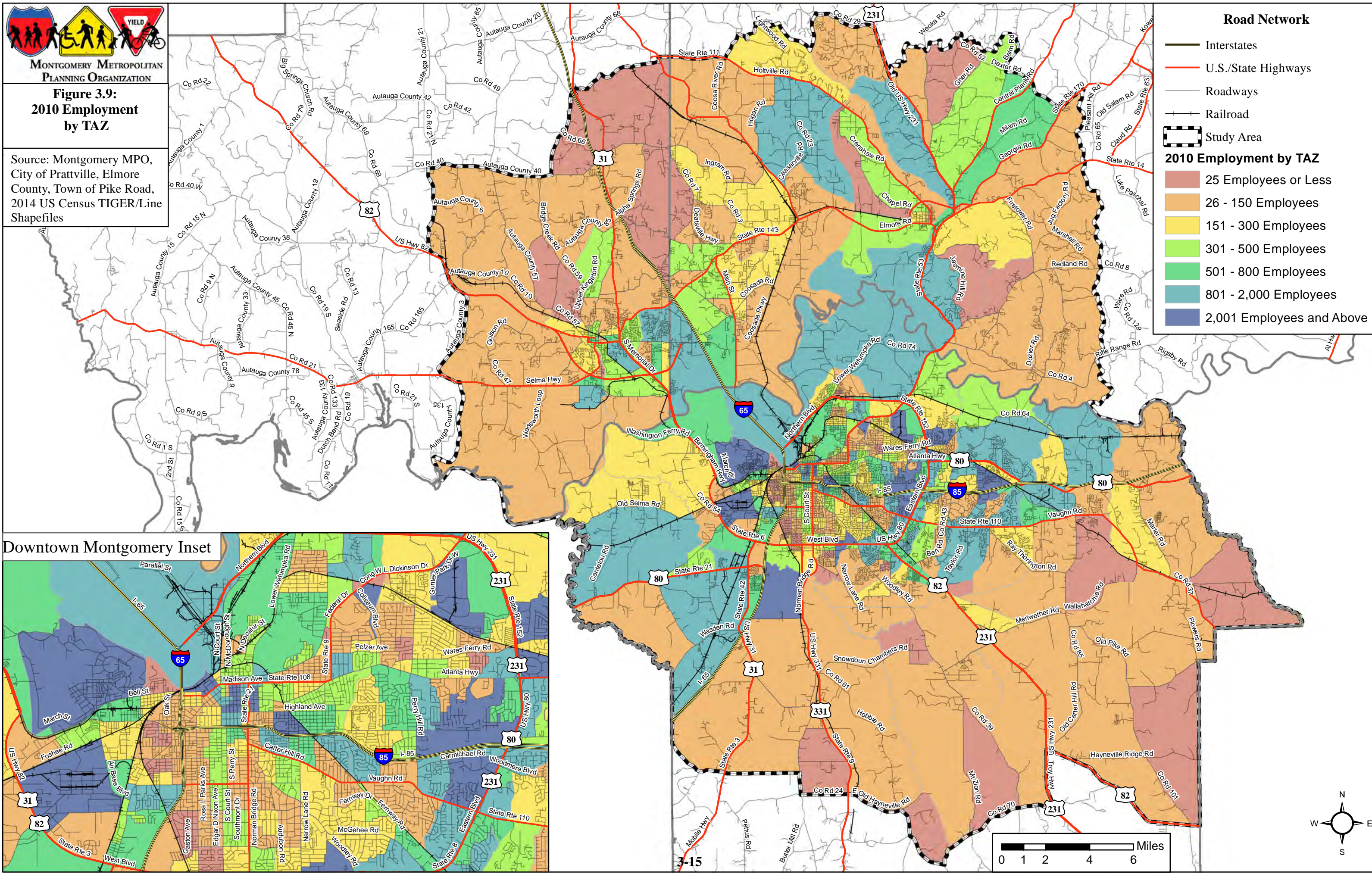




MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

**Figure 3.9:
2010 Employment
by TAZ**

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

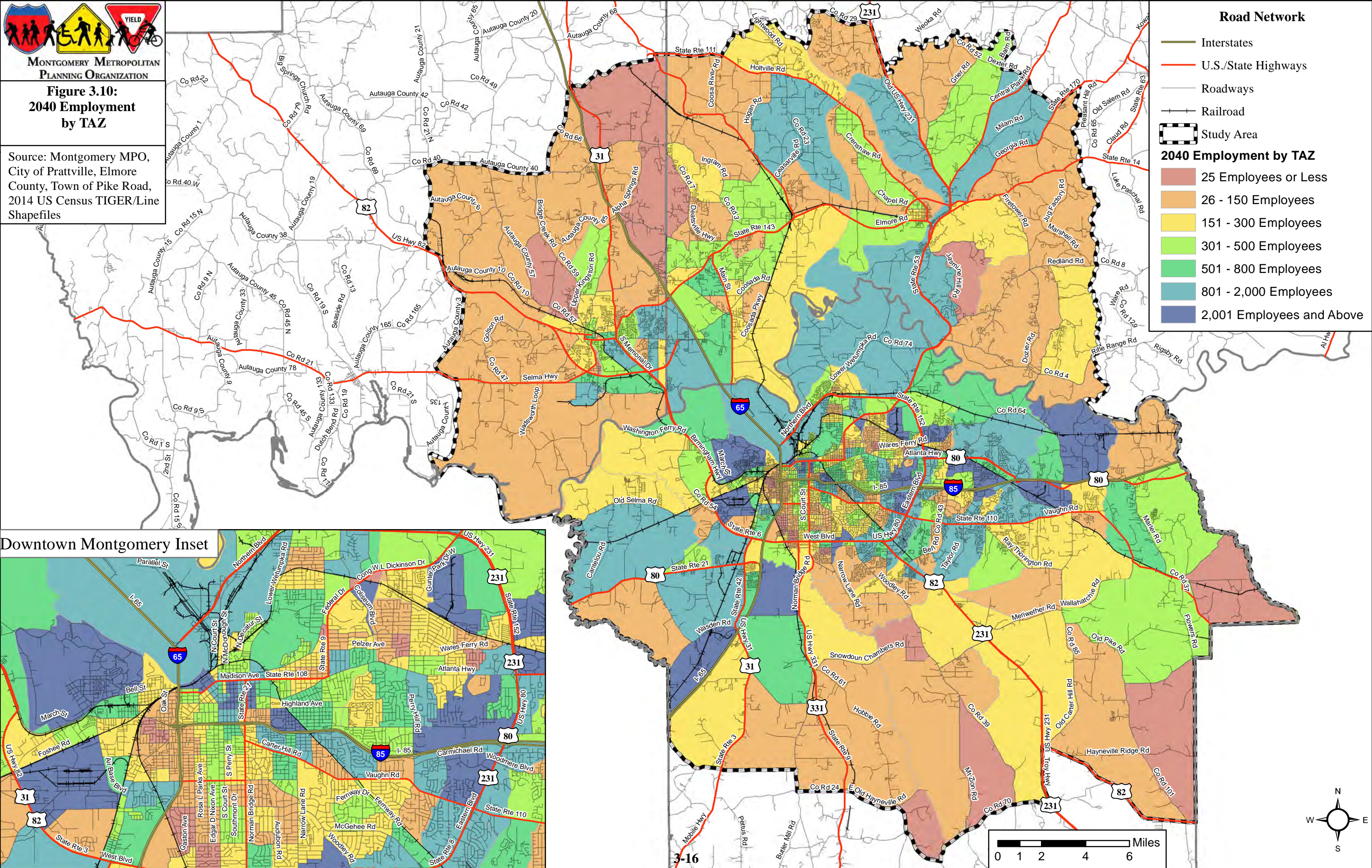




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.10:
2040 Employment
by TAZ**

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

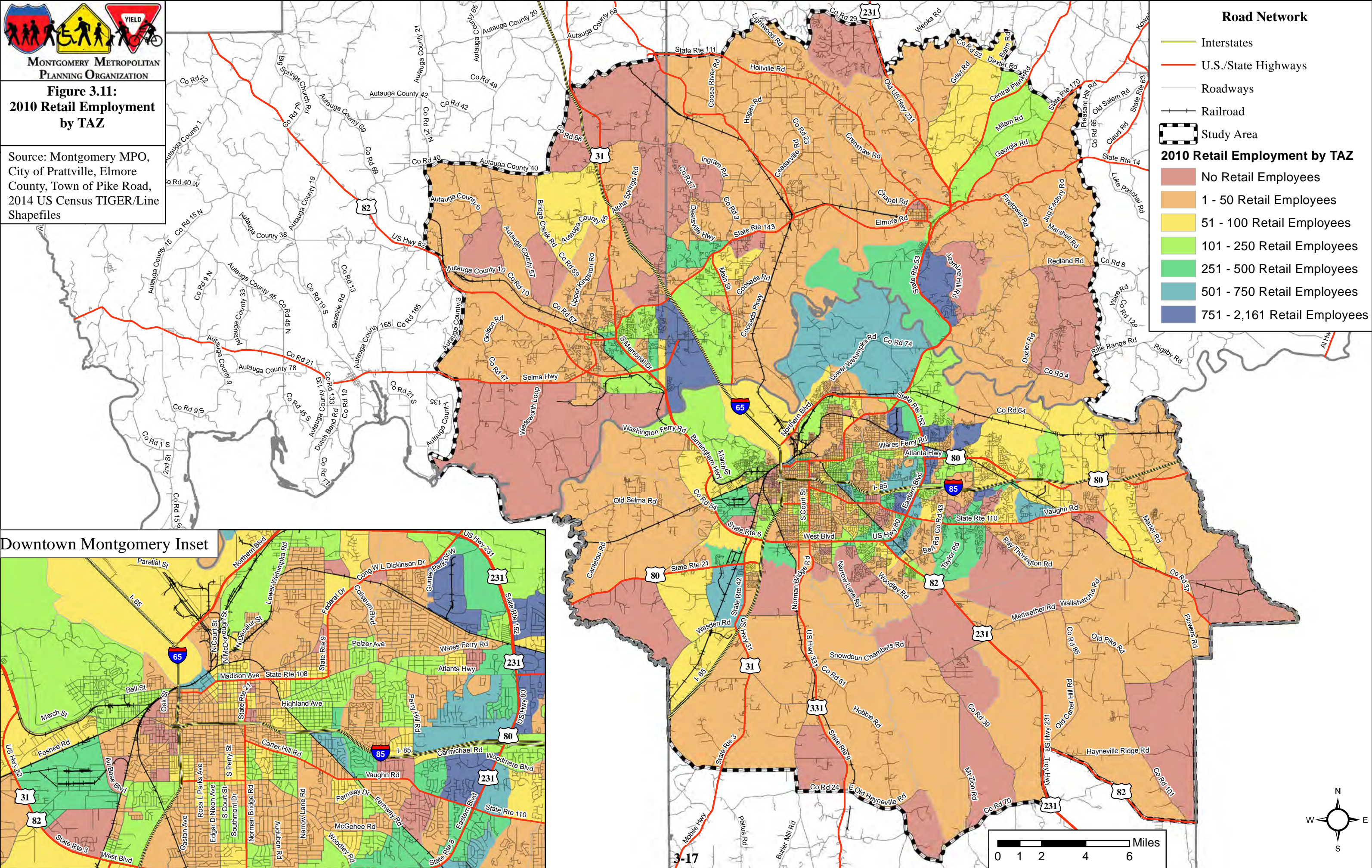




MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

**Figure 3.11:
2010 Retail Employment
by TAZ**

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



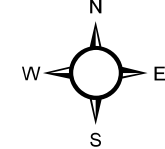
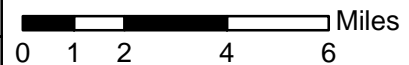
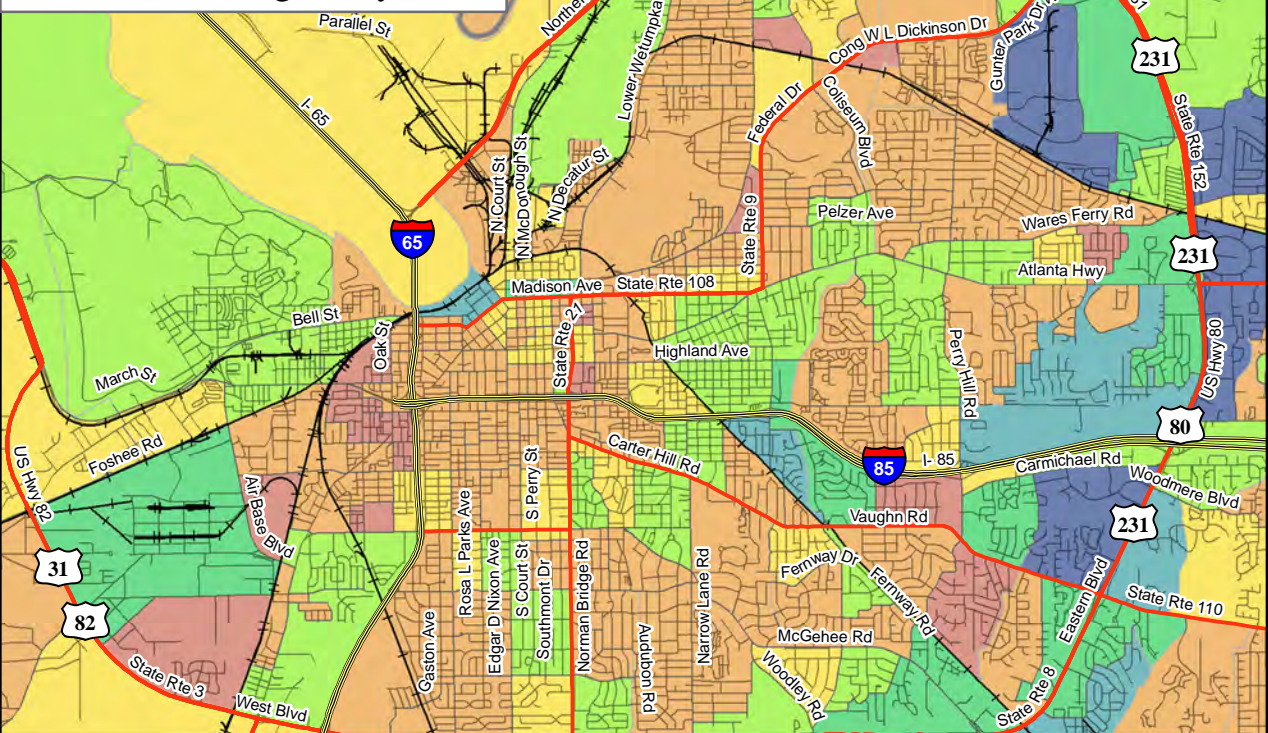
Road Network

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

2010 Retail Employment by TAZ

- No Retail Employees
- 1 - 50 Retail Employees
- 51 - 100 Retail Employees
- 101 - 250 Retail Employees
- 251 - 500 Retail Employees
- 501 - 750 Retail Employees
- 751 - 2,161 Retail Employees

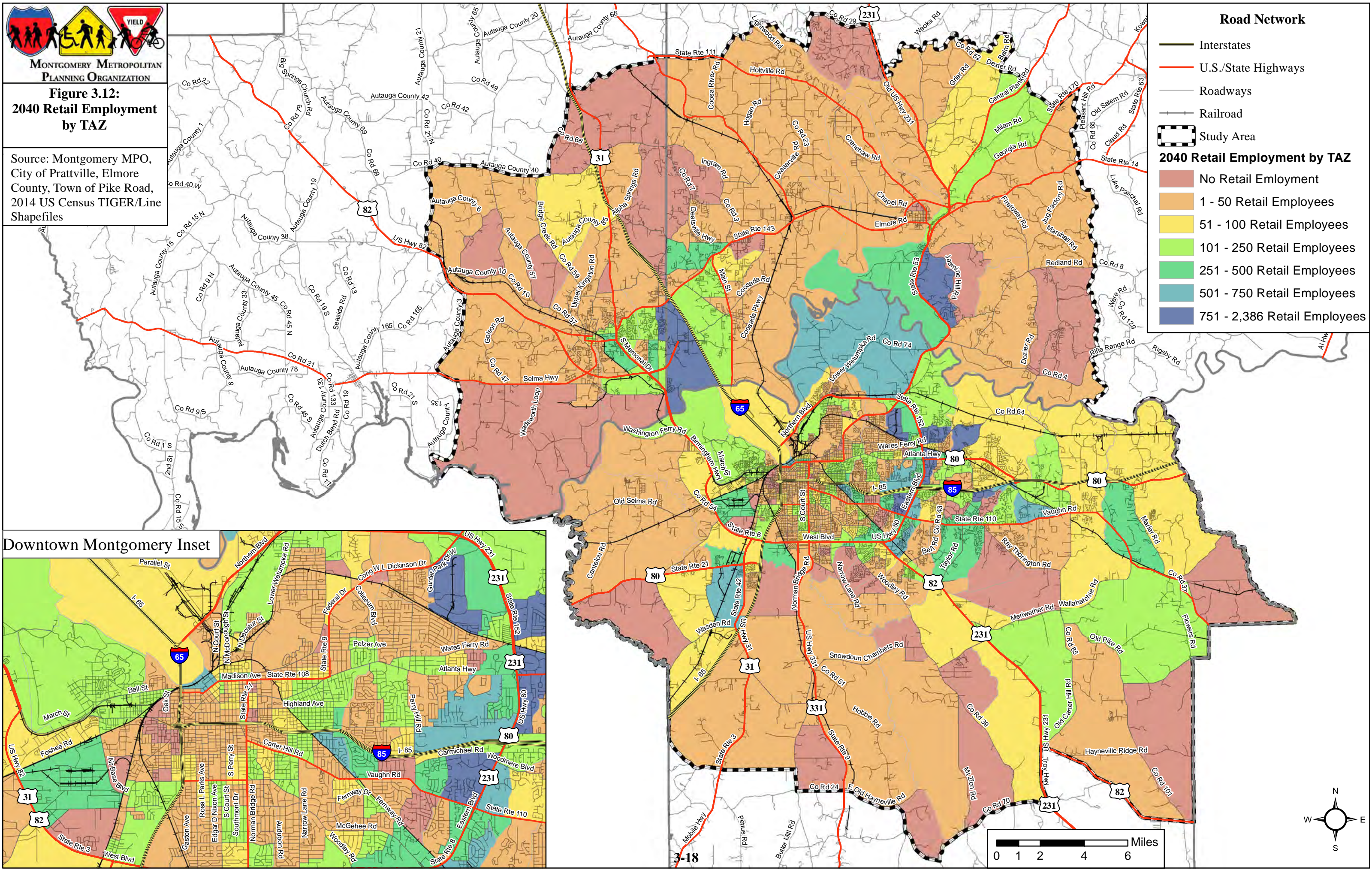
Downtown Montgomery Inset





**Figure 3.12:
2040 Retail Employment
by TAZ**

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



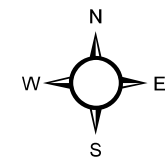
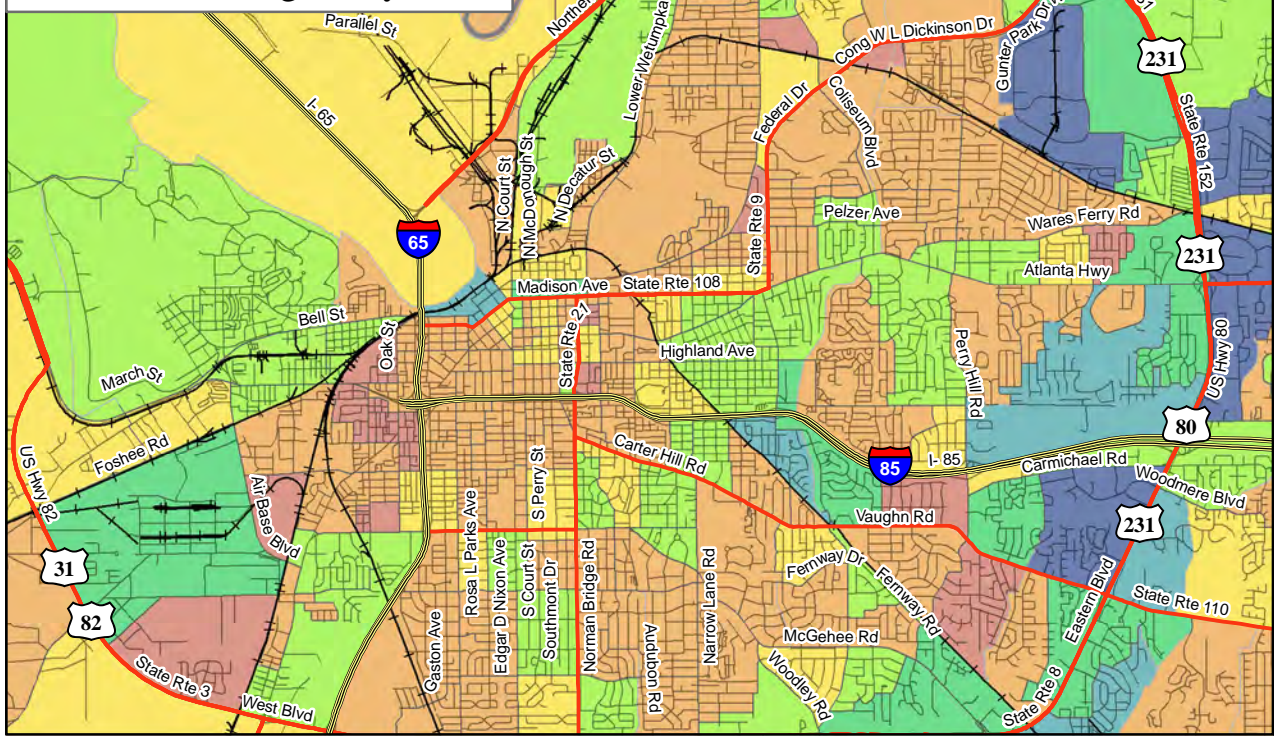
Road Network

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

2040 Retail Employment by TAZ

- No Retail Employment
- 1 - 50 Retail Employees
- 51 - 100 Retail Employees
- 101 - 250 Retail Employees
- 251 - 500 Retail Employees
- 501 - 750 Retail Employees
- 751 - 2,386 Retail Employees

Downtown Montgomery Inset

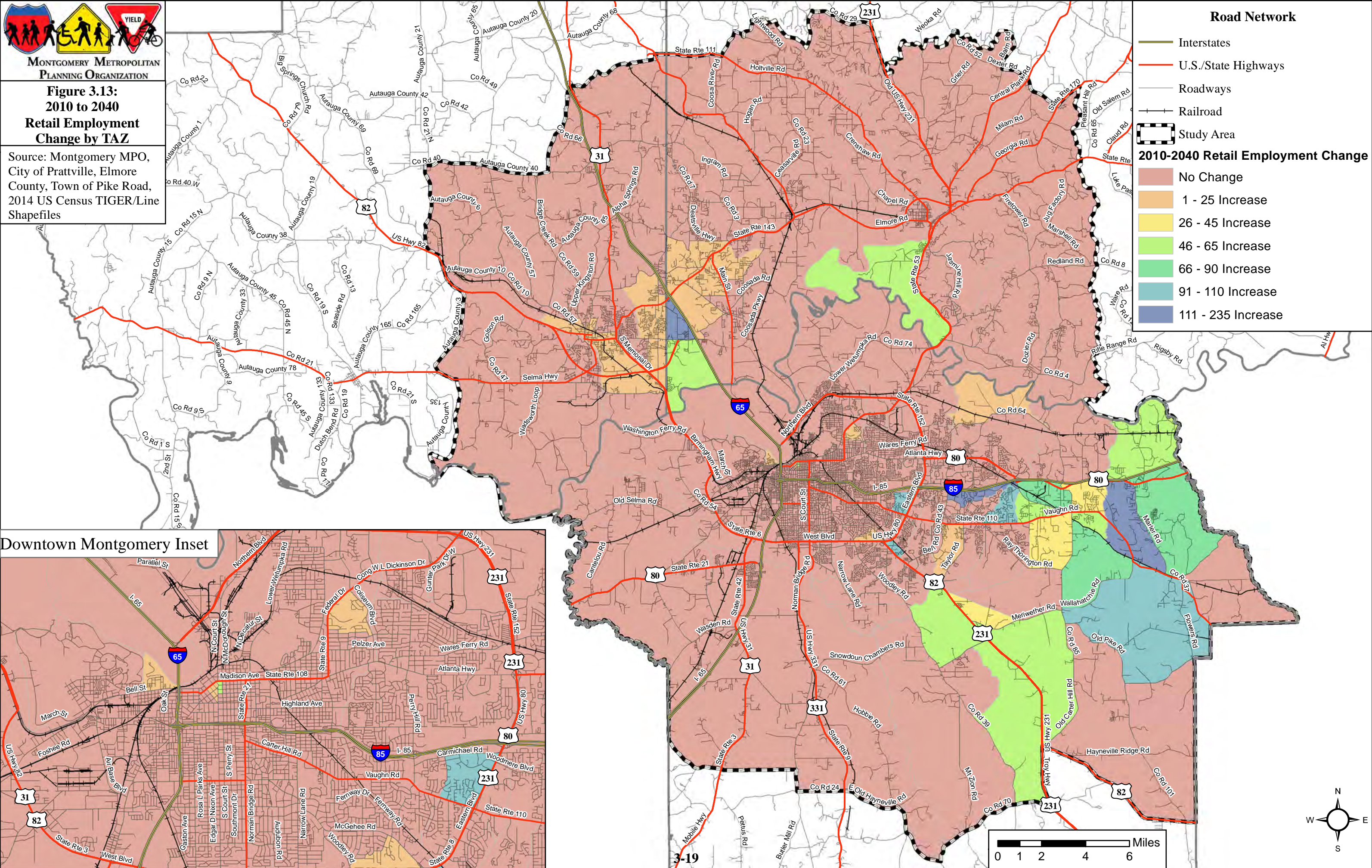




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.13:
2010 to 2040
Retail Employment
Change by TAZ**

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

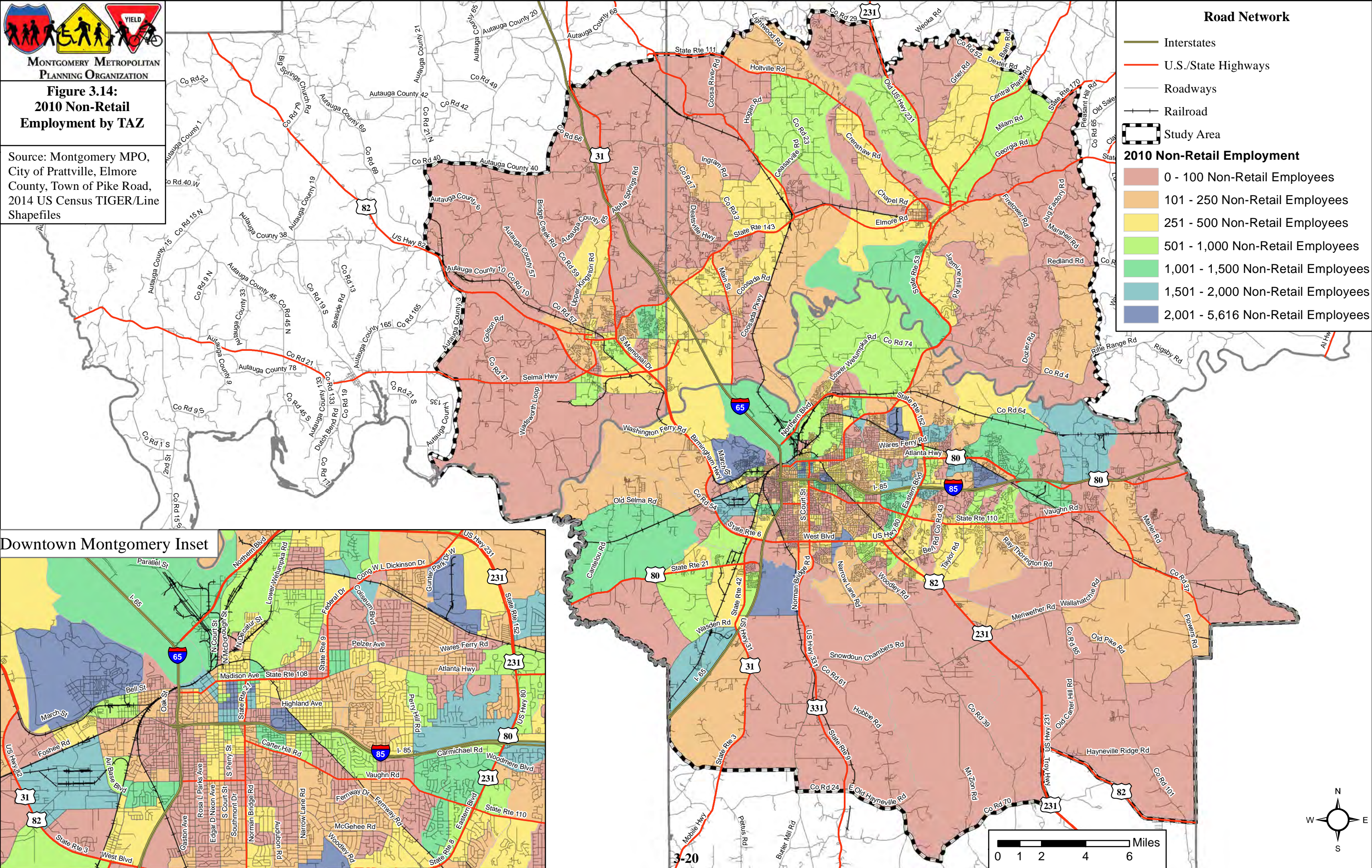




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.14:
2010 Non-Retail
Employment by TAZ**

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

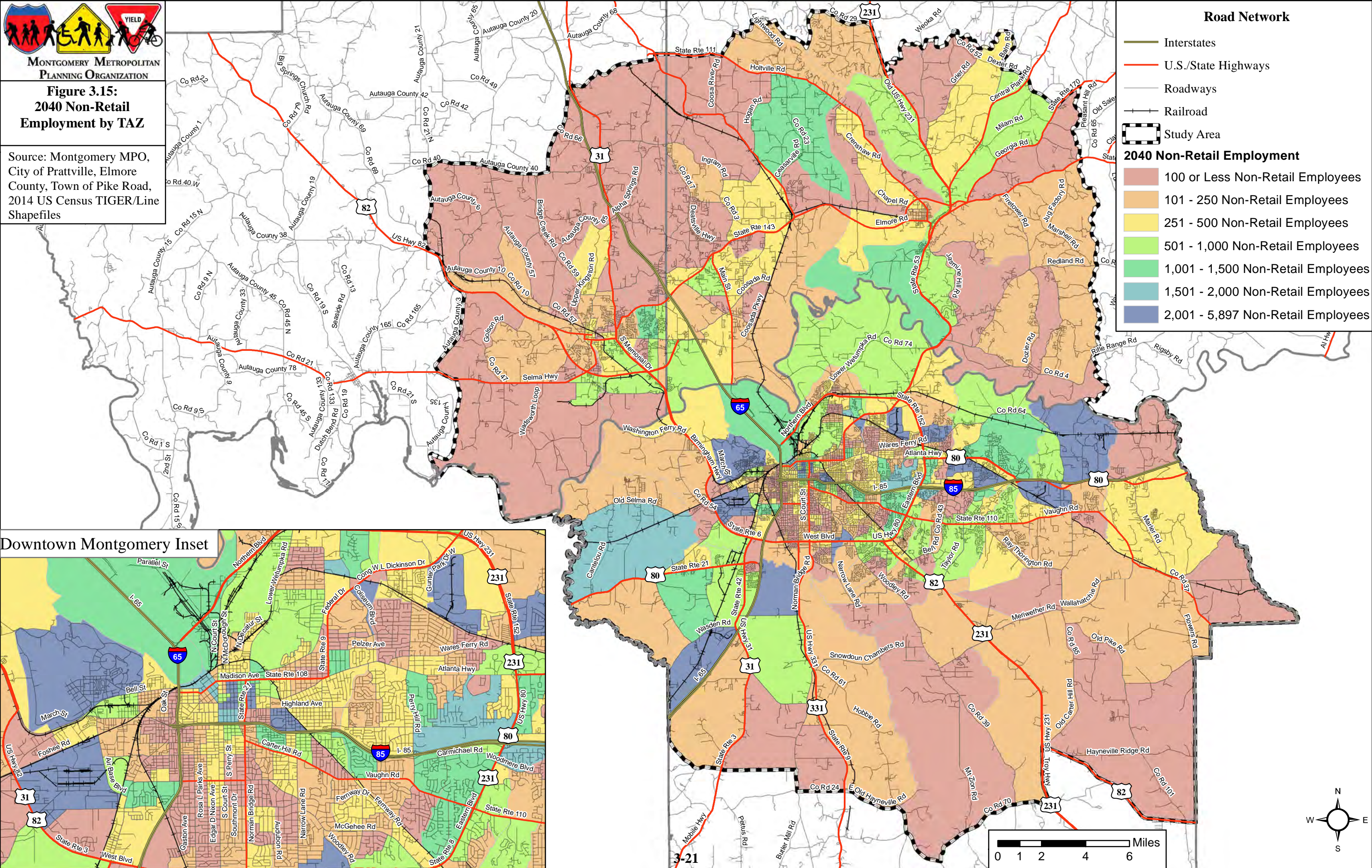




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.15:
2040 Non-Retail
Employment by TAZ**

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

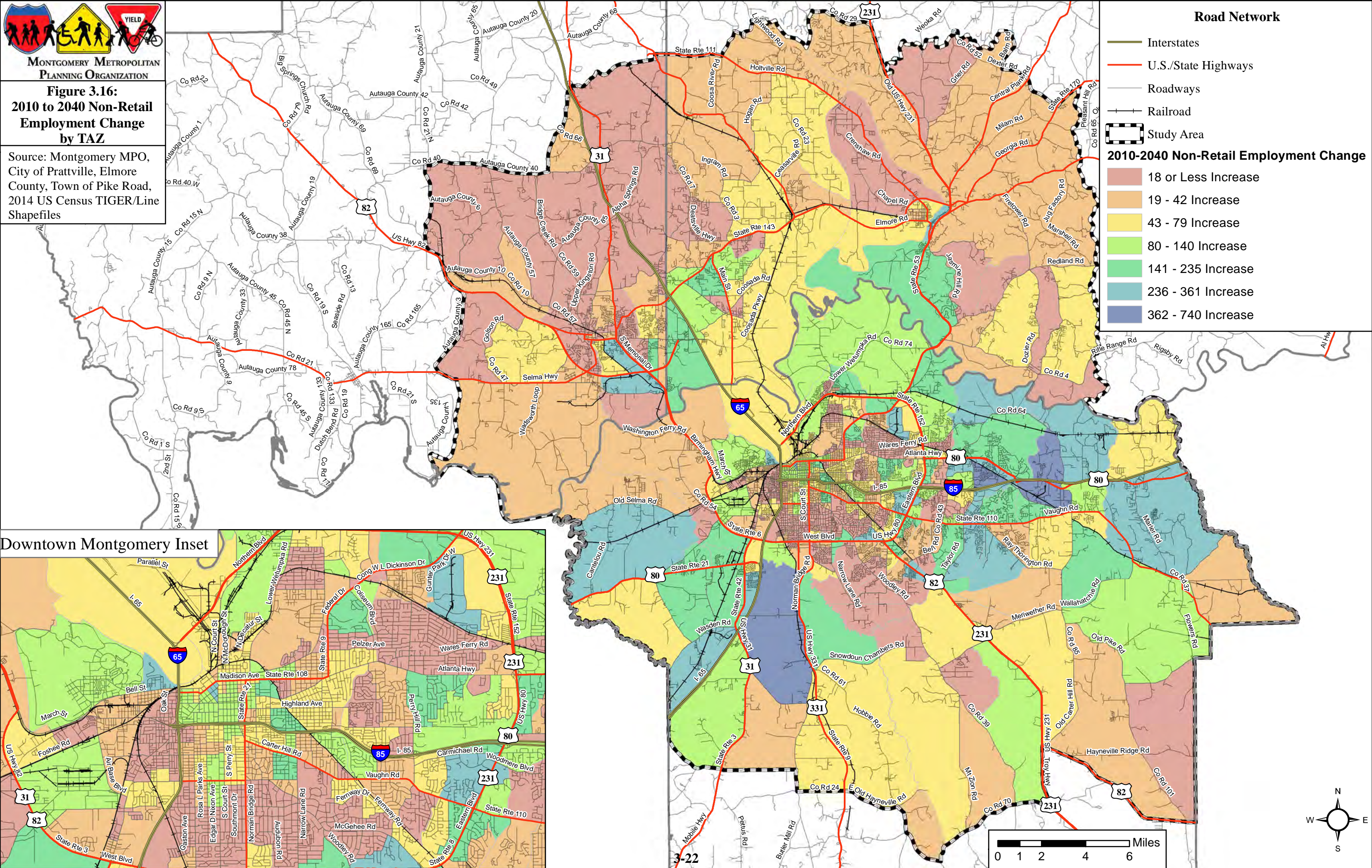




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.16:
2010 to 2040 Non-Retail
Employment Change
by TAZ**

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

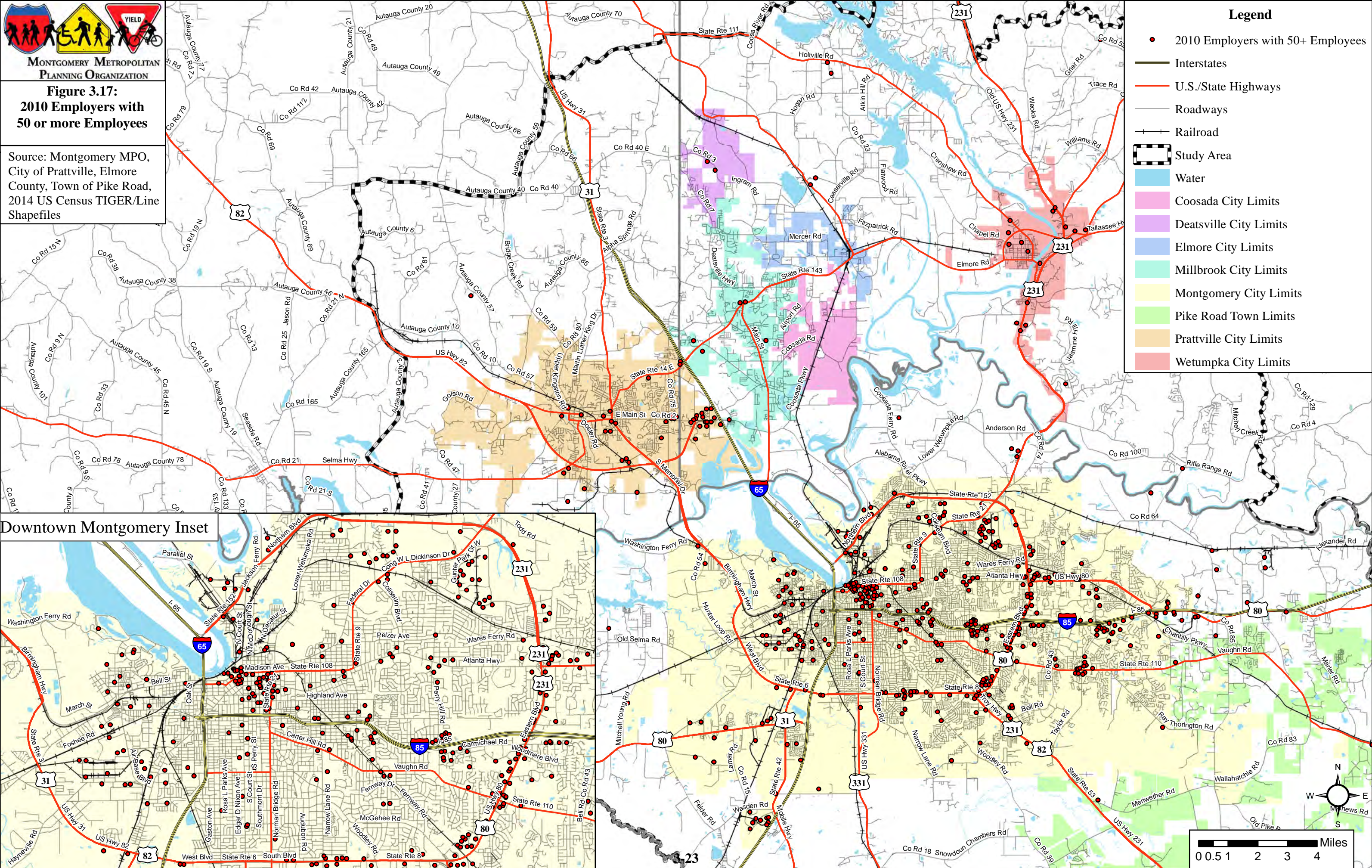




**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.17:
2010 Employers with
50 or more Employees**

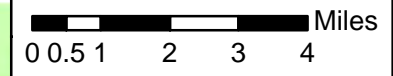
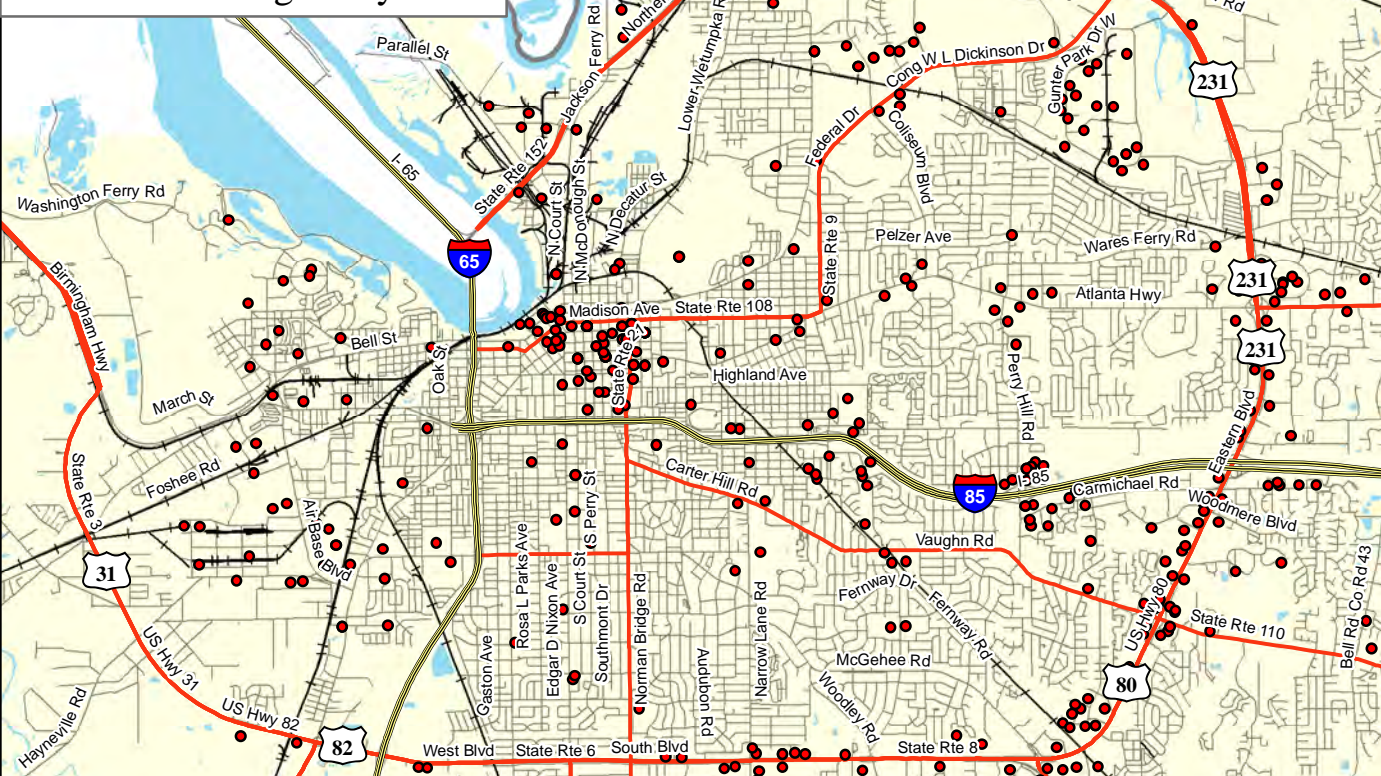
Source: Montgomery MPO,
City of Prattville, Elmore
County, Town of Pike Road,
2014 US Census TIGER/Line
Shapefiles



Legend

- 2010 Employers with 50+ Employees
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- ▭ Study Area
- Water
- 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



3.3 Future Growth Trends and Commute Patterns

The long term trend within the Montgomery MPO Study Area continues to indicate a decentralization of the population and development into suburban Autauga County, suburban Elmore County, and eastern Montgomery County with limited residential and commercial development in the urban are of the City of Montgomery; however, in the last decade, a resurgence of housing options in downtown Montgomery has facilitated a revitalization of downtown, as well as creating life after dark. In addition, the downtown area of the City of Prattville continues to maintain residents and employment. Table 3.12 details the population growth trends from 1990 to 2010 for each county. Elmore County had both the largest total population increase and percent population increase between 1990 and 2010, 30,093 and 37.9%.

Table 3.12: County Population Change 1990 to 2010

County	Census			Change 1990-2000		Change 2000-2010		Change 1990-2010	
	1990	2000	2010	Number	Percent	Number	Percent	Number	Percent
Autauga*	34,222	43,671	54,571	9,449	17.3%	10,900	20.0%	20,349	37.3%
Elmore*	49,210	64,874	79,303	15,664	19.8%	14,429	18.2%	30,093	37.9%
Montgomery*	209,085	223,510	229,363	14,425	6.3%	5,853	2.6%	20,278	8.8%
Total	292,517	332,055	363,237	39,538	10.9%	31,182	8.6%	70,720	19.5%

*Note: Population is shown for the entire county and includes areas outside of the MPO study area.

Source: U.S. Census Bureau

The Census collects data on local travel characteristics for persons age 16 years and older who commute to work. The data provides insight on where people work. Since the morning and afternoon commute periods are most often the peak travel demand periods, the data gives insight into the transportation system utilization across modes and geographically. Tables 3.13 summarize journey to work data for Autauga, Elmore, and Montgomery Counties from the U.S. Census 2006-2010 American Community Survey 5-Year Estimates, specifically the County to County Commuting Flows for the population of each county. Montgomery County attracts the greatest share of workers from all three counties in the study area. Between 89.9% and 92.8% of persons living in Montgomery County work in Montgomery County, followed by Elmore County at between 49.9% and 55.7% and Autauga County at between 46.6% and 51.6%. Within Autauga and Elmore Counties, the data indicates a fairly substantial housing-work imbalance in that nearly two-thirds of Elmore County and Autauga County workers leave the County to work. The 2006-2010 census data also indicates a comparatively low travel flow between Autauga and Elmore Counties, with only 5.6% to 7.6% Autauga County workers commuting to Elmore County and 4.3% to 6.0% of Elmore County workers commuting to Autauga County.

It should be noted that since the American Community Survey is an estimate, the value is calculated with a margin of error, such that there is a 90% probability that the actual value is between the value minus the margin of error and the value plus the margin of error. The percent of the population in Montgomery County that live and work in Montgomery County plus the percent of the population in Autauga and Elmore County that work outside the county can be explained by the large concentration of employment in the City of Montgomery. The commuting patterns demonstrate the decentralized pattern of residential growth that has occurred over the past couple of decades.

In addition, the U.S. Census 2006-2010 American Community Survey 5-Year Estimates were analyzed to determine the net migration for the population within each county. The net migration data details the influx of population from within the state and other states. The information by county is detailed in Table 3.14. Elmore County has the greatest influx of new residences with a net migration of 2,407, while Montgomery County has the highest influx from other states with a net out-of-state migration of 1,223. The only county with an overall negative net migration was Autauga County.

Table 3.13: Residence County to Workplace County Flows by Residence Geography: 2006-2010

County of Residence	Total Workers	County of Workplace	Number	MOE	% of Total County Workers	
					Low	High
Autauga County	24,499	Montgomery County	12,036	610	46.6%	51.6%
		Autauga County	8,768	602	33.3%	38.2%
		Elmore County	1,630	259	5.6%	7.7%
		Dallas County	599	194	1.7%	3.2%
		Chilton County	385	105	1.1%	2.0%
		Other	1,081	985	0.4%	8.4%
Elmore County	32,399	Montgomery County	17,109	932	49.9%	55.7%
		Elmore County	11,365	669	33.0%	37.1%
		Autauga County	1,680	274	4.3%	6.0%
		Tallapoosa County	476	151	1.0%	1.9%
		Lee County	326	121	0.6%	1.4%
		Other	1,443	1,345	0.3%	8.6%
Montgomery County	101,033	Montgomery County	92,299	1,429	89.9%	92.8%
		Elmore County	2,301	373	0.4%	2.6%
		Autauga County	1,533	312	0.3%	1.8%
		Macon County	728	191	0.2%	0.9%
		Lowndes County	548	181	0.2%	0.7%
		Other	3,624	3,113	3.1%	6.7%

Source: U.S. Census Bureau, County to County Commuting Flows, 2006-2010

Table 3.14: 2006 – 2010 Net Migration by County

	Autauga County	Elmore County	Montgomery County
Moved From/To Autauga County	n/a	267	-318
Moved From/To Elmore County	-267	n/a	-656
Moved From/To Montgomery County	318	656	n/a
Moved From/To Another Alabama County	-241	1,474	338
Moved From/To Another State	163	10	1,223
Total	-27	2,407	587

Source: U.S. Census Bureau, 2006-2010 American Community Survey

In addition to U.S. Census 2006-2010 American Community Survey 5-Year Estimates, Migration data from 2010-2011 Internal Revenue Service (IRS) tax returns were analyzed. The data is detailed at the county level as inflows, the number of new residents who moved to a State or county and where they migrated from, and outflows, the number of residents leaving a State or county and where they went. Tables 3.15 and 3.16 detail the inflow and outflow for Autauga, Elmore and Montgomery Counties from 2010-2011. The number of returns indicates the actual number of returns, single and jointly filed. The number of exemptions indicates the number of dependents. Aggregate adjusted gross income (AGI) indicates the total gross income for all tax returns counted in the number of returns column.

Retail development is also surging within the outlying counties, such as in the City of Prattville, which has been called the central shopping hub for metropolitan Montgomery, north of the Alabama River. Recent projects such as the 85-acre Legends Park mixed-use district indicate that accessibility to I-65 and available undeveloped land will continue to make this area ripe for future commercial and residential growth.

Development trends within Montgomery County indicate the highest rates of growth in the eastern reaches of the County. This eastward migration trend within Montgomery County began several decades ago, and is evident by tracing the County's historic retail center developments: Normandale Shopping Center, Montgomery Mall, Eastdale Mall, and now EastChase. It should be noted that redevelopment is being discussed and considered at Normandale Shopping Center and the Montgomery Mall. Eastdale Mall is still open, as well as the new Eastchase shopping development. Residential development is following a similar pattern and is projected to continue the eastward migration at least until the 2040

horizon year. However, redevelopment is taking place in inner City Montgomery as it is anticipated that land supply will decrease and likely cease to exist.

Table 3.15: Individual Income Tax Returns: County-to-County Migration Inflow for Selected Income Items, Calendar Years 2010-2011

	Number of returns	Number of exemptions	Aggregate adjusted gross income (AGI) (in thousands)
Total Moved to Autauga County	1,979	4,596	82,459
Moved to Autauga County from within US	1,933	4,448	79,486
Moved to Autauga County from Another Alabama County	1,242	2,572	40,265
Total Moved to Autauga County from a Different State	691	1,876	39,221
Moved to Autauga County from Abroad	46	148	2,973
Moved Within Autauga County	17,278	40,643	939,506
Moved to Autauga County from Montgomery County	414	865	13,702
Moved to Autauga County from Elmore County	356	761	10,913
Moved to Autauga County from Other Alabama County	345	705	11,446
Total Moved to Elmore County	2,480	5,198	95,684
Moved to Elmore County from US	2,454	5,137	94,429
Moved to Elmore County from Another Alabama County	1,810	3,755	62,800
Total Moved to Elmore County from a Different State	644	1,382	31,629
Moved to Elmore County from Abroad	26	61	1,255
Moved Within Elmore County	25,698	58,985	1,375,364
Moved to Elmore County from Montgomery County	842	1,758	31,670
Moved to Elmore County from Autauga County	376	764	10,895
Moved to Elmore County from Other Alabama County	442	952	15,024
Total Moved to Montgomery County	5,497	11,084	178,496
Moved to Montgomery County from US	5,381	10,775	171,681
Moved to Montgomery County from Another Alabama County	3,062	5,929	86,275
Total Moved to Montgomery County from a Different State	2,319	4,846	85,406
Moved to Montgomery County from Abroad	116	309	6,815
Moved Within Montgomery County	78,189	168,539	3,852,821
Moved to Montgomery County from Elmore County	631	1,251	18,344
Moved to Montgomery County from Autauga County	375	715	10,011
Moved to Montgomery County from Other Alabama County	1,941	3,760	54,965

NOTE: Data are based on Individual Income Tax Returns Forms 1040 filed with and processed by the IRS by the end of September, 2011.

Source: IRS Individual Master File, Statistics of Income, February 2014

Table 3.16: Individual Income Tax Returns: County-to-County Migration Outflow for Selected Income Items, Calendar Years 2010-2011

	Number of returns	Number of exemptions	Aggregate adjusted gross income (AGI) (in thousands)
Total Moved from Autauga County	1,917	4,233	74,821
Moved from Autauga County to within US	1,882	4,118	72,507
Moved from Autauga County to Another Alabama County	1,196	2,397	34,935
Total Moved from Autauga County to a Different State	686	1,721	37,573
Moved from Autauga County Abroad	35	115	2,314
Moved Within Autauga County	17,278	40,643	939,506
Total Moved from Autauga County to Elmore County	376	764	10,895
Total Moved from Autauga County to Montgomery County	375	715	10,011
Moved from Autauga County to Other Alabama County	294	601	8,992
Total Moved from Elmore County	2,464	4,946	81,109
Moved from Elmore County to within US	2,434	4,869	79,770
Moved from Elmore County to Another Alabama County	1,704	3,362	49,365
Total Moved from Elmore County to a Different State	730	1,507	30,406
Moved from Elmore County Abroad	30	77	1,339
Moved Within Elmore County	25,698	58,985	1,375,364
Moved from Elmore County to Montgomery County	631	1,251	18,344
Moved from Elmore County to Autauga County	356	761	10,913
Moved from Elmore County to Other Alabama County	566	1,086	15,695
Total Moved from Montgomery County	6,452	12,754	271,533
Moved from Montgomery County to within US	6,344	12,462	265,558
Moved from Montgomery County to Another Alabama County	3,409	6,661	108,256
Total Moved from Montgomery County to a Different State	2,935	5,801	157,302
Moved from Montgomery County Abroad	108	292	5,975
Moved Within Montgomery County	78,189	168,539	3,852,821
Moved from Montgomery County to Elmore County	842	1,758	31,670
Moved from Montgomery County to Autauga County	414	865	13,702
Moved from Montgomery County to Other Alabama County	2,037	3,824	60,272

NOTE: Data are based on Individual Income Tax Returns Forms 1040 filed with and processed by the IRS by the end of September, 2011.

Source: IRS Individual Master File, Statistics of Income, February 2014

Several accomplishments and new initiatives within the downtown Montgomery central business district may alter the historic decentralizing trends and bring new life to downtown, as well as other locations. Recent accomplishments in inner City Montgomery include the Riverfront renaissance, which has brought a new convention center, four-star hotel, Riverwalk, amphitheatre, “Biscuits” baseball stadium, intermodal bus transfer center with pedestrian access way and pedestrian access tower connecting to the Riverwalk, the Alleyway Entertainment area, as well as numerous new entertainment, dining, accommodations, residential and business opportunities. A West Montgomery renaissance is expected to be sparked by the West Fairview Avenue Initiative and I-65 corridor planning, Maxwell-Gunter Air Force Base, and a large state employee base, which will continue to provide development and redevelopment opportunities within the Montgomery urban core.

3.4 Socioeconomic Characteristics

Understanding study area demographics provides an indication of what types of transportation infrastructure and services may be needed. For instance, some population groups are more likely to need or use transit, including low-income individuals, elderly individuals, young individuals, non-white individuals and households without vehicle access. The geographic distribution of population groups is also a component for meeting federal environmental justice guidelines. Environmental justice regulations require any federally supported investment—whether a planning study or road widening— not to disproportionately impact minority and low-income communities. The investments should allow environmental justice groups to fully share in the benefits of the investment, equal to other non-minorities. The transportation planning process should be inclusive and provide a public outreach program to include environmental justice communities in the process.

Table 3.17 summarizes the 2010 population and household characteristics by jurisdiction within the Montgomery MPO Study Area reported in the 2010 decennial census and the 2006-2010 American Community Survey (ACS). The percent non-white, persons 65 and above and persons age 15-19 are from the 2010 U.S. Census, and the persons below poverty and households without vehicles are from the 2006-2010 American Community Survey (ACS). Statewide statistics are shown for comparison. The data shows a wide variation in the distribution of diverse population groups across the area as shown in Figures 3.18 through 3.21. In the Montgomery urbanized area, the proportion of non-white individuals (54.3%) exceeded the statewide average of 30.5% in 2010. The greatest proportion of non-white individuals live in the City of Montgomery (62.7%), followed by Montgomery County (60.5%), the Town of Coosada (42.3%), Town of Elmore (35.7%), City of Wetumpka (32.1%), and Town of Pike Road (31.5%). The proportion of non-white individuals was less than statewide in Elmore County (23.8%), City of Millbrook (25.8%), Autauga County (21.5%), City of Prattville (21.5%) and Town of Deatsville (22.4%).

The percent of individuals living below poverty in the State of Alabama was 17.1% in 2010. The greatest proportion of individuals living below poverty live in the Town of Elmore (20.3%), followed by the City of Wetumpka (20.1%), City of Montgomery (19.7%), and Montgomery County (18.9%). The Town of Deatsville had the smallest proportion of individuals living below poverty in the area at 0.2%, followed by the Town of Pike Road (7.1%), City of Millbrook (8.0%), City of Prattville (8.7%), Autauga County (10.6%), Elmore County (12.4%), and Town of Coosada (15.5%).

The greatest proportion of individuals age 65 and older live in the City of Millbrook (9.3%), followed by the Town of Elmore (7.8%), Montgomery County (7.1%), Town of Deatsville (6.6%), and Elmore County and the Town of Coosada (6.5%). The City of Wetumpka had the smallest proportion of individuals age 65 and older at 4.6%, followed by the City of Montgomery (4.7%), City of Prattville (4.9%), Town of Pike Road (5.1%), and Autauga County (5.2%). .

The distribution of individuals age 15 to 19 in 2010 varied from a low of 3.1% in the Town of Pike Road to a high of 7.8% in the City of Millbrook. All of the jurisdictions except the Town of Pike Road (3.1%) and Elmore County (3.4%) had proportionally more persons age 15 to 19 than the statewide average (3.5%).

The distribution of households without access to private vehicles generally paralleled the distribution of persons living below poverty. The greatest proportion of households without vehicle access live in the City of Wetumpka (11.9%), followed by the Town of Elmore (10.0%), City of Montgomery (8.2%), and Montgomery County (7.9%). The greatest vehicle ownership was in the Town of Pike Road, where 99.3% of households owned a vehicle. Other jurisdictions with relatively high vehicle ownership included the Town of Deatsville and City of Millbrook (97.8%), Elmore County (96.2%), Town of Coosada (95.8%), City of Prattville (94.7%), and Autauga County (94.6%).

Table 3.17: Demographic Characteristics by Jurisdiction - 2010

Geographic Area	Total		Percent				
	Population	Households	Non-White Persons	Persons below Poverty	Persons Age 65+	Persons Age 15-19	Households without Vehicles
Alabama	4,779,736	1,889,791	30.5%	17.1%	7.9%	3.5%	6.5%
Montgomery Urbanized Area*	263,907	112,998	54.3%	n/a	11.7%	7.4%	n/a
Autauga County**	54,571	20,221	21.5%	10.6%	5.2%	3.8%	5.4%
Elmore County**	79,303	28,301	23.8%	12.4%	6.5%	3.4%	3.8%
Montgomery County**	229,363	89,981	60.5%	18.9%	7.1%	3.6%	7.9%
Town of Coosada	1,224	434	42.3%	15.5%	6.5%	4.1%	4.2%
Town of Deatsville	1,154	391	22.4%	0.2%	6.6%	6.2%	2.2%
Town of Elmore	1,262	423	35.7%	20.3%	7.8%	7.7%	10.0%
City of Millbrook	14,640	5,446	25.8%	8.0%	9.3%	7.8%	2.2%
City of Montgomery	205,764	92,115	62.7%	19.7%	4.7%	3.7%	8.2%
Town of Pike Road	5,406	1,933	31.5%	7.1%	5.1%	3.1%	0.7%
City of Prattville	33,960	12,711	21.5%	8.7%	4.9%	3.9%	5.3%
City of Wetumpka	6,528	2,230	32.1%	20.1%	4.6%	5.8%	11.9%

*As defined by the U.S. Census

**Note: Data is shown for the entire county and includes areas outside of the MPO study area.

Source: 2010 U.S. Census, 2006-2010 American Community Survey

Table 3.18 details the Median Household Income from the 2006 – 2010 American Community Survey 5-Year Estimates. Autauga County had a median income of \$53,255 with a margin of error (MOE) +/- \$2,420. For Elmore County, the median income was \$53,128 with a margin of error (MOE) +/- \$1,566. For Montgomery County, the median income was \$43,725 with a margin of error (MOE) +/- \$1,042. Additionally, the Regional Economic Information System, Bureau of Economic Analysis, releases annual per capita personal income by county. Table 3.19 details the annual estimates from 2006 to 2013.

Table 3.18: Median Income by County – 2006-2010 Estimates

	Autauga County		Elmore County		Montgomery County	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total households	19,718	+/-348	27,762	+/-596	88,772	+/-852
Less than \$10,000	1,316	+/-232	1,717	+/-288	8,233	+/-643
\$10,000 to \$14,999	996	+/-147	1,370	+/-226	6,841	+/-707
\$15,000 to \$24,999	1,724	+/-231	2,902	+/-368	10,576	+/-663
\$25,000 to \$34,999	2,070	+/-259	3,459	+/-390	9,723	+/-759
\$35,000 to \$49,999	3,059	+/-369	3,670	+/-419	13,861	+/-824
\$50,000 to \$74,999	4,120	+/-368	5,861	+/-422	14,537	+/-783
\$75,000 to \$99,999	2,943	+/-318	3,788	+/-329	10,727	+/-728
\$100,000 to \$149,999	2,557	+/-282	3,515	+/-325	8,854	+/-572
\$150,000 to \$199,999	632	+/-144	939	+/-160	2,987	+/-300
\$200,000 or more	301	+/-106	541	+/-143	2,433	+/-316
Median household income (dollars)	53,255	+/-2,420	53,128	+/-1,566	43,725	+/-1,042
Mean household income (dollars)	64,733	+/-2,378	63,370	+/-1,631	61,229	+/-1,195

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Table 3.19: 2006-2013 per Capita Personal Income by County

Year	Autauga County	Elmore County	Montgomery County	State of Alabama	United States
2006	\$30,471	\$30,085	\$37,887	\$31,616	\$38,127
2007	\$31,306	\$31,415	\$38,172	\$32,777	\$39,804
2008	\$32,358	\$33,075	\$38,949	\$33,715	\$40,873
2009	\$31,904	\$33,019	\$37,962	\$32,961	\$39,379
2010	\$32,498	\$34,236	\$38,077	\$33,984	\$40,144
2011	\$33,559	\$35,166	\$38,966	\$35,010	\$42,332
2012	\$34,284	\$35,828	\$39,326	\$35,942	\$44,200
2013	\$34,843	\$36,261	\$40,168	\$36,481	\$44,765

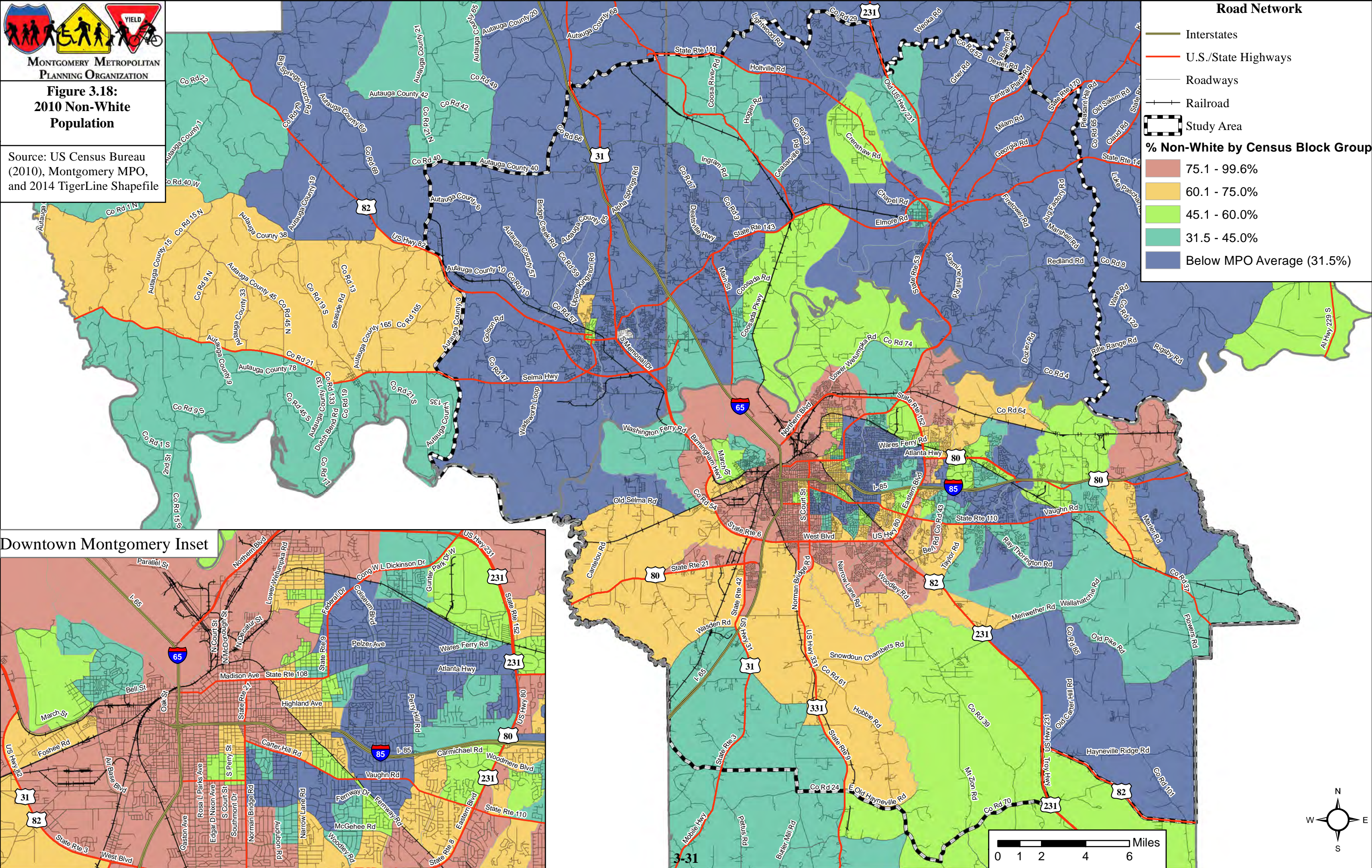
Source: U.S. The Regional Economic Information System, Bureau of Economic Analysis and U.S. Census.



MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

Figure 3.18: 2010 Non-White Population

Source: US Census Bureau (2010), Montgomery MPO, and 2014 TigerLine Shapefile



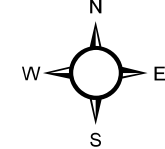
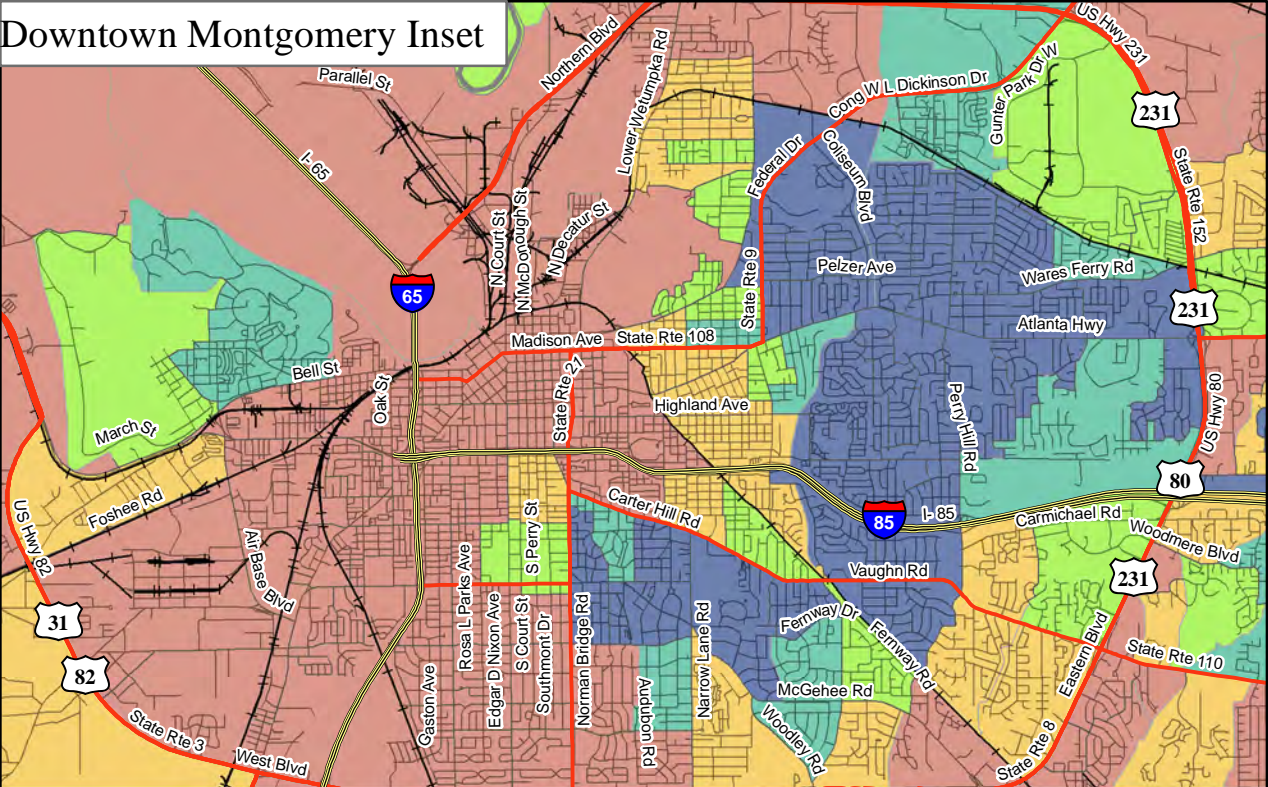
Road Network

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

% Non-White by Census Block Group

- 75.1 - 99.6%
- 60.1 - 75.0%
- 45.1 - 60.0%
- 31.5 - 45.0%
- Below MPO Average (31.5%)

Downtown Montgomery Inset





MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

**Figure 3.19:
2010 Population
Below Poverty Level**

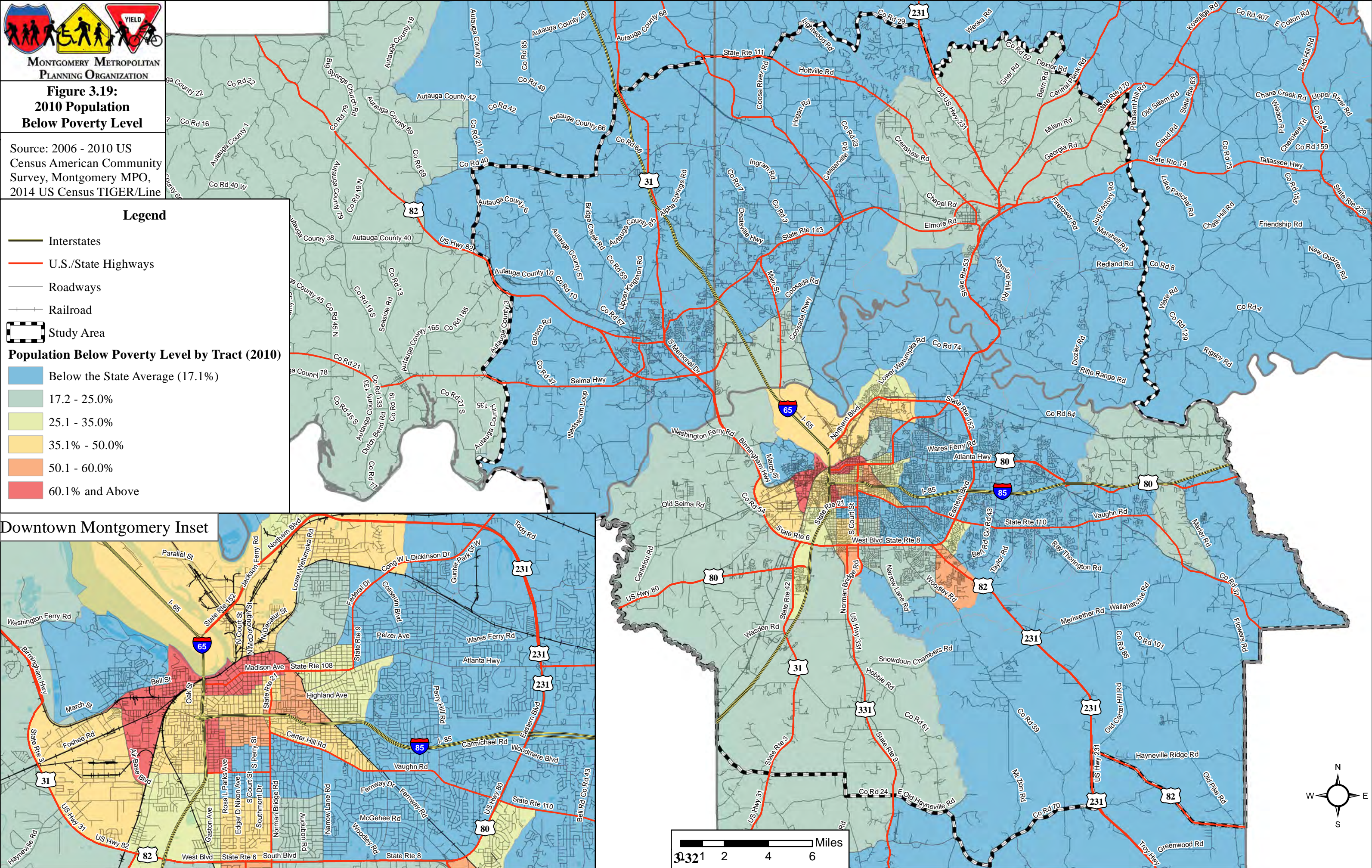
Source: 2006 - 2010 US Census American Community Survey, Montgomery MPO, 2014 US Census TIGER/Line

Legend

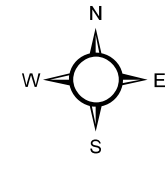
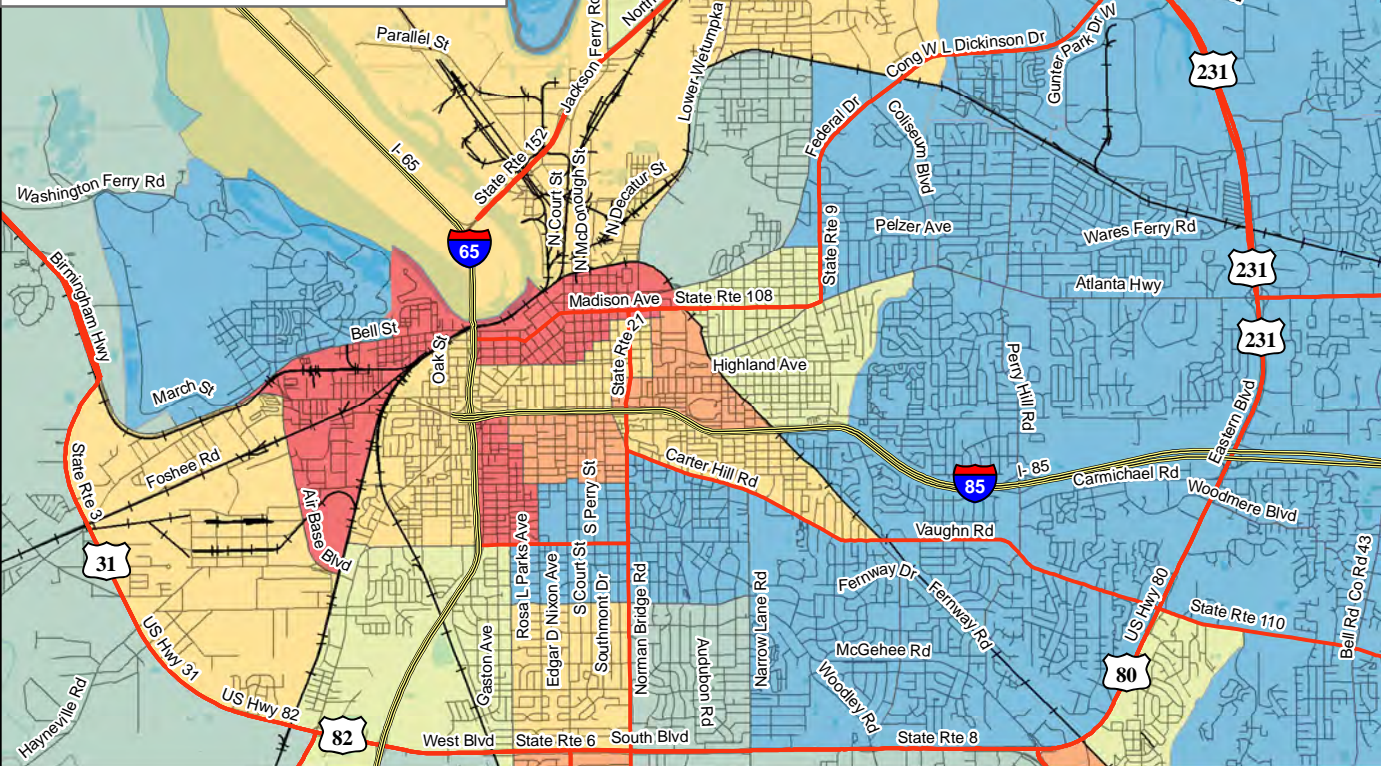
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area

Population Below Poverty Level by Tract (2010)

- Below the State Average (17.1%)
- 17.2 - 25.0%
- 25.1 - 35.0%
- 35.1% - 50.0%
- 50.1 - 60.0%
- 60.1% and Above



Downtown Montgomery Inset





MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

**Figure 3.20:
2010 Population
Age 65+**

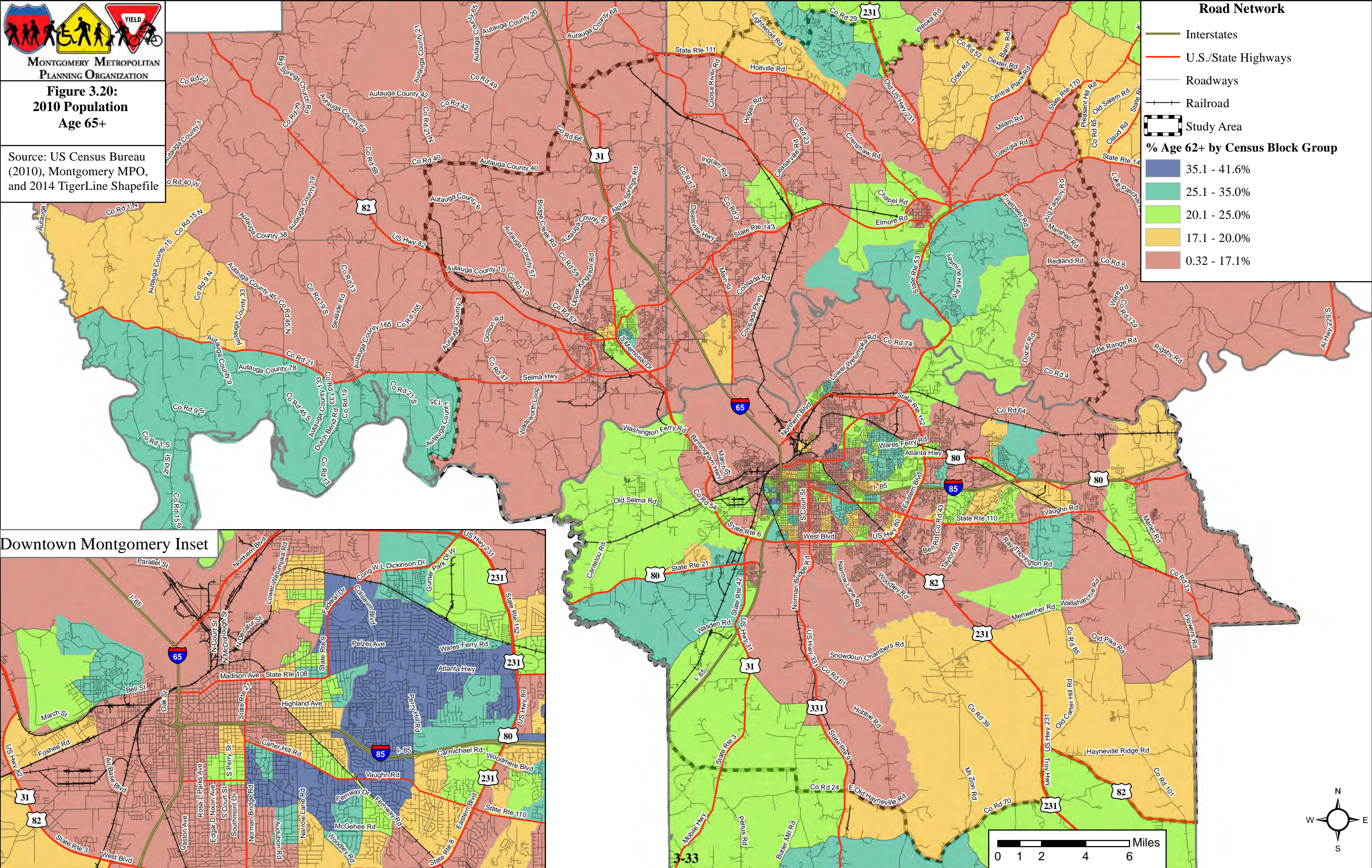
Source: US Census Bureau
(2010), Montgomery MPO,
and 2014 TigerLine Shapefile

Road Network

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

% Age 62+ by Census Block Group

- 35.1 - 41.6%
- 25.1 - 35.0%
- 20.1 - 25.0%
- 17.1 - 20.0%
- 0.32 - 17.1%





**MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION**

**Figure 3.21:
2010 Median
Income by TAZ**

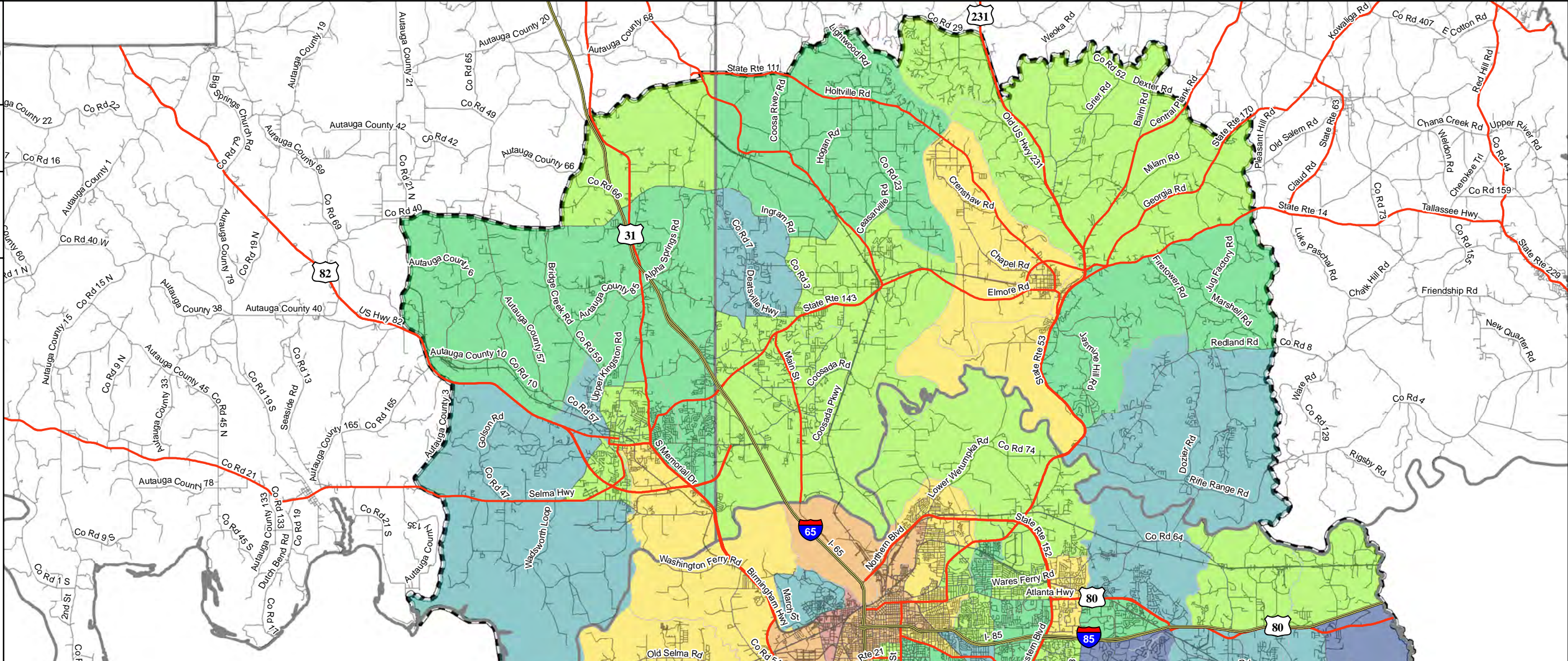
Source: 2006 - 2010 US
Census American Community
Survey, Montgomery MPO,
2014 US Census TIGER/Line

Legend

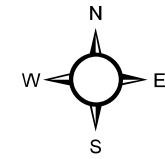
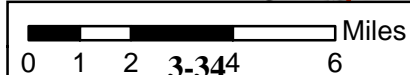
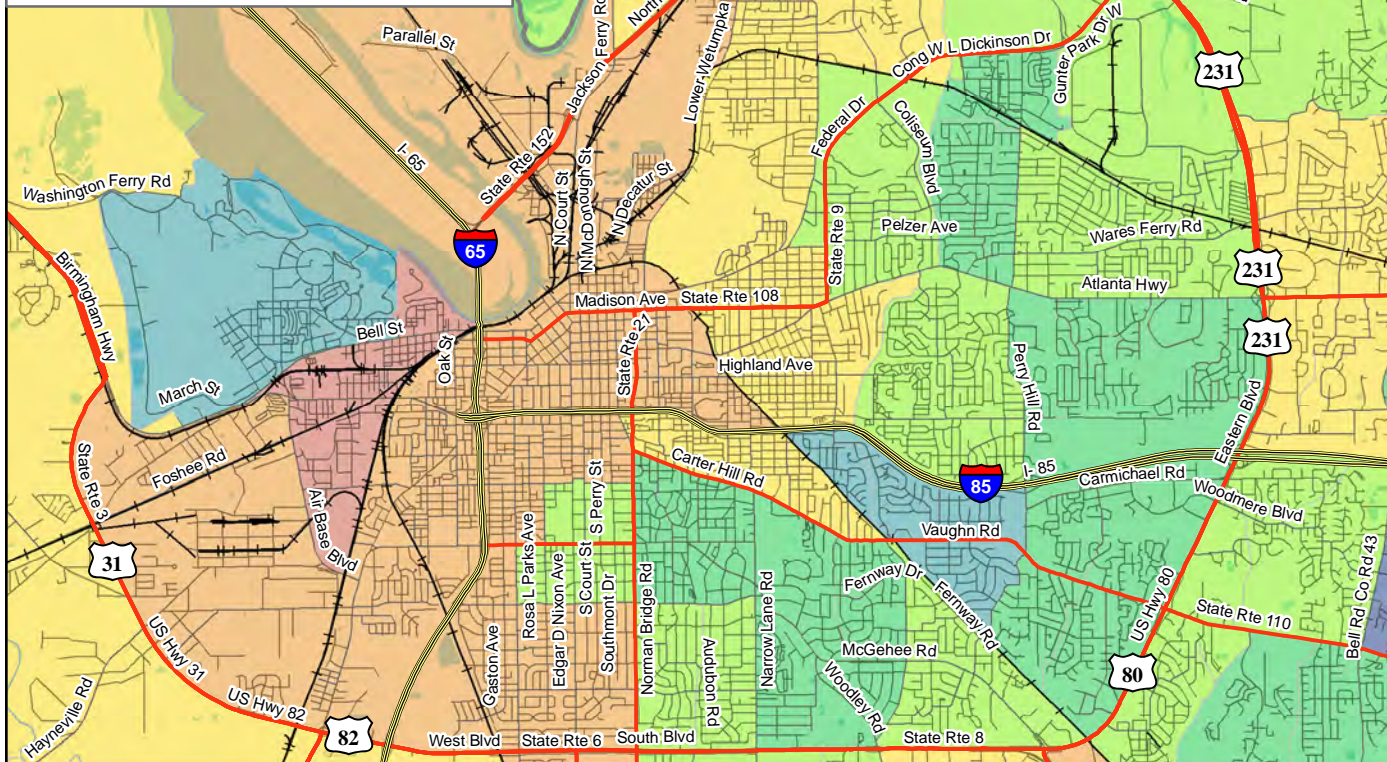
2010 Median Income

- \$10,000 and Below
- \$10,001 - \$25,000
- \$25,001 - \$40,000
- \$40,001 - \$55,000
- \$55,001 - \$70,000
- \$70,001 - \$85,000
- \$85,001 - \$127,969

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



Downtown Montgomery Inset



3.5 Commute Characteristics

In addition to demographic information, the Census collects data on local travel characteristics for persons age 16 years and older who commute to work. The data provides insight on how they get to work. Since the morning and afternoon commute periods are most often the peak travel demand periods, the data gives insight into the transportation system utilization across modes. Table 3.20 and 3.21 summarize by geographic area the average commute time and the manner in which persons living in the Montgomery MPO Study Area travel to work.

Table 3.20: County Commute Characteristics – 2006 to 2010

Subject	Alabama		Autauga County*		Elmore County*		Montgomery County*	
	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE
Workers 16 years and over	1,973,623	+/-6,442	24,499	+/-560	32,399	+/-1,122	101,033	+/-1,495
MEANS OF TRANSPORTATION TO WORK								
Car, truck, or van	94.7%	+/-0.1	96.1%	+/-1.0	95.8%	+/-0.7	95.1%	+/-0.5
Drove alone	85.0%	+/-0.2	86.9%	+/-1.8	84.4%	+/-1.5	84.2%	+/-0.9
Carpooled	9.8%	+/-0.2	9.2%	+/-1.5	11.4%	+/-1.3	10.9%	+/-0.8
In 2-person carpool	7.5%	+/-0.2	7.0%	+/-1.3	9.6%	+/-1.2	8.5%	+/-0.7
In 3-person carpool	1.4%	+/-0.1	1.5%	+/-0.6	1.4%	+/-0.4	1.7%	+/-0.4
In 4-or-more person carpool	0.9%	+/-0.1	0.8%	+/-0.4	0.4%	+/-0.2	0.7%	+/-0.2
Workers per car/ truck/van	1.06	+/-0.01	1.06	+/-0.01	1.07	+/-0.01	1.07	+/-0.01
Public transportation	0.5%	+/-0.1	0.3%	+/-0.2	0.2%	+/-0.1	0.8%	+/-0.2
Walked	1.2%	+/-0.1	0.8%	+/-0.4	0.9%	+/-0.4	1.0%	+/-0.2
Bicycle	0.1%	+/-0.1	0.0%	+/-0.1	0.0%	+/-0.1	0.1%	+/-0.1
Taxicab, motorcycle, or other means	0.9%	+/-0.1	0.8%	+/-0.4	0.8%	+/-0.4	0.6%	+/-0.2
Worked at home	2.6%	+/-0.1	1.9%	+/-0.7	2.4%	+/-0.5	2.4%	+/-0.3
TIME LEAVING HOME TO GO TO WORK								
12:00 a.m. to 4:59 a.m.	5.5%	+/-0.1	4.4%	+/-0.7	4.9%	+/-0.9	3.7%	+/-0.5
5:00 a.m. to 5:29 a.m.	4.9%	+/-0.1	4.5%	+/-0.9	3.6%	+/-0.6	2.5%	+/-0.4
5:30 a.m. to 5:59 a.m.	6.0%	+/-0.1	5.4%	+/-0.9	6.6%	+/-0.8	4.6%	+/-0.5
6:00 a.m. to 6:29 a.m.	10.3%	+/-0.2	11.4%	+/-1.4	12.5%	+/-1.1	8.4%	+/-0.7
6:30 a.m. to 6:59 a.m.	12.0%	+/-0.2	14.5%	+/-1.3	15.9%	+/-1.4	12.4%	+/-0.8
7:00 a.m. to 7:29 a.m.	16.3%	+/-0.2	21.3%	+/-1.7	21.8%	+/-1.9	18.6%	+/-0.9
7:30 a.m. to 7:59 a.m.	12.8%	+/-0.2	11.2%	+/-1.1	11.2%	+/-1.2	16.1%	+/-0.9
8:00 a.m. to 8:29 a.m.	7.7%	+/-0.1	7.0%	+/-1.1	6.1%	+/-1.0	8.1%	+/-0.6
8:30 a.m. to 8:59 a.m.	3.4%	+/-0.1	2.4%	+/-0.5	2.1%	+/-0.5	3.7%	+/-0.4
9:00 a.m. to 11:59 p.m.	21.0%	+/-0.2	17.9%	+/-2.0	15.4%	+/-1.5	21.8%	+/-1.0
TRAVEL TIME TO WORK								
Mean travel time to work (minutes)	24.2	+/-0.1	25.1	+/-0.8	27.5	+/-0.7	19.7	+/-0.4

*Note: Data is shown for the entire county and includes areas outside of the MPO study area.

Source: 2006 – 2010 U.S. Census American Community Survey

Table 3.21
Municipality Commute Characteristics – 2006 to 2010

Subject	Coosada		Deatsville		Elmore		Millbrook		Montgomery		Pike Road		Prattville		Wetumpka	
	Total		Total		Total		Total		Total		Total		Total		Total	
	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE
Workers 16 years and over	581	+/-115	405	+/-129	540	+/-137	6,531	+/-311	90,573	+/-1,429	2,738	+/-257	15,324	+/-469	2,393	+/-470
MEANS OF TRANSPORTATION TO WORK																
Car, truck, or van	98.6%	+/-1.4	93.6%	+/-6.0	95.0%	+/-3.9	97.2%	+/-1.1	95.1%	+/-0.5	94.4%	+/-3.4	96.0%	+/-1.2	94.9%	+/-2.3
Drove alone	88.3%	+/-6.1	75.8%	+/-8.7	80.6%	+/-7.5	84.7%	+/-3.1	84.0%	+/-1.0	88.7%	+/-4.6	88.3%	+/-1.9	83.0%	+/-5.3
Carpooled	10.3%	+/-5.8	17.8%	+/-9.1	14.4%	+/-7.0	12.5%	+/-3.0	11.1%	+/-0.9	5.7%	+/-3.0	7.7%	+/-1.6	12.0%	+/-4.9
In 2-person carpool	8.1%	+/-5.0	17.8%	+/-9.1	10.2%	+/-6.0	10.8%	+/-2.9	8.7%	+/-0.7	3.7%	+/-2.5	5.8%	+/-1.2	11.4%	+/-4.8
In 3-person carpool	2.2%	+/-2.4	0.0%	+/-7.7	1.3%	+/-2.2	1.2%	+/-0.6	1.7%	+/-0.4	2.0%	+/-1.5	1.5%	+/-0.7	0.5%	+/-0.6
In 4-or-more person carpool	0.0%	+/-5.4	0.0%	+/-7.7	3.0%	+/-4.0	0.5%	+/-0.5	0.6%	+/-0.2	0.0%	+/-1.2	0.4%	+/-0.4	0.1%	+/-0.2
Workers per car, truck, or van	1.06	+/-0.04	1.10	+/-0.06	1.09	+/-0.06	1.07	+/-0.02	1.07	+/-0.01	1.04	+/-0.02	1.05	+/-0.01	1.07	+/-0.03
Public transportation	0.0%	+/-5.4	0.0%	+/-7.7	0.6%	+/-0.8	0.0%	+/-0.5	0.8%	+/-0.2	0.0%	+/-1.2	0.4%	+/-0.3	0.3%	+/-0.4
Walked	0.9%	+/-1.2	0.0%	+/-7.7	3.3%	+/-3.6	0.1%	+/-0.2	1.0%	+/-0.2	0.8%	+/-1.2	1.0%	+/-0.6	2.4%	+/-1.7
Bicycle	0.0%	+/-5.4	0.0%	+/-7.7	0.0%	+/-5.8	0.2%	+/-0.4	0.2%	+/-0.1	0.0%	+/-1.2	0.0%	+/-0.2	0.0%	+/-1.3
Taxicab, motorcycle, or other means	0.5%	+/-0.7	3.7%	+/-4.6	0.0%	+/-5.8	1.4%	+/-0.9	0.6%	+/-0.2	0.1%	+/-0.2	1.0%	+/-0.5	0.8%	+/-0.7
Worked at home	0.0%	+/-5.4	2.7%	+/-4.2	1.1%	+/-1.7	1.0%	+/-0.7	2.3%	+/-0.3	4.7%	+/-3.3	1.8%	+/-0.8	1.6%	+/-1.1
TIME LEAVING HOME TO GO TO WORK																
12:00 a.m. to 4:59 a.m.	2.8%	+/-2.4	2.3%	+/-2.7	1.7%	+/-2.8	4.5%	+/-1.6	3.8%	+/-0.5	1.8%	+/-1.4	3.0%	+/-0.8	5.9%	+/-3.6
5:00 a.m. to 5:29 a.m.	7.7%	+/-4.9	4.3%	+/-4.6	2.8%	+/-2.6	2.1%	+/-1.2	2.4%	+/-0.4	4.4%	+/-2.6	3.4%	+/-1.0	2.0%	+/-1.4
5:30 a.m. to 5:59 a.m.	4.8%	+/-3.3	6.9%	+/-4.6	8.2%	+/-6.1	6.4%	+/-2.1	4.6%	+/-0.6	0.8%	+/-0.8	3.4%	+/-1.2	7.3%	+/-2.6
6:00 a.m. to 6:29 a.m.	6.5%	+/-3.4	18.3%	+/-8.5	15.9%	+/-8.4	10.6%	+/-2.4	8.2%	+/-0.8	4.5%	+/-2.3	9.5%	+/-1.4	15.8%	+/-4.8
6:30 a.m. to 6:59 a.m.	17.0%	+/-9.8	24.4%	+/-11.7	19.9%	+/-14.4	17.2%	+/-2.9	11.8%	+/-0.9	15.0%	+/-4.7	14.7%	+/-1.5	11.0%	+/-3.7
7:00 a.m. to 7:29 a.m.	11.5%	+/-6.2	20.8%	+/-9.6	15.9%	+/-8.5	23.0%	+/-3.7	18.3%	+/-0.9	28.7%	+/-6.5	23.1%	+/-2.1	24.0%	+/-5.7
7:30 a.m. to 7:59 a.m.	10.5%	+/-6.7	4.1%	+/-5.2	9.6%	+/-5.9	9.5%	+/-2.2	16.6%	+/-0.9	14.2%	+/-4.5	13.2%	+/-1.8	10.2%	+/-3.5
8:00 a.m. to 8:29 a.m.	5.9%	+/-3.9	8.1%	+/-7.5	5.1%	+/-3.6	5.1%	+/-2.1	8.2%	+/-0.7	11.8%	+/-4.3	7.1%	+/-1.2	7.6%	+/-4.0
8:30 a.m. to 8:59 a.m.	16.2%	+/-8.0	3.8%	+/-4.6	0.9%	+/-1.0	1.4%	+/-0.9	3.7%	+/-0.5	4.3%	+/-2.7	2.6%	+/-0.8	1.2%	+/-0.8
9:00 a.m. to 11:59 p.m.	17.0%	+/-7.2	7.1%	+/-5.5	20.0%	+/-8.8	20.3%	+/-3.7	22.6%	+/-1.1	14.5%	+/-5.7	20.0%	+/-2.7	15.0%	+/-4.5
TRAVEL TIME TO WORK																
Mean travel time to work (minutes)	24.3	+/-2.1	29.8	+/-3.5	25.1	+/-4.4	23.7	+/-1.3	19.0	+/-0.4	22.1	+/-1.0	21.9	+/-0.9	25.6	

Source: U.S. Census Bureau, 2010-2007 American Community Survey

Montgomery County commuters in 2010 experienced shorter overall average commutes (19.7 minutes) than statewide average (24.2 minutes), but the average Autauga County commute (25.1 minutes) and the average Elmore County commute (27.1 minutes) were higher than the state average. The likely reason is that a large percentage of Autauga and Elmore County workers leave their county to work elsewhere.

How Montgomery area commuters get to work generally parallels state trends, with a vast majority of workers driving single occupant vehicles. The Town of Pike Road had the greatest percentage of persons driving alone (88.7%), followed by the Town of Coosada and City of Prattville (88.3%), Autauga county (86.9%), City of Millbrook (84.7%), Elmore County (84.4%), Montgomery County (84.2%), City of Montgomery (84.0%), City of Wetumpka (83.0%), Town of Elmore (80.6%), and Town of Deatsville (75.8%). Persons living in Montgomery County and the City of Montgomery had the greatest propensity for using transit (0.8%), primarily due to transit availability. The Town of Elmore (3.3%) and City of Wetumpka (2.4%) had the highest use of walking as a means of transport.

As noted previously, the 2006-2010 American Community Survey is an estimate, the value is calculated with a margin of error, such that there is a 90% probability that the actual value is between the value minus the margin of error and the value plus the margin of error.

Figure 3.22 and corresponding Table 3.22 present a numeric summary of daily work (vehicle) trips by origination and destination districts within the Montgomery MPO Study Area. This model information indicates the strong employment center destinations within the Central Business District, (in the City of Montgomery) which serve as a major work destination for residents of outlying suburban areas (including Autauga County, Elmore County and Eastern Montgomery County).

3.6 Safety

3.6.1 Crash Characteristics

MAP-21 supports an aggressive safety agenda to reduce injuries and fatalities on public roads. It retains the Highway Safety Improvement Program (HSIP) as a core highway safety program and requires a data-driven, strategic approach that focuses on performance. Funding eligibility is dependent on a project's inclusion in the state's Strategic Highway Safety Plan. Examples of eligible projects include intersection improvements, shoulder construction, high risk rural road improvements, traffic calming, data collection, and improvements for bicyclists, pedestrians, and individuals with disabilities.

The analysis of roadway transportation safety requires examining three components: driver safety (human factors), vehicle safety, and roadway safety. Numerous national and state agencies collaborate to ensure overall transportation safety. For example, the National Highway Traffic Safety Administration (NHTSA) evaluates vehicle safety and conducts crash tests to ensure vehicles on the road meet a standard level of safety. The Alabama Department of Public Safety oversees driver licensing requirements to ensure that all of Alabama's licensed drivers have acceptable driving proficiency levels and can operate vehicles safely. The Law Enforcement and Traffic Safety Division (LETS) of the Alabama Department of Economic and Community Affairs administers federal funding for an array of victims' services, law enforcement, juvenile justice and highway traffic safety programs. LETS supports law enforcement and educational efforts to increase safety awareness and to reduce crashes, injuries and fatalities on Alabama roadways. Finally, ALDOT and the local governments apply roadway design standards to ensure facilities meet all national safety requirements.

Development of the Montgomery 2040 LRTP included a review of safety data obtained from the Center for Advanced Public Safety's (CAPS) Critical Analysis Reporting Environment (CARE) database. County-wide crash data for Autauga, Elmore and Montgomery counties for years 2012-2014 is summarized in Table 3.23.

Table 3.22

2040 Daily Work (Vehicle) Trips By District

	Destination District																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	8411	5265	2219	2403	3579	7171	8907	5227	3283	2482	3367	4292	8503	2121	1362	430	2769	631	621
2	2617	1631	1256	938	1174	4788	3918	2249	2208	1908	2896	2707	4452	917	665	184	1776	298	318
3	2389	1403	909	963	2104	2277	2152	1465	1179	978	2467	1741	2548	1201	590	170	3069	144	145
4	1007	369	170	922	1026	1905	3944	2245	983	473	747	987	1800	583	154	178	471	105	63
5	3102	1435	1163	1612	1654	2616	8210	6271	5710	3570	2808	3901	7467	1162	675	346	1423	498	385
6	7536	5321	4832	2384	5163	8657	7719	4621	3533	3638	9737	7372	9221	2715	2452	354	5161	628	645
7	6549	4161	5873	3777	3702	8382	18192	21760	22207	9617	10211	22291	44454	2679	3009	789	3614	2181	1811
8	8001	3678	2211	10635	3682	4128	7267	7478	4446	2501	4312	10788	21841	2938	1587	1009	2051	3232	1014
9	1533	1255	2109	690	843	2886	3461	2631	2744	1762	3003	11778	16109	771	3108	134	1155	2018	3469
10	6620	1452	672	511	603	2825	1821	646	575	1182	1586	1034	1172	1477	729	93	1085	53	54
11	41770	6781	1503	2049	2243	3817	3165	1904	1460	1103	2873	1597	1998	2691	593	288	1410	84	61
12	14716	10209	1159	1100	1336	3998	2895	1083	990	812	1886	1302	1472	1735	465	211	1063	50	43
13	7943	12199	32854	1199	1416	7775	5309	2255	3031	2187	6189	6136	7066	2768	6471	232	2638	292	288
14	12170	3633	673	475	523	1756	1630	806	722	498	944	2706	2632	644	344	72	449	244	2837
15	6885	6891	1914	580	708	1322	933	593	611	366	1109	895	837	929	363	105	667	27	24
16	914	3495	664	494	312	323	703	716	535	260	453	757	3054	229	181	997	275	136	69
17	1026	621	692	777	756	2830	2547	4077	2444	1316	2211	6270	16362	574	768	214	813	2360	1256
18	1611	1428	1752	546	677	573	1581	2400	2094	1208	2332	6834	12942	512	1783	93	800	843	878
19	1545	170	64	99	105	602	298	88	64	71	138	87	99	127	53	16	66	5	4

Source: Montgomery Study Area 2040 LRTP Travel Demand Model



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Figure 3.22: 2040 Districts

Source: US Census Bureau (2010), 2014 TigerLine Shapefile, Montgomery MPO

Road Network

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- District Boundary

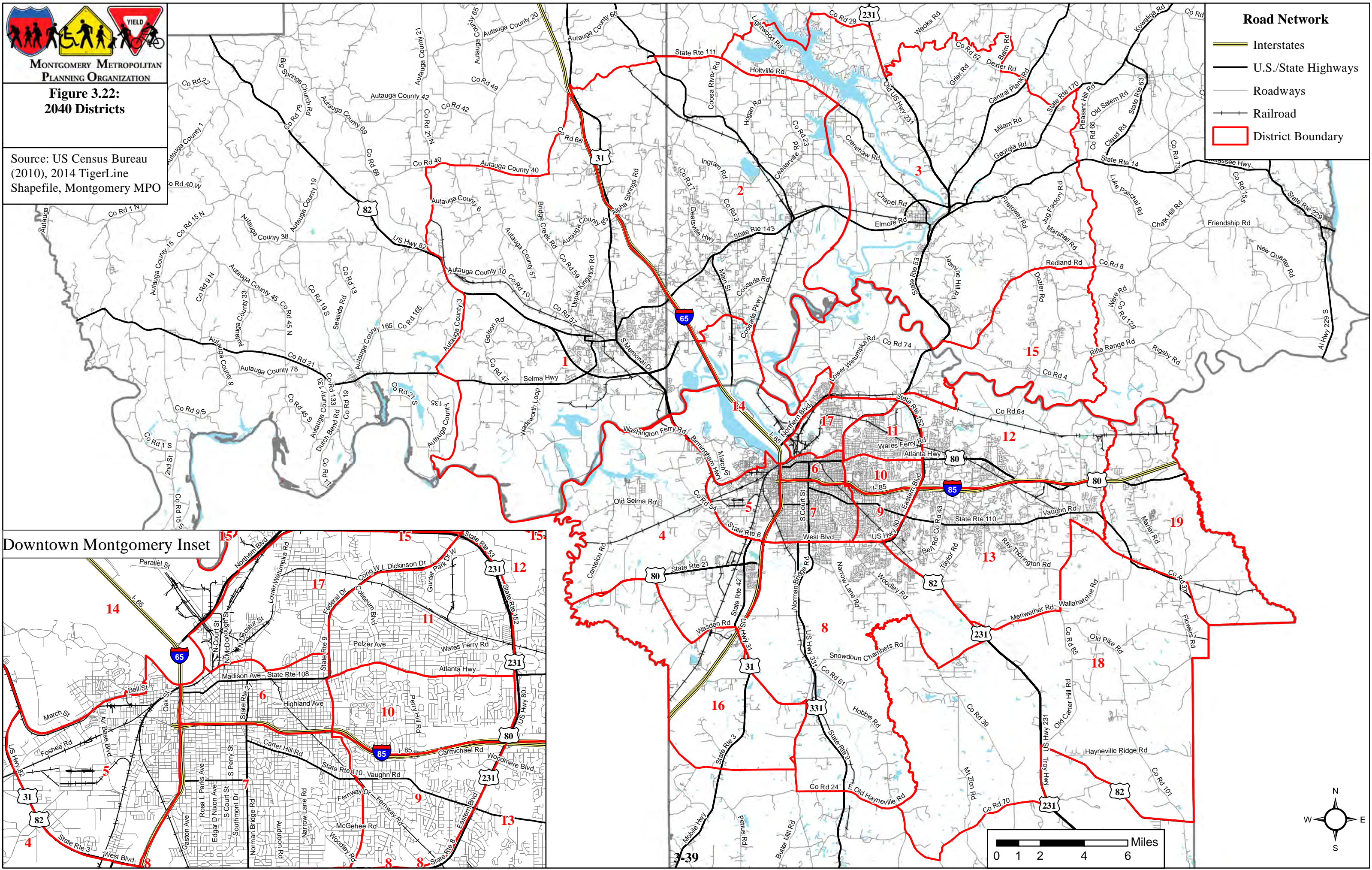


Table 3.23: Crash Statistics

	Autauga County		Elmore County		Montgomery County	
Total Crashes	3,525		5,037		23,600	
Urban	2,273	64.48%	3,228	64.09%	21,540	91.27%
Interstate	290	8.23%	267	5.3%	2,590	10.97%
Federal/State Route	1,315	37.31%	2,907	57.71%	1,932	8.19%
County/Municipal Roadway	1,910	54.18%	1,831	36.35%	18,619	78.89%
Property Damage Only	2,642	74.95%	3,701	73.48%	17,919	75.93%
Total Fatalities	30	0.85%	37	0.73%	80	0.34%
Intersection Related Crashes	777	22.04%	1,758	34.90%	4,775	20.23%
Commercial Motor Vehicle (CMV) Involved	168	4.77%	170	3.38%	1,173	4.97%
Causal Unit Is CMV	104	2.95%	107	2.12%	685	2.90%
Peak Time of Day	3:00-3:59 PM	9.59%	5:00-5:59 PM	9.75%	5:00-5:59 PM	9.79%
	5:00-5:59 PM	9.42%	3:00-3:59 PM	9.01%	3:00-3:59 PM	9.13%
	7:00-7:59 AM	8.09%	7:00-7:59 AM	8.48%	4:00-4:59 PM	8.63%
Peak Day of Week	Friday	17.76%	Friday	19.22%	Friday	18.35%

Source: Center for Advanced Public Safety, CARE 10.1.0.7

Note: Covers period from 1/1/2012-10/13/2014

NHTSA also compiles and publishes traffic safety facts data by state and county. The reports categorize fatal crashes by a number of factors, as presented in Table 3.24.

Table 3.24: Fatalities by Person/Crash Type, 2009-2013

Fatality Type	Autauga County	Elmore County	Montgomery County
Total Fatalities (All Crashes)*	48	83	134
Alcohol-Impaired Driving Fatalities ¹	17	34	46
Single Vehicle Crash Fatalities ²	29	49	75
Large Truck Involved Crash Fatalities ³	12	9	20
Speeding Involved Crash Fatalities ⁴	17	33	26
Rollover Involved Crash Fatalities ⁵	17	19	43
Roadway Departure Involved Crash Fatalities ⁶	32	51	69
Intersection (or Intersection Related) Crash Fatalities ⁷	8	18	29
Passenger Car Occupant Fatalities	17	36	54
Light Truck Occupant Fatalities	21	30	42
Motorcyclist Fatalities	3	12	15
Pedestrian Fatalities	3	5	20
Bicyclist (or Other Cyclist) Fatalities	1	0	0

Source: National Highway Traffic Safety Administration (NHTSA), FARS 2009 - 2012 Final and Fars 2013 ARF

*A fatality can be in more than one category; therefore, the sum of the individual cells will not equal the total due to double counting

¹Crash involved at least one driver or motorcycle rider with a BAC of .08 or above

²Crash involved only one vehicle in transport

³Crash involved at least one large truck

⁴Crash involved at least one vehicle speeding

⁵Crash involved at least one vehicle that rolled over

⁶Crash involved at least one vehicle that departed the roadway

⁷Crash occurred within an intersection or within the approach to an intersection

The Section 130 program is the primary ongoing program to improve the safety and security of rail transportation through the elimination of hazards at railway-highway crossings. Through the Section 130 program, ALDOT administers FHWA funding for the installation of safety upgrades at rail-highway grade crossings statewide. Several such improvement projects have been constructed in Autauga, Elmore and Montgomery counties in recent years.

Safety improvements are critical to the long range planning process. Regular monitoring of safety needs helps enhance the safety of the roadway network and improve efficiency by reducing delays caused by incidents. Evaluating high crash locations can assist in determining the potential for localized roadway or operational improvements to reduce accidents.

3.6.2 Transportation Alternatives Program (TAP)

Moving Ahead for Progress in the 21st Century (MAP-21) provides a new funding category called the Transportation Alternatives Program (TAP). It essentially replaced the long standing Transportation Enhancement (TE) Program. Most of the TE activities are still eligible under TAP. A listing of the eligible TAP activities is listed below:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian lighting, downtown streetscape (combination of sidewalks, pedestrian lighting and landscaping), and other transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve, roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from the implementation of transportation projects eligible under Title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Funds for TAP projects are Sub-allocated to the six (6) largest metropolitan planning organizations, cities in the population range from 5,000 to 199,999 and to the small cities, towns and rural areas. The Montgomery MPO is allocated \$415,413 annually. A project selection process was developed and adopted by the Montgomery MPO Board. Thus far, seven projects have been funded. The projects are detailed in Table 3.25.

Table 3.25: Transportation Alternative Program (TAP) Projects

Year	Sponsor	Title/Location	Brief Description	Federal	Match	Total
FY 2014 (Round #1)	City of Prattville	Cooters Pond Park	New Walkway for ADA Compliance	\$194,688	\$48,672	\$243,360
FY 2014 (Round #1)	Town of Pike Road	Wallahatchie Road - Section 1	New Nature Trail	\$100,570	\$25,142	\$125,712
FY 2014	Town of	Wallahatchie Road - Section 2	New Nature Trail	\$197,619	\$49,405	\$247,024

(Round #2)	Pike Road					
FY 2015	City of Prattville	Maple Street Sidewalk - Historic District Improvements	Sidewalks (8 ft wide), Pedestrian bridge (8 ft wide), & all required curb ramps	\$199,732	\$49,933	\$249,665
FY 2015	Town of Pike Road	Marler Road North, Waugh Town Center Connector, Part 1	New Nature Trail	\$184,529	\$46,132	\$230,661
FY 2015	Town of Pike Road	Marler Road North, Waugh Town Center Connector, Part 2	New Nature Trail	\$169,101	\$59,812	\$228,913
FY 2015	City of Wetumpka	City of Wetumpka Downtown Central Business District Streetscape Phase 1	Sidewalk replacement, Pedestrian lighting, Benches, Limited landscaping, Stamped pavers, & New curb inlets	\$200,000	\$51,405	\$251,405
TOTAL				\$492,877	\$123,219	\$616,096

3.7 Environmental Justice

Title VI, Executive Order 12898 and Section 450 of the SAFETEA-LU legislation establish environmental justice requirements for Federal agencies and federally funded programs. The three major principles of environmental justice are:

- provide a full and fair participation by minority and low-income communities
- avoid, minimize or mitigate disproportional impact to minority and low-income communities
- ensure that low-income and minority citizens fully share in the benefits

MPOs are required to make sure transportation plans and programs meet the environmental justice requirements. During the Montgomery Study Area 2040 Long Range Transportation Plan process, environmental justice issues were considered during the planning process to include environmental justice populations. Planned projects in the 2040 LRTP were screened to determine the potential for impacts to environmental justice populations.

3.7.1 Identifying Minority and Low-Income Populations

The initial activity for fulfilling environmental justice requirements was identifying environmental justice communities within the study area. Though no standards exist for population identification, a fairly common method is to utilize US Census data to identify areas of greatest concentration low-income and minority populations. For the Montgomery area, data by Census block group were utilized for race/ethnicity, and data by Census tract were utilized for income. In order to identify potential environmental justice communities, the data was mapped using GIS, and areas exceeding the study area's average for that population group were shown (see Figures 3.18 to 3.21). The non-white (minority) population consists of all persons who consider themselves a race other than white and includes persons of Hispanic origin. For the low-income identifier, population of persons below the poverty level was used.

3.7.2 Environmental Justice Outreach

Specific measures utilized to engage environmental justice community members included conducting two sets of two sets of public meetings in the City of Montgomery, City of Prattville and City of Wetumpka. During each public meeting, information was distributed and ample opportunity for public comment was provided. The location of the City of Montgomery public meetings was the Downtown Intermodal Transfer Facility, which is the downtown transfer facility for the M Transit System (Formerly MATS). Meeting advertisements included advertising in general circulation newspapers in advance.

3.8 Environmental and Social Factors

A variety of environmental and social factors affect transportation planning decisions. Some of those environmental factors such as wetland, floodplains, and floodways can be minimized or mitigated for planned projects where feasible, while other environmental factors like hazardous sites can be, when fiscally feasible, cleaned up in conjunction with planned transportation projects. Social factors often prove to be the most controversial and publically challenged factors in planned transportation projects.

3.8.1 Wetlands, Floodplains, and Floodways

According to EPA Regulations listed at 40 CFR 230.3(t), wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas."

Executive Order 11990 requires that MPOs avoid, minimize, or mitigate wetland impacts to the extent possible. The Montgomery MPO has a large amount of wetlands throughout the study; therefore, numerous roads within the existing transportation system already impact wetlands. Figure 3.23 details the wetlands throughout the Montgomery MPO study area. A review of the environmental and social factors in relation to the proposed program of projects is detailed in Appendix D.

The development patterns in the MPO study area correlate with the floodplain areas. The large overall growth in population in east Montgomery County is located between two sections of floodplains, while the large increase in households in Autauga and Elmore Counties generally develop outside the established floodplain. Generally the flood plain extends east to west with Montgomery County to the south and Autauga and Elmore Counties to the north. In Montgomery County, the floodplain covers a large section in the northwest corner of the county, a large portion south of the South Boulevard between US 331 and US 231, the easternmost section of the county east of the Town of Pike Road, and sporadically throughout the rest of the county. In Autauga County, the floodplain covers a much smaller amount of the county. In Elmore County, the floodplain covers a large portion of the City of Wetumpka and sporadically throughout all municipalities in the county. Figure 3.24 details the 100 Year Flood Zones.

3.8.2 Landfills and Hazardous Sites

Hazardous sites include but are not limited to superfund sites, brownfields, and landfills. Many hazardous sites are heavily regulated due to the significant health risks associated with each. The Environmental Protection Agency (EPA) regulates the designation and clean-up of superfund and brownfield sites, while landfills are typically monitored by the associated municipalities. Knowing where hazardous and landfill sites enable planners and engineers to assess potential impacts due to proposed projects because of the health hazards, the cost, the time delays, and the probable liability of local, state and federal agencies in regards to existing and acquired right-of-way. Knowing where these sites are helps to determine costs and benefits associated with cleanup of these sites. It helps to know if development/redevelopment is going to be difficult and at times fiscally and or physically impossible. Figure 3.25 details the location, per the EPA source when available, of hazardous locations throughout the MPO Study Area. A review of the environmental and social factors in relation to the proposed program of projects is detailed in Appendix D.



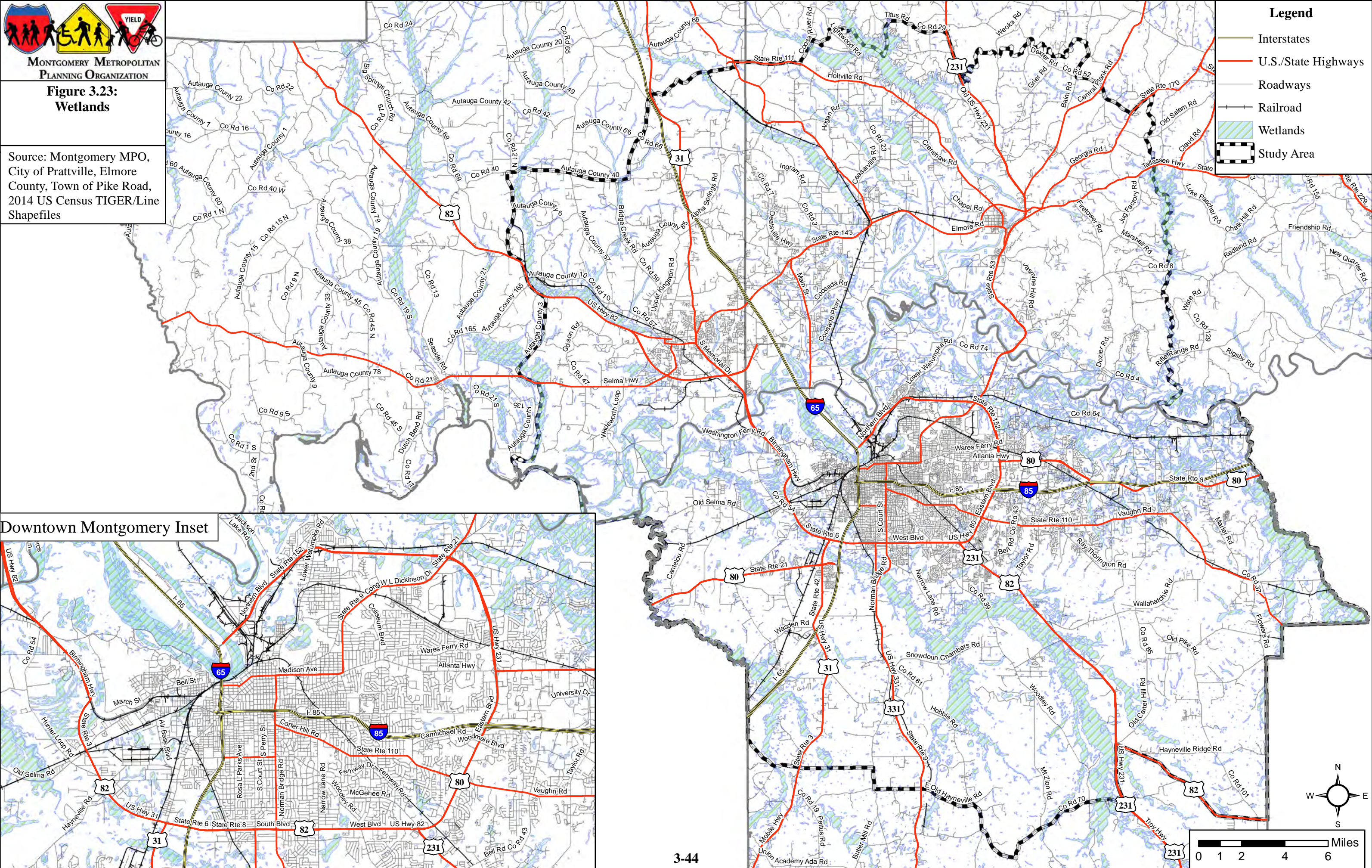
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**Figure 3.23:
Wetlands**

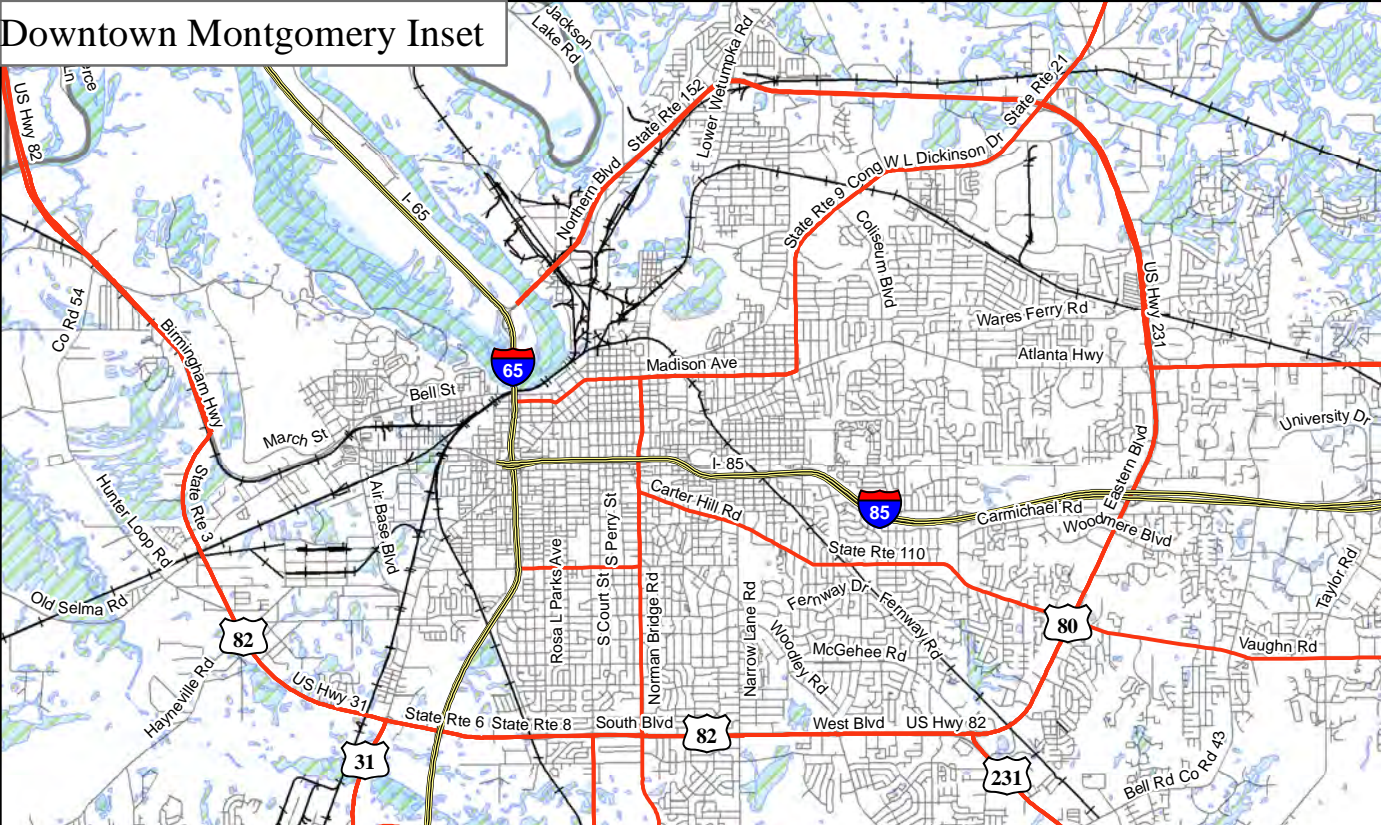
Source: Montgomery MPO,
City of Prattville, Elmore
County, Town of Pike Road,
2014 US Census TIGER/Line
Shapefiles

Legend

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



Downtown Montgomery Inset





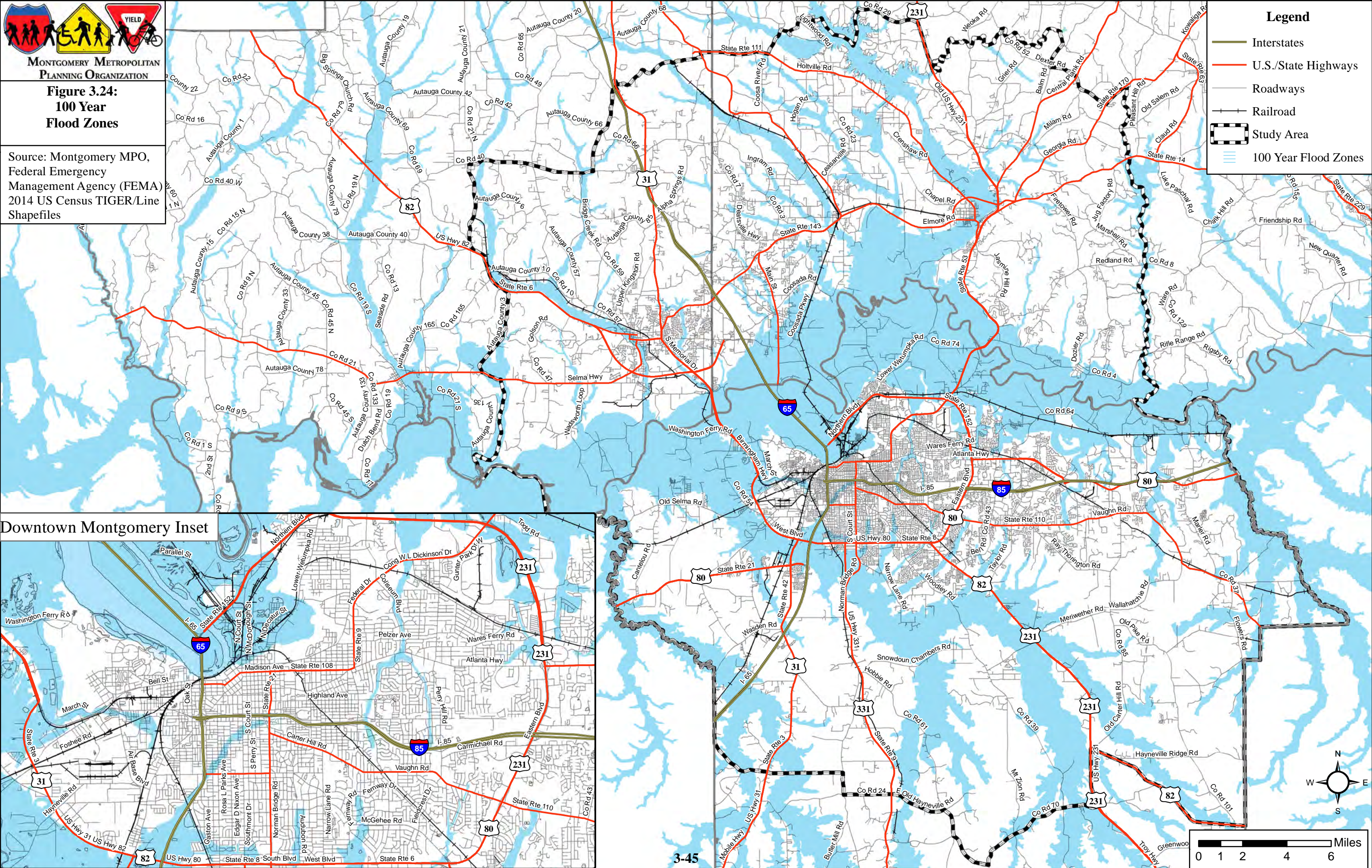
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**Figure 3.24:
100 Year
Flood Zones**

Source: Montgomery MPO,
Federal Emergency
Management Agency (FEMA)
2014 US Census TIGER/Line
Shapefiles

Legend

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- 100 Year Flood Zones



Downtown Montgomery Inset



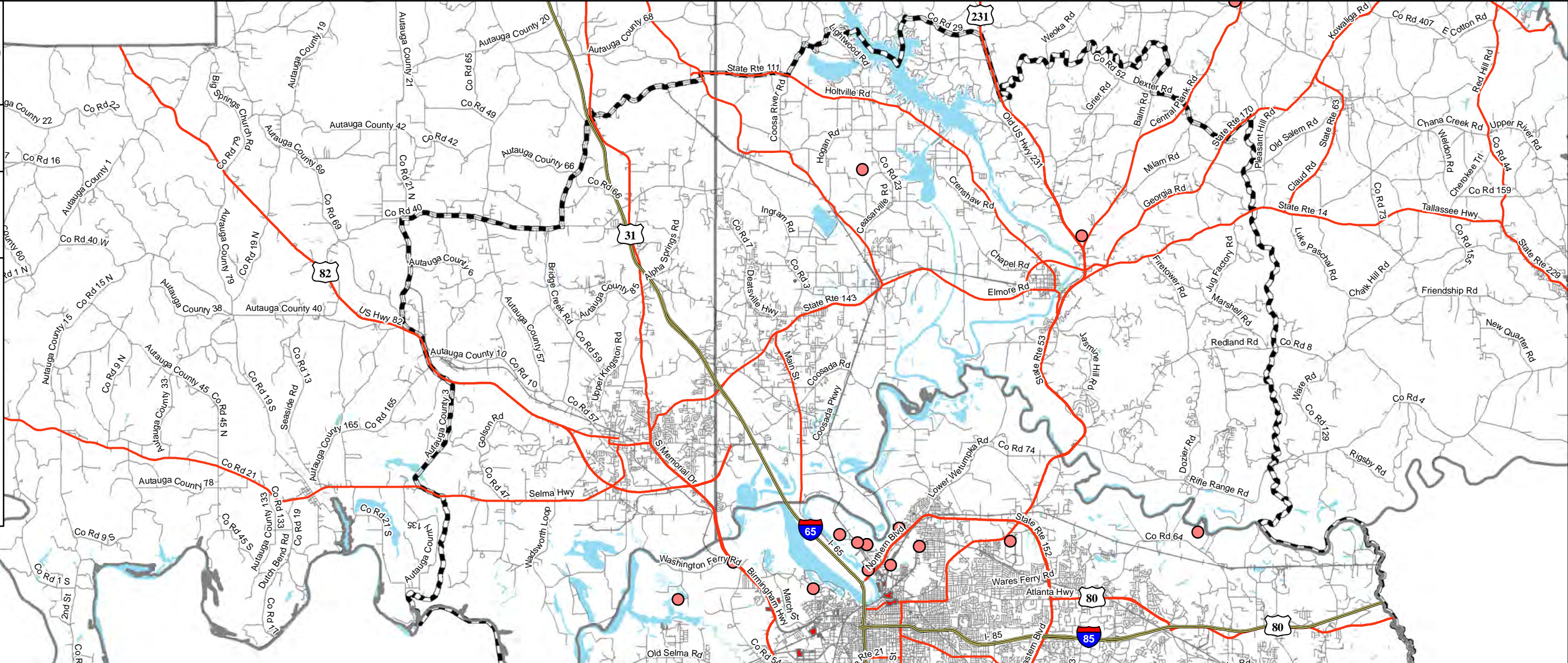
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**Figure 3.25:
Landfills and Other
Hazardous Sites**

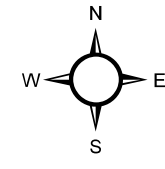
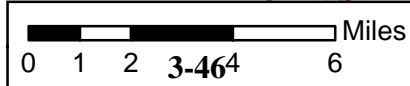
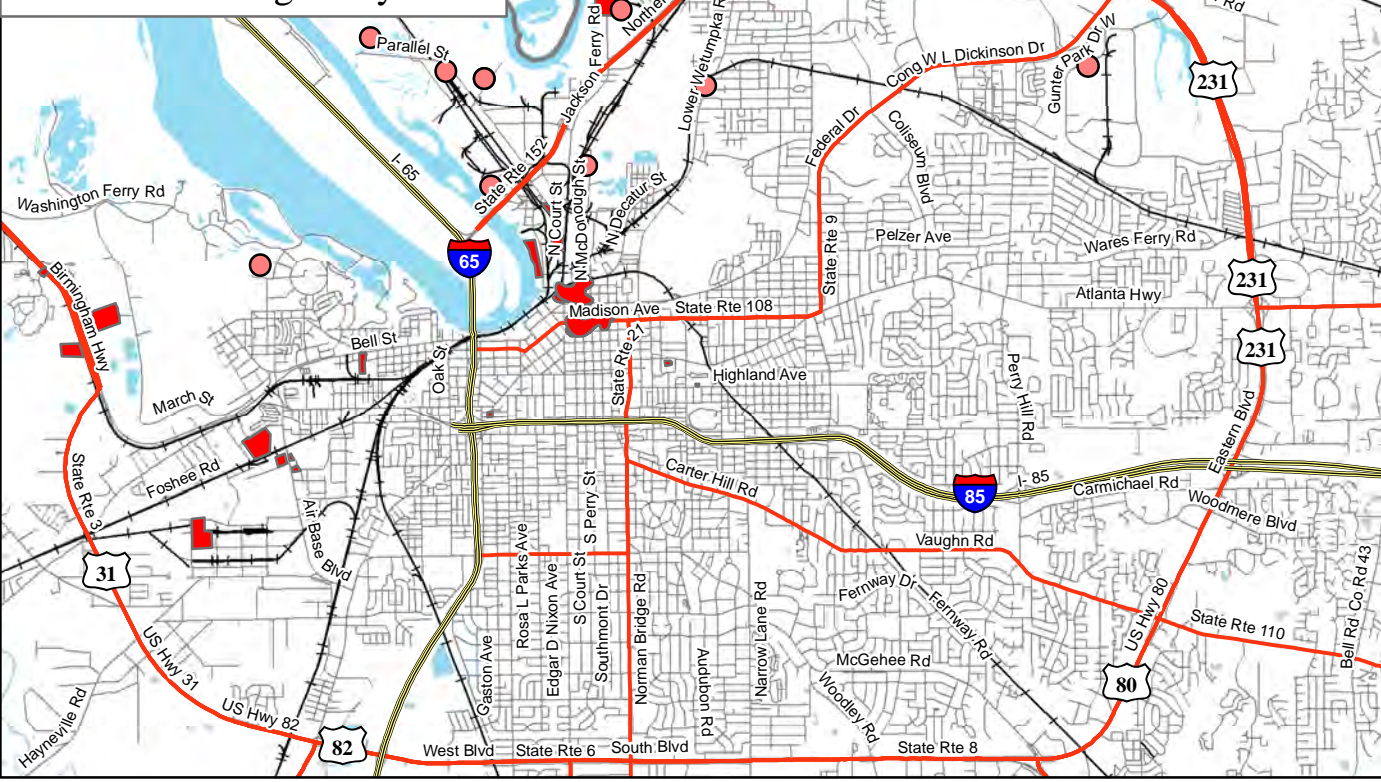
Source: Environmental Protection Agency and Montgomery Area MPO.

Legend

- Landfills
- Superfund Sites
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area



Downtown Montgomery Inset



3.8.3 Churches and Cemeteries

Church and cemetery locations are important environmental and social factors when assessing each potential project in the program of projects. Appendix D details the possible effect on churches and cemeteries for each project in the program of projects. The preliminary engineering phase of the proposed project will further detail potential positive or negative effects, if any. Figure 3.26 details the cemeteries in the MPO Study Area. It should be noted that not all cemeteries are featured on the map because some cemeteries lacked detailed information on location. A review of the environmental and social factors in relation to the proposed program of projects is detailed in Appendix D.

3.8.4 Schools and Daycares

In 2010, the Montgomery MPO study area included three school districts: Autauga County, Elmore County, and Montgomery County. In addition to public schools, each county has private schools and multiple daycare facilities that are included in the enrollment total, and in Montgomery County, the enrollment at numerous colleges, universities, and trade schools are included in the total enrollment. Within the MPO study area, Autauga County has a total 2010 enrollment of 8,831 Elmore County has a total 2010 enrollment of 12,426, and Montgomery County has a total 2010 Enrollment of 91,006. Starting in the 2015-2016 school year, a fourth school district will be in the MPO study area, Pike Road.

New schools spur an increase in residential development around the new school location, and conversely, heavy residential development increases demand in the area for a public school to serve the new residents. Currently, in Montgomery County, the greatest concentration of residential growth corresponds with the location of the newest Elementary School and Middle School on Ray Thorington Road as well as in Pike Road in response the coming new school district. The large population increases in east Montgomery County and throughout Autauga and Elmore Counties is creating an increased need for classroom space in previously agricultural areas. In addition, the population increase is causing a shortage of affordable daycare facilities. Tables 3.26 to 3.29 detail the enrollment in public schools, private schools, and Department of Human Resources certified daycares in 2010.

Enrollment in higher education in Montgomery is reflective of the multitude of colleges, universities, and trade schools available. In addition, Maxwell Air Force Base has a large enrollment in higher education specifically for military personnel. Table 3.29 details the 2010 enrollment in higher education by college, university, or trade school. Figure 3.27 details the daycares and schools within the Montgomery MPO study area. A review of the environmental and social factors in relation to the proposed program of projects is detailed in Appendix D.



MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

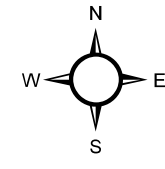
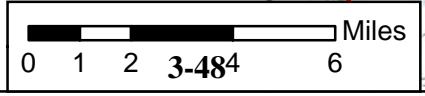
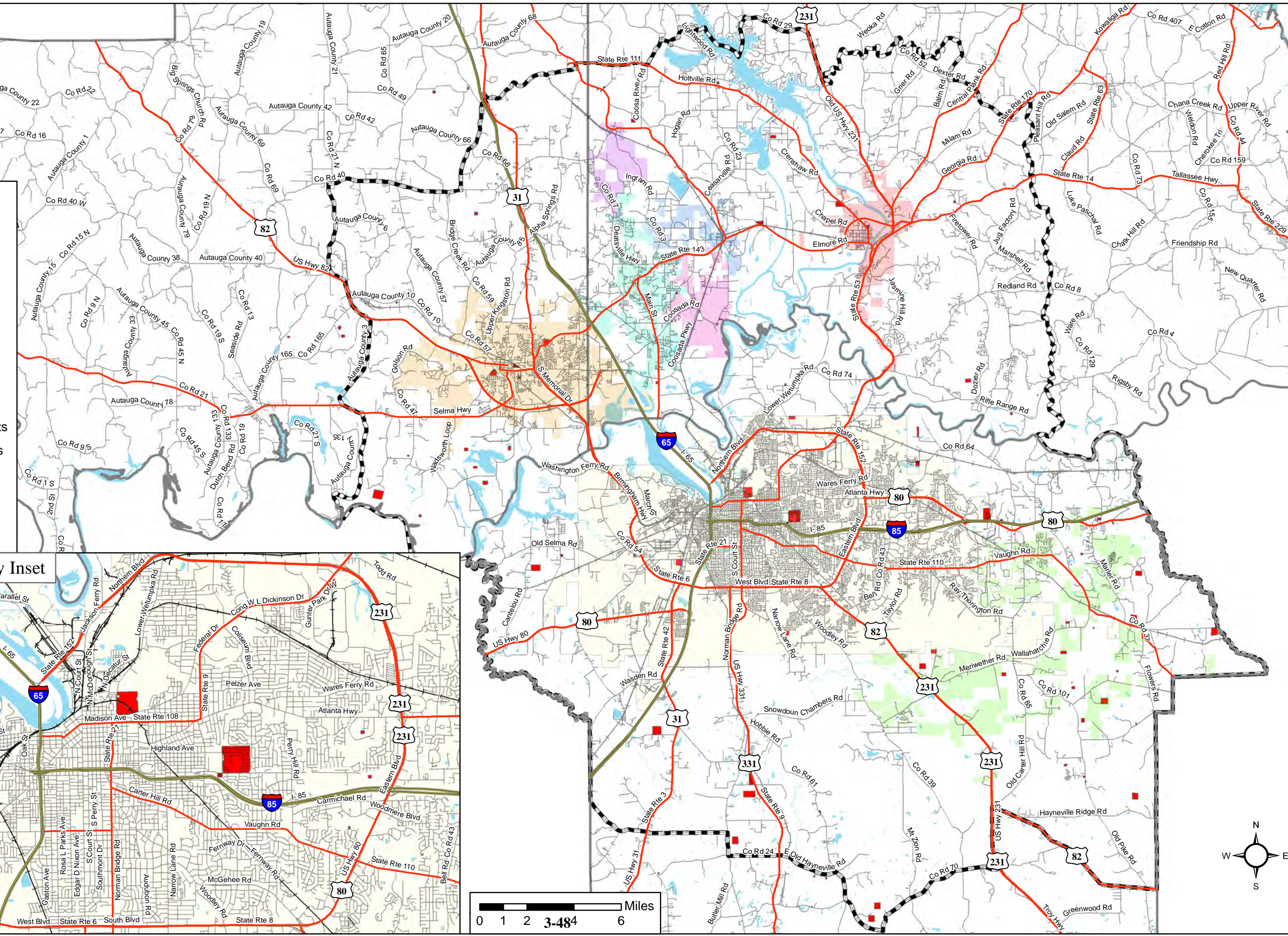
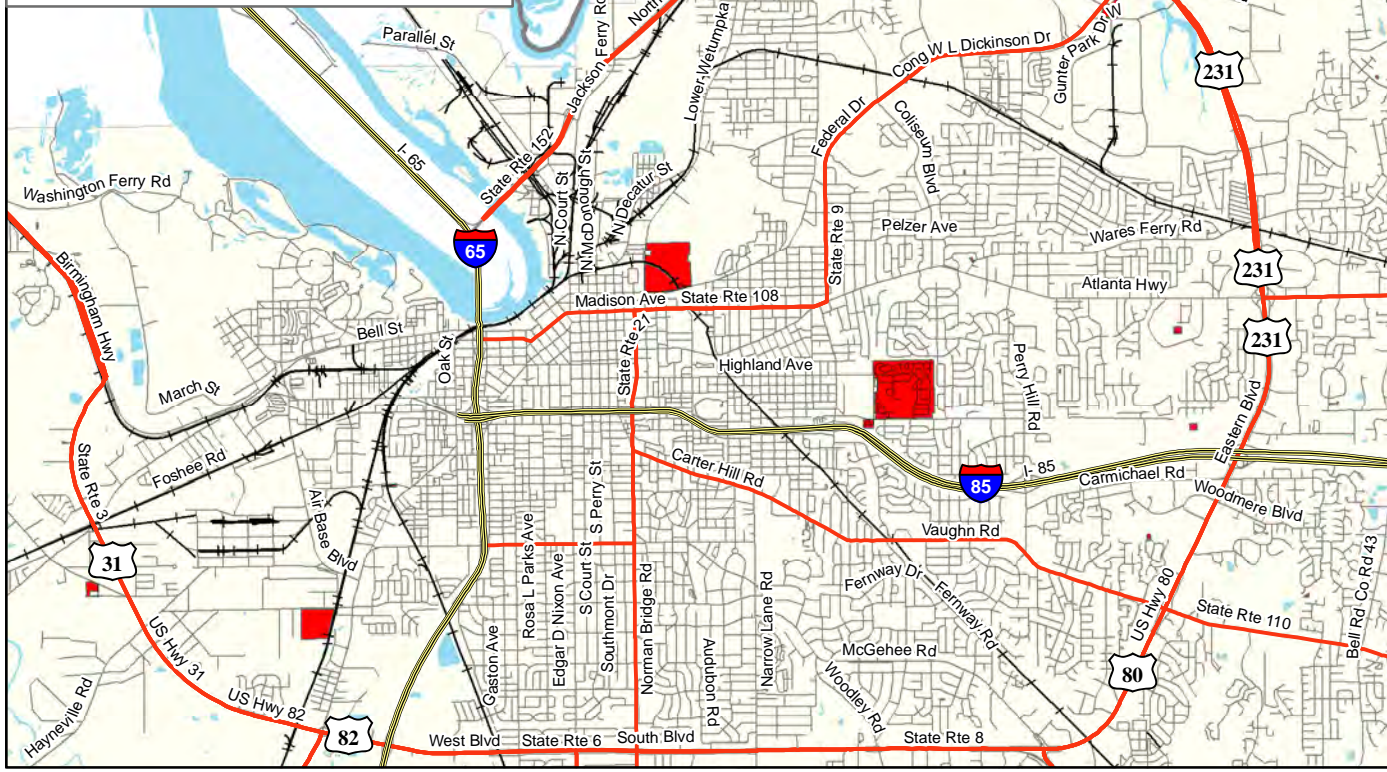
Figure 3.26: Cemetery Sites

Source: Montgomery Area MPO municipalities.

Legend

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

Downtown Montgomery Inset





MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

**Figure 3.27:
2010 School and Daycare Locations**

Source: Alabama Department of Human Resources and the Education Department

Legend

- Schools and Daycares
- Interstates
- U.S./State Highways
- Roadways
- 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
- Study Area

Downtown Montgomery Inset

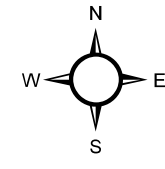
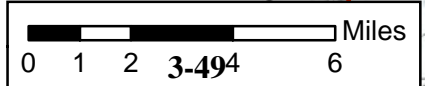
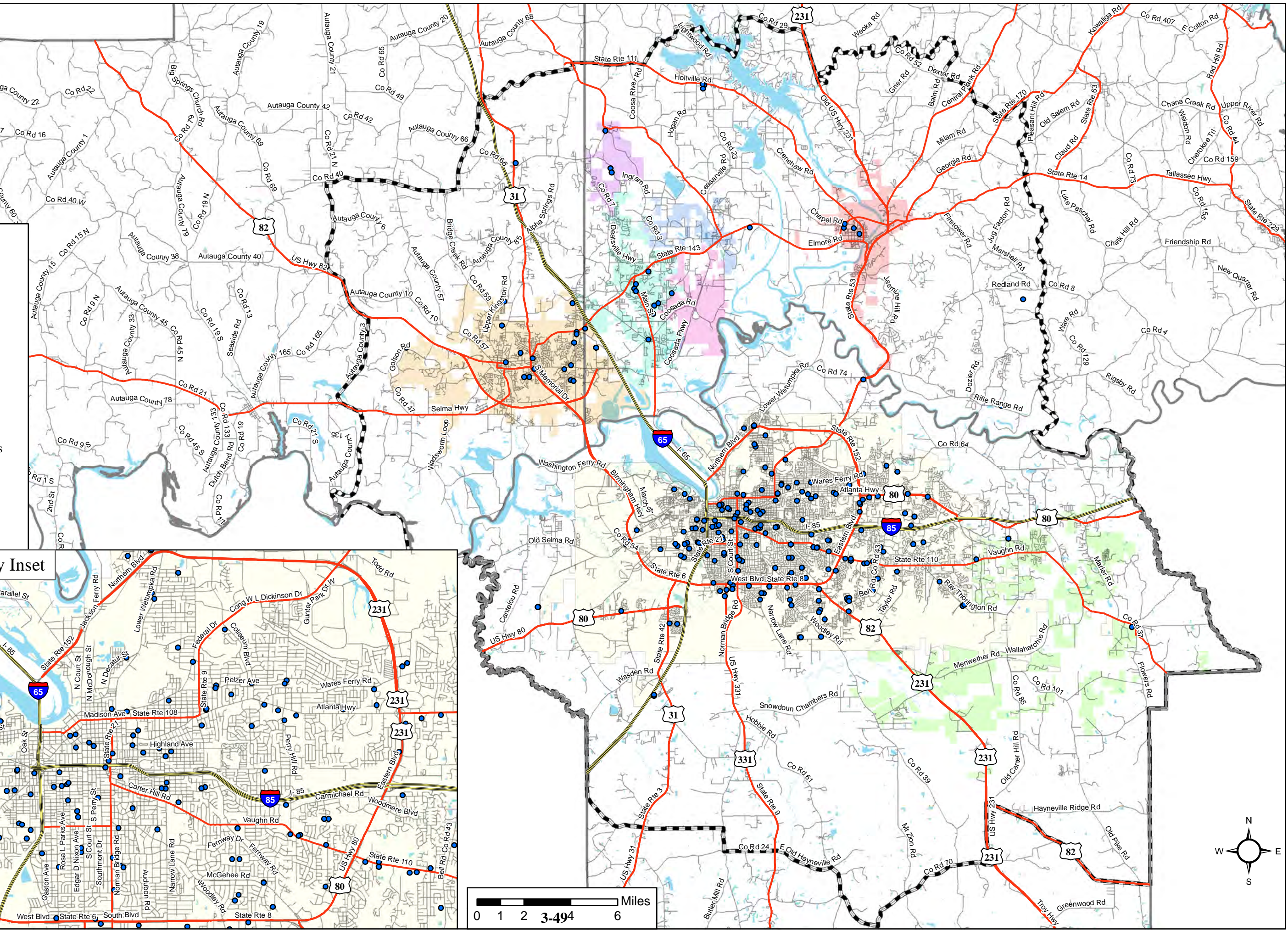
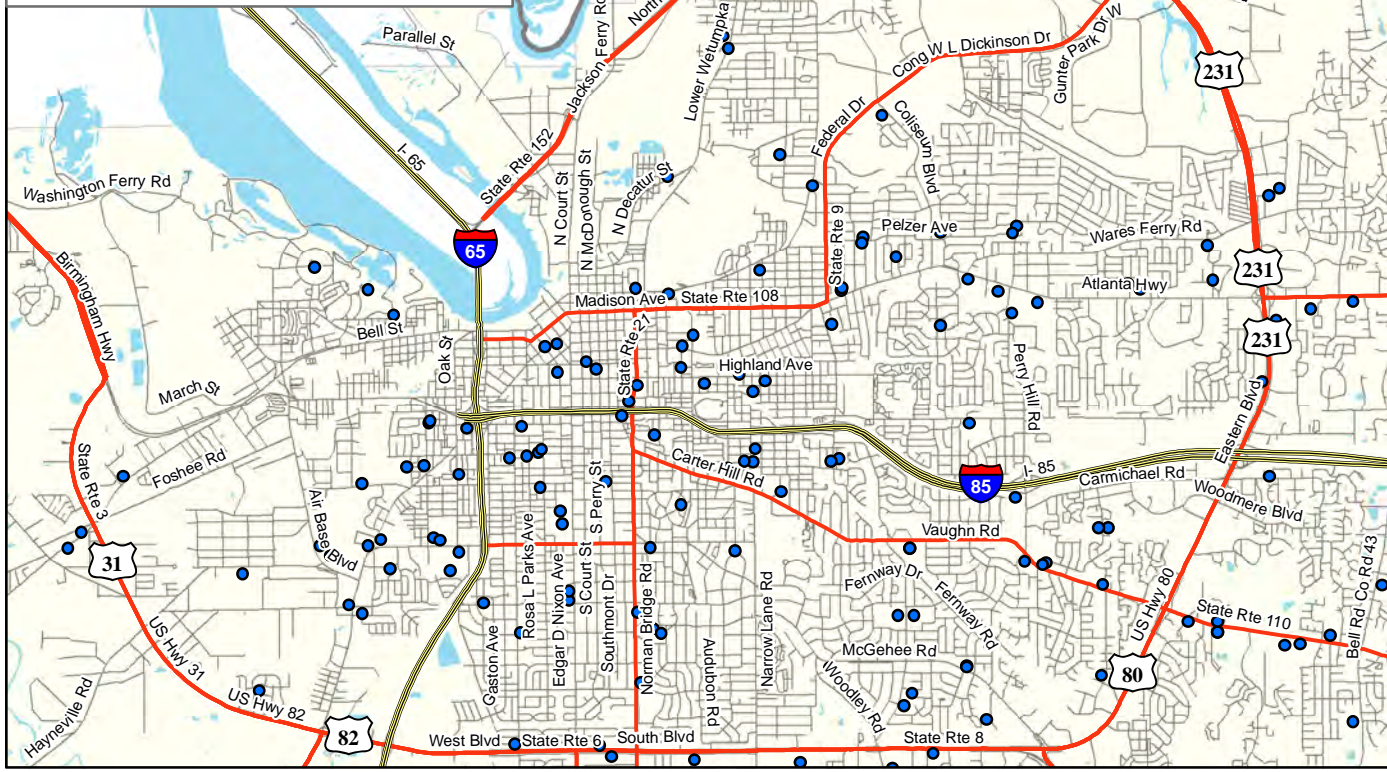


Table 3.26: Autauga County Public, Private and Daycare Enrollment in 2010

NAME	2010 Enrollment
Autauga Academy	212
Autauga Academy Preschool	16
Camellia Baptist Church	71
Daniel Pratt Elementary School	1,105
East Memorial Baptist Church	107
East Memorial Christian Academy	280
Kiddie College School	160
Kinder Care Learning Center #753	50
North Highland Head Start Center	40
Prattville Christian Academy	260
Prattville Elementary School	652
Prattville High School	2,141
Prattville Intermediate School	624
Prattville Junior High School	1099
Prattville Kindergarten	445
Prattville Primary School	639
Prattville YMCA Preschool & CDC	55
The Church of the Living Waters	105
The Learning Tree Child Dev Center	90
Tri County Christian Academy	275
Wee Bee Child Development Center	75
Autauga Academy	212
Autauga Academy Preschool	16
Camellia Baptist Church	71
Daniel Pratt Elementary School	1,105
East Memorial Baptist Church	107
East Memorial Christian Academy	280
Kiddie College School	160
Kinder Care Learning Center #753	50
North Highland Head Start Center	40
Prattville Christian Academy	260
Prattville Elementary School	652
Prattville High School	2,141
Prattville Intermediate School	624
Prattville Junior High School	1099
Prattville Kindergarten	445
Prattville Primary School	639
Prattville YMCA Preschool & CDC	55
The Church of the Living Waters	105
The Learning Tree Child Dev Center	90
Tri County Christian Academy	275
Wee Bee Child Development Center	75

Source: Alabama Department of Human Resources and the Alabama Department of Education.

Table 3.27: Elmore County Public, Private and Daycare Enrollment in 2010

NAME	2010 Enrollment
Millbrook First United Methodist Church	45
Cobblestone Learning Center	75
Victory Baptist School Junior & Senior High/Nursery & Preschool	106
Victory Baptist School K4-6th Grade	154
Millbrook Middle/Junior High School	1,154
Sandtown Head Start Program	58
Chapman Christian Academy	350
New Life Christian Academy	250
Robinson Springs Elementary School	564
Coosada Elementary School	609
Stanhope Elmore High School	1,189
Edgewood Academy	300
Cousin Jane's Preschool	76
Refuge International Corporation	84
Emerald Mountain Christian School	100
Wetumpka Elementary School	968
Wetumpka Intermediate School	929
Periscope After School Summer Program	45
Wetumpka Preschool & Child Development Center	55
Calvary Baptist Church/ Noah's Ark	54
Wetumpka Head Start Daycare	30
Wetumpka Junior High School	929
Wetumpka High School	1132
Thelma Baker Bradford Head Start Program	39
First Baptist Church Wetumpka	130
Wetumpka Early Head Start	587
Cain's Chapel Weekday Children's Ministry	50
Delightful Child Care Center	19
Redland Elementary School	789
Pine Level Elementary School Prattville	951
The Learning Tree CDC Millbrook	65
JF Ingram State Technical College	553
Creative Learning Center	21
Kiddie College	45
Sesame Street Clubhouse	67
Holtville Elementary School	617
Holtville High School	492
Holtville Middle School	519

Source: Alabama Department of Human Resources and the Alabama Department of Education.

Table 3.28: Montgomery County Public, Private and Daycare Enrollment in 2010

NAME	2010 Enrollment
Dunbar Ramer Elementary School	194
Baldwin Arts/Academic Magnet School	586
Bear Elementary School	569
Bellingrath Junior High School	797
Brewbaker Intermediate School	587
Brewbaker Junior High School	590
Capitol Heights Junior High School	383
Carver High School	1,247
Catoma Elementary School	227
Booker T Washington Magnet High School	479
Chisholm Elementary School	751

Peter Crump Elementary School	535
Dalraida Elementary School	608
Dannelly Elementary School	791
Davis Elementary School	393
Dozier Elementary School	363
Fews Secondary Alternative School	14
Flowers Elementary School	300
Floyd Elementary School	401
Forest Avenue Elementary School	720
Georgia Washington Junior High School	330
ED Nixon Elementary School	513
Goodwyn Junior High School	439
Harrison Elementary School	230
Hayneville Road Elementary School	283
Highland Avenue Elementary School	381
Highland Gardens Elementary School	525
Houston Hill Junior High School	286
McIntyre Middle School	361
Jefferson Davis High School	2,081
Sidney Lanier High School	1,109
Robert E Lee High School	2,039
TS Morris Elementary School	456
MacMillan International Academy	273
Peterson Elementary School	153
Garret Elementary School	666
Morningview Elementary School	625
Paterson Elementary School	184
Pintlala Elementary School	192
Seth Johnson Elementary School	449
Southlawn Elementary School	365
Head Elementary School	536
Vaughn Road Elementary School	605
Wares Ferry Road Elementary School	587
Carver Elementary School	510
Fitzpatrick Elementary School	555
Floyd Middle Magnet School	482
Halcyon Elementary School	600
McKee Elementary School (New)	657
Martin Luther King Elementary	278
McKee Junior High School (New)	438
Southlawn Middle School	466
Brewbaker Technology Magnet High School	606
Blount Elementary School	627
Brewbaker Primary School	746
Loveless Academic Magnet Program High School	448

Source: Alabama Department of Human Resources and the Alabama Department of Education.

Table 3.29: 2010 Higher Education Enrollment

College, University, or Trade School Name	2010 Enrollment
USAF Air University (Maxwell-Gunter Air Force Base)	24,408
Alabama Police Academy	52
Alabama State University	5,469
Ambridge University	720*
Auburn University at Montgomery	5,128
Faulkner University	1,780

Huntington College	790
JK Ingram State Technical College (Montgomery)	276
Montgomery Job Corps	322
Prince Institute of Professional Studies	59
South University	363
Trenholm State Technical College (Air Base Blvd)	602
Trenholm State Technical College (Troy Highway)	796
Troy State University Montgomery	4,257
Troy State University School of Nursing	440

*97% online/ Source: Each university, college, or trade school.

3.8.5 Historic Sites and Districts

Historic sites are protected by Section 4(f) of the Departments of Transportation Act (as amended) and Section 106 of the Historic Preservation Act. The preservation of historic sites/districts enables the preservation of structural and cultural artifacts that define and shape our past and future. In particular, the City of Montgomery has significant historical sites from the Civil Rights Movement. The National Register of Historic Places, the Alabama Register of Landmarks & Heritage, and Local Historic Listings were used to compile the list of historical sites/districts. Table 3.30 lists the MPO Study Area Historic Districts, and Figure 3.28 details their locations.

Table 3.30: Historic Districts by Location and Register

Name	Register	Map ID	County
City of Prattville Historic District	National	1	Autauga
Daniel Pratt Historic District	Local	2	Autauga
East Wetunpka Commercial Historic District	National	3	Elmore
Tuskeena Street District	State	4	Elmore
Alabama State University Historic District	National/State	5	Montgomery
Baldwin District	Local	6	Montgomery
Capital Heights-Capital Parkway	Local	7	Montgomery
Capital Heights Madison	Local	8	Montgomery
Capital Heights-St. Charles	Local	9	Montgomery
Capital Heights-Winona	Local	10	Montgomery
Centennial Hill Historic District	State	11	Montgomery
City of St. Jude Historic District	National	12	Montgomery
Cloverdale-Idlewood	Local	13	Montgomery
Cloverdale Historic District	National	14	Montgomery
Cottage Hill Historic District	National/State/Local	15	Montgomery
Court Square-Dexter Avenue Historic District	National	16	Montgomery
Dowe Historic District	National	17	Montgomery
Garden District	National/Local	18	Montgomery
Highland Avenue	Local	19	Montgomery
Huntington College Campus Historic District	National	20	Montgomery
Lower Commerce Street Historic District	National/Local	21	Montgomery
Maxwell Air Force Base Senior Officer's Quarters	National	22	Montgomery
North Hull Street	Local	23	Montgomery
North Lawrence-Monroe Street Historic Districts	National	24	Montgomery
Old Cloverdale	Local	25	Montgomery
Ordeman-Shaw Historic District	National	26	Montgomery
Perry Street Historic District	National	27	Montgomery
Powder Magazine	Local	28	Montgomery
South Highland Court	Local	29	Montgomery
South Perry Street Historic District	National	30	Montgomery
Western Railway of Alabama Carshops/Engine Terminal	State	31	Montgomery

Source: National Register of Historic Places, Alabama Register of Landmarks & Heritage, City of Montgomery, and City of Prattville.

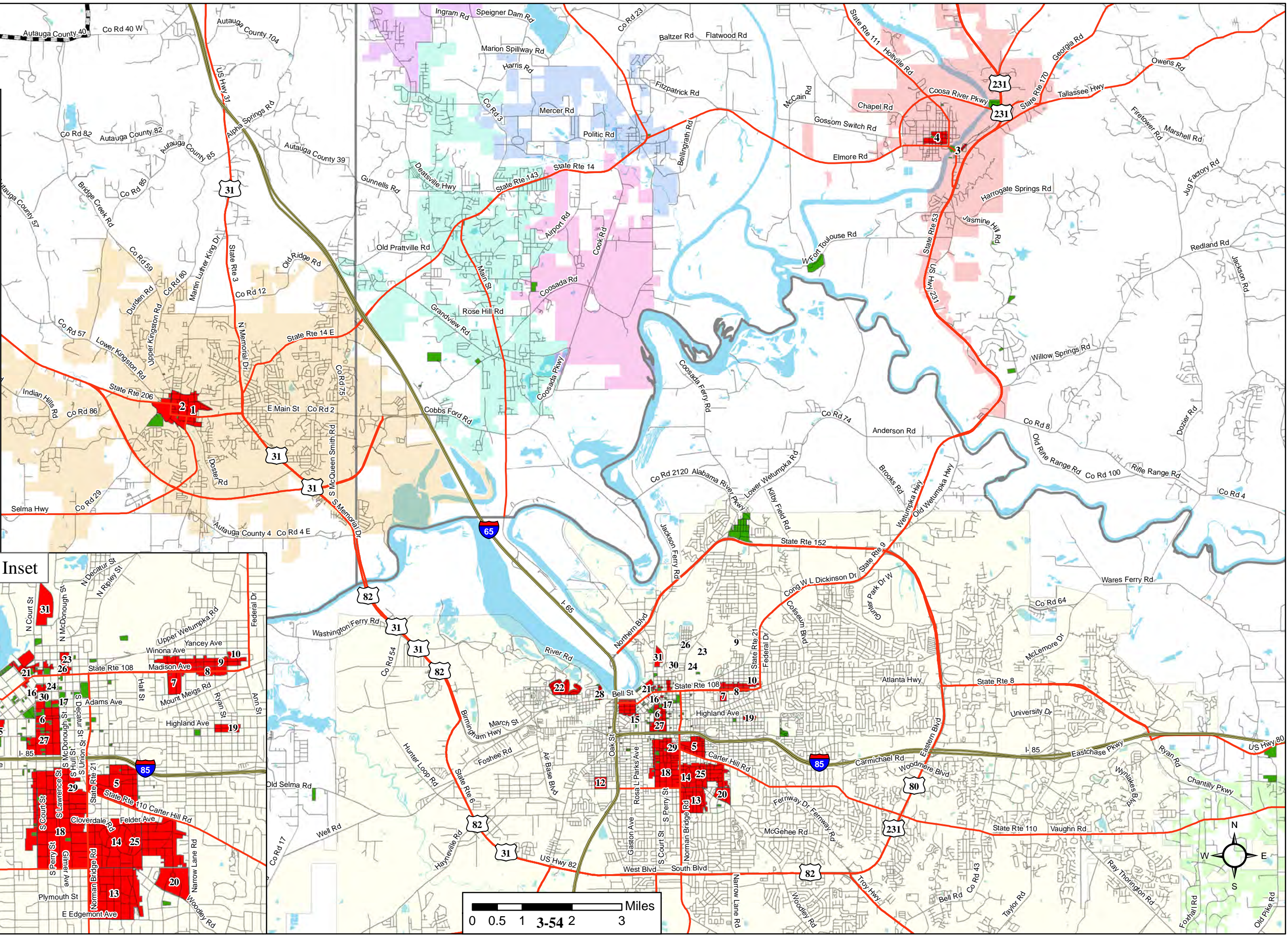


**Figure 3.28:
Historic Sites
and Districts**

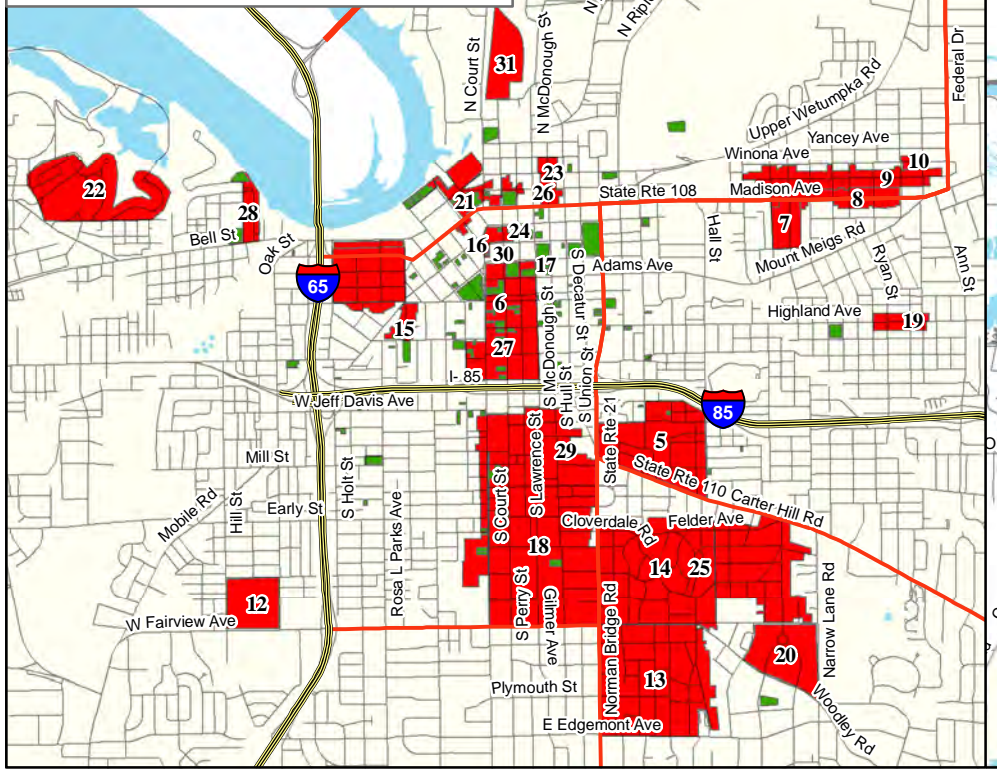
Source: National Register of Historic Places, Alabama Register of Landmarks & Heritage, City of Montgomery.

Legend

- Interstates
- U.S./State Highways
- Roadways
- Historic Sites
- Historic Districts
- 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
- Study Area
- Water Bodies



Downtown Montgomery Inset



3.8.6 Hospitals, Libraries, YMCA, Parks and Community Centers

Hospitals, libraries, parks, community center and YMCAs are social/environmental factors that affect quality of life and development patterns. Increasing access to medical care is a possible positive outcome for transportation projects, while decreasing or eliminating park lands is a possible negative outcome. Unlike many other factors, these factors can both negatively and positively be affected by the same project depending on the population questioned. The possibility of affecting one of these factors can be evaluated at the project proposal phase, and the possible positive or negative effects can be detailed in the preliminary engineering phase of each project. Figure 3.29 details the location of each throughout the study area. Appendix E evaluates the possibility of affecting these social /environmental facts.

3.9 Environmental Mitigation and Climate Change

“According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHS emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.”

Introduction to *Integrating Climate Change into the Transportation Planning Process*- Federal Highway Administration, Final Report, July 2008

3.10 Air Quality Conformity Process

The Clean Air Act (CAA), codified as Title 42 of United States Code (USC) Section 7401, and implemented by the Environmental Protection Agency (EPA) under Title 40 of Code of Federal Regulations (CFR), Parts 51 and 93, establishes tolerance standards on ground-level and atmospheric pollutants and provides for corrective mitigation measures when area monitor readings exceed allowable levels. Air quality in Alabama, as in other states, is adversely affected by pollutant emissions from automobile and truck exhaust systems, and this condition is exacerbated by congestion on urban roadways. This connection between automobile/truck emissions, traffic congestion, and increasing pollutant levels is well established and acknowledged by EPA, Federal Highway Administration (FHWA), and other agencies.

Common pollutants include ground level ozone (O₃) and particulate matter 2.5 (PM_{2.5}), among others, and the EPA standards, which determine tolerance violations, are known as the National Ambient Air Quality Standards (NAAQS). Standards are typically established for ground-level ozone in terms of parts per billion (ppb) and for particulate matter, in tons per day. A violating pollutant is measured by a monitoring station in 1-hour and 8-hour increments for a given year to arrive at allowable averages.

Title 40 CFR Part 93 provides the rules and regulations for Air Quality Conformity, stating the procedures and requirements necessary by states and local governments to reach conformity, and Titles 23 and 49 of USC are interpreted through the Federal Highway Administration’s (FHWA) 23 CFR 450 to insure conformity compliance is carried through in local planning by the MPO’s and other transportation agencies.

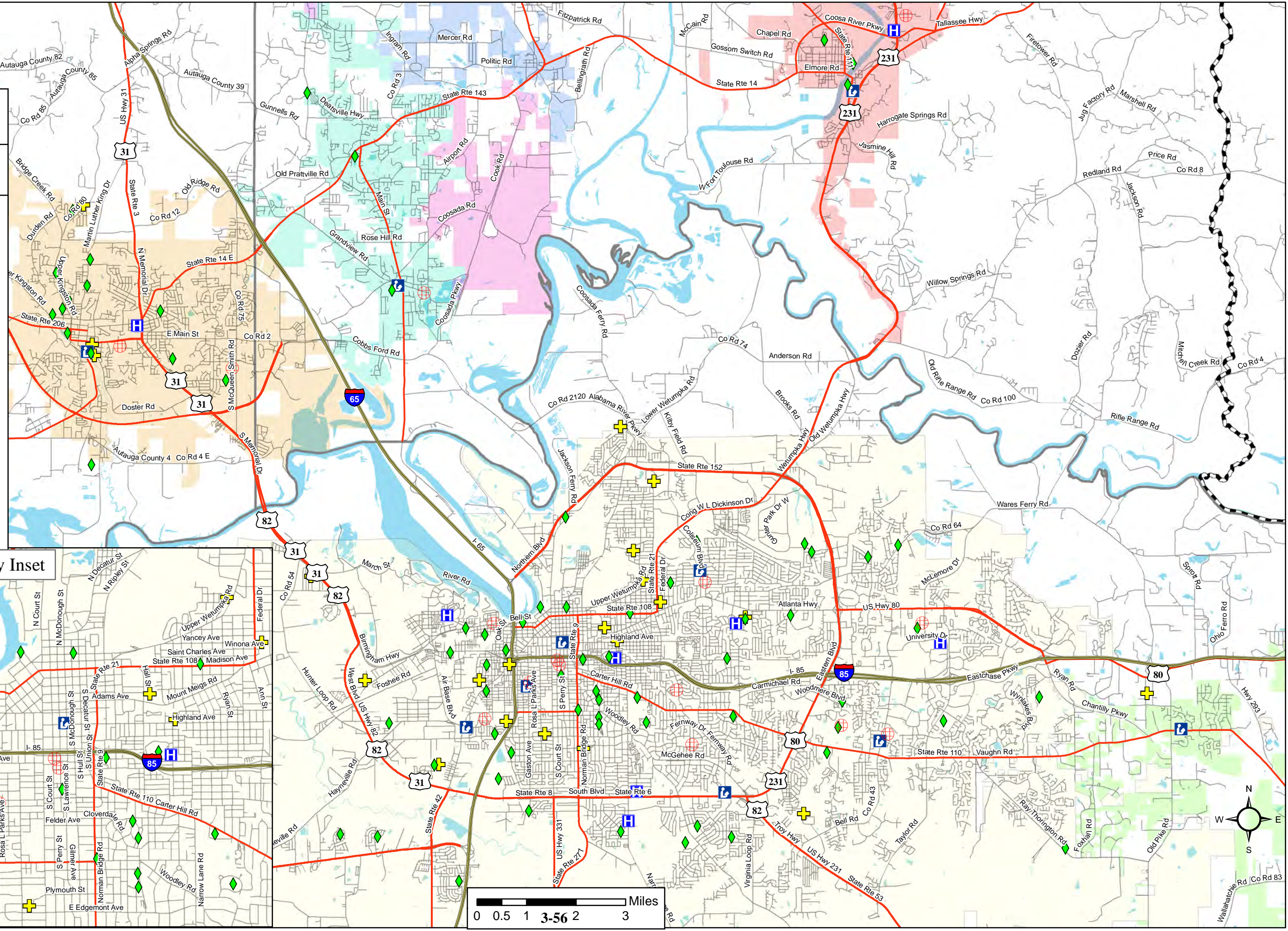


**Figure 3.29: Hospitals,
Community Centers,
YMCA's, Libraries, Parks**

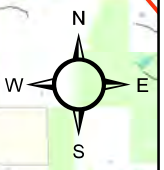
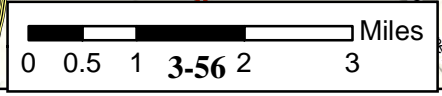
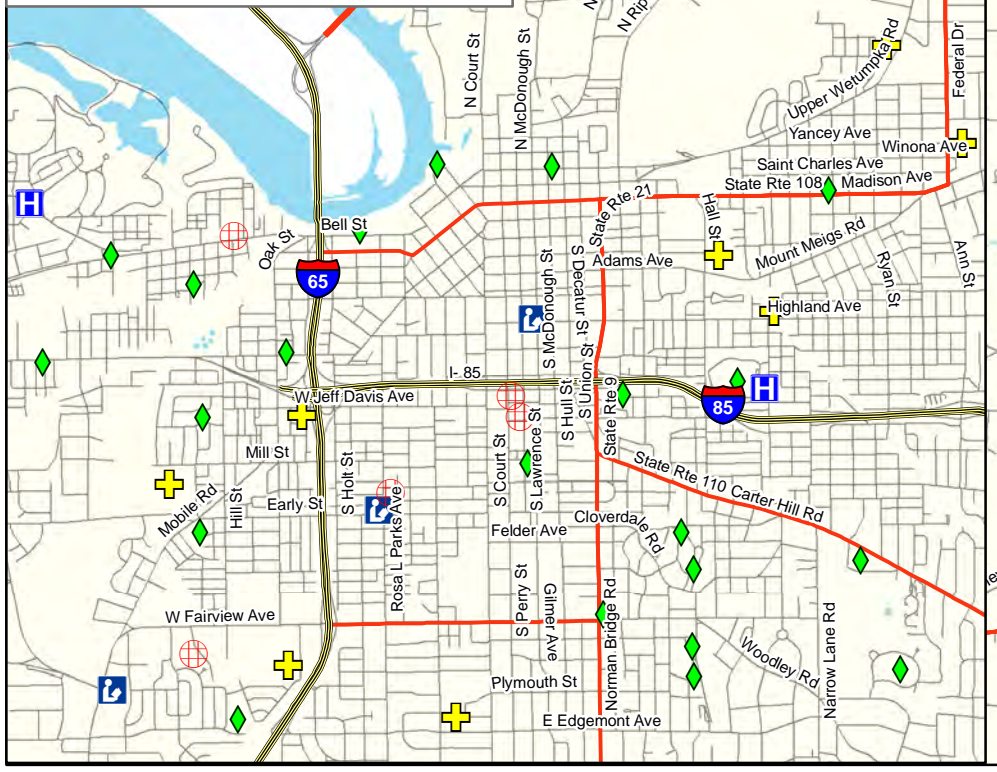
Source: Montgomery MPO,
City of Montgomery,
and City of Prattville

Legend

- YMCAs
- Parks
- Libraries
- Tri-County Hospitals
- Community Centers
- Interstates
- U.S./State Highways
- Roadways
- 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
- Study Area
- Water Bodies



Downtown Montgomery Inset



3.10.1 Transportation Conformity

Conformity, as commonly defined, is a process which ensures federal funding and approval goes to transportation activities that are consistent with our air quality goals. SAFETEA-LU links conformity requirements to continued funding of transportation projects. The US Department of Transportation cannot fund, authorize, or approve federal actions to support projects that do not conform to Clean Air Act requirements governing the current NAAQS. Air Quality Conformity requires that projects are included in a *conforming* and fiscally constrained transportation plan (Long Range Plan) and a similarly constrained short range program, a Transportation Improvement Program (TIP).

States are required to establish State Implementation Plans (SIP), providing air quality goals for transportation plans and programs. The SIP, as set forth in 23 CFR 450.104, will generally state *that transportation activities will not cause new air quality violations, worsen existing conditions, or delay timely attainment of the air quality standards.*

SIP's are established for the various pollutants monitored in a given area, as required by CAA. Each pollutant is assigned an allowable emission ceiling, referred to as the emissions "budget." This becomes the highest level of emissions allowed under a Long Range Transportation Plan or TIP, while demonstrating attainment of standards. It is against the budgets that readings from monitoring stations are measured to determine whether an area or county is non-conforming and thus must begin the mitigation process. Failing to meet conformity rules or exceeding emissions budgets can have varying outcomes. They may include the loss of federal funding, projects underway can be halted, federal permits can be denied, and projected projects can be frozen in place, any of which can seriously and immediately impact a road network. For any and all of those reasons, it is essential that immediate steps are taken by the affected MPO to begin the Air Quality Conformity Determination process.

3.10.2 Conclusion

The Montgomery MPO Area is currently (as of the development and adoption of the 2040 LRTP) classified as an attainment area for all criteria pollutants (the pollutants for which EPA has developed NAAQS under the Clean Air Act). Though the Montgomery study area is currently an attainment area, EPA has indicated their intention to publish proposed revisions to the standard, which may push the area into non-attainment. EPA plans to have a final rule in August 2010, and designate areas as attainment or nonattainment under the revised standard beginning in August 2011. Depending on the stringency of the revised standard, the Montgomery area could be designated as a non-attainment area in 2011, and air quality conformity will be required.

3.11 Transportation Demand Management

The transportation system consists of infrastructure supply (roadways, rail, air space, and navigable waters) and the means to utilize the system (vehicles, pedestrians, bicyclists, public transit, trains, airplanes, and water craft). One goal of the 2040 LRTP is to effect efficient utilization and achieve a balance of mobility options across all modes. When any element of the multimodal system is in great demand, over utilization may result. Commonly referred to as traffic congestion, crush load, or delayed flights, one of the most common solutions to alleviating transportation demand is provide greater supply through adding capacity. However, the ability to add capacity is constrained by other 2040 LRTP goals, including keeping the program financially feasible and ensuring the plan is environmentally and community sensitive. Due to any number of constraints, it is not always practical or feasible to add capacity; therefore, one set of solutions that is always considered in the planning process is utilization of Transportation Demand Management (TDM) strategies.

TDM strategies focus on reducing the demand for any given element in the transportation system and are implemented in addition to or in lieu of infrastructure or service investments. TDM strategies are generally applied to reduce traffic congestion and combine both policy initiatives and infrastructure investments that promote trip reduction. Policy initiatives that encourage reduction of single occupant vehicle (SOV) trips often target commute trips and include changes to the standard 8 a.m. to 5 p.m. work schedule such as telecommuting, changing work hours or working on a compressed work schedule.

Infrastructure and service investments that can reduce trip production include the addition of high occupancy vehicle (HOV) lanes, park-and-ride facilities, and improved bus service. By investing in HOV lanes, transit service, and park and ride facilities, HOV travel is encouraged through carpooling, vanpooling, and transit use.

In the Montgomery 2040 LRTP, the need for improved bus service and park and ride lots and other transit service type offerings were identified. The LRTP identified potential opportunities for express bus/vanpool service transit service improvements throughout the plan period, which is in addition to projected FTA Section 5311 funds (Autauga County Rural Transportation) and FTA Section 5307 funds (The M) to maintain the existing level of service for these two systems.

4. Transportation System Overview

The purpose of the 2040 LRTP is to provide a Long Range Transportation Plan to ensure the transportation system network is suited to regional transportation needs and provides an efficient and effective, multimodal transportation system. The Transportation system within the Montgomery region includes roadways, railways, aviation, water, bicycling, pedestrian, and transit local bus and private bus. In this section, an inventory and description of each element of the transportation system is presented.

4.1 Roadways

The backbone of the transportation system is composed of a roadway network system ranging from Interstates and state highways to county roads and city streets. The Montgomery Study Area is bisected by two Interstates, I-65, which connects Montgomery to Birmingham to the north and Mobile to the south, and I-85, which connects Montgomery to Atlanta, Georgia. Roadways designated as part of the National Highway System (NHS) include US-331, US-31, US-231/State Route 9, and State Routes (SR) 108 and 152. US 231/SR-53 and US-80/SR-8 are designated as NHS Strategic Highway Network (STRAHNET) routes. The study area also has three designated Surface Transportation Assistance Act (STAA) routes: US-82, from SR-206 in Prattville to US-231; US-231, from north of Wetumpka thru Montgomery to the Florida state line; and SR-152, from US-231 to I-65. Other major roads in the study area are SR-3, SR-6, SR-14, SR-63, SR-110, SR-111, SR-143, SR-170, and SR-271.

In order to determine the adequacy of a highway system, it is necessary to inventory roadways according to how they fulfill two purposes: movement of traffic (for people and goods movement) and access to property. By assessing the degree to which a particular roadway serves each of the two basic functions, a roadway functional classification can be determined. ALDOT, along with local transportation professionals working at Metropolitan Planning Organizations (MPO) and the Federal Highway Administration (FHWA), are responsible for classifying all roads in the public road system by their geographic location in rural, small urban or urban areas according to their character of service. Functional classification was determined for each road in the network using the ALDOT/FHWA functional classification system in order to accurately identify service characteristics of each roadway. The MPO study area contains 965 centerline miles of roadways. All roads in the study area have been grouped into the following four functional classifications:

- Interstates - Defined as significant highways that feature limited access and continuous, high-speed movements for a wide variety of traffic types. I-85 and I-65 run approximately 56 centerline miles through the MPO Study area, accounting for 6 percent of the system. I-65 is a 4 to 6-lane facility with a posted speed of between 55-70 miles per hour (mph), and I-85 is a 4 to 6-lane facility with a posted speed of between 55-70 mph.
- Arterials - Classified as principal or minor, these roads connect activity centers and carry large volumes of traffic at moderate speeds. The arterial system in the MPO Study area totals approximately 392 centerline miles, of which 121 miles are principal arterials and 271 miles are minor arterials. Arterials comprise 41 percent of the system. The arterial system is significant because it accommodates a substantial share of the volume yet constitutes only a small share of the existing roadway system.
- Collectors - Typically allow access to activity centers from residential areas. ALDOT classifies collectors as urban, major rural, or minor rural. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system. The collector system in the MPO Study area is 506 centerline miles, or 52 percent of the system.
- Local Roads - Feed the collector system from low volume residential and commercial areas. Usually local streets are found in subdivisions and rural areas. There are approximately 2,249 centerline miles classified as local roads in the MPO study area based on the MPO GIS local roadway centerline file.

The travel demand model is a tool that provides a means to evaluate the roadway network. The travel demand model is an abstraction of the actual network. Only roadways classified as collector or above are

coded into the model network. Table 5.1 summarizes the 2010 base year model network distribution by functional classification. Figure 5.1 illustrates the model network functional classification.

Table 4.1: 2010 Model Network Description

Functional Classification	Total Centerline Miles	Percent of Model Network
Interstate	56	3%
Freeways/Expressways Urban	13	0.7%
Principal Arterial	284	15%
Minor Arterial	455	25%
Collector	1044	56%
Total	1852	100%

Source: Montgomery MPO Transportation Planning Staff

4.2 Network Utilization

ALDOT collects and prepares both hourly traffic volume counts and annual average daily traffic (AADT) for the entire state. AADT data is used to update, calibrate and validate the travel demand model, and ensure the model can reasonably replicate actual roadway conditions within an acceptable range of variability as determined by the ALDOT and FHWA. The 2010 base year travel demand model average daily volumes are shown in Figure 4.2. As is expected, the roadway network with the greatest volumes is the Interstate system and principal arterial network. The City of Montgomery has the most facilities with volumes exceeding 20,000 vehicles per day.

4.3 Bridges

Bridges are categorized separately from the roadway system because bridges are structural; special attention must be paid to bridge structural integrity and performance. ALDOT is responsible for the state bridge inventory and periodic bridge inspection, which is reported to the National Bridge Inventory (NBI). ALDOT inspects bridges every two years, and each bridge is assigned a sufficiency rating of between 0 (poor) and 100 (excellent). The sufficiency rating is based on the following:

- Structural adequacy and safety
- Serviceability and functional obsolescence
- Essentiality for public use

ALDOT also identifies functionally obsolete and structurally deficient bridges. Bridges can be categorized as functionally obsolete even when in good structural condition. Functionally obsolete bridges are structurally unable to accommodate current traffic. An example of a reason a bridge would be categorized as functionally obsolete would be if it is too narrow for two large vehicles to cross simultaneously.

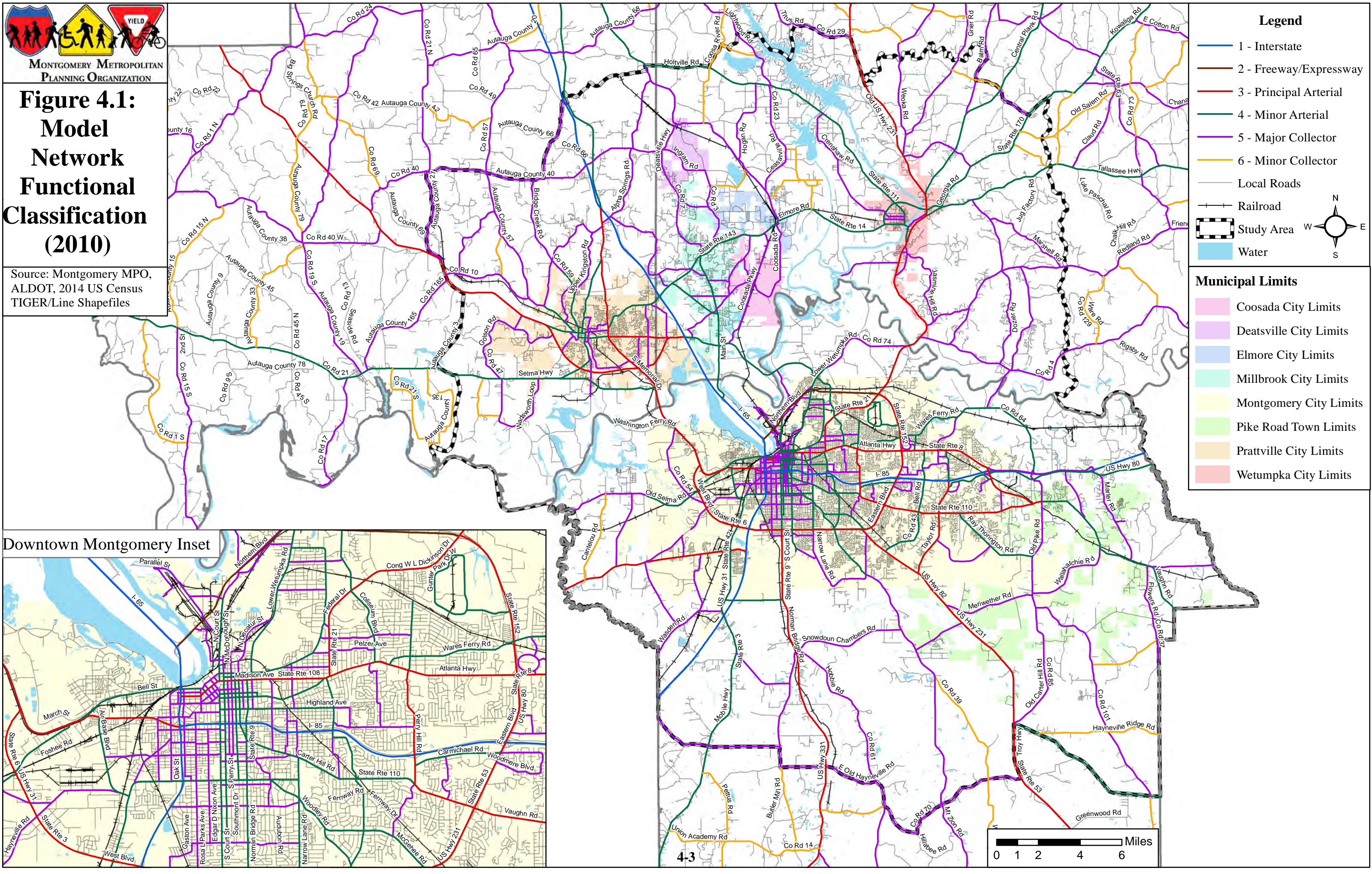
Eligibility for federal funding is determined by FHWA guidelines based on sufficiency ratings. The guidelines governing bridge replacement and rehabilitation are as follows:

- To be eligible for bridge replacement, the bridge sufficiency rating must be 50 or below, and it must be categorized as functionally obsolete and/or structurally deficient.
- To be eligible for bridge rehabilitation funding, the bridge sufficiency rating must be between 50 and 80, and it must be categorized as functionally obsolete and/or structurally deficient.
- Bridges with a sufficiency rating above 80 are not eligible for federal bridge funds.



**Figure 4.1:
Model
Network
Functional
Classification
(2010)**

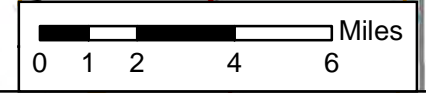
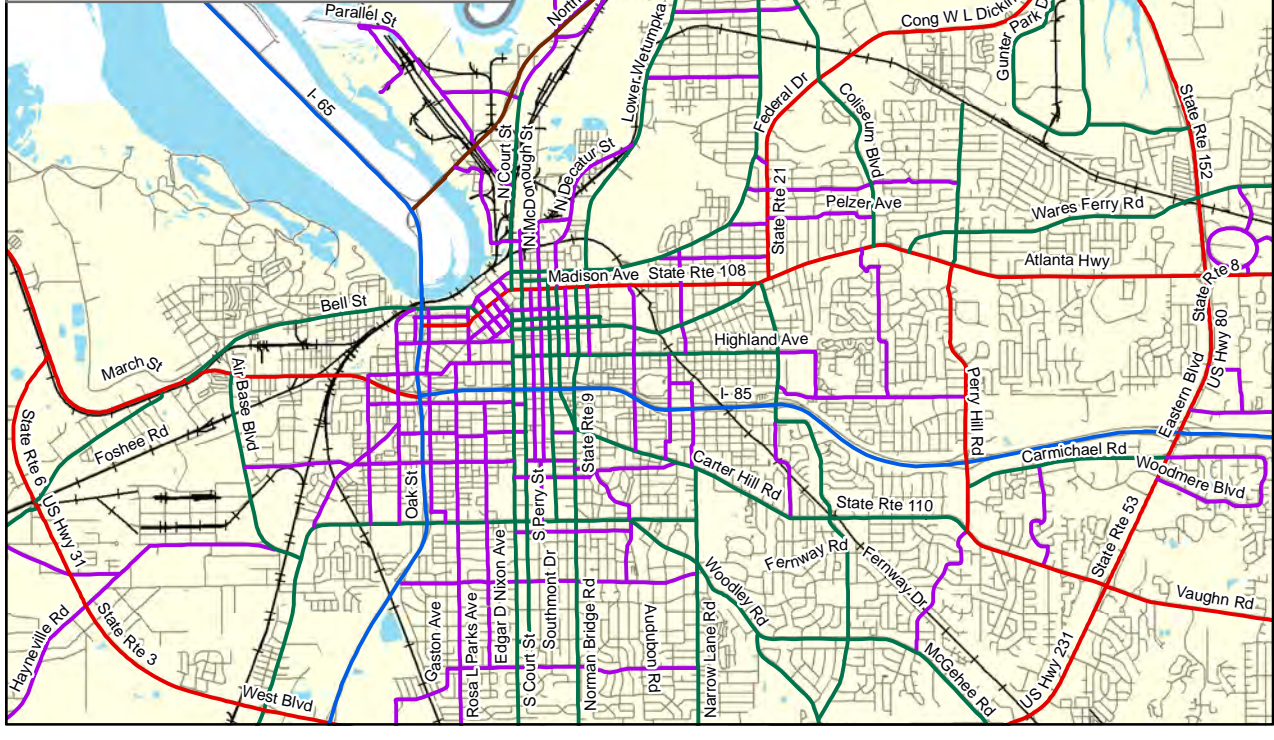
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



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

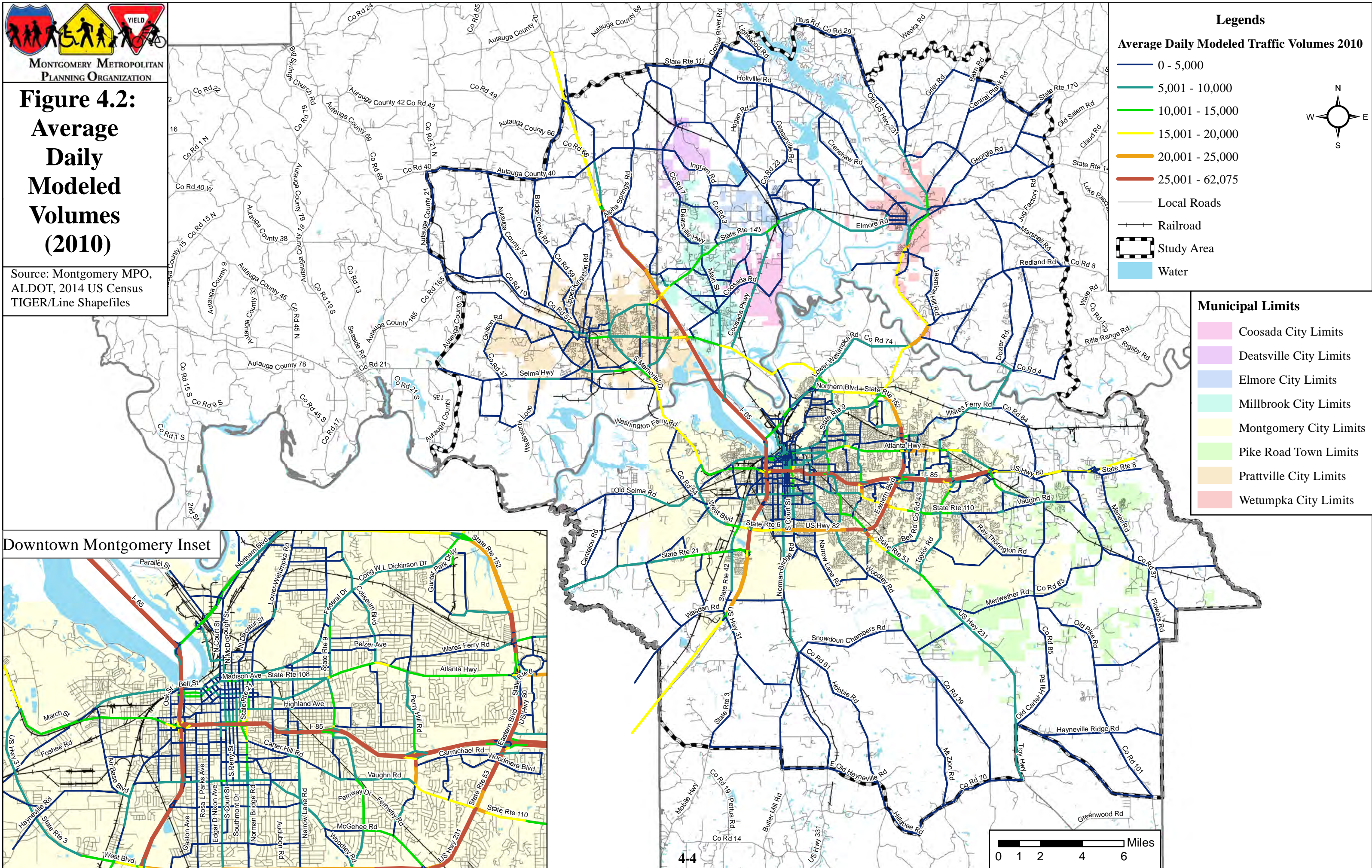




MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

Figure 4.2:
Average
Daily
Modeled
Volumes
(2010)

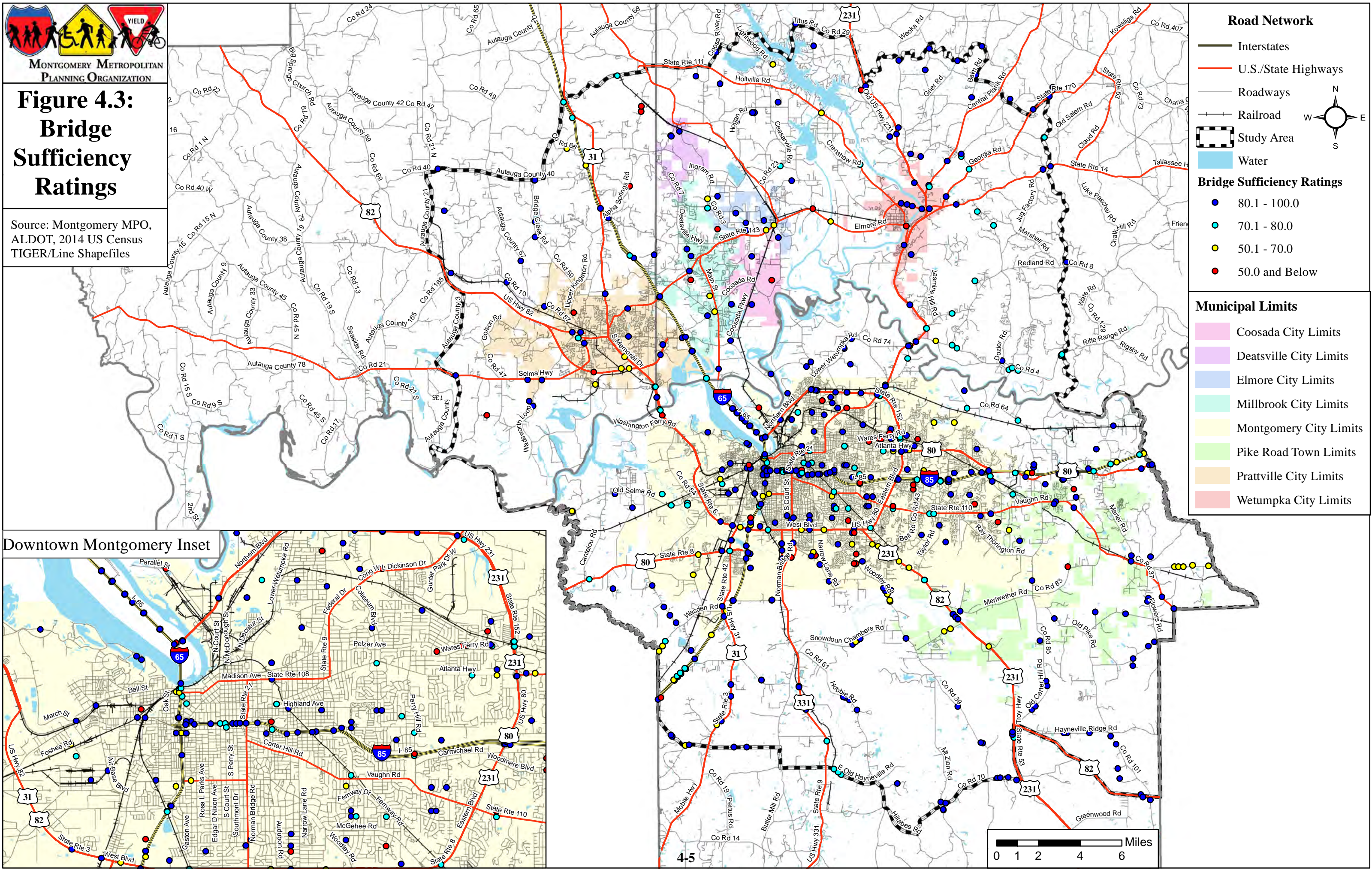
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles





**Figure 4.3:
Bridge
Sufficiency
Ratings**

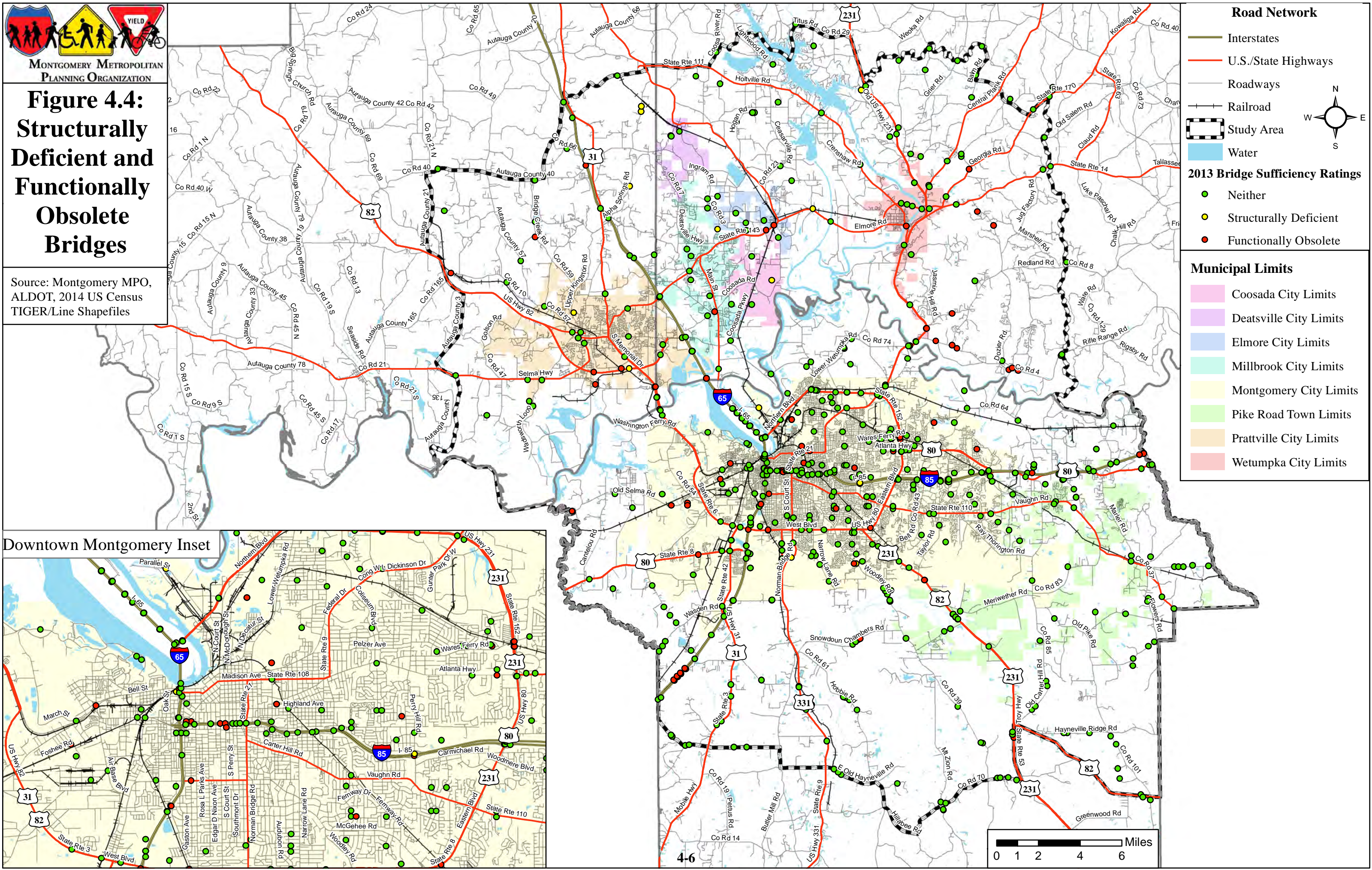
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles





**Figure 4.4:
Structurally
Deficient and
Functionally
Obsolete
Bridges**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Road Network

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

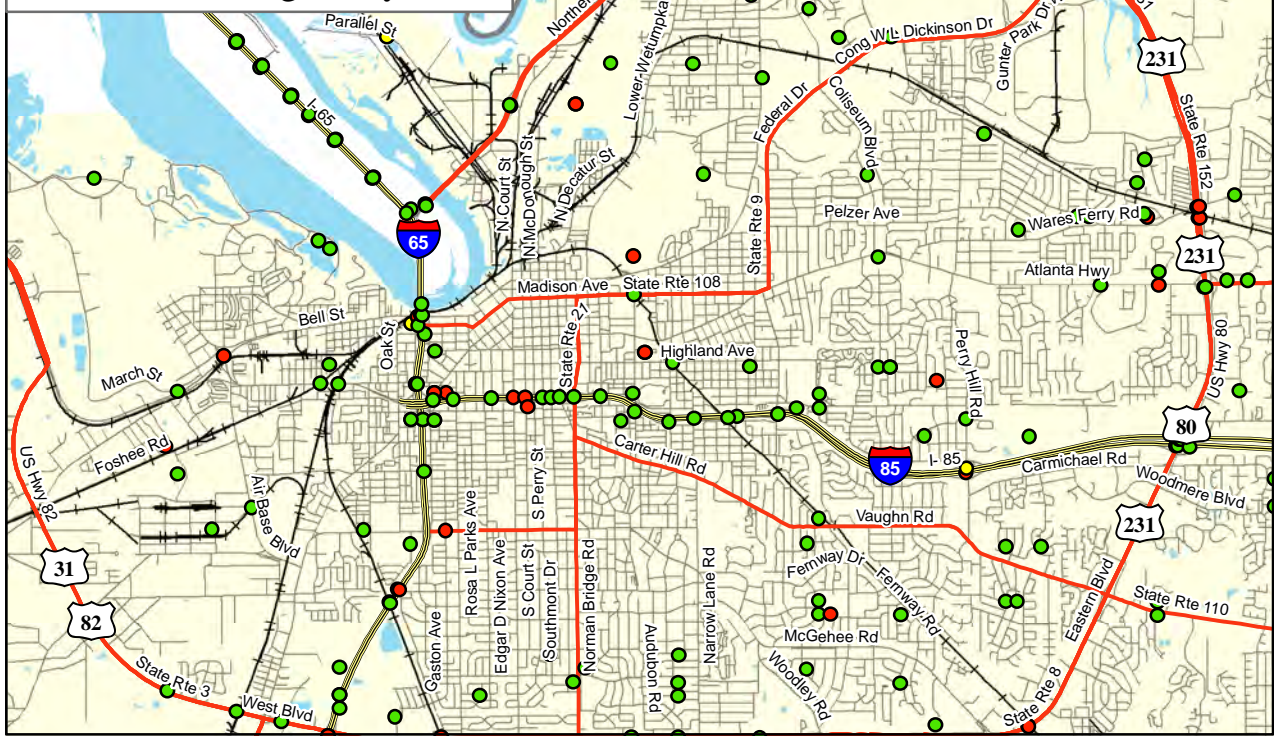
2013 Bridge Sufficiency Ratings

- Neither
- Structurally Deficient
- Functionally Obsolete

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

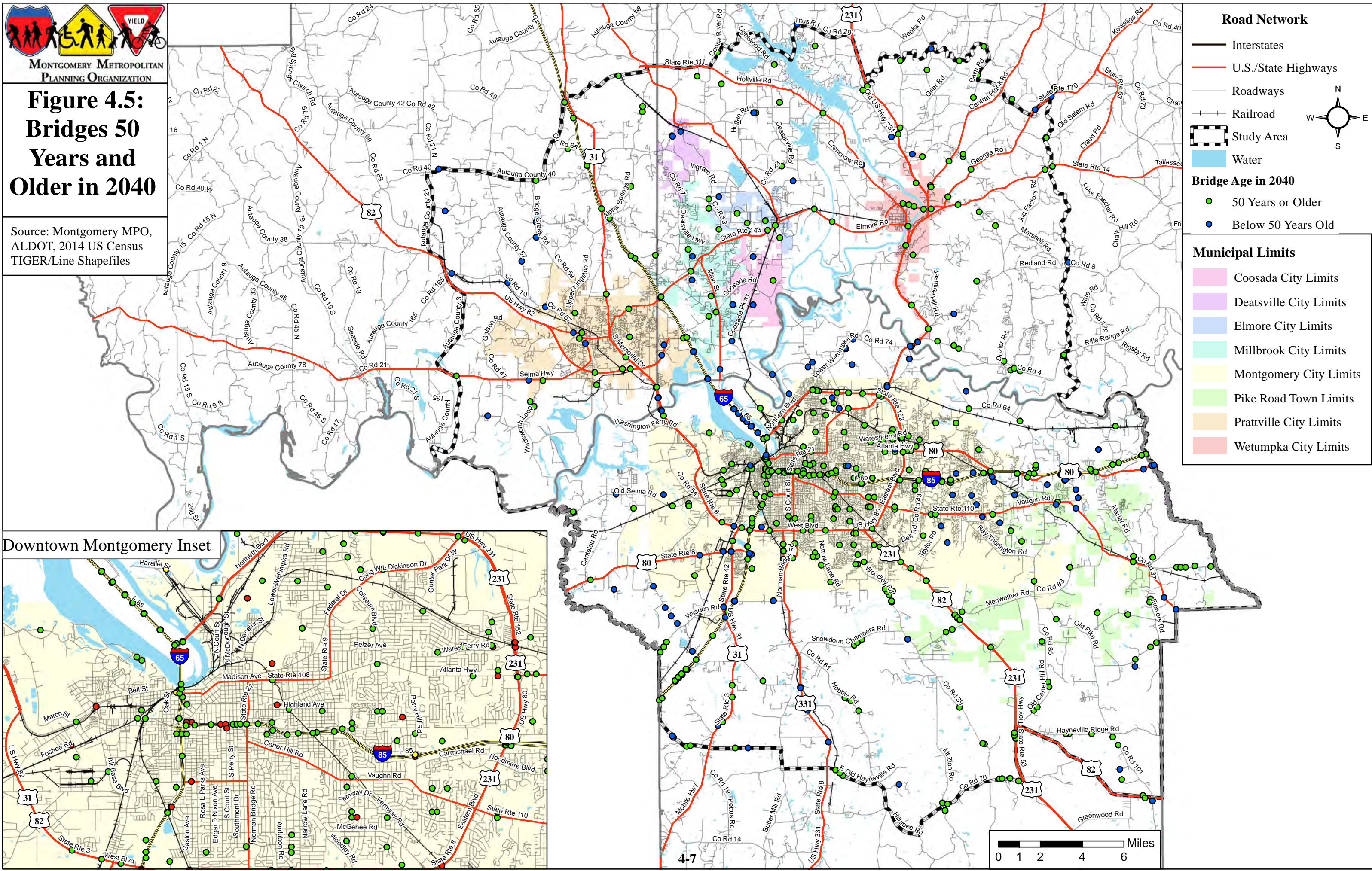
Downtown Montgomery Inset





**Figure 4.5:
Bridges 50
Years and
Older in 2040**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Road Network

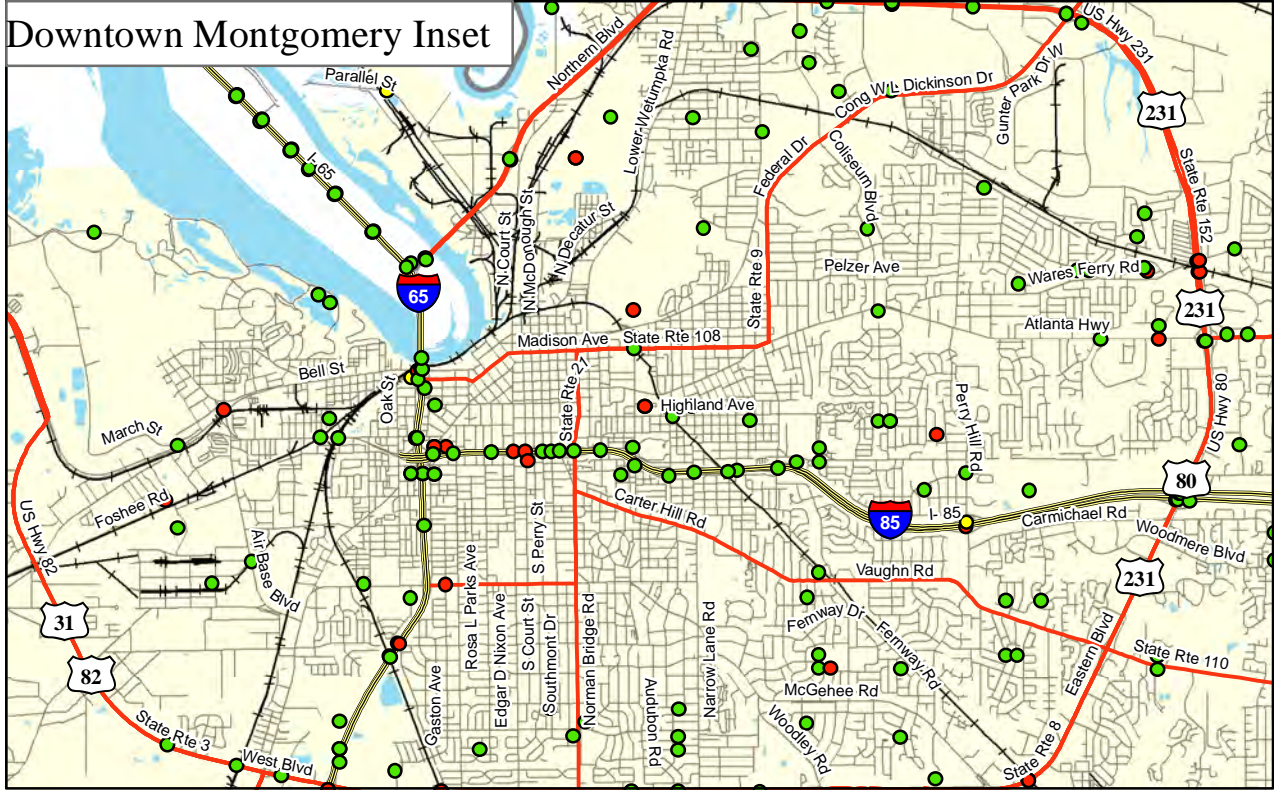
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water

Bridge Age in 2040

- 50 Years or Older
- Below 50 Years Old

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



The current consensus is that once a bridge is over the age of 50, either rehabilitation or replacement is necessary. Figure 4.3 details the sufficiency rating of the bridges within the MPO study area, Figure 4.4 details the bridges that are classified as functionally obsolete or structurally deficient, and Figure 4.5 details the bridges that will be over the age of 50 in 2040.

Of the 646 Montgomery area bridges, 98 (15.2%) are rated functionally obsolete and 16 (2.5%) are rated structurally deficient. Four of 114 functionally obsolete and structurally deficient bridges received the lowest sufficiency rating and require replacement. Seventy-five bridges received a sufficiency rating between 50 and 80 and have been identified as needing rehabilitation. The remaining 35 bridges received a sufficiency rating above 80 and are not eligible for federal replacement funds.

4.4 Transit

The MPO Study area is served by local, rural, and intercity transit services. The Montgomery Area Transit System (MATS) operates within the city limits of Montgomery. The Autauga County Rural Transportation Program operates within the rural portions of Autauga County and in Prattville and also delivers transit patrons to and from Montgomery County (city mostly). Intercity bus service is provided by Greyhound and Capital Trailways.

4.4.1 The M (formerly Montgomery Area Transit System (MATS))

THE M was purchased by the City of Montgomery in 1974, and contracted with American Transit Corporation and later Queen Management Group until 1998 to operate the system. In 1998, 17 fixed routes were temporarily replaced with a Demand and Response Transit (DART) system (call-in reservation system). The service changes were due to reductions in federal operating support for the system and seen as a cost-effective option. The Montgomery Area Paratransit (MAP) service was maintained during this period to continue service to persons with disabilities.

After a change of administration, City leaders realized that the newly implemented DART system was not effectively meeting the needs of the citizens of Montgomery. A trial run of three new fixed routes was implemented in March 2000, which led to an additional six fixed routes in March 2001 after the overwhelming success of the first three routes. The M is currently owned by the City of Montgomery and operated under a management contract with the First Transit Group.

In 2011, The M replaced 8 of the SLF buses with Gillig Hybrid Electric buses. These buses have shown to increase fuel mileage, less maintenance costs and release less emissions. These buses were purchased with ARRA funds and Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Grant funds. In 2012, The M was awarded a State of Good Repair grant to replace older cut-away buses used in the operation of the paratransit service. In addition, a Bus Livability grant to purchase bus shelters was awarded.

THE M operates a fixed route and paratransit service within the City of Montgomery. The fixed route system includes 14 fixed routes; operate Monday through Saturday from around 5 a.m. to 9:30 p.m., depending on the route. The frequency of service varies by route from 30 minute headways to 1 hour headways during peak service. The current fixed routes were initiated in March 2000. THE M also operates a paratransit service for the disabled titled Montgomery Area Paratransit (MAP). The base one-way fare for fixed route service is \$2.00. The fare for senior citizens, disabled persons, and students is \$1.00; MAP fare is \$4.00.

The M is funded through farebox revenue, the City of Montgomery, and Federal Transit Administration (FTA) funding through the urbanized area funding program under Section 5307. The fiscal year 2014 available appropriation for the Montgomery urbanized area was \$2,513,973. To be eligible for FTA Section 5307 funds, The City of Montgomery must provide a local match of 50/50 for operating funds and 80/20 federal/local for capital funds. Table 4.2 gives a brief summary of existing THE M services, current ridership data, and financial data.

Table 4.2: Summary of Existing MATS Service

<ul style="list-style-type: none"> • Fourteen fixed routes with weekday service, and Saturday service on most routes. Typical weekday headways range from 30 minutes to 1 hour. • Typical weekday service hours for most routes is 5:00 AM to 9:30 PM. Earliest weekday service (route #11) is 4:40 AM, latest is 9:30 PM. • One demand-response service is available for disabled persons only and is called Montgomery Area Paratransit (MAP). It is available anywhere within Montgomery city limits: <ul style="list-style-type: none"> ○ MAP (Montgomery Area Para transit) – Offers curb-to-curb service to persons with disabilities that are unable to use fixed bus route service. • Standard one-way fares: \$2.00 for fixed bus routes and \$4.00 for MAP. Free transfers. \$1.00 fare available to students (K-12), seniors, and riders with disabilities. • Ridership data from National Transit Database (Fiscal year 2014, most recent NTD statistics available): <ul style="list-style-type: none"> ○ Annual unlinked trips: 941,559 (908,366 fixed route; 33,193 MAP) ○ Average daily boardings: 3,547 weekday (Monday-Friday; 1,329 Saturday) ○ Annual passenger miles: 4,481,381 (4,214,818 fixed bus routes; 266,563 MAP) ○ Annual vehicle revenue miles: 1,354,191 (1,045,553 fixed; 308,638 MAP) ○ Annual vehicle revenue hours: 103,994 (66,774 fixed; 22,912 MAP) • Financial information (2014 NTD): <ul style="list-style-type: none"> ○ Operating expenses: \$6,990,873 (\$5,415,173 for fixed route; \$1,575,700 for MAP) ○ Breakdown of operating sources: 13% farebox revenues and auxiliary funds; 45% local funds; 34% federal assistance; 8% other • Fleet characteristics (2009 NTD): <ul style="list-style-type: none"> ○ 27 vehicles operated in maximum service (19 for fixed bus route; 8 for MAP bus)

Source: National Transit Database, THEM Website

Table 4.3 indicates that there has been a small increase in fixed-route ridership from 2008-2009, but not a significant increase in overall performance measurement unit costs. The same is true for the paratransit-demand response service, which shows a small increase in ridership for the same 2008-2009 period and not a significant increase in overall performance measure unit costs.

Table 4.3: THE M 2013 and 2014 Operating Performance

Service, Ridership and Costs	Fixed Bus Route		Paratransit Bus - Demand Response	
	2013	2014	2013	2014
Operating Expenses	\$5,417,530	\$5,415,173	\$1,506,822	\$1,575,700
Revenue Miles	1,076,057	1,045,553	295,796	308,638
Revenue Hours	65,702	66,774	22,636	22,912
Passenger Trips	922,931	908,366	35,092	33,193
Performance Measures				
Cost per Mile	\$5.03	\$5.18	\$5.09	\$5.10
Cost per Passenger Trip	\$5.87	\$5.96	\$42.94	\$47.47
Passengers per Revenue Hour	14.04	13.60	1.55	1.45

Source: 2013 and 2014 National Transit Database

The following is a summary of needs identified in the Montgomery Urbanized Area *Transit Development Plan* that exist in FY14. The proposed improvements are designed to meet a number of planning objectives. The system should also be able to reach a higher level of performance in the future. The planning objectives include:

- Simpler route alignments and system design
- More direct travel
- Consistent frequency of service
- Higher passenger productivity and on-time performance
- Consideration of new markets or non-traditional riders



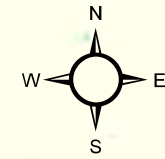
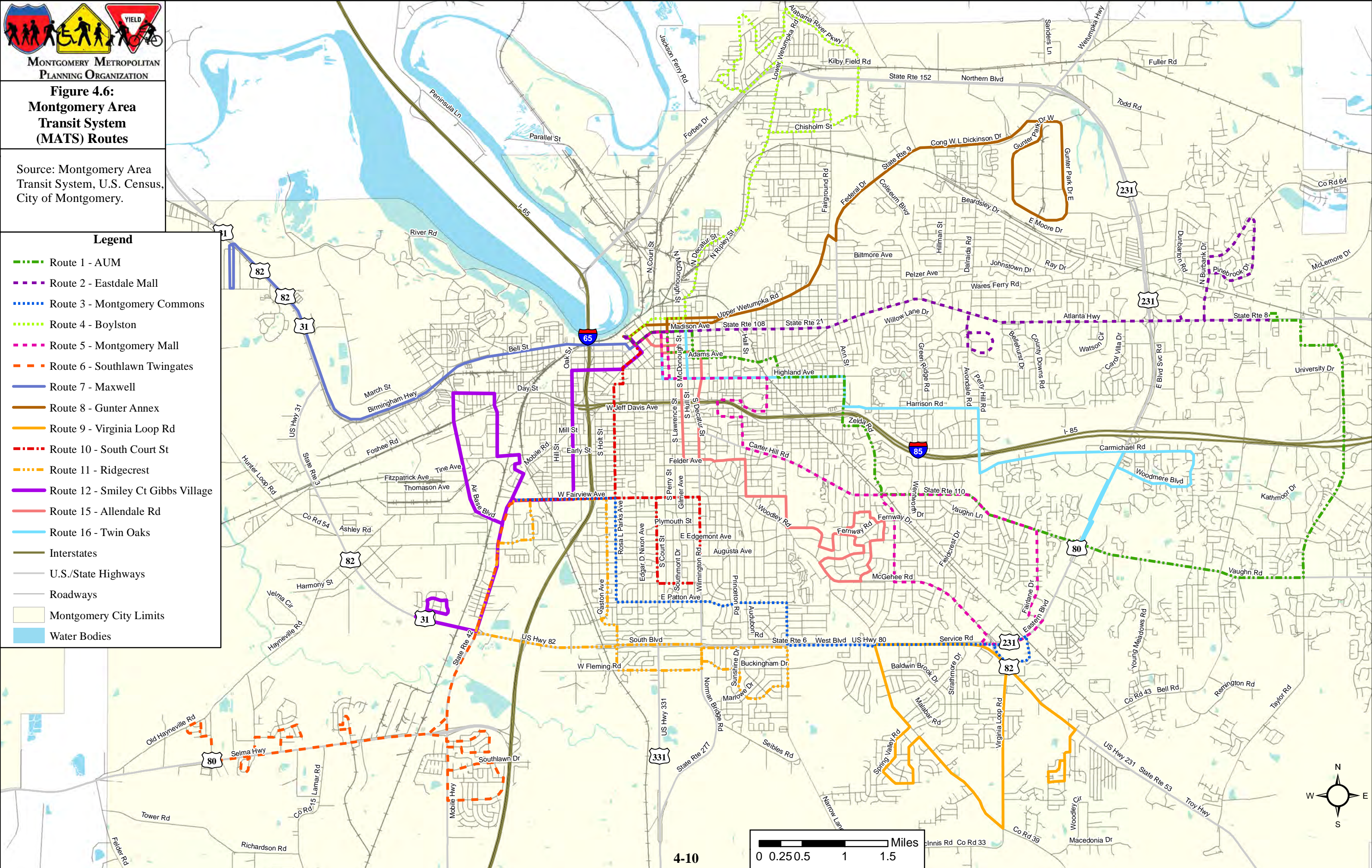
MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

Figure 4.6:
Montgomery Area
Transit System
(MATS) Routes

Source: Montgomery Area
Transit System, U.S. Census,
City of Montgomery.

Legend

- - - Route 1 - AUM
- - - Route 2 - Eastdale Mall
- - - Route 3 - Montgomery Commons
- - - Route 4 - Boylston
- - - Route 5 - Montgomery Mall
- - - Route 6 - Southlawn Twingates
- Route 7 - Maxwell
- Route 8 - Gunter Annex
- Route 9 - Virginia Loop Rd
- - - Route 10 - South Court St
- - - Route 11 - Ridgecrest
- Route 12 - Smiley Ct Gibbs Village
- Route 15 - Allendale Rd
- Route 16 - Twin Oaks
- Interstates
- U.S./State Highways
- Roadways
- Montgomery City Limits
- Water Bodies



Below are observations within the *Transit Development Plan* based on the data collected and tasks completed:

- Refinements to the existing routes and schedules are needed to help meet the planning objectives. Not addressing these issues could result in a less effective system with major cost issues.
- Most of the demand for public transportation is still found in the older, established neighborhoods located south and west of downtown Montgomery.
- Although some redevelopment activity is taking place in midtown and downtown, most of the residential, business/commercial and employment growth is taking place in the east and southeast sectors of the city.
- On-time performance is having a major impact on timed transfers and system reliability.

4.4.2 Autauga County Rural Transportation (ACRT) Program

In service for over 30 years, the Autauga County Rural Transportation System operates a demand response service within Autauga County, including the City of Prattville. The service operates Monday through Friday from 6 a.m. to 5 p.m. A 24-hour advanced reservation is required for service. The primary service market includes elderly, low-income workers, disabled persons, head start participants, school-aged children, and dialysis patients. The base one-way fare is \$2.00 for trips within Prattville, \$2.50 between communities within Autauga County, and \$5.00 between Autauga County and the City of Montgomery. Autauga County Rural Transportation is funded through farebox revenue, Autauga County Commission Funds, City of Prattville and FTA funding through the rural program under Section 5311. Table 4.4 details the 2012 and 2013 Autauga County Rural Transportation Program and 2012 and 2013 Operating Performance for fixed-route and demand response (MAP) ridership. Data from the Alabama Department of Transportation (ALDOT) Transit Reporting System indicates the Autauga County Rural Transportation service provided an average of 173 daily trips in FY 2012. The total number of trips provided in 2012 was 45,000. The total operating cost was \$415,672. Total fare box revenues were \$130,671, accounting for 31 percent of operating funds.

Table 4.4: ACRT 2012 and 2013 Operating Performance

Service, Ridership and Costs	Demand Response	
	2012	2013
Operating Expenses	\$415,672	\$470,725
Revenue Miles	260,583	267,829
Revenue Hours	19,049	17,058
Passenger Trips	45,000	43,901
Performance Measures		
Cost per Mile	\$1.60	\$1.95
Cost per Revenue Hour	\$21.82	\$22.23
Cost per Passenger Trip	\$8.71	\$8.30

Sources: 2012 and 2013 ALDOT Transit Reporting System

4.4.3 Intercity Bus

Intercity bus services are operated by Greyhound, Capital Trailways, and MegaBus. Greyhound operates a 24-hour passenger terminal at 950 W. South Boulevard in Southwest Montgomery. Major cities accessible via direct routes from the Montgomery terminal include Selma, Birmingham, and Mobile, Alabama; Atlanta and Columbus, Georgia; and Pensacola and Panama City, Florida.

Capital and Colonial Trailways have been providing safe and reliable motor coach charter and tour transportation in the Southeast for over 77 years. Serving destinations throughout the entire U.S., they are equipped to meet every transportation need. Capital Trailways can help with any bus charter; bus rental;

group charter; group tour; and any special event requiring tour planning. Capital Trailways currently has a fleet of 31 Luxury Motorcoaches, 33 Motorcoaches and 2 Mini Coaches/ Trolleys.

MegaBus is the first, low-cost, express bus service to offer city center-to-city center travel for as low as \$1 via the Internet. Since launching in April 2006, megabus.com has served more than 30 million customers throughout more than 100 cities across North America. From Montgomery, MegaBus travels to Mobile, AL, Atlanta, GA and New Orleans, LA.

4.4.4 CommuteSmart Montgomery

CommuteSmart is a program that aims to reduce traffic and its negative environmental effects by coordinating Car and Van pools between the metropolitan areas of the state of Alabama. Persons are matched with an existing car or vanpool via the CommuteSmart website (www.commutesmart.org). There are car/van pools coming to and from Montgomery every day, currently there are 345 persons from the Montgomery area in the rideshare database, 10 persons that vanpool from Montgomery to Birmingham and 60 persons that vanpool from Birmingham to Montgomery. CommuteSmart is offered in Montgomery, Mobile, and Birmingham.

4.5 Bicycle Facilities

One stated goal of the LRTP is to “address all modes providing a framework for modal connectivity that enhances mobility options for the community.” In order to meet this goal, pedestrian and bicycle facilities need to be identified within the LRTP. Pedestrian and bicycle facilities are used for transportation as well as recreation and serve as an integral element of a multimodal transportation network. Pedestrian and bicycle facilities are vital for providing links to transit, accommodating short trips between neighborhoods and community facilities, and providing circulation between land uses in denser activity centers. The connection of neighborhoods to activity centers such as employment centers, community facilities, and retail opportunities by way of pedestrian and bicycle facilities will improve resident accessibility to these locations.

At a minimum, FHWA requires that “bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plan,” according to 23 USC 217. FHWA’s guidance states that “due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. Inclusion of bicycle and pedestrian facilities in transportation facilities should be the routine, and the decision not to include them should be the exception rather than the rule. ***“Bicycle and pedestrian facilities will be included on all transportation projects unless exceptional circumstances exists, as defined below:”***

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

In order to comply with these requirements, the MPO long range transportation plans must, at a minimum:

- Consider the context of the project setting. In other words, MPOs should consider whether the general project area includes features like neighborhoods, shopping, schools, transit, or other facilities likely associated with the needs of bicyclists or pedestrians;
- Consider any evidence of existing, informal bicycle-pedestrian activities. An example could be a worn, dirt path along an existing road;
- Consider any reference to bicycle or pedestrian needs in the planning process for the project area;
- Consider public, agency, or other comments requesting such facilities.

The Montgomery Area Metropolitan Planning Organization transportation planning staff developed the *2012 Montgomery Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan* to address the growing interest and use of bike and pedestrian modes. Emphasis on health and fitness benefits, combined with the advantage of walking and biking for short trip segments has resulted in more interest in these modes. As part of the *2012 Montgomery Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan* development, an inventory of existing and planned bicycle facilities was completed. Planned bicycle facilities are either funded for construction or preliminary engineering. The existing and planned bicycle facilities in the River Region are as follows:

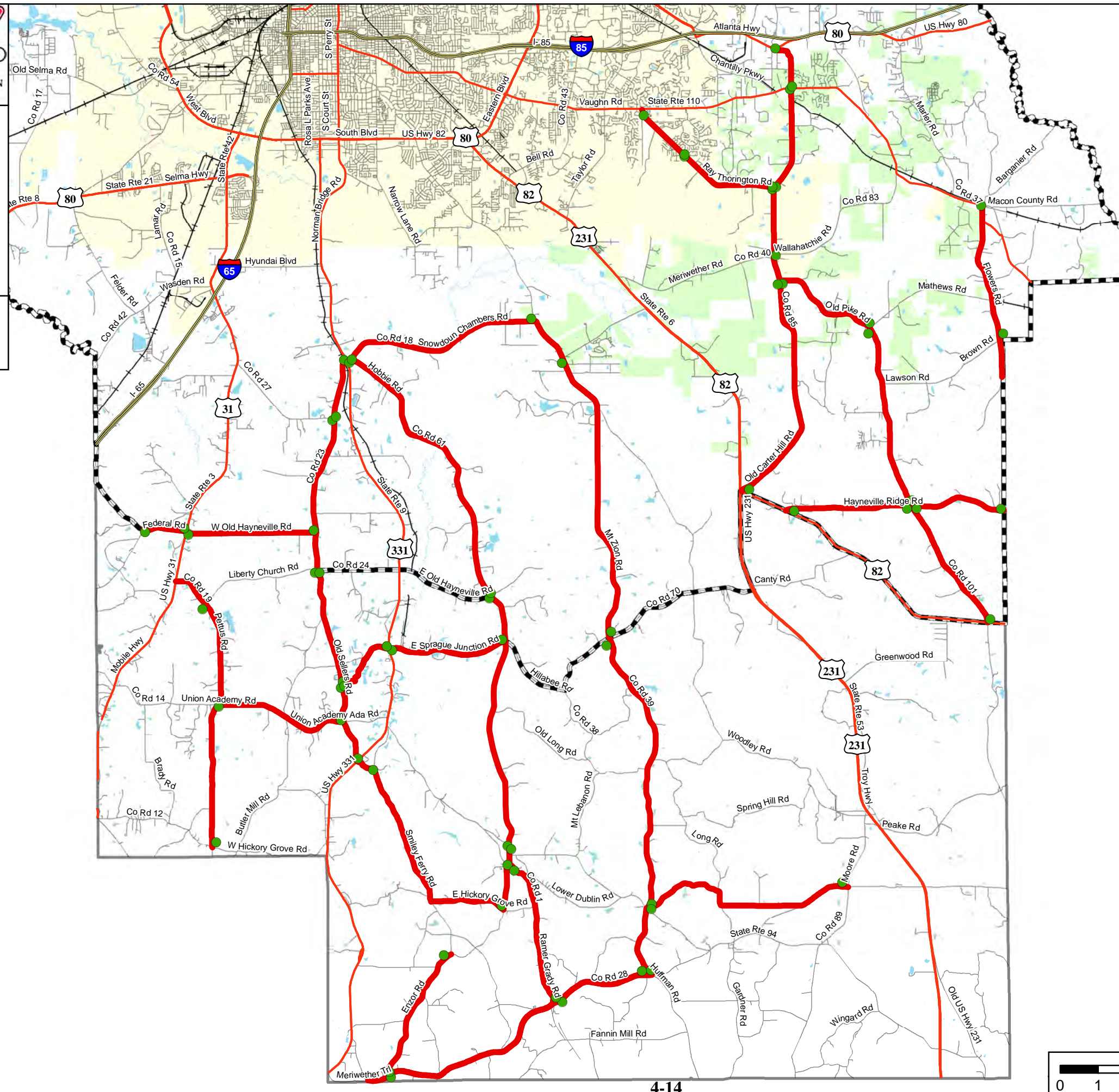
- A Bicycle Lane on Hall Street from High Street to Glenn Palmer
- A Bicycle Lane on Ft. Toulouse Road from US-231 to Ft. Toulouse
- A Bicycle Lane on Brown Springs Road from east of Atlanta Highway to
- A Bicycle Lane on Old Ware Road/Jackson Road
- A Bicycle Lane on Park Crossing from Wilson YMCA to Taylor Road
- Share Lane Markings on Old Farm Lane
- Montgomery Riverwalk from Cypress Inlet to Intermodal Tower and Pedestrian Bridge
- Montgomery Riverwalk Connector from Wright Brothers Park to the Intermodal Tower and Pedestrian Bridge
- Shared-Use Path on Park Crossing from Taylor Road to Ray Thorington Road
- Shared-Use Path on Maxwell Boulevard from Maxwell Boulevard E. to I-65
- Share the Road Signs and Plaques in Montgomery County along various roadways
- Pike Road Nature Trail on Meriwether Road, Wallahatchie Road, and Marler Road
- Pike Road Nature Trail on Old Pike Road, Flowers Road, Mathews Road, and SR-110
- Rails-Trails Project in the City of Montgomery from N. Decatur Street to I-85 (Shared-use path)
- Town of Pike Road Trail System
- Bicycle Lanes on Vaughn Road from Chantilly Parkway to the Bridlebrook Farms Entrance
- Bicycle Facilities on Vaughn Road from Taylor Road to Chantilly Parkway

Figure 4.7 and 4.8 detail all existing and planned bicycle facilities in the Montgomery MPO Study Area.



**Figure 4.7:
Montgomery
Share the
Road Signs
and Routes**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Road Network

- Montgomery County Share the Road Sign & Plaque
- Montgomery County Shared Roadways
- 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

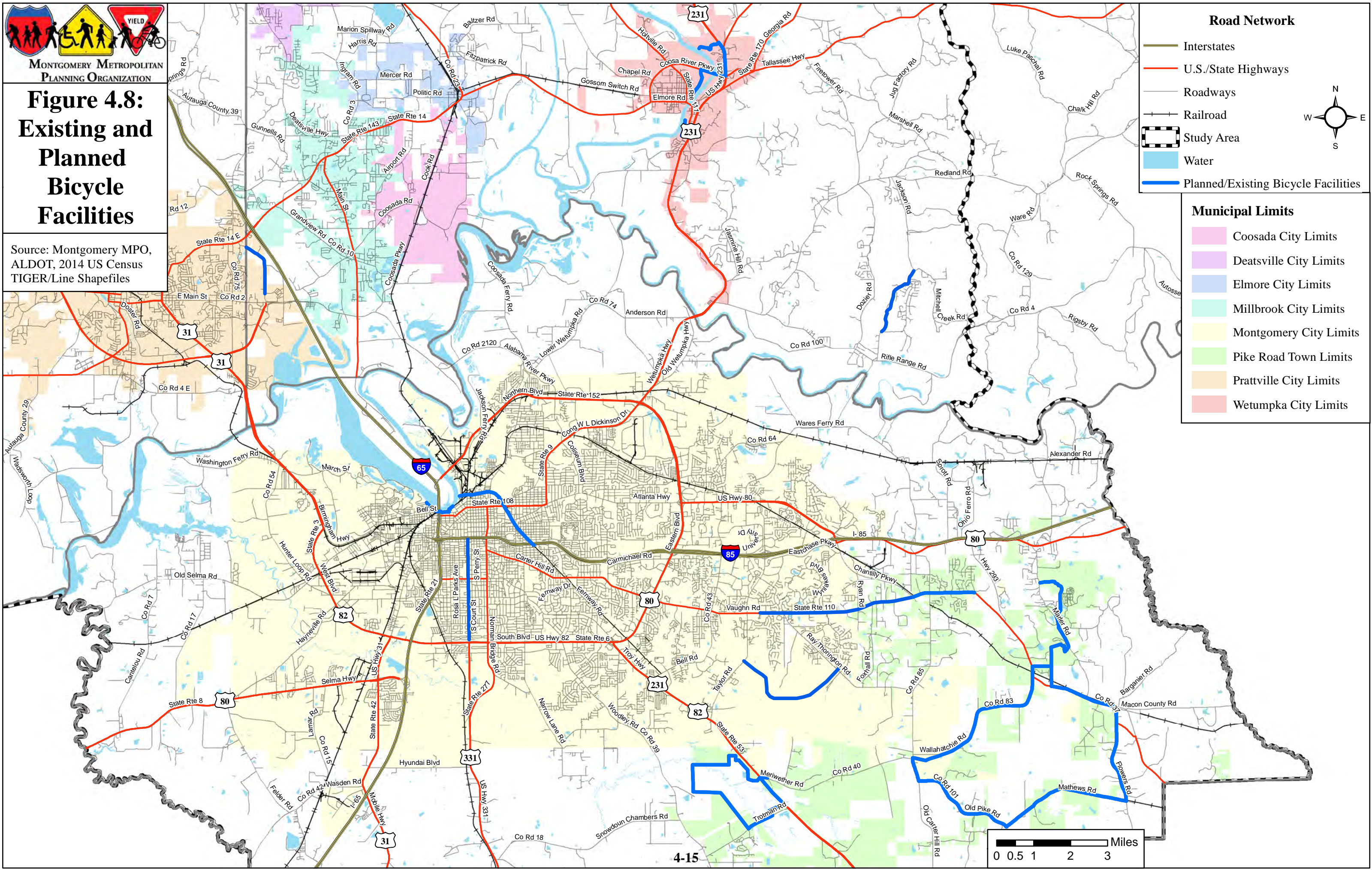




MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

Figure 4.8: Existing and Planned Bicycle Facilities

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles



Road Network

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water
- Planned/Existing Bicycle Facilities

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



4.6 Pedestrian Facilities

Using the midway point between the Capitol and Court Square as the point of origin, the Downtown Core can be approximated as the area within a half mile radius. This Downtown Core contains an extremely dense cluster of sidewalks along both sides of nearly every roadway. However, these sidewalks have fallen into a severe level of disrepair and must be rehabilitated. Although the infrastructure exists, it does not achieve its full potential in its present state.

Extending this radius an additional half mile creates an approximate buffer for the Central Business District. As the network of sidewalks extends outward along the major connectors of High Street, Madison Avenue and Adams Avenue, fewer connections are made. On the southern edge of the Central Business District, multiple streets with existing sidewalks cross Interstate Highway 85, entering the first ring of suburban development.

Extending the radius a mile beyond the limits of the Central Business District delineates the outer limits of the first ring of suburban development in Montgomery. The boundaries of this ring include the Ann Street exit of I-85, the northern edge of Cypress Park and Fairview Avenue. The neighborhoods that surround the Central Business District and comprise the first ring of suburban development in Montgomery include Capital Heights, Old Cloverdale, the Garden District, Highland Park and Five Points. While many of these neighborhoods enjoy significant sidewalk coverage, many areas lack the security and connectivity provided by adequate pedestrian facilities. In many areas, sidewalks simply end, forcing pedestrians into the street or onto the grass. Additionally, many roadways that have sidewalks only have them on one side, forcing individuals to cross the roadway or surrender the advantage of the sidewalk.

While the neighborhoods closest to the Central Business District enjoy considerable sidewalk coverage, the second ring of development offers even fewer pedestrian amenities. And while the Central Business District demands rehabilitation, and the first ring suburbs demand improving coverage by providing both sides of the roadway, the second ring requires increased connectivity through the provision of sidewalks where none exist. Connectivity in the second ring neighborhoods such as McGehee Estates, Haardt Estates and Dalraida remains difficult. With few sidewalks scattered across the city, the main objective in this section must be connecting these various segments. Figure 4.9 details the Central Business District and each Suburban Development Ring.

However, while connecting scattered segments will improve connectivity in the second ring, neighborhoods beyond the Boulevard must build an entire network from the beginning. This lack of pedestrian network leaves pedestrians in isolated neighborhoods with no access to commercial corridors along major roadways. While this sidewalk inventory only addresses functional classification of roadways above residential connectors, none of the major roadways in this area have sidewalks for the safety and amenity of pedestrians.

While Montgomery enjoys the greatest number of sidewalks of any municipality in the Metropolitan Planning area, the pattern remains consistent. Of the seven additional municipalities in the Metropolitan Planning area, only four have sidewalks along functionally classified roadways. In all four, sidewalks concentrate pedestrian traffic around the downtown areas. Nine of the eleven roadways with sidewalks in Prattville are in downtown and all but one have sidewalks on both sides. Conversely, Elmore County roadways tend to have sidewalks on only one side, but still focus traffic toward the town center. While problems of connectivity pervade all areas of the Metropolitan Planning area, each municipality enjoys strong foundations for successful pedestrian infrastructure.

A sidewalk inventory was completed on functionally classified streets to determine the location of sidewalks throughout the MPO Study Area. According to the inventory, there is a total of approximately 7.98 miles of sidewalks in Autauga County, 9.55 miles of sidewalks in Elmore County, and 146.85 miles of sidewalk in Montgomery County. The sidewalk inventory of functionally classified roads was completed in fiscal year 2009. The inventory was completed by first analyzing aerial data from 2009, and then thru field work to confirm analysis. As part of the *2012 Montgomery Metropolitan Planning*

Organization (MPO) Bicycle and Pedestrian Plan, inventory, the existing sidewalk network was analyzed to determine gaps in pedestrian facilities. To ensure connectivity of the sidewalk network, all missing segments were added to the list of needed sidewalk projects. Figures 4.10 to 4.13.

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4.7 Freight

The volume of freight moved by the U.S. transportation system has grown dramatically in recent decades and is projected to increase nearly 70 percent by 2020. As demand for freight service grows, concerns intensify about capacity shortfalls and congestion. Congestion is a serious problem for freight transportation. Reliable, predictable travel times are especially important in a global economy where many goods are needed in tightly scheduled manufacturing and distribution systems. Late arrivals can have significant economic costs for factories waiting for parts to assemble and for carriers who miss guaranteed delivery times. Public transportation planning has long focused on moving people around; however, understanding and planning for goods movement (freight) has been a part of metropolitan transportation planning requirements since ISTEA. Part of the Public sector's challenge of planning for freight is that freight movement is largely generated by the private sector in a competitive rail and trucking industry. The Montgomery Regional Airport does have a small amount of air freight, and water transport could resume with the dredging of the Alabama River near Montgomery.

4.7.1 Rail

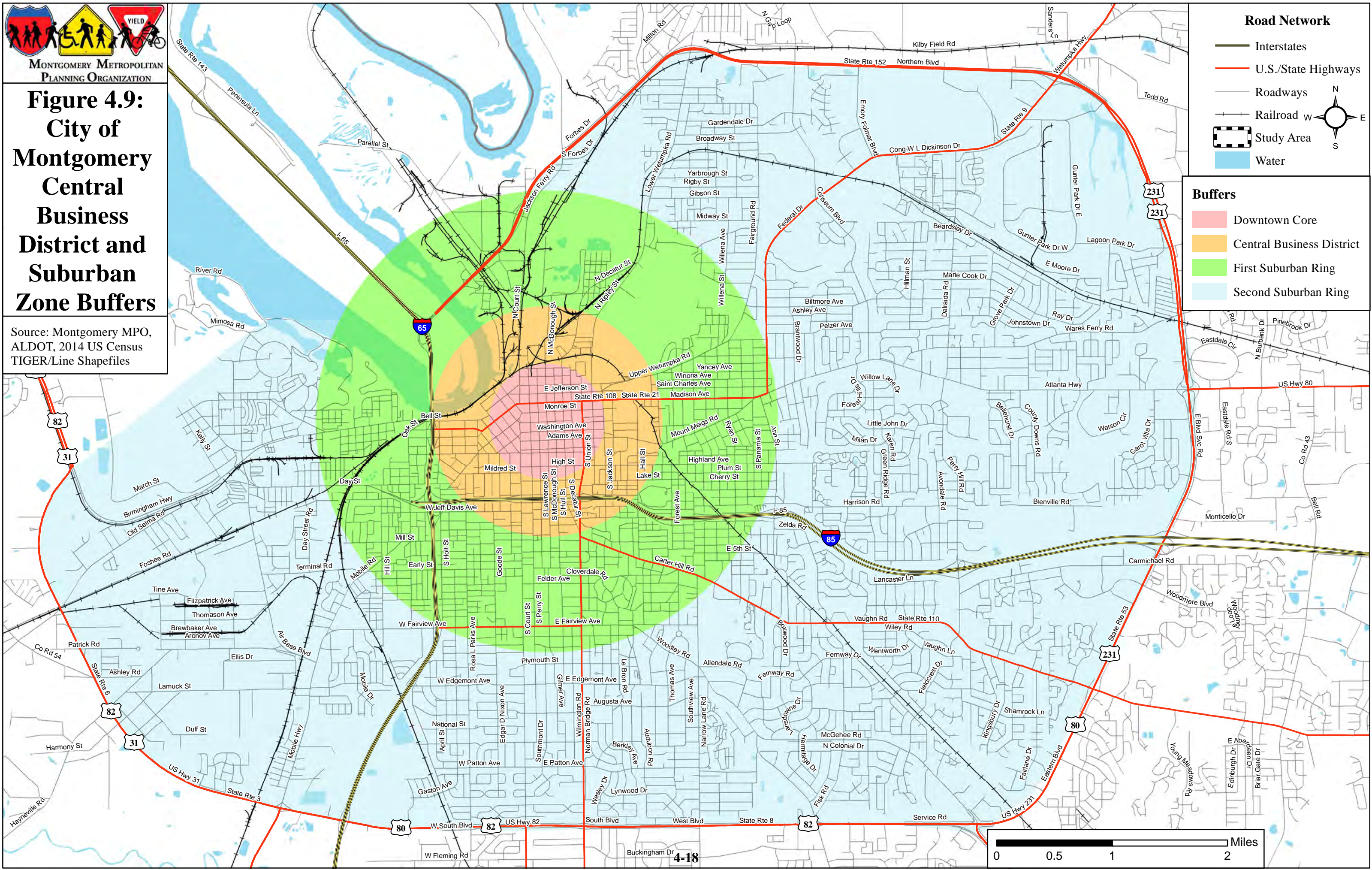
The Montgomery area has two Class I rail freight operators with rail lines traversing through the study area: Norfolk Southern and CSX Transportation (CSXT). CSXT has the greatest rail presence within Autauga, Elmore and Montgomery Counties with three major lines: Montgomery-Flomaton (110 miles), Montgomery-West Point, Georgia (89 miles), and Parkwood-Montgomery (87 miles). CSX has major rail yards in Montgomery, Mobile, and Birmingham, with the Montgomery CSX terminal handling 390,646 rail cars in 2008. In addition, to the three rails yards in Alabama, CSX operates an intermodal facility in Mobile and serves at least nine stations in the state. It operates over 1,500 miles of track and hauls more than 575,000 carloads of freight through the state each year. The major freight goods hauled are coal, corn, limestone, and pulp. CSX operates over 21,000 miles of track across 23 states and into Canada.

One Norfolk Southern line branch line traverses through Autauga County from Maplesville to Autauga Creek (41 miles). The average yearly traffic volume on the line is 1.1 million gross tonmiles per mile. Norfolk Southern indicates that traffic on the line is steadily declining. Norfolk Southern has trackage rights over CSXT on the Autauga Creek to Montgomery line. Norfolk Southern has rail stations in Prattville, Autauga Creek, and Montgomery. NS operates over 1,300 track miles and hauls more than 6.3 million tons of cargo each year to 40 stations in Alabama. Figure 4.14 details the rail lines in the MPO Study Area.



Figure 4.9:
City of
Montgomery
Central
Business
District and
Suburban
Zone Buffers

Source: Montgomery MPO,
 ALDOT, 2014 US Census
 TIGER/Line Shapefiles

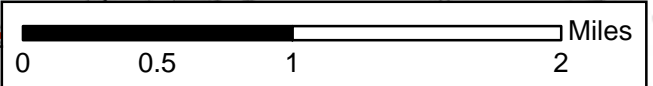
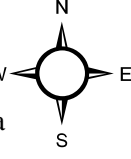


Road Network

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

Buffers

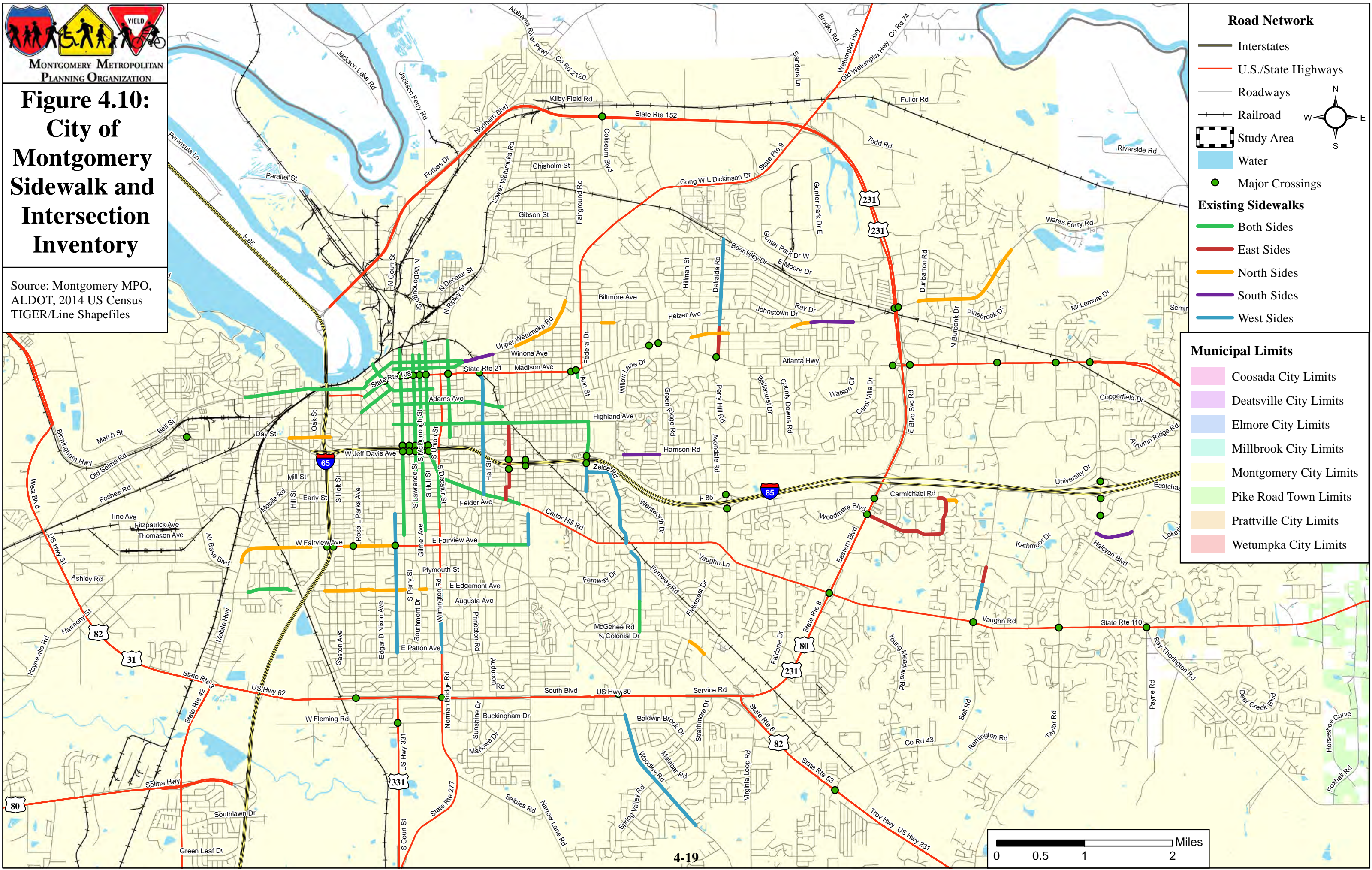
- Downtown Core
- Central Business District
- First Suburban Ring
- Second Suburban Ring





**Figure 4.10:
City of
Montgomery
Sidewalk and
Intersection
Inventory**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Road Network

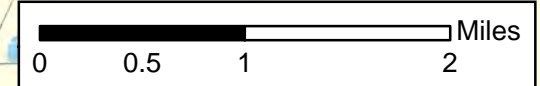
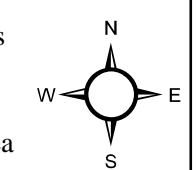
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water
- Major Crossings

Existing Sidewalks

- Both Sides
- East Sides
- North Sides
- South Sides
- West Sides

Municipal Limits

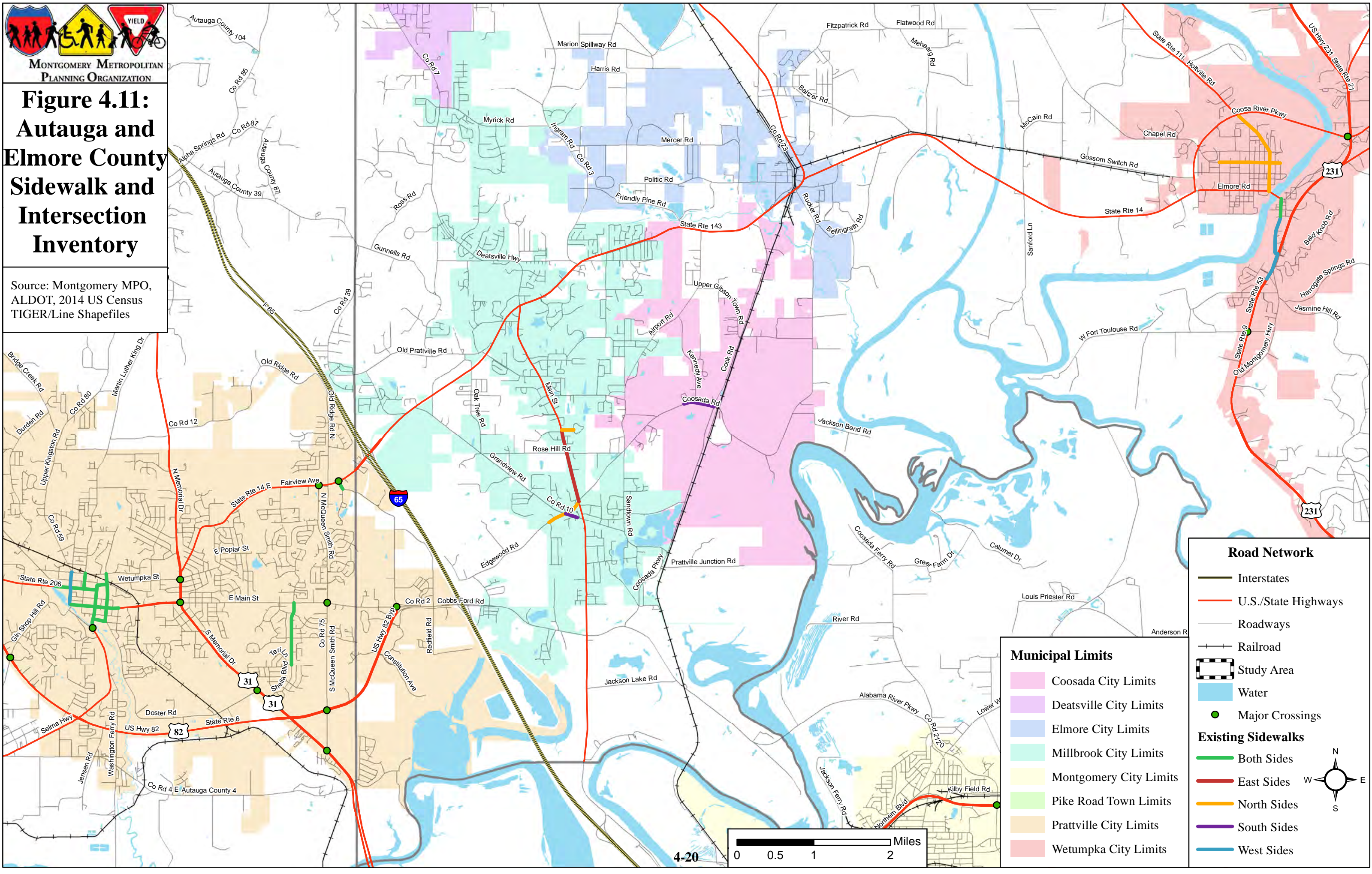
- Coosada City Limits
- Deatsville City Limits
- Elmore City Limits
- Millbrook City Limits
- Montgomery City Limits
- Pike Road Town Limits
- Prattville City Limits
- Wetumpka City Limits





**Figure 4.11:
Autauga and
Elmore County
Sidewalk and
Intersection
Inventory**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Road Network

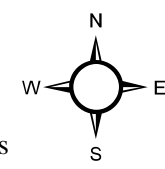
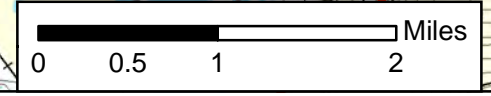
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water
- Major Crossings

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

Existing Sidewalks

- Both Sides
- East Sides
- North Sides
- South Sides
- West Sides



4.7.2 Truck

All state routes in Alabama are designated truck routes for tractor trailer travel. The proximity of the Montgomery area to I-65 and I-85 provides significant interstate access for goods movement. After researching lists of local freight operators from the Montgomery Area Chamber of Commerce and from Elmore County Economic Development Authority, a total of 35 freight truck companies were confirmed as being within the Montgomery MPO study area. However, it is assumed not all freight operators within the study area were captured by the list. Table 4.5 details the confirmed freight operators.

Table 4.5: 2010 Confirmed Freight Truck Operators within the Montgomery MPO Study Area

Company Name	County
AAA Cooper Transportation	Montgomery
ABF Freight System Inc.	Montgomery
Alabama Food Service	Autauga
AMX Inc. (Alabama Motor Express Inc.)	Montgomery
Barnes & Berry Trucking	Elmore
Brown Trucking	Montgomery
Charles Lawson Trucking	Montgomery
Con-Way Southern Express	Montgomery
Eagle Motor Freight Inc.	Montgomery
FedEx Freight, Inc	Montgomery
Florida Rock & Tank Lines	Montgomery
Forward Air Solutions (previously Service Express)	Montgomery
Foshee Trucking	Montgomery
Gulfstream Express	Montgomery
JEB Trucking	Autauga
Loftin Brothers Transportation	Montgomery
Milan Express Co Inc.	Montgomery
Montgomery Air Freight Inc. (BHM Express)	Montgomery
Old Dominion Freight Line	Montgomery
Osborne Transportation Inc	Montgomery
Panalpina Inc	Montgomery
Penn Tank Lines	Montgomery
Priest Trucking	Montgomery
R&L Carriers	Montgomery
Romero Trucking	Autauga
Saia Motor Freight Line	Montgomery
Southeastern Freight Lines	Montgomery
Southern Cal Transport (also operates as Southern Cartage)	Montgomery
Todd Sheridan Trucking	Autauga
University Corp Inc.	Montgomery
US Foodservice (USF Distribution)	Montgomery
Waggoners Trucking	Montgomery
Whitfield Food Inc. (Whitfield Lines Inc.)	Montgomery
Wilson Trucking	Montgomery
YRC Inc.(Yellow Roadway Corporation)	Montgomery

Source: Montgomery MPO, Montgomery Chamber of Commerce, and the Elmore County Economic Development Authority.

Within the State of Alabama, freight truck traffic is the dominate method of freight movement. Because of Montgomery's location between Columbus, Georgia; Atlanta, Georgia; Birmingham; and Mobile; a large portion of the freight truck movements are thru the Montgomery area creating stress on the major interstate and US Highways within the study area. As Hyundai Motor Manufacturing, Kia Motors, and their many suppliers increase production, truck traffic will increase significantly.



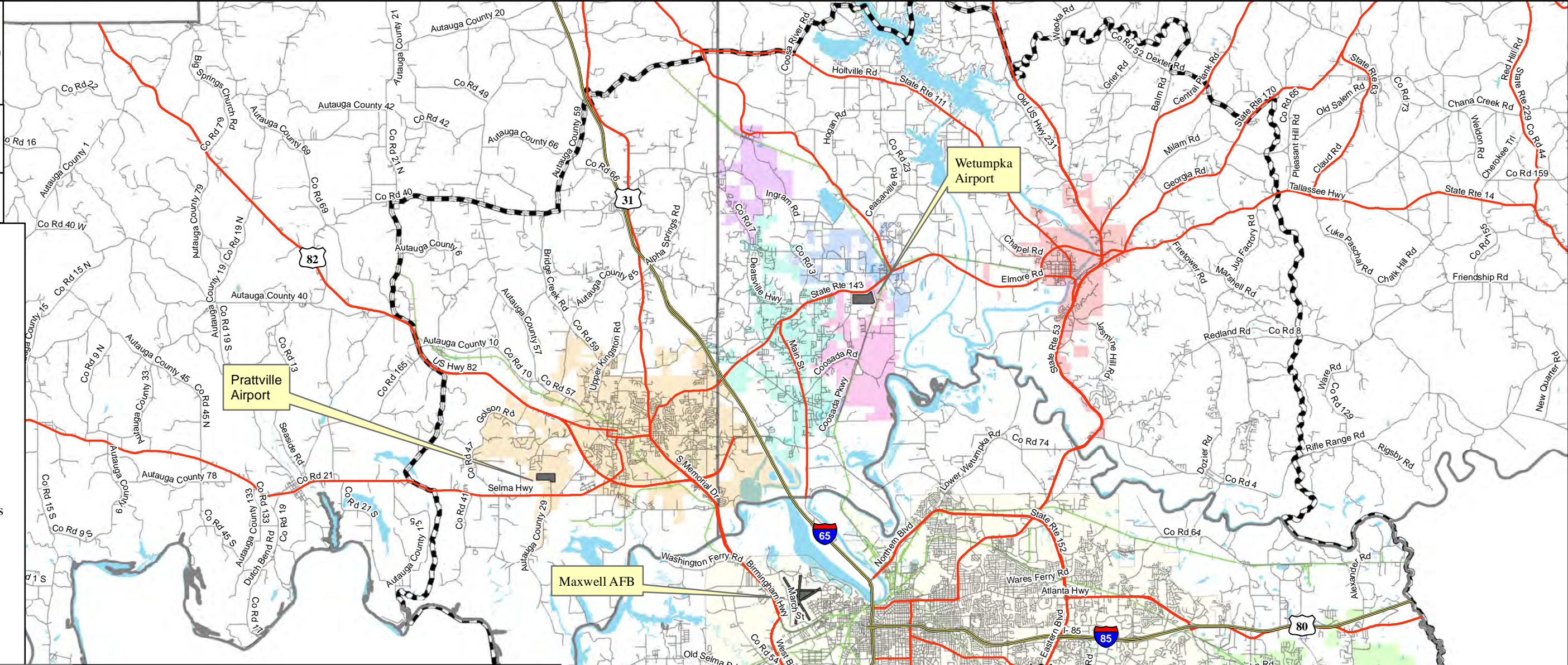
MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

Figure 4.12: Railroads and Airports

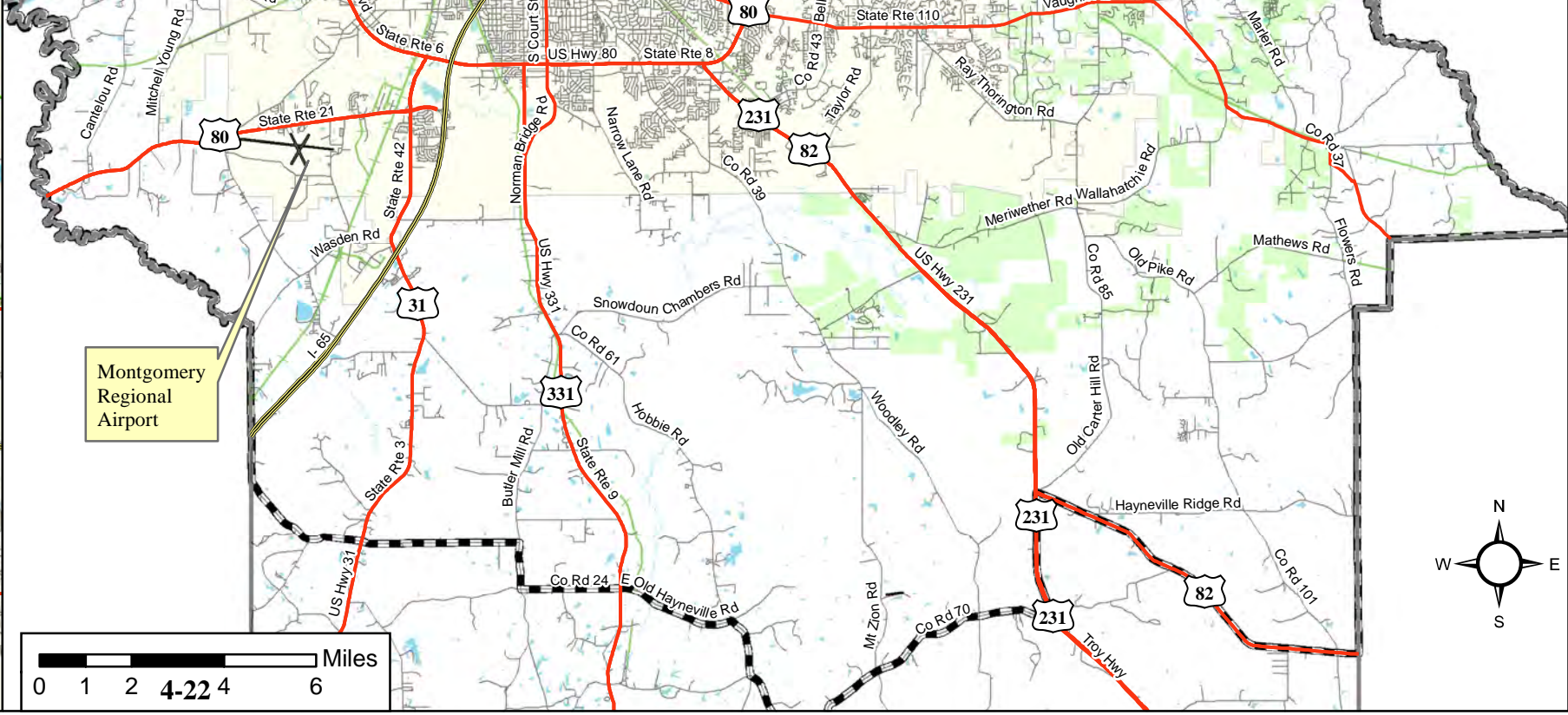
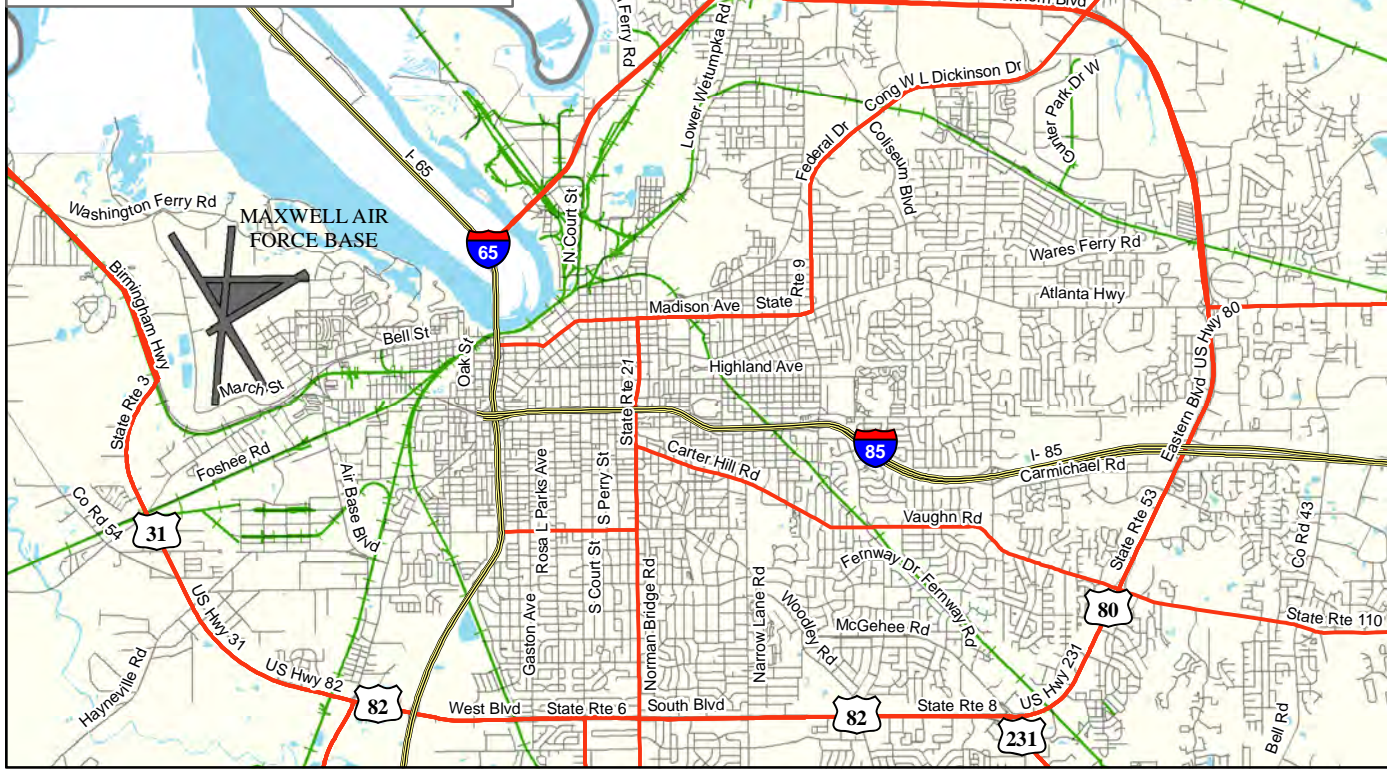
Source: Montgomery Area MPO municipalities.

Legend

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



Downtown Montgomery Inset



4.7.3 Aviation

Within the Montgomery MPO study area, the Montgomery Regional Airport (MGM) (Dannelly Field) is the only public airport with freight traffic; however, due to the lack of ground support equipment (tugs, forklifts and conveyer belts) and hanger facilities, the amount of air freight is minimal compared to rail and truck. Locally, air freight is also minimal due to expense. The airport is approximately 6 miles S.W. of Montgomery adjacent to U.S. Highway 80 (Selma Highway).

Ground cargo carriers such as UPS, FedEx, and DHL do serve the airport. Air cargo is attractive to businesses which require faster import or export of their parts, goods, and services. The majority of businesses dependent on air cargo for its speed are Hyundai and car parts suppliers within 30 minutes of the airport.

Details regarding the Montgomery Regional Airport as of April 30, 2015:

- Runway 10/28 is 9,020 feet long and 150 feet wide with grooved asphalt and high intensity lighting. Runway is overseen by a control tower.
- Runway 3/21 is 4,010 feet long and 150 feet wide asphalt and has medium intensity lighting. Runway is overseen by a control tower.
- The elevation is 221 feet above sea level.
- 150 aircraft are based at the airport.
- There are nearly 184 aircraft operations per day.
- The airport recently completed a \$40 million renovation and expansion and now covers 2000 acres and serves 13 counties.

In addition to the public Montgomery Regional Airport, the Maxwell Air Force Base Airport can handle 51% Military and National Guard. Details regarding the MAFB Airport are as follows:

- Runway 15/3328 is 8,013 feet and 150 feet wide with asphalt and high intensity lighting.
- Runway 7/187 is 3,015 feet long and 60 feet wide.
- The elevation is 171 feet above sea level.

Figure 4.12 details the airport locations in the Montgomery MPO study area.

4.7.4 Waterways

The Montgomery MPO area is traversed by the Alabama, Coosa, and Tallapoosa Rivers. According to the US Army Corps of Engineers, the Alabama River's northernmost points for navigation are the Bibb Graves Bridge in Wetumpka (Coosa River) and the US 231 Bridge (Tallapoosa River). The Corps states that there is little or no freight movement on the Alabama River near the MPO area. The Corps maintains a nine-foot deep x 150 foot wide channel for barge traffic from the Port of Mobile at the Gulf of Mexico to the Claiborne Lock and Dam in Monroe County (Alabama River mile 72). The dry season flow is about 4,640 cubic feet per second augmented by water released from the Coosa River. There have been no dredging funds in the federal budget for the past five years, and the last dredging was in July 2010.

The Montgomery Inland Dock (65 foot x 60 foot open dock) is located at mile 289 on the Alabama River near SR 143, I-65, and I-85. The dock can handle nearly 600 tons, and is currently leased to a grain company.

Existing Cargo Port Facilities include four locations near downtown Montgomery and one just west of the MPO study area in Burkville, AL. The Burkville dock at the GE Plastics Facility is owned by the Montgomery Industrial Development Board. Adequate road and rail services are near all five facilities, but three of the facilities are not in use (YR 1997). (CAWA Freight Mobility Study 4-9-07).

Freight movement via barge on the states waterways could be a viable mobility option because of the Mobile Container Terminal, ThyssenKrupp steel, and Alabama's auto industry. The expansion of the Panama Canal is scheduled to open in 2014. This expansion should make for a faster route from Asia and increase the number of containers, steel and other products coming in and out of Mobile as trade increases globally. Waterway travel in Alabama is feasible north through the Tennessee-Tombigbee Waterway all the way to the Great Lakes. An increase in freight movement via water would decrease highway traffic congestion, make roads safer by taking trucks off the road, and therefore, make roads less congested and more efficient. The State Port Authority and five Alabama Waterway Associations have formed the Coalition of Alabama Waterway Association to promote port and waterway projects. The Coosa-Alabama River Improvement Association (CARIA) was formed to promote improvements to the Alabama River.

4.8 Aviation

The Montgomery MPO area is served by a regional airport, Montgomery Regional Airport (Dannelly Field), and two general aviation airports: Prattville Airport (Grouby Field) and Wetumpka Airport. Montgomery also is home to Maxwell Air Force Base, but in most cases, passenger traffic is exclusively for military personnel, dependents, and civil service employees only. Figure 4.12 details the airport locations in the Montgomery MPO study area. Further detail is available under 4.6.3 Aviation in the Freight Section.

4.8.1 Montgomery Regional Airport

The MPO Study area population that flies from within the study area utilizes the Montgomery Regional Airport for air transport; however, a large percentage of the MPO study area population utilizes the Birmingham International Airport or the Atlanta International Airport due to better prices and more routes and carriers. Since 2010 the airport has expanded the Large Plane parking apron to handle the largest aircraft available in the world. The second parallel taxiway has also been completed which will increase flight traffic efficiency.

The Montgomery Regional Airport is governed by the Montgomery Airport Authority, and managed by an Executive Director and staff. Counties serviced by the airport include Autauga, Bullock, Butler, Chilton, Coosa, Crenshaw, Dallas, Elmore, Lowndes, Macon, Montgomery, Pike, Tallapoosa, and Wilcox. The airport is located at 4445 Selma Highway/US 80 in the City of Montgomery, approximately six miles southwest of downtown and is accessible from I-65 via US 80 (exit 167), and accessible by MATS bus route No. 6, which circulates into and out of the airport from US 80. Nearly 400,000 travelers fly in and out of the airport each year. Approximately 1 million people pass through the terminal and create nearly \$1.32 billion in economic impact for the region. General aviation operations are about 20% while Military (National Guard) is about 51%.

Delta Airlines is the main commercial passenger operator, along with, USAir and American Eagle. Airport facilities include two runways, a terminal building, a parking area, a fixed base operator, ten corporate hangars, aircraft rescue and firefighting facility, rental car service facility, airport authority maintenance facility, fueling areas, and an air traffic control tower. The airport is served by seven automobile rental agencies, the Montgomery Transit Service (The M), shuttle and taxi service. The facility also maintains and operates its own police and fire forces. For more details about freight and the airport see section 5.5.3 above. Primary flight destinations served are as follows: Atlanta, Charlotte, Dallas-Fort Worth, and Memphis. Other destinations available by transfer include: Orlando, Chicago, Baltimore, New York, and Las Vegas.

4.8.2 Prattville Airport

The Prattville Grouby Field Airport (1A9) is a Class 5 general aviation airport located approximately three miles southwest of Prattville off of SR 14 and Grouby Airport Road. It is operated by the City of Prattville and the Autauga County Commission. The facility operates one lighted, asphalt runway (9/27) which is 5,400 feet long and 100 feet wide. The elevation is 225 feet above sea level. The airport operates without a control tower. The facility provides several aircraft hangars, as well as maintenance and refueling equipment. The airport is predominately used for small, private, recreational planes but also

handles some small, commercial and corporate jet aircraft. According to airnav.com, as of March 2015, thirty-two aircraft are based at the field, and there are on average 60 daily operations per day. The breakdown of operations is 70 percent transient general aviation, 29 percent local general aviation, and 1 percent military.

4.8.3 Wetumpka Airport

The Wetumpka Airport (08A) is a Class 5 general aviation airport approximately 6 miles west of the city of Wetumpka. It is located at the intersection of Highway 14, Airport Road, and Coosada Parkway in Elmore County. The airport is owned and operated by the City of Wetumpka. The airport operates one lighted, asphalt runway (9/27) which is 3,011 feet long and 80 feet wide, and one unlighted turf runway (18/36) which is 2,876 feet long and 130 feet wide. The airport operates without a control tower. The runways are located at an elevation of 197 feet above sea level. Services include maintenance and refueling equipment, flight training, and plane storage in open and closed hangars. The facility is mainly used for small, private, recreational planes.

According to airnav.com, as of March, 2015, 78 aircraft are based at the field with an average of 108 daily operations. The breakdown of operations is 82 percent transient general aviation and 18 percent local general aviation. Due to the shorter length of the runways at Wetumpka, the airport is limited to the types of aircraft that can land on shorter runways and may exclude certain aircraft such as corporate jets.

4.9 Waterway Accessibility

The Montgomery MPO area is served by the Alabama, Coosa, and Tallapoosa Rivers. There are currently two recreational/entertainment paddlewheel dinner boats operating in the MPO area. One is located on the Coosa River in Wetumpka and one, the Harriott II, is located at the Riverfront in downtown Montgomery. There is also one small-watercraft rental business located at the Riverfront in downtown Montgomery. The Montgomery Marina has been in operation for many years and is located near the Downtown Riverfront. Additionally, the public may now travel completely, via river, from the MPO area to the Gulf of Mexico. Locks and dams may now be used by boaters for their journey to the coast courtesy of Alabama River Lakes and the Army Corp of Engineers.

There are approximately eleven public boat ramps on the rivers and river lakes in the MPO area. Lake Jordan covers 6,800 acres inside 188 miles of shoreline, and provides many recreational and residential living opportunities inside the MPO boundary just north of Wetumpka. Lake Martin, covering 44,000 acres within 750 miles of shoreline, is located within 15 minutes of the MPO boundary, and also offers many recreational and residential living amenities. Lake Mitchell also offers these amenities within 15 minutes of the MPO area. Lake Mitchell covers 5,850 acres, has 147 miles of shoreline, and is 14 miles long. It was created in 1923 when Alabama Power Company dammed the Coosa River.

4.10 Intelligent Transportation System (ITS)

In April, 1999, the City of Montgomery developed an Intelligent Transportation System (ITS) Plan to install a fiber-optic cables network and ITS components to more effectively manage traffic in the City of Montgomery and emergency response. The City is partnering with the ALDOT and the FHWA, and will comply with National ITS Architecture. A Montgomery Area ITS Architecture Plan was prepared for the ALDOT by two Transportation Engineering firms (Iteris and Arcadis) in December 2003. ALDOT provides ITS funding that requires an 80/20 or 50/50 (Federal/State/local) match for ITS projects. The State, Federal, and local governments also provide project oversight. In FY 2006 a Federal Transit Administration (FTA) capital grant was awarded in the amount of \$47,500 for the development of an automatic vehicle locator system (AVL) to be used for the Montgomery Area Transit Service (MATS) and paratransit software for increased efficiency in order to get real time location information for passengers and operations staff to determine next bus arrival times for improved effectiveness, efficiency, safety, and security.

The first goal was to install a fiber-optic infrastructure and upgrade traffic control equipment for an operational closed loop system with communication between ALDOT and the City of Montgomery's Traffic Engineering Department. The key components of the ITS are to:

- Construct a fiber optic network (closed loop system with communication) or purchase and use a wireless technology network,
- Provide real time information on incidents and traffic congestion,
- Provide motorist information via dynamic message signs, internet service providers, TV stations, and other communications methods,
- Adjust traffic signal timing along West, South, and East Boulevards and various other locations as needed to improve traffic flow,
- Manage incidents more efficiently and improve incident response time, and
- Use incident and congestion information to more effectively provide and manage MATS transit service using Global Positioning System (GPS) units on MATS buses.

To date, the following ITS projects have been installed within the Montgomery Study Area, including:

- PTZ cameras have been installed at the following intersections:
 - Ann at Cherry
 - Taylor at Eastchase,
 - Arba at Perry,
 - PerryHill at Harrison,
 - Court at Tallapoosa,
 - Zelda at Zelda Ct.,
 - Ann at I 85,
 - Vaughn at Carter Hill,
 - Coliseum at Biltmore
 - Carmichael at Trinity
 - Taylor at 231 South
 - PerryHill at Carmichael
 - Taylor Rd. at Eastwood Glen
 - 231 N at North Blvd
 - 231 N at Todd Rd.
 - 231 N at Brooks Rd.
 - Bibb at Commerce
 - Dexter Plaza
 - Amphitheater
 - River Front
 - Atlanta Hwy at East Blvd S
 - Atlanta Hwy at East Blvd N

- Atlanta Hwy at Sylvest
 - Atlanta Hwy at Taylor Rd.
 - Monroe at Union
 - Dexter at Banbridge
 - East Blvd at Executive Park
 - East Blvd at Vaughn
 - East Blvd at Carmichael
 - East Blvd at Monticello
 - East Blvd at Roy Hodges
 - West Blvd at Mobile Hwy
 - South Blvd at Davenport
 - South Blvd at Court St.
 - South Blvd at Narrow Lane
 - South Blvd at Woodley
 - South Blvd at Wallace Dr.
 - South Blvd at Troy Hwy
 - Vaughn at Perry Hill
 - Vaughn at St. James West
 - Vaughn at Taylor Rd.
 - Vaughn at Bell Rd.
 - Vaughn at Carter Hill
- Fiber-optic cable installed and traffic signal controllers upgrades along Southern and Eastern Bypass from US 31 (Mobile Highway) to Plantation Way. (Phase 1A)
 - Fiber-optic cable installed and traffic signal controllers upgrades along Eastern and Northern Bypass from Plantation Way to Coliseum Boulevard (half way to Coliseum Blvd) and along Coliseum Boulevard to the ALDOT TMC and Montgomery Traffic Engineering. (Phase 1B)
 - Fiber-optic cable installed from I-65 through Civic Center (future drop), through City Hall (future drop), to Montgomery Technical Coordinating Committee. Install closed circuit television (CCTV) and VDS at key interchanges. (Phase 2)
 - ITS System on I-65 from South of SR-3 (US-31 to North of SR-6/US-82, Cobbs Ford Road in Prattville). (Phase 3)
 - ITS System on I-85 from I-65 to East of SR-8 (US- 80/Selma Highway in Montgomery) (Phase 4)
 - ITS System on Vaughn Road from Eastern Boulevard to Ray Thorington Road. (Phase 5)
 - Control center populated, hardware and software will be integrated, camera control and signal control software will be integrated. A diversion route study completed. A fiber network management tool created.
 - Transportation Management Center (TMC) at the ALDOT offices located at 1409 Coliseum Boulevard, Montgomery

- The City of Montgomery Communications Center (TMC) (adjacent to the Traffic Engineering Department) that will provide the City of Montgomery's Traffic Engineering Department with the ability monitor real-time traffic and signal operations and gives them the ability to adjust signal timing.
- Traffic Management Center (TMC) at 25 Washington Street.5th Floor. Provides the City of Montgomery Traffic Engineering Department with the ability to monitor real-time traffic and signal operations and gives them the ability to adjust signal timing if needed.
- Acteils (Copper to Ethernet Converter) unit. Installed from Bell Rd. to Eastmont Plaza on Atlanta Hwy, so we can utilize the existing copper cable for communications to our Traffic Control Software.

Figure 4.13 details the first five phases from the ITS Infrastructure Plan.

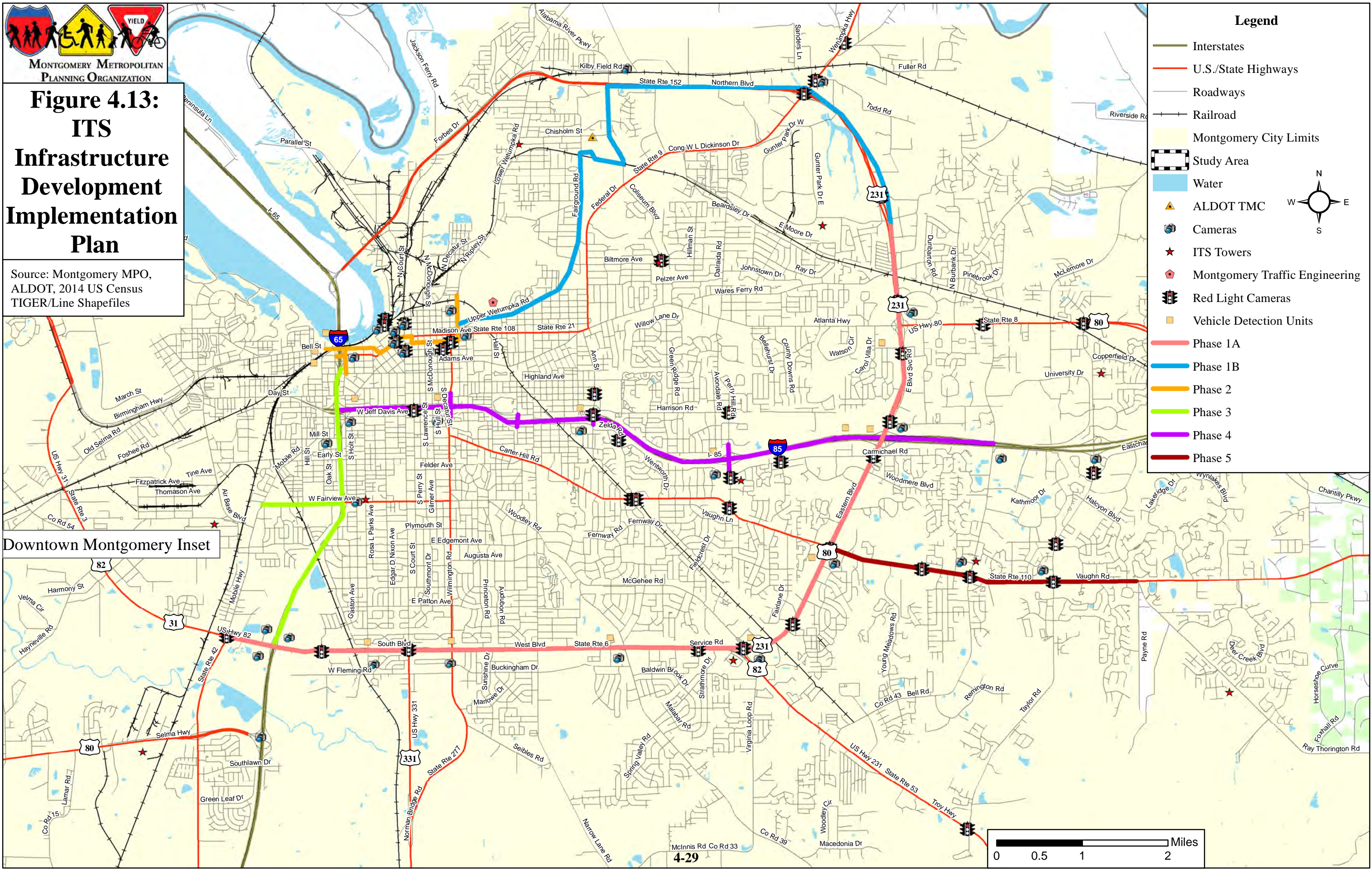
There are several longer-term proposed ITS infrastructure projects for the Montgomery Study Area. One such project is for the City of Montgomery's Fire and Rescue Department and Police Department EMS services. The proposed project will allow the EMS to utilize the future ITS infrastructure to monitor traffic for incidents and improve incident management/response time to more efficiently clear vehicle crashes and traffic-impeding incidents. Other future ITS plans include:

- Installation of dynamic message signs around the perimeter of the Cities of Montgomery and Prattville to better inform incoming motorists of existing traffic conditions and incidents.
- Potential creation of a City of Prattville TMC, with installation of ITS Cameras and vehicle detection units.
- Link all vehicle detection units with ITS to have a live feed back to the TMC's in the area.
- Link the City of Montgomery downtown signal controllers with either radio or fiber optic cable.



**Figure 4.13:
ITS
Infrastructure
Development
Implementation
Plan**

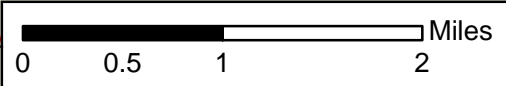
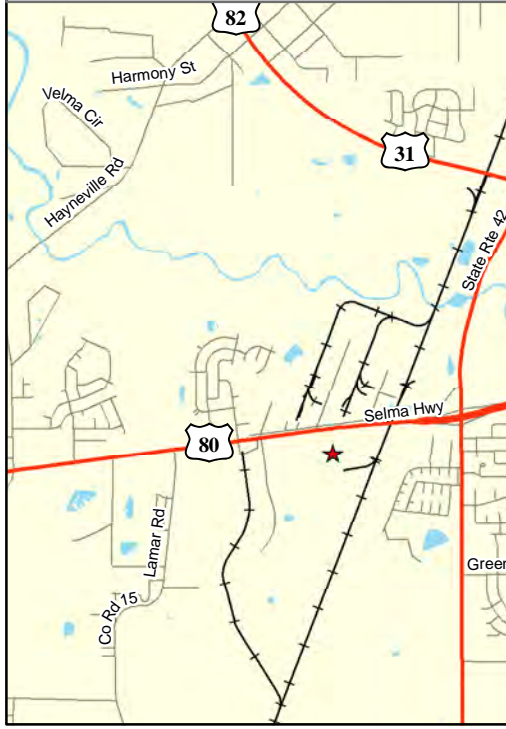
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Montgomery City Limits
- Study Area
- Water
- ALDOT TMC
- Cameras
- ITS Towers
- Montgomery Traffic Engineering
- Red Light Cameras
- Vehicle Detection Units
- Phase 1A
- Phase 1B
- Phase 2
- Phase 3
- Phase 4
- Phase 5

Downtown Montgomery Inset



5. CONGESTION MANAGEMENT, SAFETY AND SECURITY

Overview

MAP-21 retained the requirement of previous federal transportation bills that Traffic Management Areas (TMAs) with populations over 200,000 have a Congestion Management Process (CMP). The goal of the CMP is to identify congested areas and direct funding towards projects and strategies that alleviate the congestion. The identification of congested areas in the CMP is based on established performance measures, which is also an emphasis of MAP-21. The Montgomery MPO is required to prepare a CMP and integrate it within its Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Long Range Transportation Plan (LRTP). The Montgomery MPO's most recent CMP, completed in September 2014, is provided in Appendix J.

CMP Integration into the LRTP

Given its inherent tie into the MPO planning process, the following elements of the CMP are consistent with and/or integrated into the LRTP:

- Study Network – The study network for the CMP and LRTP are the same. To effectively concentrate on congested roadways in the study area, roadways functionally classified as minor arterial and above are included in the CMP.
- Goals, Objectives and Performance Measures – As noted in Section 2 of this report, the LRTP goals were utilized to determine the CMP's four goals and corresponding objectives, which are in turn used to establish priorities. The identified performance measures rely on data accessible to MPO staff and local agencies. The CMP goals, objectives and performance measures are provided in **Table 3** of Appendix J.
- Proposed Improvements – Thresholds for acceptable travel delay and V/C ratios were developed to categorize corridors and intersections as Priority 1, Priority 2, or Ongoing Projects based on the current severity of congestion and delay. Appropriate mitigation strategies were developed for corridors and intersections designated as Priority 1. These improvements were incorporated into the LRTP work program and are provided in **Tables 6, 7, and 8** of Appendix J.

Another critical CMP element is establishing a program to monitor congestion throughout the region. The CMP recommends MPO staff coordinate with local project sponsors to assess travel conditions after the implementation of a congestion mitigation effort. While the MPO may provide data to support the monitoring process, the responsibility for measuring the overall effectiveness of implemented strategies falls to the local project sponsor. The results of these evaluations are presented to the decision makers and public to guide development of the LRTP, TIP, and UPWP.

6. Needs Identification

The Montgomery Study 2040 Long Range Transportation Plan (LRTP) has been developed through an intensive process combining technical analyses with community, stakeholder and agency input collectively balanced against the financial resources (coming from Federal and local resources) of the MPO area. This section presents a detailed analysis of the multi-modal transportation system network performance, including current deficiencies and needs. The following sub-sections include discussions by mode, including roadway, transit, bicycle and pedestrian.

6.1 Roadways

The transportation system should provide choices to people and be safe, convenient, efficient and accessible for all users. To achieve these goals, roadway projects contained in the 2040 LRTP provide multimodal accommodations. As a matter of standard practice, the transportation system should be designed, built, and maintained in a manner that accommodates not only automobiles, but also transit vehicles and non-motorized modes (bicycle and pedestrian facilities). Accommodating multi-modal travel allows for more efficient use of roadway facilities by providing the means for increasing capacity without solely adding additional roadway lanes. A true multimodal system is a network that provides transportation options for those who do not have the resources to travel alone in a single-occupant vehicle (SOV), or simply prefer alternate modes.

As presented in Section 3, the predominant travel mode within the Montgomery MPO Study Area is the single occupant vehicle (SOV) automobile, followed by carpooling, public transportation and a combined taxicab, motorcycle, bicycle and walking. Barring unforeseen circumstances, roadways will most likely continue to be the predominant mode of travel within the Montgomery MPO Study Area transportation system.

Section 2 and the Model Development Report (Appendix H) of this document discuss the use and importance of the Montgomery MPO's travel demand model (the model) as part of the development of 2040 LRTP program of projects. The model is one of the fundamental analytical tools used by transportation planners and transportation planning engineers to identify existing roadway conditions and deficiencies, as well as to test specific system improvements. Two travel service criteria are typically presented to assess the quality of roadway performance: Level-of-service (LOS) and volume-to-capacity (v/c) ratios rating scales. LOS is a letter designation ranging from A (excellent free flow operations with minimum delay) to F (long traffic delays and queues). Typically, v/c ratios (existing traffic levels to the maximum available throughput) correspond to LOS for roadway facilities. Table 6.1 presents an equivalency table for LOS and v/c. LOS D is used for the threshold for acceptable roadway performance, which conforms to standard practice around the country.

Table 6.1: Level-of-Service and Volume/Capacity Ratios

Level of Service	Volume/Capacity Ratio
A-C	0-0.85
D	0.851-1.00
E	1.001-1.15
F	Greater than 1.15

Source: AASHTO.

6.1.1 2010 Base Year Roadway Conditions

For the purposes of the Montgomery Area 2040 LRTP, year 2010 has been chosen as the “base year” for travel demand model analysis using 2010 traffic analysis zone (TAZ) structure, roadway characteristics, residential housing units, retail and non-retail employment and household income. In addition, MPO

Transportation Planning Staff and local jurisdiction planning and engineering staff's local knowledge were utilized to develop the base year socioeconomic data (SE data). As detailed in the Model Development Report (Appendix H) and in Section 6, the roadway TAZ and network structures were also updated from the 2035 LRTP to incorporate changes since the last LRTP update. Figures 6.1 and 6.2 present the 2010 congestion levels and loaded model volumes (with count data), respectively.

Based upon review of the 2010 base year model run, the following major roadway segments were identified as those with 'high congestion', or above the threshold ($v/c > 1.0$, or LOS E or F):

- SR-14 between Prattville and the Town of Elmore
- US-231 (Wetumpka Hwy) from North Blvd to Wetumpka
- West Blvd from Hayneville Road to South Blvd to East Blvd, East Blvd to North Blvd from US-231/Wetumpka Hwy
- Perry Hill Road from Harrison Rd to Vaughn Road
- Vaughn Road from Perry Hill Rd to East Blvd
- Taylor Road from I85 to Eastchase Parkway US-231/Troy Hwy from South Boulevard and Bell Road
- I-85 from Union St to Perry Hill Rd
- McGhee Road from Carter Hill Road to Governors Drive
- Ann Street from Atlanta Hwy to I85
- Carter Hill Road from Vaughn Rd to McGehee Road
- Narrow Lane Road from Carter Hill Road to Woodley Road
- Woodley Road Narrow Lane Road and McGhee Road
- Day Street from Air Base Blvd to I-85
- US-82 Bypass in Prattville from SR-14 to US-31/Memorial Drive
- Alabama River Parkway from Main St. to North Blvd

One of the primary indicators of travel performance is average congested speeds. Table 6.2 presents a summary of the overall average congested travel speeds (by functional classification) for the Montgomery Area Study Area in base year 2010.

Table 6.2: Average Congested Speed by Functional Classification (in mph)

Analysis Period	Functional Classification				
	Freeway	Expressway	Principal Arterial	Minor Arterial	Collector
2010 Base Year	61.3	54.6	44.8	39.4	37.4

6.1.2 2040 Forecast Year Roadway Conditions Performance and Analysis

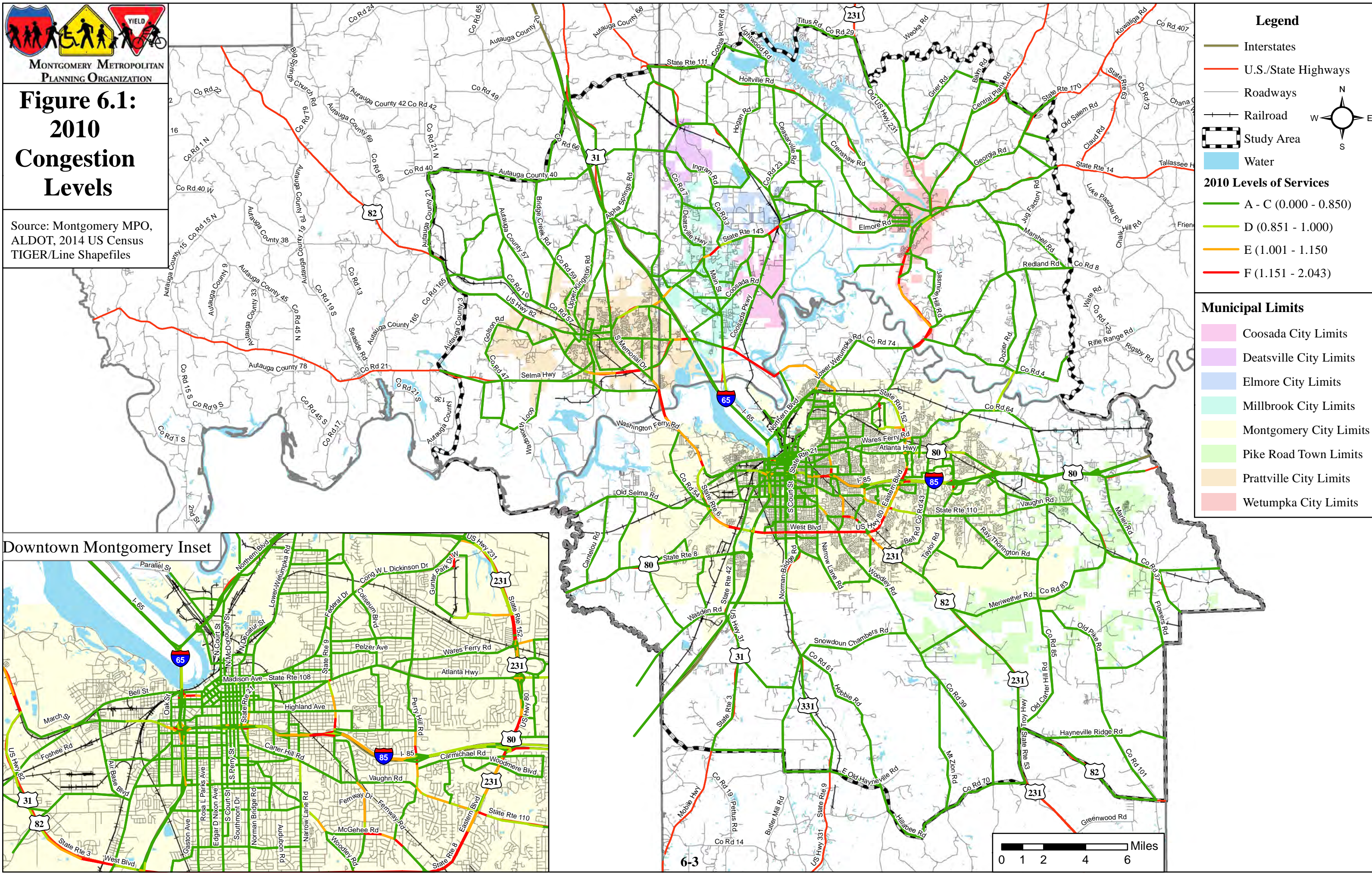
Using the methodology presented in the *Model Development Report* (Appendix H), forecast year 2040 SE data was developed by the MPO staff with local area jurisdiction input for the same TAZs utilized for the 2010 base year model. The 2040 SE Data was developed using countywide growth projections / control totals developed by the University of Alabama Center for Business and Economic Research (CBER) and adjusted by MPO Staff, as well as with local knowledge provided by local area jurisdictions for a final SE data set.

The initial 2040 model run was completed using the 2040 SE data as well as the Existing plus Committed (E+C) projects network. The E+C network represents existing and future transportation infrastructure for which a committed funding source exists. For the Montgomery Study Area 2040 LRTP, the E+C projects have been designated as those for which right-of-way acquisition or construction has been authorized to begin or programmed to begin, is in the process of being constructed or has been constructed for both private and publicly financed transportation roadway projects during previous (FY-2007-2011) or current TIP period (FY 2012 - FY 2015).



**Figure 6.1:
2010
Congestion
Levels**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

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

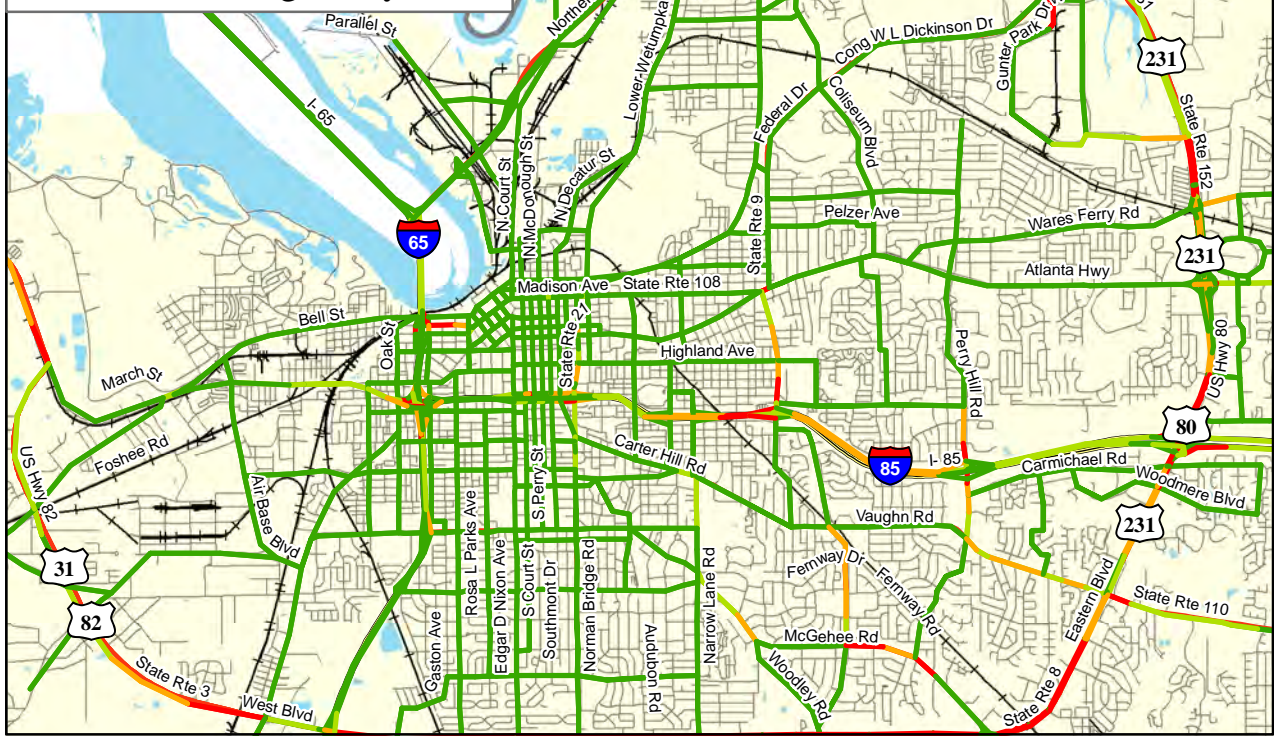
2010 Levels of Services

- A - C (0.000 - 0.850)
- D (0.851 - 1.000)
- E (1.001 - 1.150)
- F (1.151 - 2.043)

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

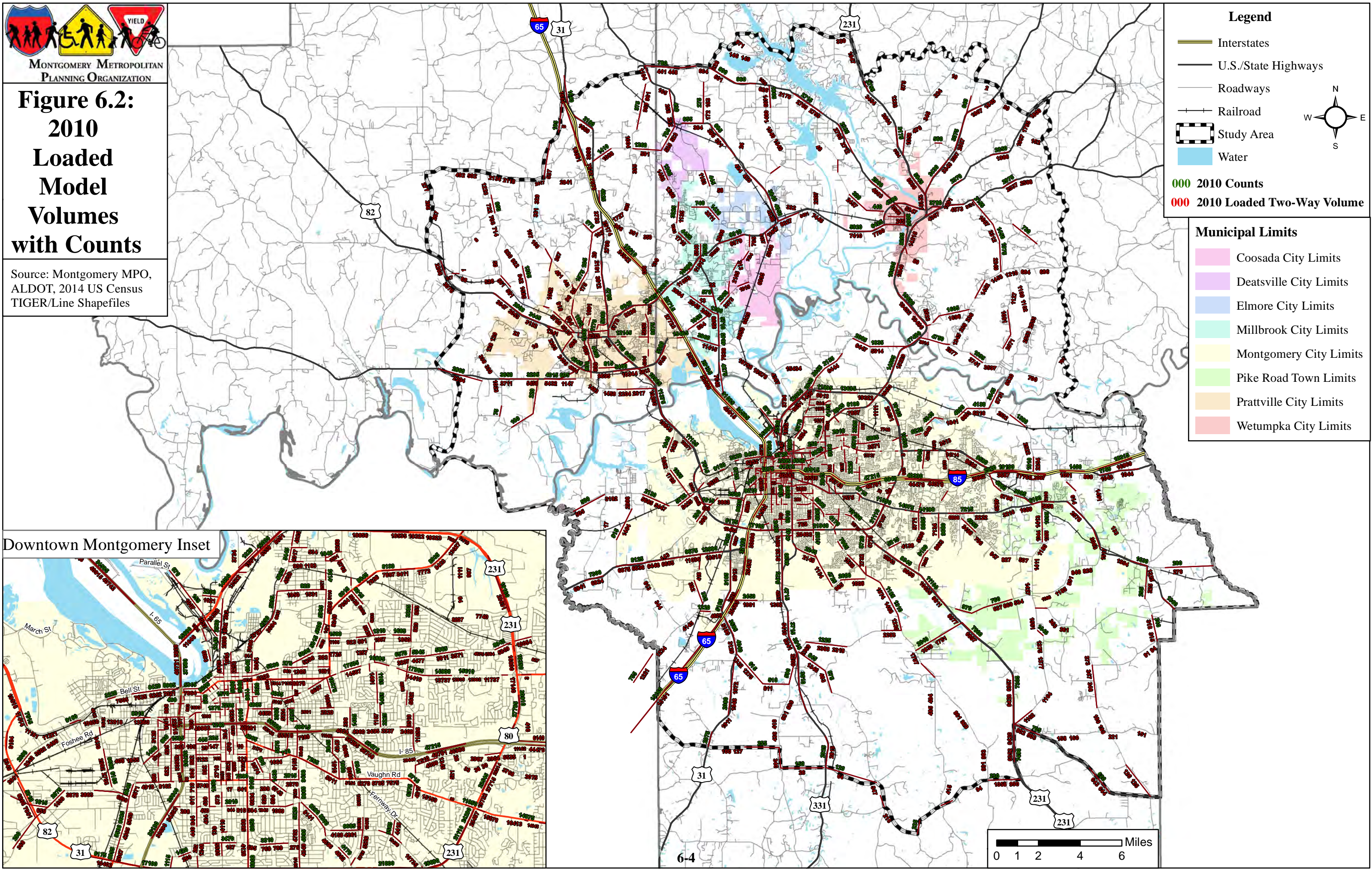
Downtown Montgomery Inset





**Figure 6.2:
2010
Loaded
Model
Volumes
with Counts**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

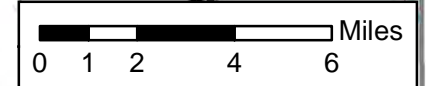
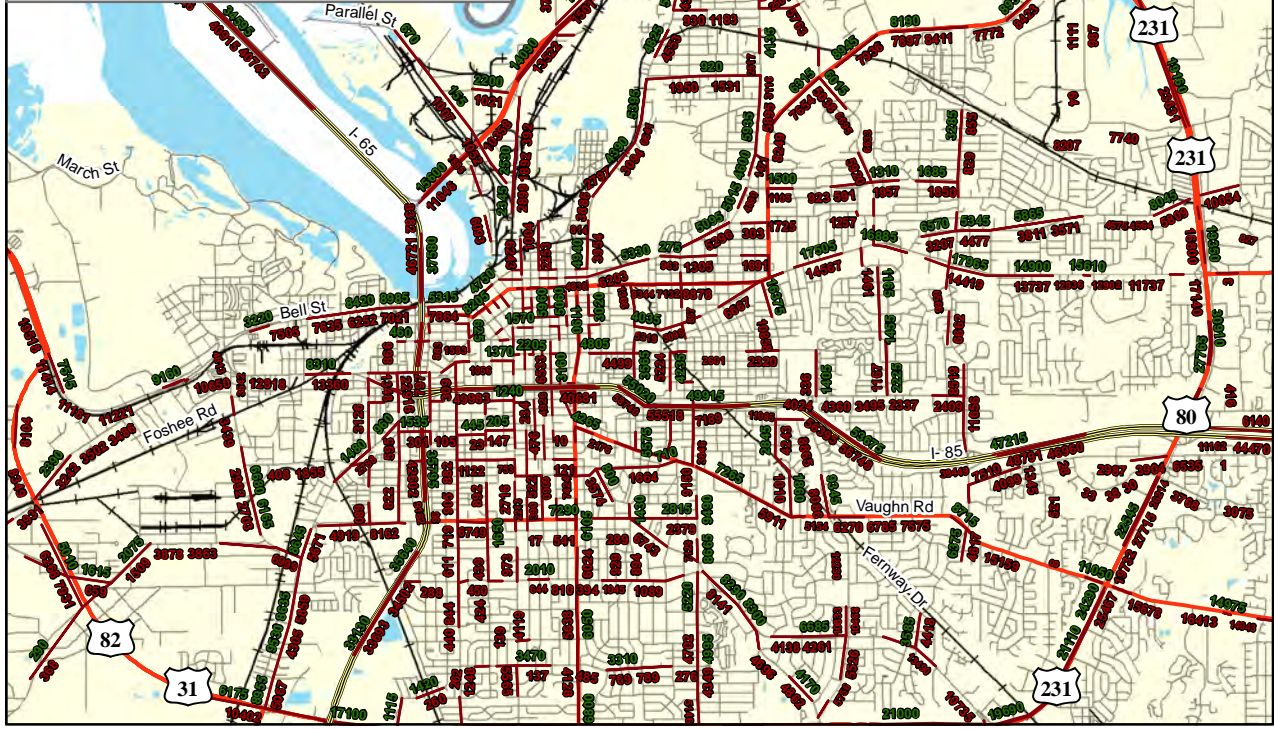
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water

2010 Counts (Green numbers)
2010 Loaded Two-Way Volume (Red numbers)

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



The purpose of the 2040 E+C model run is to determine future roadway travel service performance based upon current level of investment in conjunction with the existing highway network. Figure 6.3 represents a map of projects that are considered committed for right of way, construction or privately funded, and Table 6.3 details the projects. Figure 6.4 represents a map of actual travel demand model loaded volumes for existing plus committed applied to the existing highway network. Figure 6.5 represents 2040 existing plus committed travel demand model network volumes color coded from lowest to highest model volumes. Figure 6.6 represents a map of 2040 E+C roadway segments over capacity by color code.

Upon review of the 2040 E+C travel demand model run, the following major roadway segments were identified as those with ‘high congestion’, or above the threshold ($v/c > 1.0$, or LOS E or F):

- West Blvd from Hayneville Road to South Blvd to East Blvd, East Blvd to North Blvd from US-231/Wetumpka Hwy
- Vaughn Road from Perry Hill Rd to Bell
- Dozier Road from Wares Ferry Road to Rifle Range Road
- US-231/Troy Hwy from South Boulevard Bell Rd
- I-85 from I-65 to Taylor Rd
- I-65 from US31 to Fairview Ave
- McGehee Road from Carter Hill Rd to Governors Dr
- Ann Street from Atlanta Hwy to Atlanta Hwy
- Carter Hill Road from Vaughn Rd ro McGehee Rd
- Atlanta Highway from McLemore Dr to Seminole Dr
- Cobbs Ford Road from I-65 to Shella Blvd
- SR-14 in Prattville from US-31/Memorial Drive to I65US-231 (Wetumpka Hwy) from CR 74 to SR-14 in Wetumpka
- Alabama River Pkwy from SR-143 from North Blvd
- SR-143 from I-65 to Alabama River Park

A review of the 2040 E+C model run also shows a decrease in average congested speeds for all but one of the seven functional classification groups, as presented in Table 5.4. Based upon this comparison (and assuming no additional investment but the E+C projects), the largest decreases in travel speeds between 2010 and 2040 will occur on the areas freeways, expressway, arterials and urban collectors, with lesser impacts upon rural collectors.

Table 6.3: Existing Plus Committed Roadway Network

Project #	Road	From	To	Description	County
EC1	US-82	SR-14	SR-206/US-82	Widen to Four Lane Divided	Autauga
EC2	US-82	SR-14	US-31	Widen to Four Lane Divided	Autauga
EC3	US-231(SR-9)	Redland Rd/CR-8	CR-200 & Welcome Center	Widen to Six Lanes	Elmore
EC4	SR-14	Calloway Creek	Junction of SR-212	Widen to Four Lanes	Elmore
EC5	US-231	Old Wetumpka Hwy (CR-111)	Montgomery County Line	Widen to Six Lanes	Montgomery
EC6	US-80 (Atlanta Hwy)	West of East Blvd	Taylor Road	Widen to Six Lanes	Montgomery

EC7	Perry Hill Road	Harrison Road	US-80 (Atlanta Hwy)	Widen to Five Lanes	Montgomery
EC8	Perry Hill Road	I-85 on/off ramps	Harrison Road	Widen to Five Lanes	Montgomery
EC9	Zelda Road	Ann Street	Carter Hill Road	Widen to Five Lanes	Montgomery
EC10	Montgomery Outer Loop	From I-85 West of SR-203	US-80/Selma Hwy	New 4 Lane Controlled Access Expressway	Montgomery
EC11	US-331	1 Mi S of Pleasant Grove Rd	Snowdown	Widen to Four Lane Divided	Montgomery
EC12	US-331	LeGrande	1 Mile S of Pleasant Grove Rd	Widen to Four Lanes	Montgomery
EC13	Vaughn Road (SR-110)	Chantilly Parkway	Montgomery Outer Loop Road	Widen to Five Lanes	Montgomery
EC14	I-65	Fairview Ave	Alabama River	Widen to Six Lanes	Montgomery
EC15	I-65	Fairview Ave	US-80/Selma Hwy	Widen to Six Lanes	Montgomery
EC16	I-65	Bell Street	North Blvd (SR-152)	Widen to Six Lanes	Montgomery
EC17	US-80(Atlanta Highway)	Mountainview Drive	East Blvd/SR-152	Widen to Six Lanes	Montgomery
EC18	West Blvd/SR-152	Sylvest Drive	Birmingham Hwy/US-31	Widen to Four Lane Divided	Montgomery
EC19	US-80 (Atlanta Highway)	Brown Springs Rd	I-85 Interchange	Widen to Six Lanes	Montgomery
EC20	I-85	1.5 Mi E of Taylor Rd/SR-271	Montgomery Outer Loop	Widen to Six Lanes	Montgomery
EC21	Bell Street	Washington Ferry Road	CSXT Railroad Bridge	Going from 4 lane to 4 lane median divided	Montgomery
EC22	New Road	Taylor Road	Ray Thorington Rd	New Four Lane Divided	Montgomery

Table 6.4: Change in Average Congested Speed by Functional Classification (in mph) 2010 Base Year to 2040 E+C

Analysis Period	Functional Classification				
	Freeway	Expressway	Principal Arterial	Minor Arterial	Collector
2010 Base Year	61.3	54.6	44.8	39.4	37.4
2040 E+C	56.5	61.3	43.8	39.3	37.2
Percent Change	-8%	+12.3	-2.2%	-0.2%	-0.05%

Table 6.5 presents a summary of the overall LOS change for the MPO study area travel demand model network.

Table 6.5: LOS Summary for 2010 and 2040 E+C

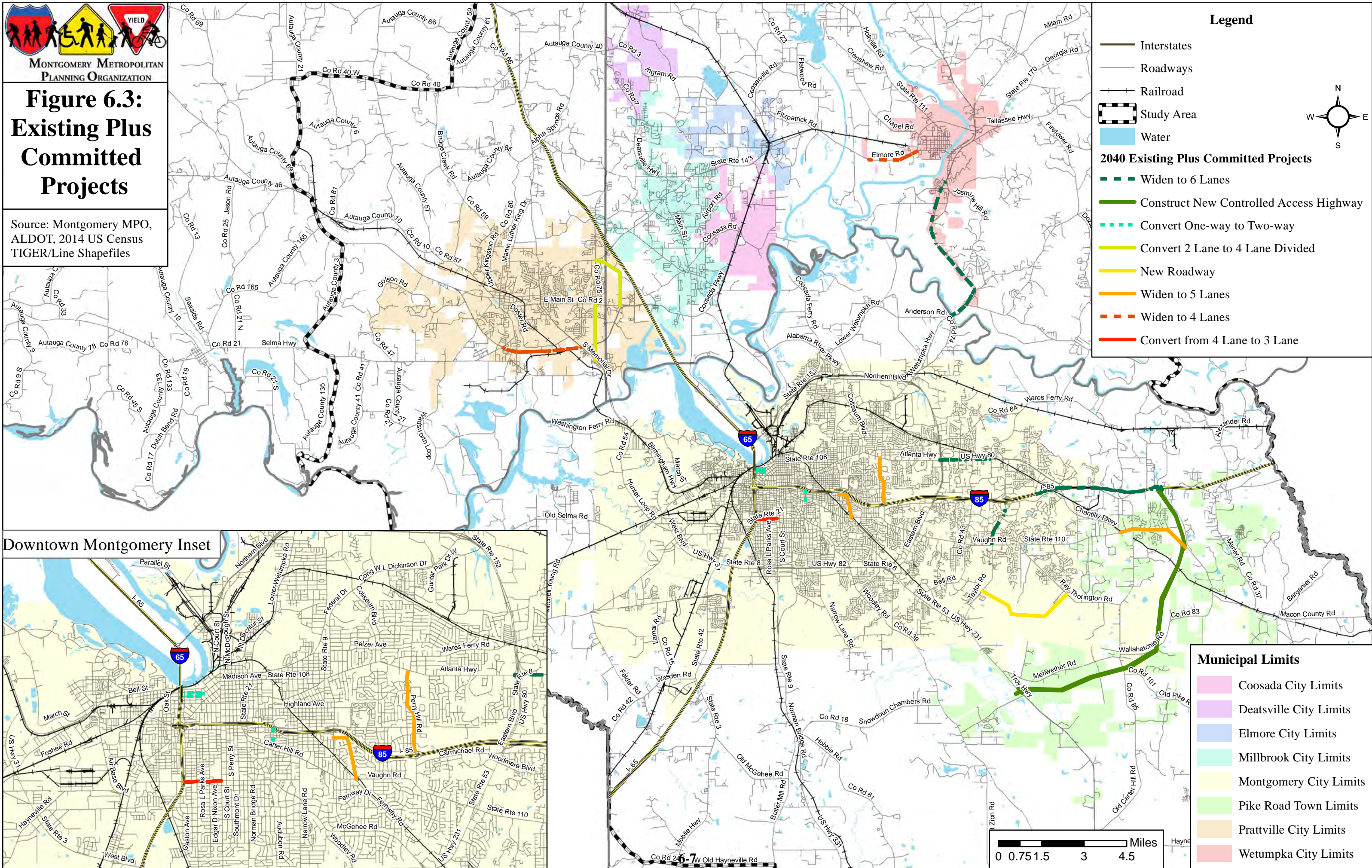
LOS	2010 Base Year		2040 E+C	
	Miles of Network	Percent of Network		Miles of Network
A-C	1,796	92%	88%	1,733
D	57	3.0%	4.7%	93
E	49	2.5%	3.3%	66
F	46	2.4%	4.1%	80
Totals	1,948	--	Totals	1,973

Note: Excluding ramps and local roadways



**Figure 6.3:
Existing Plus
Committed
Projects**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

- Interstates
- Roadways
- Railroad
- Study Area
- Water

2040 Existing Plus Committed Projects

- Widen to 6 Lanes
- Construct New Controlled Access Highway
- Convert One-way to Two-way
- Convert 2 Lane to 4 Lane Divided
- New Roadway
- Widen to 5 Lanes
- Widen to 4 Lanes
- Convert from 4 Lane to 3 Lane



Municipal Limits

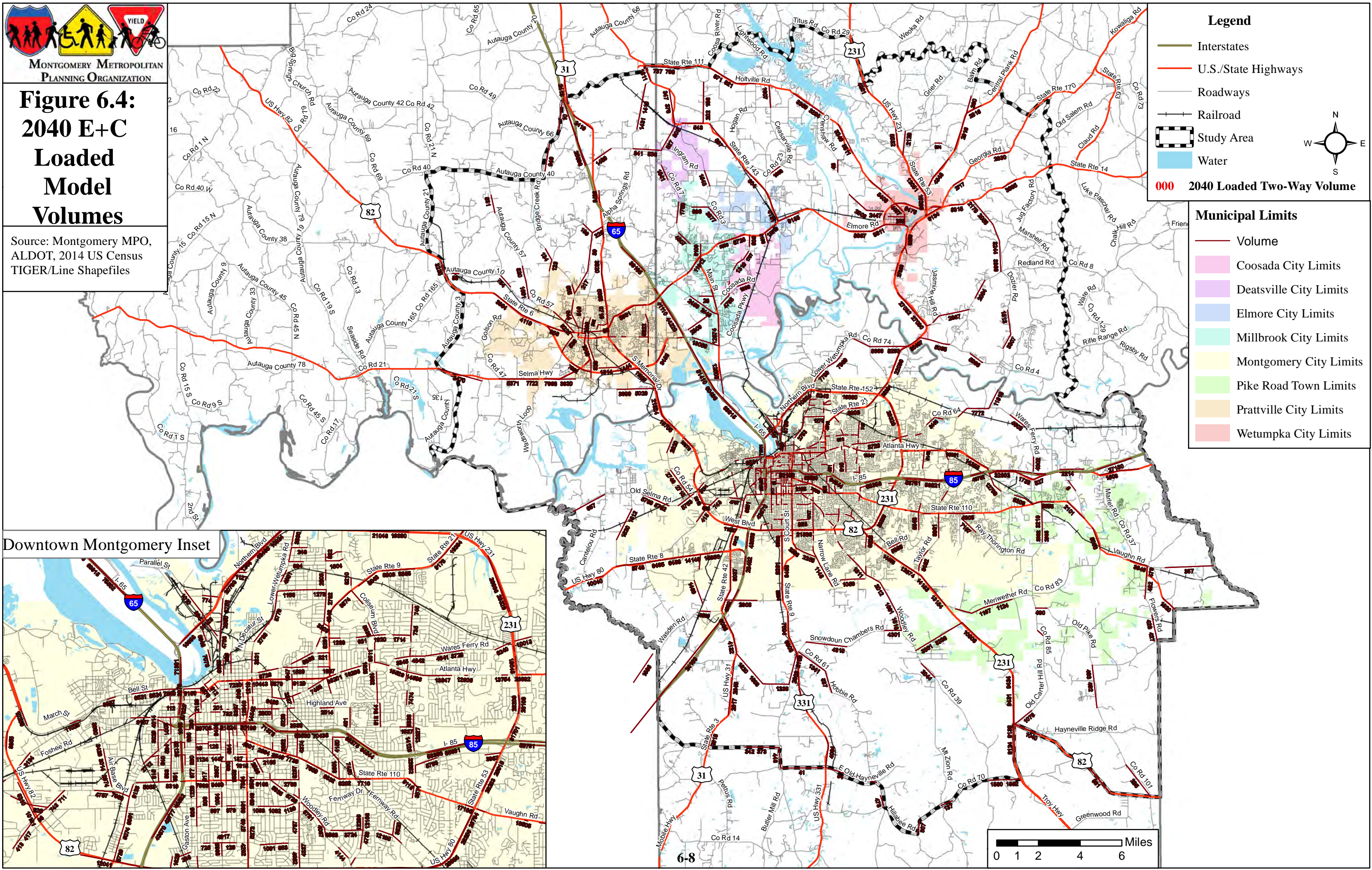
- Coosada City Limits
- Deatsville City Limits
- Elmore City Limits
- Millbrook City Limits
- Montgomery City Limits
- Pike Road Town Limits
- Prattville City Limits
- Wetumpka City Limits





Figure 6.4: 2040 E+C Loaded Model Volumes

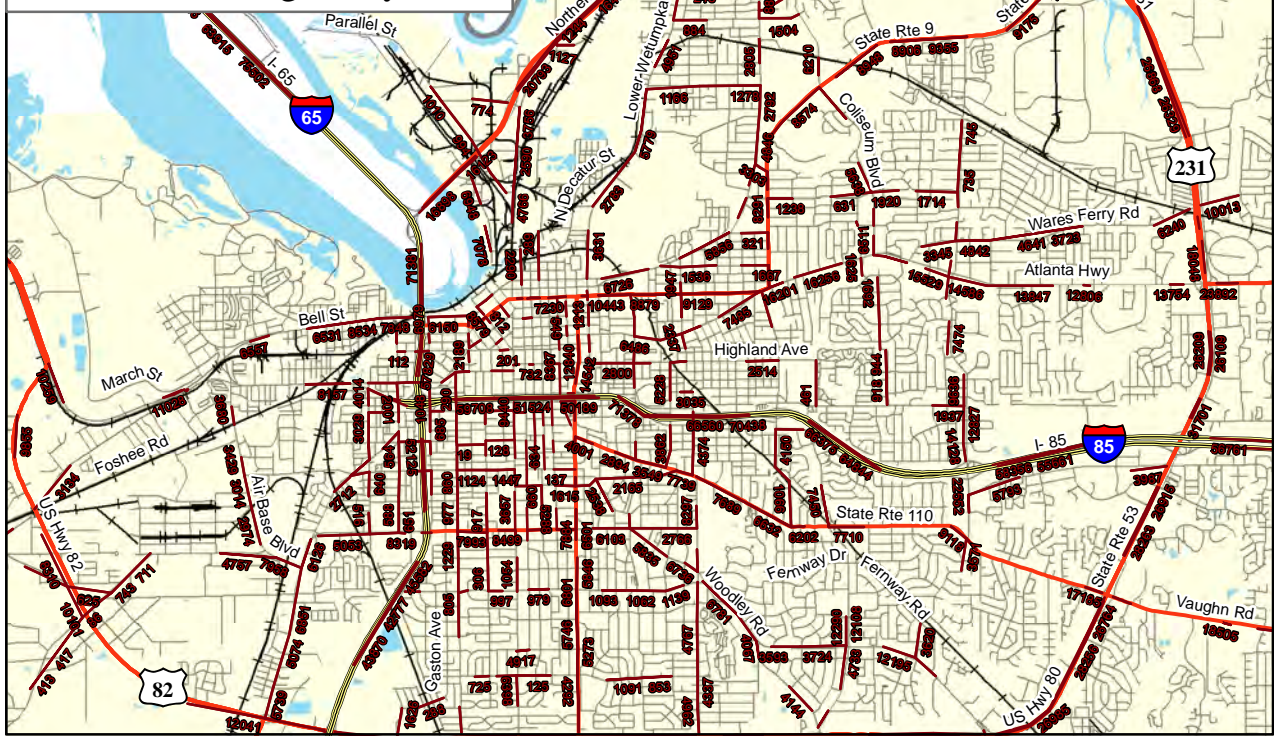
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



- ### Legend
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Study Area
 - Water
 - 2040 Loaded Two-Way Volume

- ### Municipal Limits
- Volume
 - 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

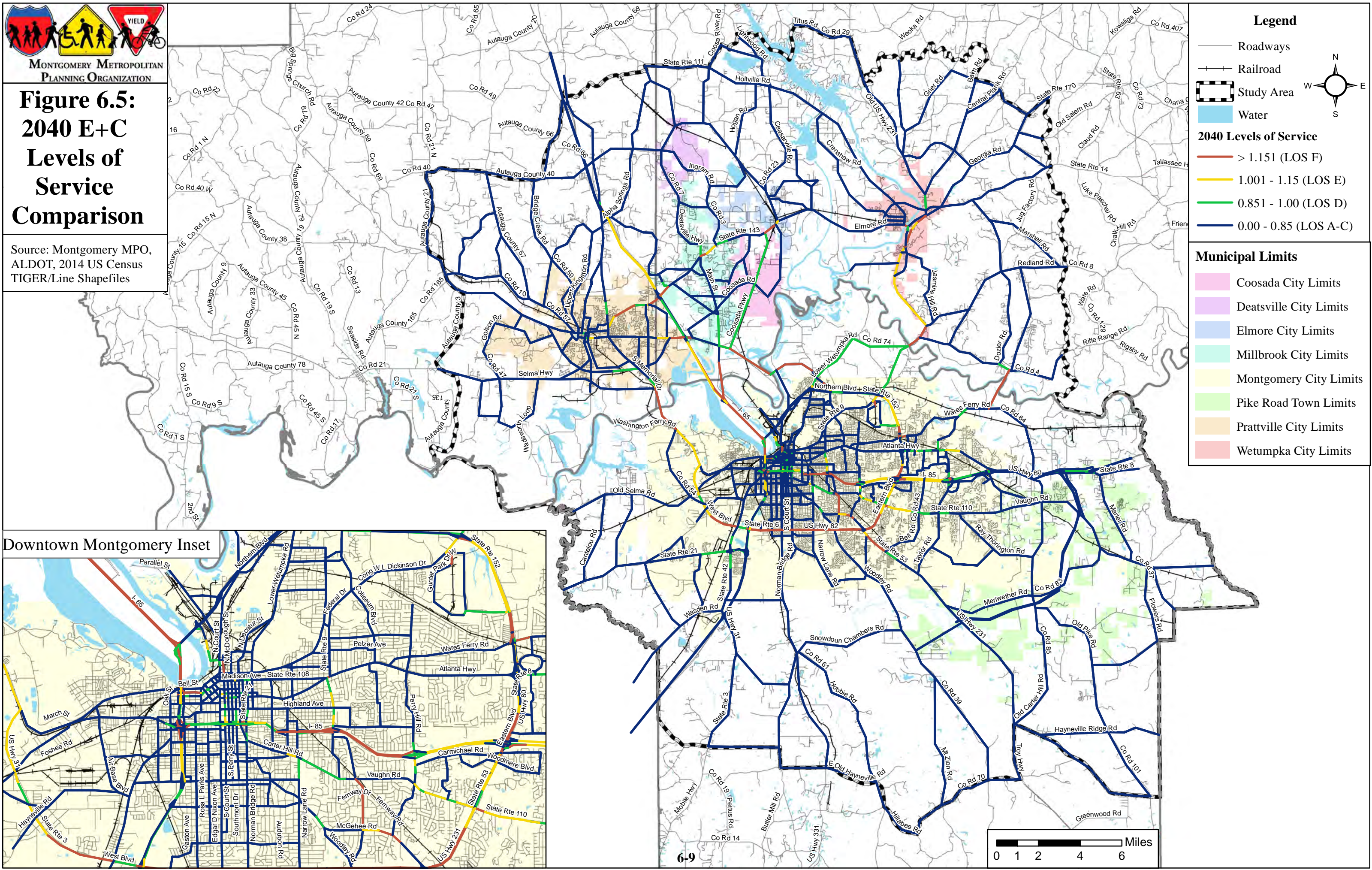
Downtown Montgomery Inset



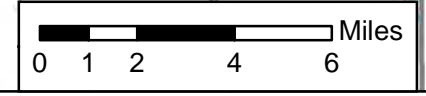
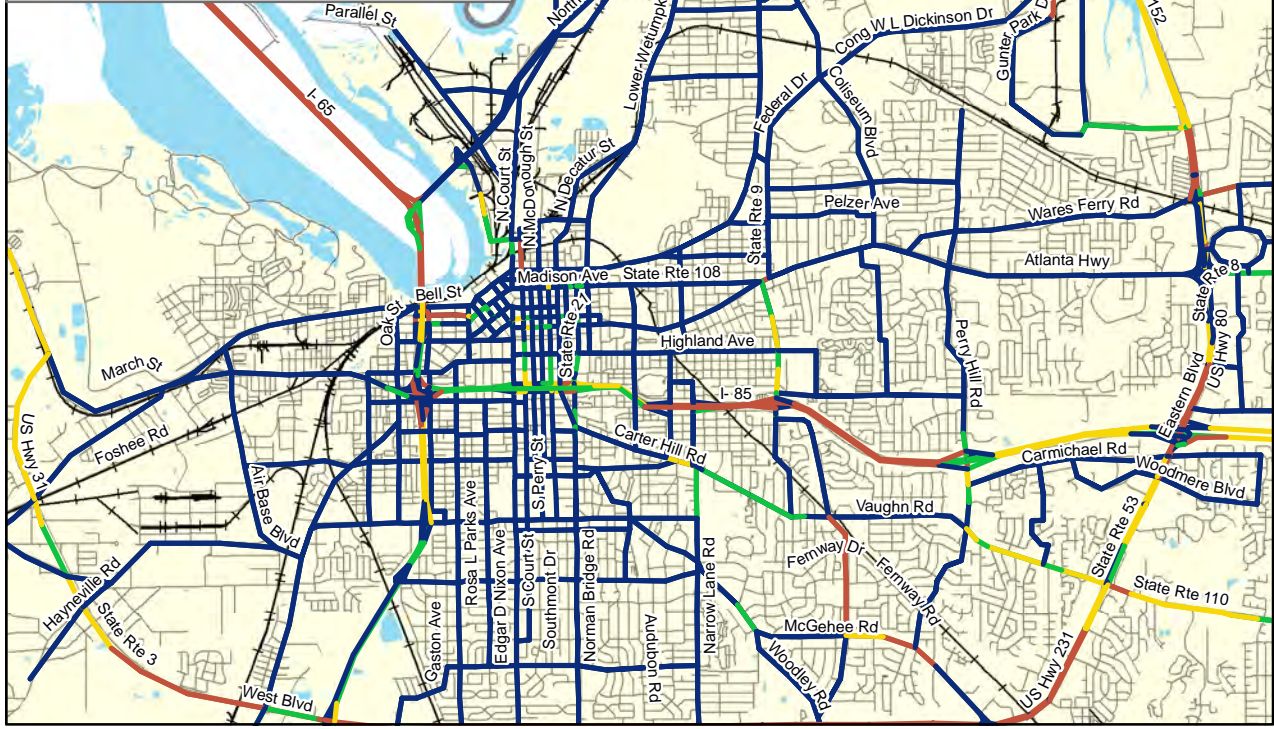


**Figure 6.5:
2040 E+C
Levels of
Service
Comparison**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



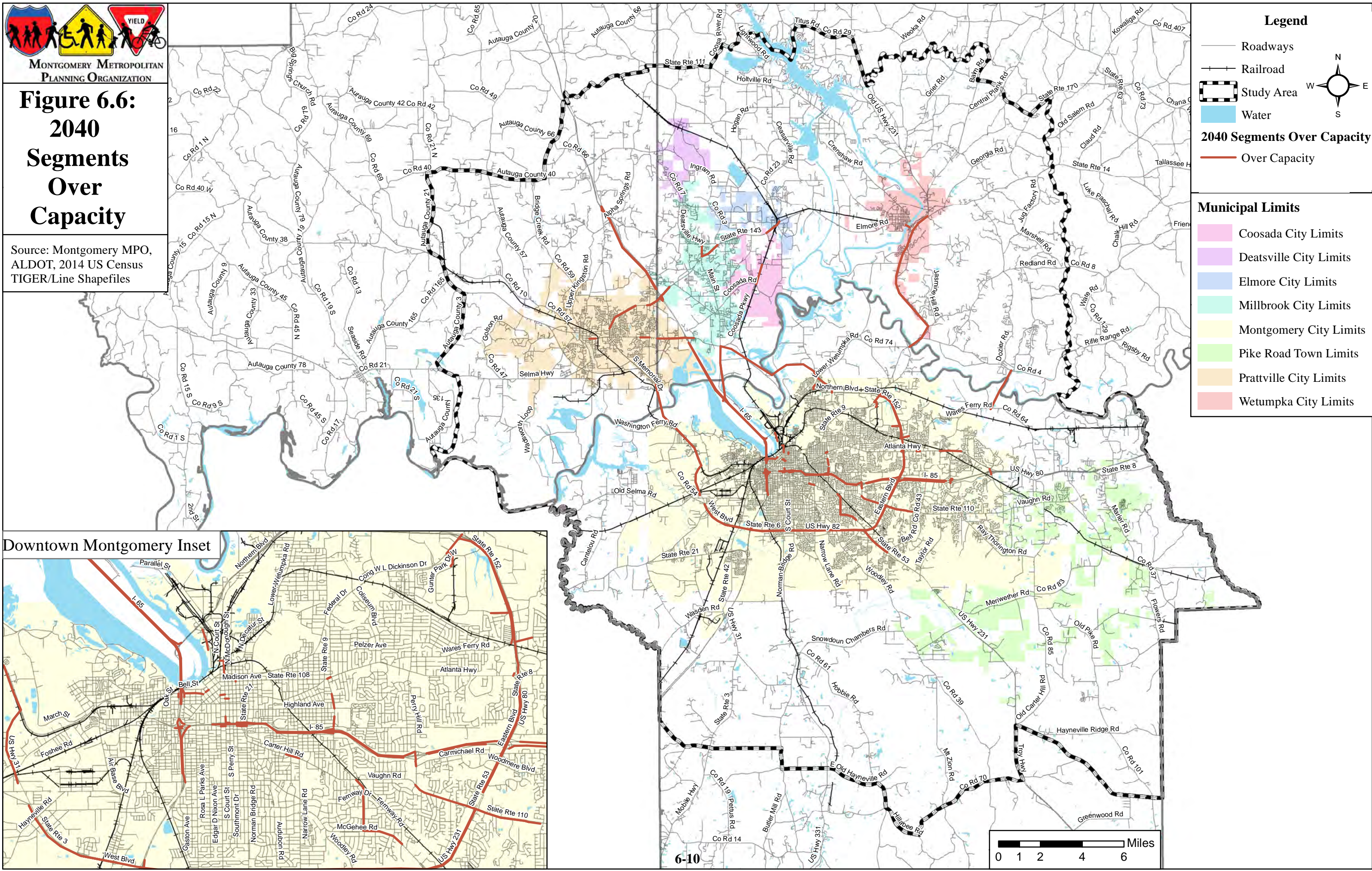
Downtown Montgomery Inset





**Figure 6.6:
2040
Segments
Over
Capacity**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



6.1.3 Additional Scenario Runs and Results

Additional travel demand model scenario tests were run on the following requested transportation roadway projects in order to justify or not justify perceived needs.

Project 1: New Roadway Connecting Deatsville Highway (CR-7) to SR-14

A scenario was proposed by the City of Millbrook and Elmore County for the construction of a new roadway from SR-14 in the vicinity of Kinsley Lane to County Road 7 (Deatsville Highway) in the vicinity of Ross Road. The purpose of the roadway is to alleviate congestion on SR-14 between I-65 and SR-143 and at the intersection of SR-14 and SR-143.

To assess the need for the new road between Deatsville Hwy and AL 14, a V-C analysis was performed, which was the methodology applied to the rest of the system. Looking at the 2040 E+C network, the only road in proximity to those recommended projects that would be designated as needing capacity improvement is SR-14. Projects that indirectly provide significant congestion relief to this corridor would be considered for implementation. Therefore, the scenario was tested using the travel demand model to determine what kind of impact such an improvement might have on AL 14 and the surrounding network. See Figure 6.7 to see the location of the proposed project scenario for the City of Millbrook and Elmore County project.

In regards to the stated benefit to the intersection SR 143 and SR 14, the volume on all approaches decrease as a result of the new roadway. SR-143 traffic volume north of the intersection decreases by 27%, while traffic volume south of the intersection decreases by 36%. SR-14 traffic volume east of the intersection decreases by 11%, while traffic volume west of the intersection decreases by 15%. Along SR-14 traffic impacts range from a 15% decrease in traffic at the intersection of Old Prattville Road to a 43% increase in traffic volume at Grandview Road. Overall

The results of this test do show a potential long range benefit for this project for the intersection of SR-14 and SR-143; however, the project also shows a large increase in traffic volume from I-65 to Grandview Road. Through the model run, we noted that the section of SR-14 between the new road and SR-143 would improve from requiring major capacity improvements to needing only minor capacity improvements in 2040. Since this portion of SR-14 is already 4 lanes and will not likely be expanded to 6 lanes in the near future, any relief of this portion of road is important. A majority of this improvement is the result of the new road, as this attracts 8,546 trips per day south of Old Prattville Road, 9,004 trips per day north of Old Prattville Road, and 4,829 trips per day south of Deatsville Highway. See Figure 6.8 for review of travel demand model results.

With the funding constraints the MPO faces and the other high priority projects that have greater impact on the roadway network, it is recommended that the project be included in the Needs Plan as opposed to the Financially Constrained Plan for the 2040 LRTP. Therefore, should funds become available, this project could be moved forward towards implementation.

Project 2: New Roadway Connecting Deatsville Highway (CR 7) to I-65

A scenario was also tested to evaluate the connection of Deatsville Highway to Interstate 65 between Exit 181 and 186. This scenario is envisioned to reduce traffic on SR 14 and alleviate congestion along SR 14 east of Interstate 65.

Based on the travel demand model results, the project provides some relief to the interchanges along Interstate 65 at Exit 181 and Exit 186; however, the total traffic that will likely use this new roadway is between 6,141 just east of the proposed interchange to 4,091 just west of Deatsville Highway. This level of reduction will change traffic patterns in the immediate area; however, this will not offer a significant reduction in traffic on SR 14 to justify the new roadway and construction of an interstate interchange. Figure 6.9 details the location of the proposed project scenario, and Figure 6.10 details the travel demand model results.

Project 3: New Roadway Connecting SR-14/Coosa River Parkway to Ft. Toulouse Road

A scenario was also proposed by the City of Wetumpka for a proposed new roadway from SR-14/Coosa River Parkway to Fort Toulouse Road. It was envisioned by the City of Wetumpka leadership that this roadway would provide much needed relief in the near future and best serve the rapidly developing portions of the City of Wetumpka between the Creek Indian Casino and proposed Crater exhibit. Additionally, it would move thru traffic from the Wetumpka business district. See figure 6.11 for project location of the proposed new roadway.

Based on travel demand model results, this project provides relief to W. Bridge Street with over a 350% decrease in traffic volume between the new roadway and US-231. Along US-231 from W. Bridge Street to the new roadway traffic volumes decrease between 30% and 35%. However, US-231 south of the new roadway traffic volume increase by 8%. The new road would attract 8,763 cars per day from the parallel portion of US- 231, which is about 15% of the vehicles on this road. Though this is a significant number, it does not reduce the capacity need along US-231 and would not alone justify a new road. It would be better to focus funds on additional operational improvements along the entire congested portion of US-231 rather than implement this expensive option which would relieve a section of US-231 and W. Bridge Street. All of this traffic would eventually funnel back onto US-231 south of the new proposed road. Therefore, this project has been included in the "Needs" list, but not in the constrained plan. See Figure 6.12 for the travel demand model results of this scenario.

Project 4: Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road

A scenario was proposed by Montgomery County for the construction of a new interchange at Wares Ferry Road at I-85 along with the construction of a new roadway from Wares Ferry Road through undeveloped land to Chantilly Parkway. This scenario is envisioned to reduce traffic on Chantilly Parkway from the I-85 interchange to Vaughn Road and decrease traffic congestion on the I-85 North exit ramp. See Figure 6.13 for project location for this scenario.

Based on travel demand model results, this project provides relief to the I-85 North off ramp at Chantilly Parkway with a decrease in traffic volume of 45% and to the north section of Chantilly Parkway from the I-85 interchange to US-80 with a traffic volume decrease of 13%. However, Chantilly Parkway south of US-80 increases in traffic by 22% north of Ryan Road and by 31% south of Ryan Road. The new road would attract 2,929 cars per day south of US-80 and 6,816 north of US-80. The interchange would attract 6,102 cars per day on the I-85 North exit ramp, 3,331 cars per day on the I-85 North entrance ramp, 3,421 cars per day on the I-85 South exit ramp, and 5,479 cars per day on the I-85 South entrance ramp. Figure 6.14 details the model results.

Justification for a new interchange at Wares Ferry Rd and I-85 is shown for the purpose of relieving congestion of roadways leading to the Chantilly Parkway interchange at I-85 and to the interchange on and off ramps. However, the project increases traffic on Chantilly Parkway south of US-80. Due to the congestion relief near the I-85 interchange and upcoming industrial development, this location would be an attractive location for future consideration of a new interchange. For these reasons, this project should be included in the Needs Plan. The proposed new roadway that would be constructed from Wares Ferry Road to Chantilly Parkway would only be beneficial if the interchange was implemented; therefore, it would be a Needs Plan project.

Project 5: Eastchase Interchange on I-85

A scenario was developed to examine an additional exit from Interstate 85 Northbound to enter the development near the Eastchase Mall. This additional exit is intended to reduce the traffic volume on the existing exit ramp at Taylor Road, where there is a significant weaving movement required to use the exit ramp and merge to the left to make a left turn into the Eastchase Development, and on the existing exit ramp at Chantilly Parkway, where there is significant delay due to traffic entering the Eastchase development. See Figure 6.15 for project location for this scenario.

For this scenario, a model run was performed using the 2010 base year (Figure 6.16) and the 2040 constrained models (Figure 6.17) to determine the amount of traffic relief that would occur during these two periods. Additionally, the rate of residential and commercial development impacting the area is projected to increase in the near future necessitating improvements.

The 2010 Travel demand model indicates a traffic volume decrease for the area network. The decreases associated with the Taylor Road interchange include the following:

- I-85 Northbound off ramp decreases 34%
- Southbound Taylor Road traffic south of the interchange decreases 46%
- Northbound Taylor Road traffic decreases 6%.

A less dramatic decrease is seen for the Chantilly Parkway I-85 interchange with a decrease of 12% on the I-85 Northbound off-ramp and a decrease of 13% on Chantilly Parkway south of the interchange. The new interchange would attract 9,560 cars per day. Based on the 2010 model results, the proposed interchange will provide immediate profound relief to the Taylor Road interchange and to Taylor Road and moderate relief to the Chantilly interchange and Chantilly Parkway.

The 2040 Travel demand model indicates a mix of traffic volume decreases and increases for the area network. The traffic volumes associated with the Taylor Road interchange include the following:

- I-85 Northbound off ramp decreases 32%
- Southbound Taylor Road traffic south of the interchange decreases 31%
- Northbound Taylor Road traffic increases 15%.

The mix of increases and decreases demonstrates the impact of residential development along Taylor Road and Vaughn Road corridors; however, despite the increase in development, a positive impact continues for the Taylor Road interchange and Southbound Taylor Road Traffic.

A negligible impact is shown for the Chantilly Parkway I-85 interchange with a decrease of 6% on the I-85 northbound off-ramp and an increase of 1% on Chantilly Parkway south of the interchange. The new interchange would attract 11,427 cars per day. Based on the 2040 model results, the proposed interchange continues to provide profound relief to the Taylor Road interchange and to Taylor Road and minimizes traffic volume increases at the Chantilly interchange and on Chantilly Parkway.

With the funding constraints the MPO faces, it is recommended that the project be included in the Needs Plan as opposed to the Financially Constrained Plan for the 2040 LRTP. Therefore, should funds become available, this project could be moved forward towards implementation.

Project 6: Eastchase Interchange on I-85, Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road

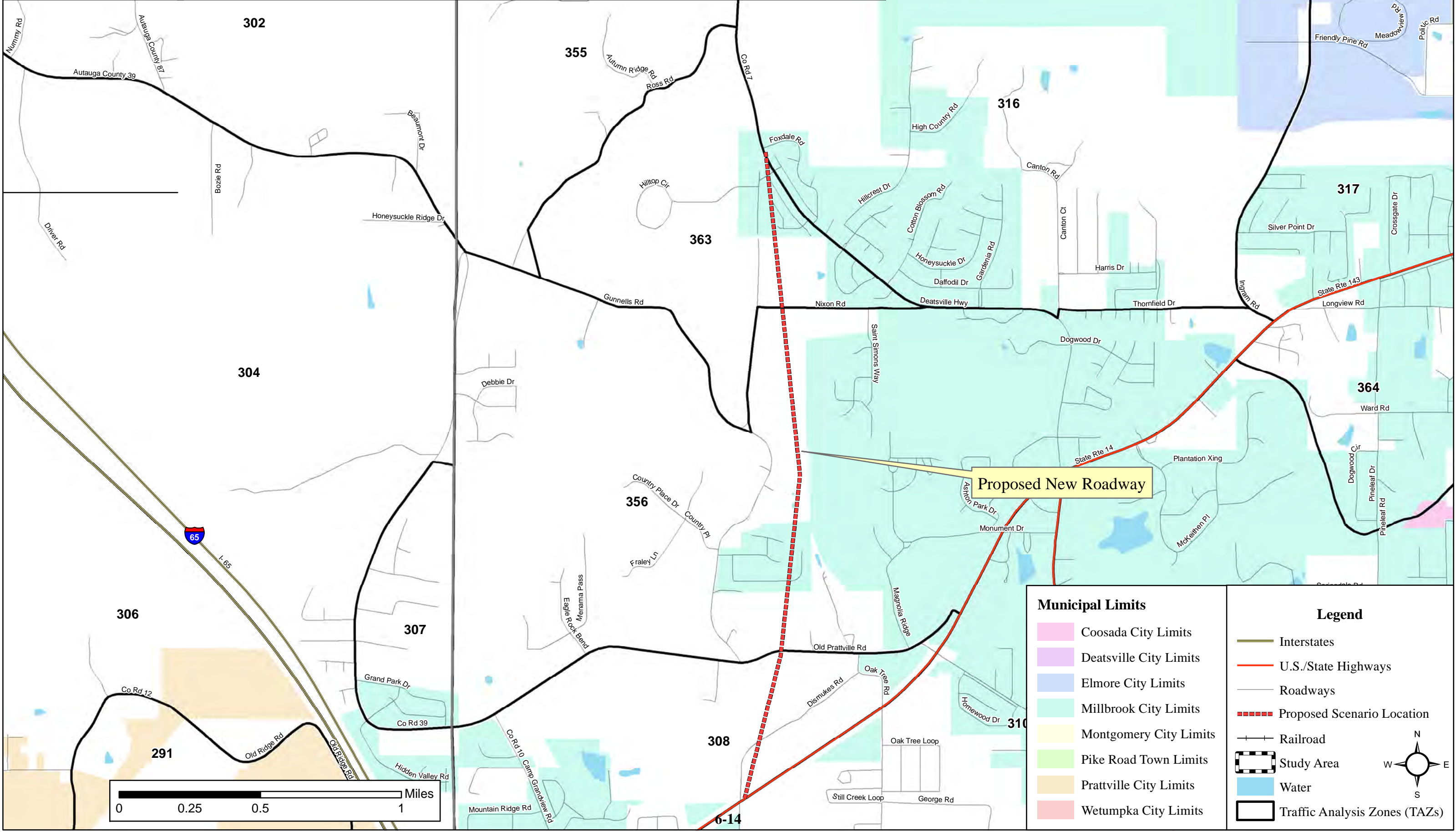
The final scenario is a combination of two previous scenarios, Project 4 (Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road) and Project 5 (Eastchase Interchange on I-85). This scenario is envisioned to reduce traffic at both the Chantilly interchange and the Taylor Road interchange along with associated reductions on Chantilly Parkway and Taylor Road respectively. See Figure 6.18 for project location for this scenario.

Based on travel demand model results, this project provides relief to the I-85 North off ramp at Chantilly Parkway with a decrease in traffic volume of 50% and to the I-85 North off ramp at Taylor Road with a decrease in traffic volume of 25%. The north section of Chantilly Parkway from the I-85 interchange to US-80 has a traffic volume decrease of 15%, and the north section of Taylor Road between Eastchase Parkway and the I-85 interchange has a 40% decrease in traffic southbound and a 3% decrease in traffic northbound. The Wares Ferry Connector would attract 3,406 cars per day south of US-80 and 7,244 north of US-80. The Wares Ferry Road interchange would attract 4,356 cars per day on the I-85 North exit ramp, 3,552 cars per day on the I-85 North entrance ramp, 3,500 cars per day on the I-85 South exit ramp, and 5,432 cars per day on the I-85 South entrance ramp. The new Eastchase interchange would attract 8,300 cars per day. Figure 6.14 details the model results.



Figure 6.7: 2040 Project Location Map for New Roadway Connecting Deatsville Highway (CR 7) to SR-14 Scenario

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles



Proposed New Roadway

Municipal Limits		Legend	
	Coosada City Limits		Interstates
	Deatsville City Limits		U.S./State Highways
	Elmore City Limits		Roadways
	Millbrook City Limits		Proposed Scenario Location
	Montgomery City Limits		Railroad
	Pike Road Town Limits		Study Area
	Prattville City Limits		Water
	Wetumpka City Limits		Traffic Analysis Zones (TAZs)



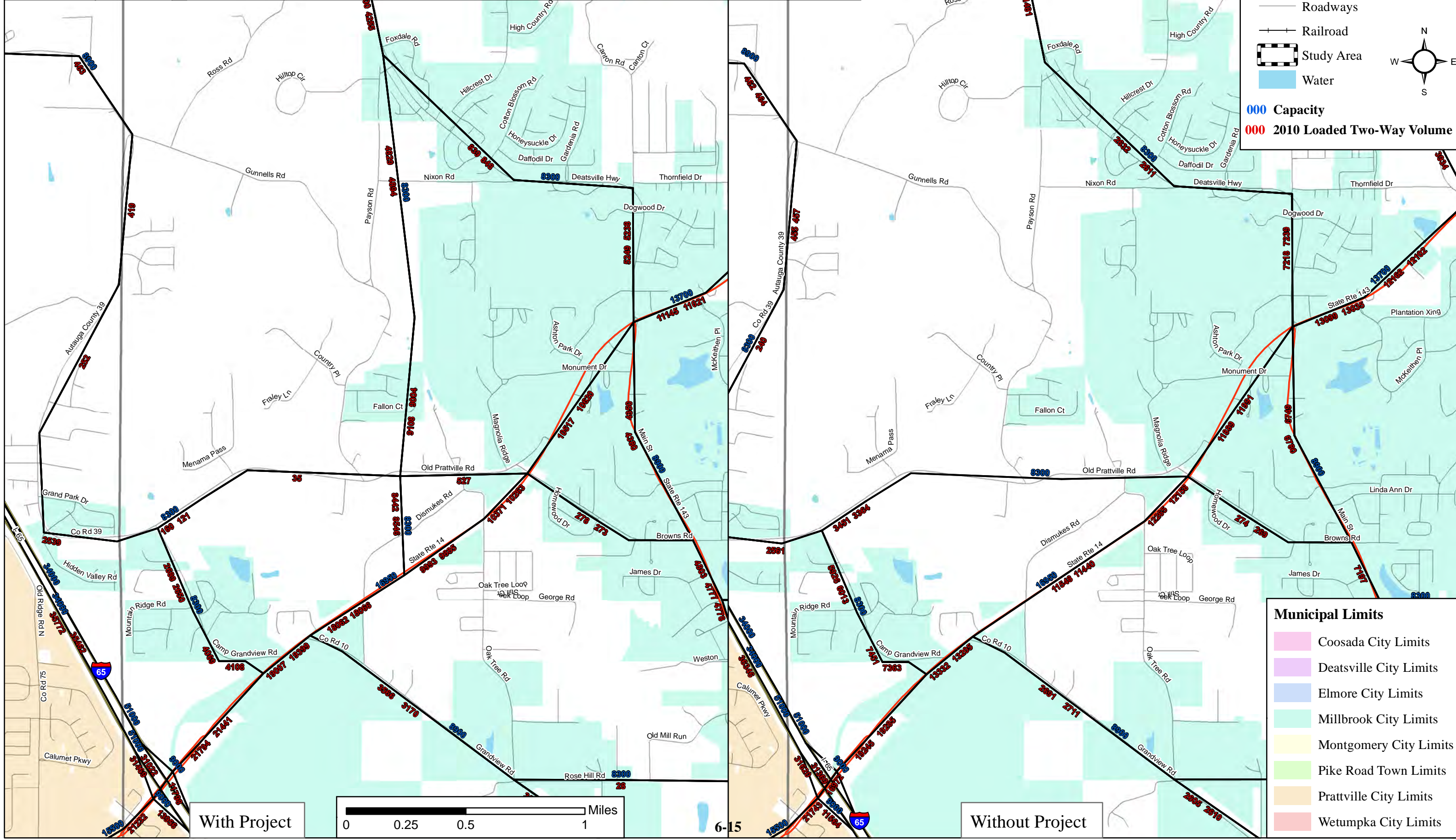
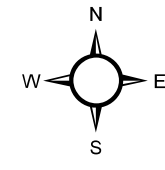
Figure 6.8: 2040 Project Location Map for New Roadway Connecting Deatsville Highway (CR 7) to SR-14 Scenario

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles

Legend

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

000 Capacity
000 2010 Loaded Two-Way Volume



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

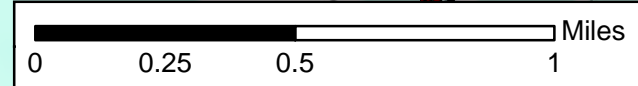
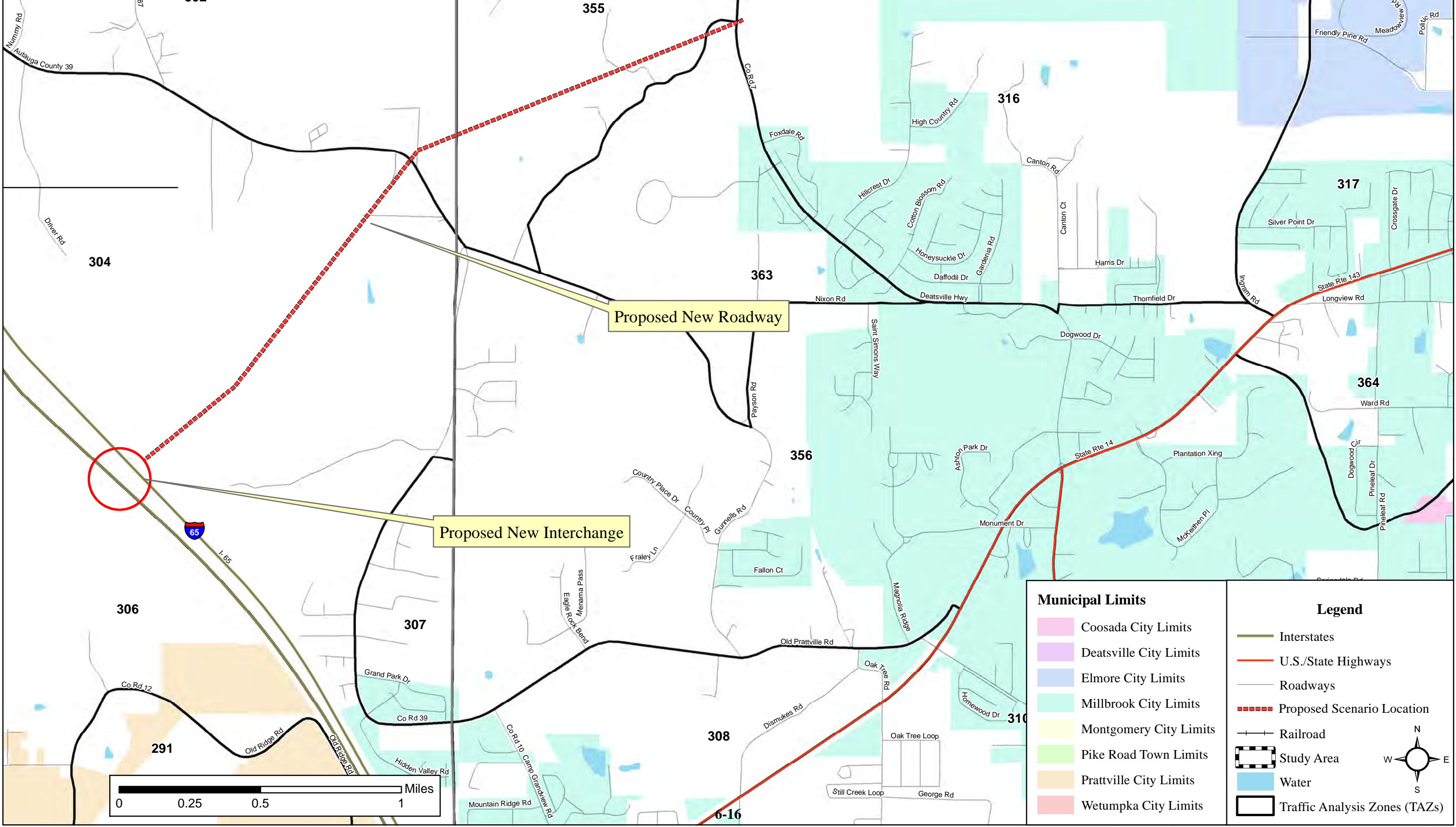




Figure 6.9: 2040 Project Location Map for New Roadway Connecting Deatsville Highway (CR 7) to I-65 Scenario

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles



Municipal Limits		Legend	
	Coosada City Limits		Interstates
	Deatsville City Limits		U.S./State Highways
	Elmore City Limits		Roadways
	Millbrook City Limits		Proposed Scenario Location
	Montgomery City Limits		Railroad
	Pike Road Town Limits		Study Area
	Prattville City Limits		Water
	Wetumpka City Limits		Traffic Analysis Zones (TAZs)

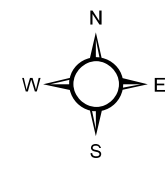
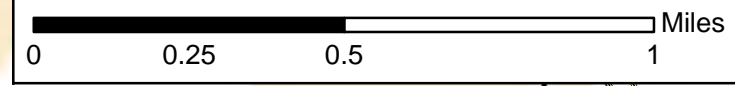




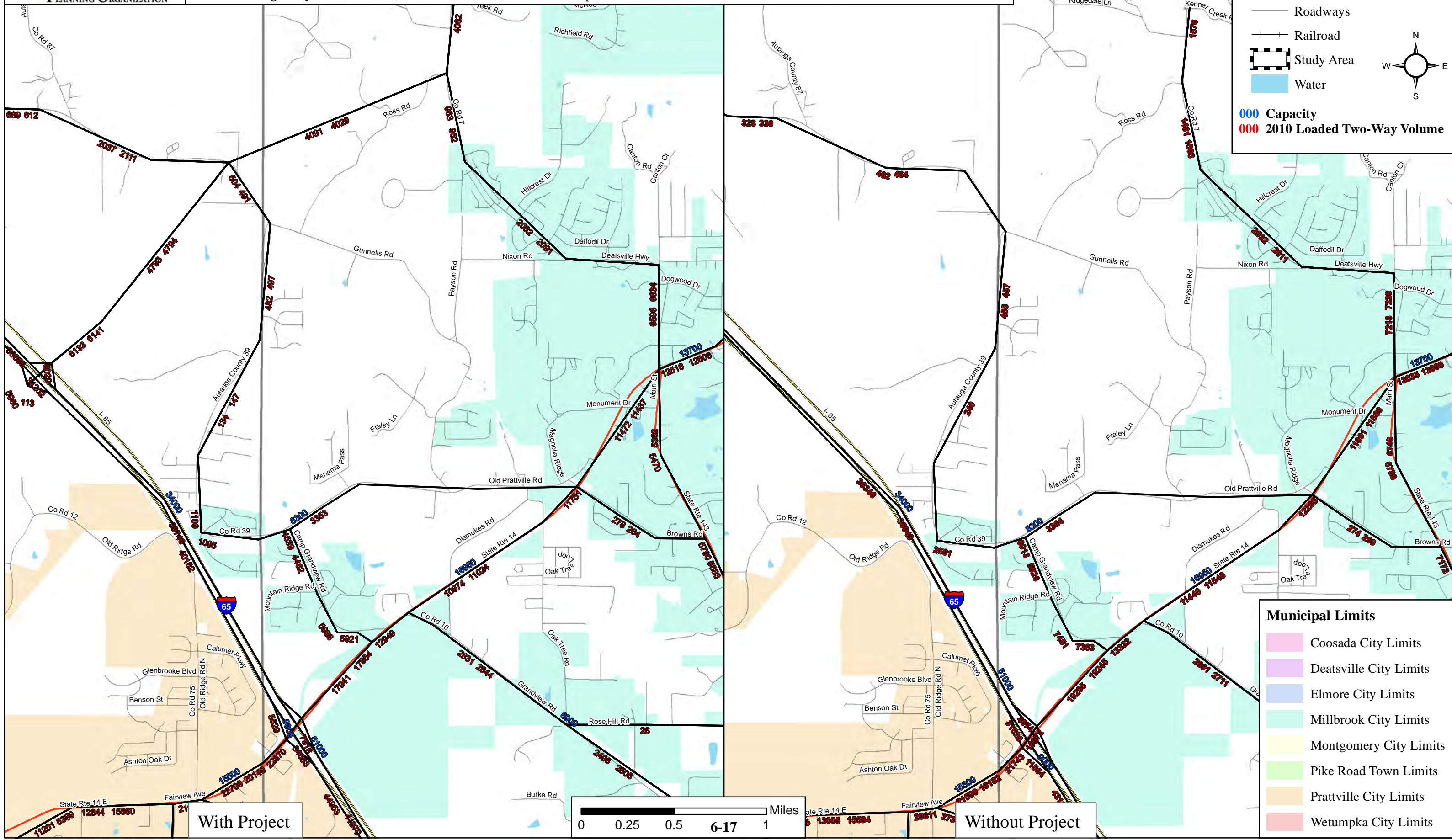
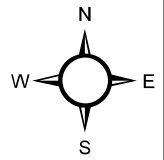
Figure 6.10: 2040 Project Scenario Travel Demand Model Results for New Roadway Connecting Deatsville Highway (CR 7) to I-65 Scenario

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles

Legend

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

000 Capacity
000 2010 Loaded Two-Way Volume



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

With Project

Without Project

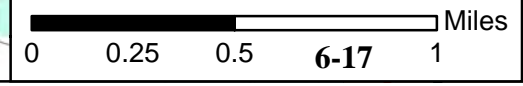
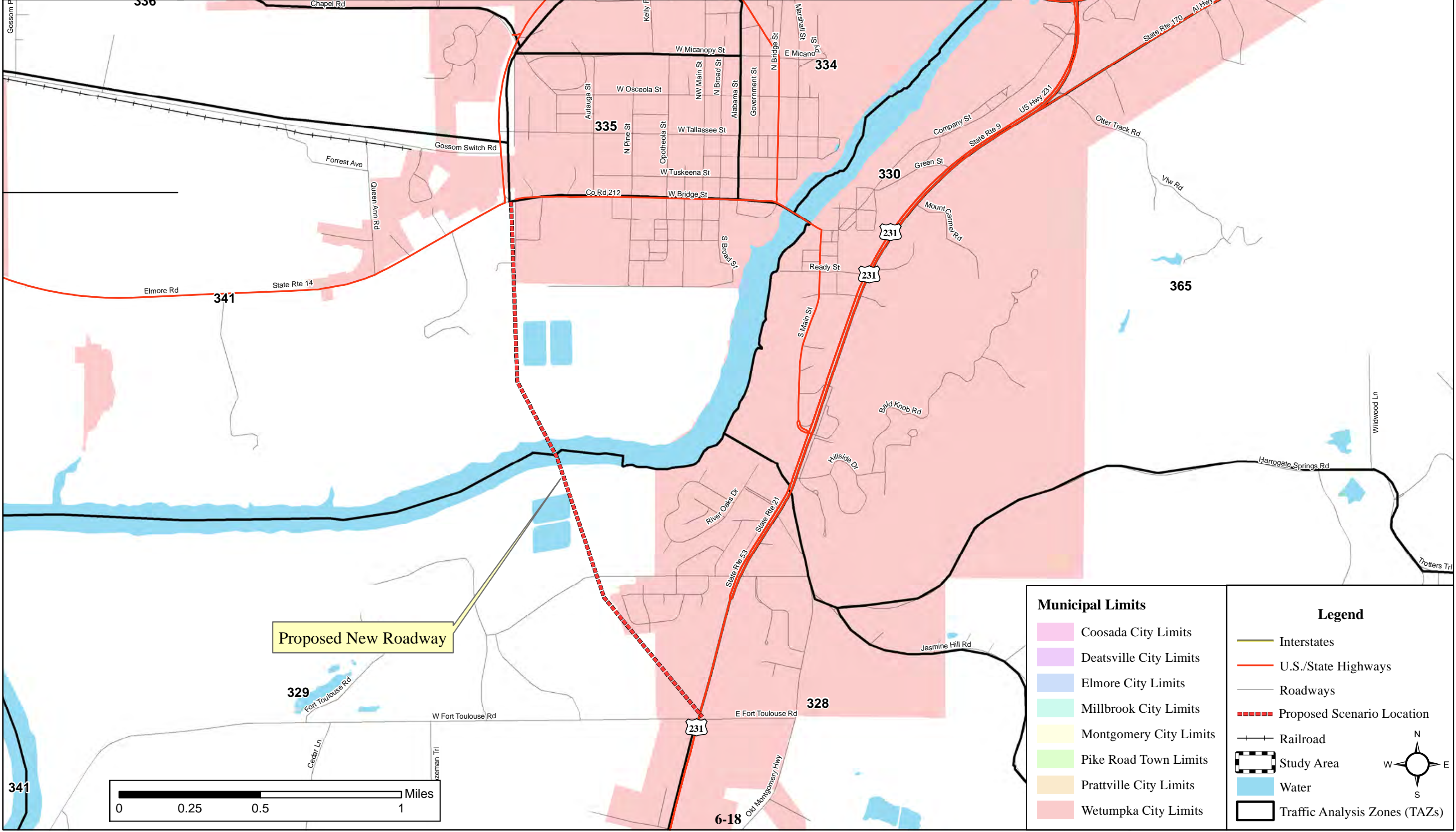




Figure 6.11: 2040 Project Location Map for New Roadway Connecting SR-14/Coosa River Parkway to Ft. Toulouse Road Scenario

Source: Montgomery MPO, City of Wetumpka, ALDOT, 2014 US Census TIGER/Line Shapefiles



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

Legend	
	Interstates
	U.S./State Highways
	Roadways
	Proposed Scenario Location
	Railroad
	Study Area
	Water
	Traffic Analysis Zones (TAZs)



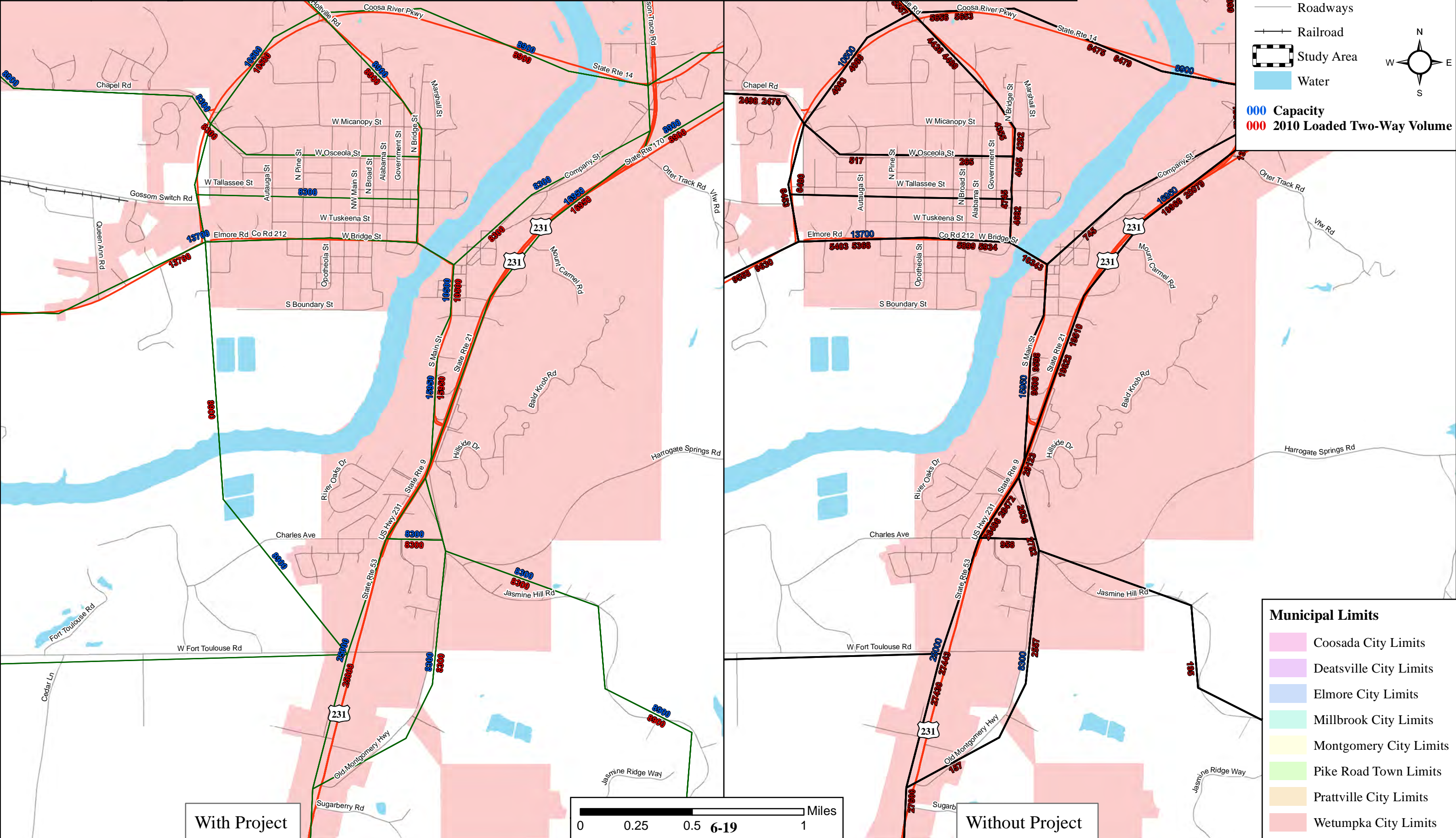
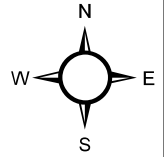
Figure 6.12: 2040 Project Scenario Travel Demand Model Results for New Roadway Connecting SR-14/Coosa River Parkway to Ft. Toulouse Road

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles

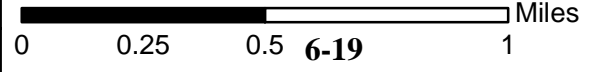
Legend

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

000 Capacity
000 2010 Loaded Two-Way Volume



With Project



Without Project

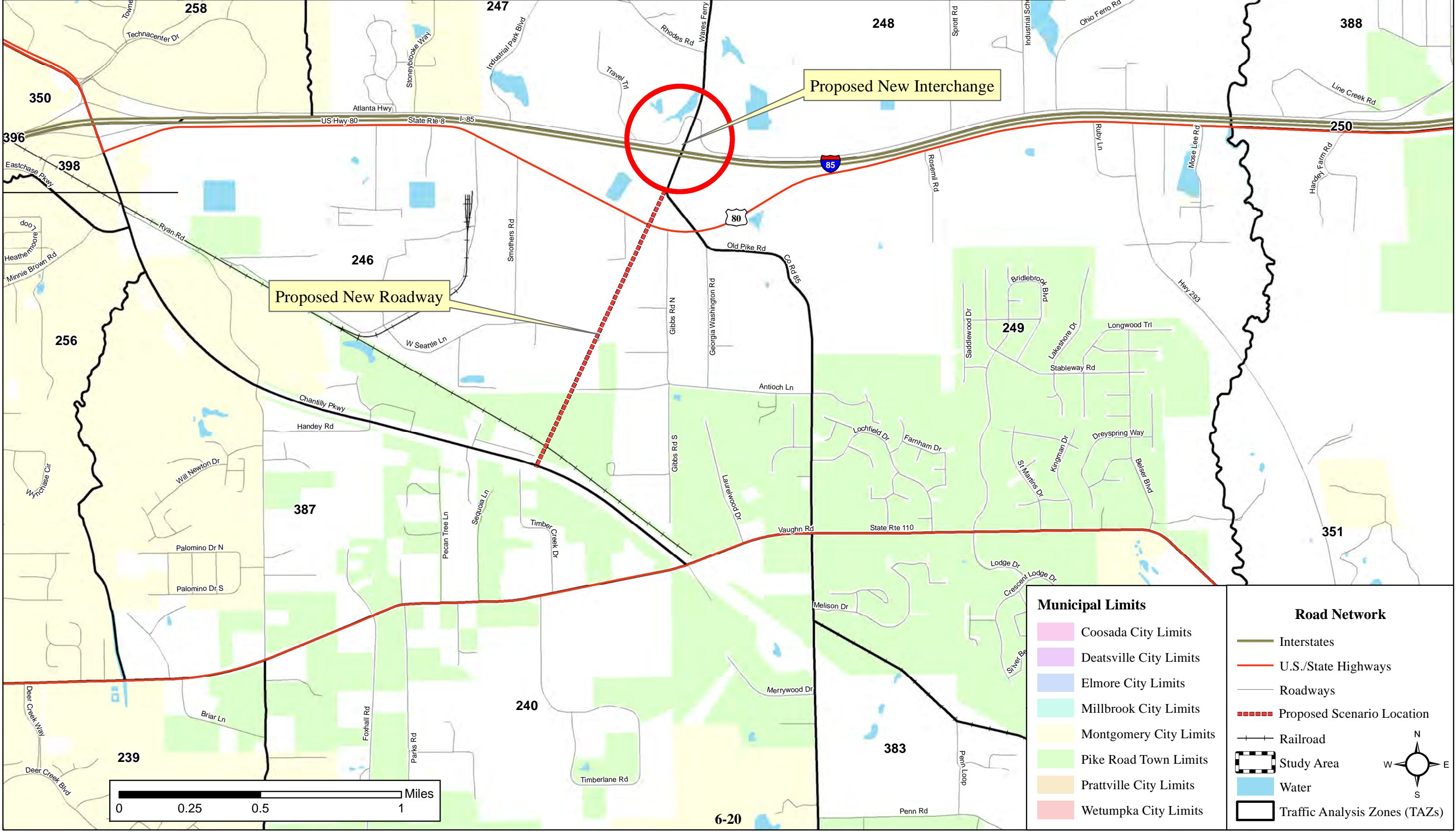
Municipal Limits

- 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



Figure 6.13: 2040 Project Location Map for Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road Scenario

Source: Montgomery MPO, City of Wetumpka, ALDOT, 2014 US Census TIGER/Line Shapefiles



Proposed New Roadway

Proposed New Interchange

- 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

- Road Network**
- Interstates
 - U.S./State Highways
 - Roadways
 - Proposed Scenario Location
 - | Railroad
 - Study Area
 - Water
 - Traffic Analysis Zones (TAZs)

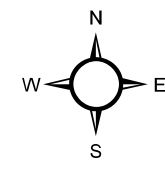
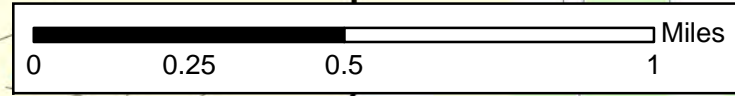




Figure 6.14: 2040 Project Scenario Travel Demand Model Results for Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles

Legend

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

000 Capacity
000 2010 Loaded Two-Way Volume

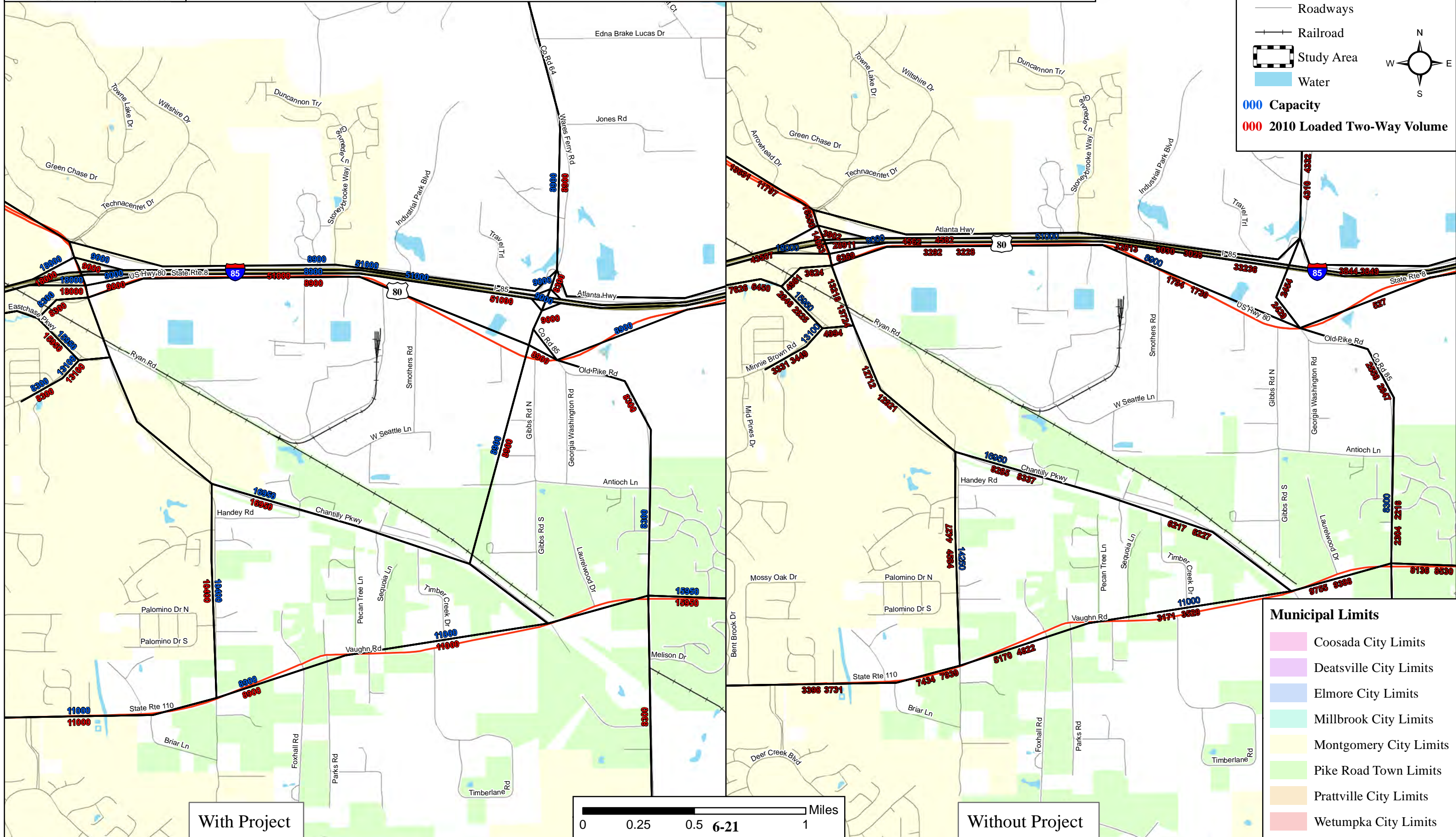
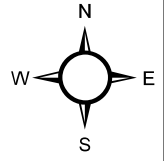
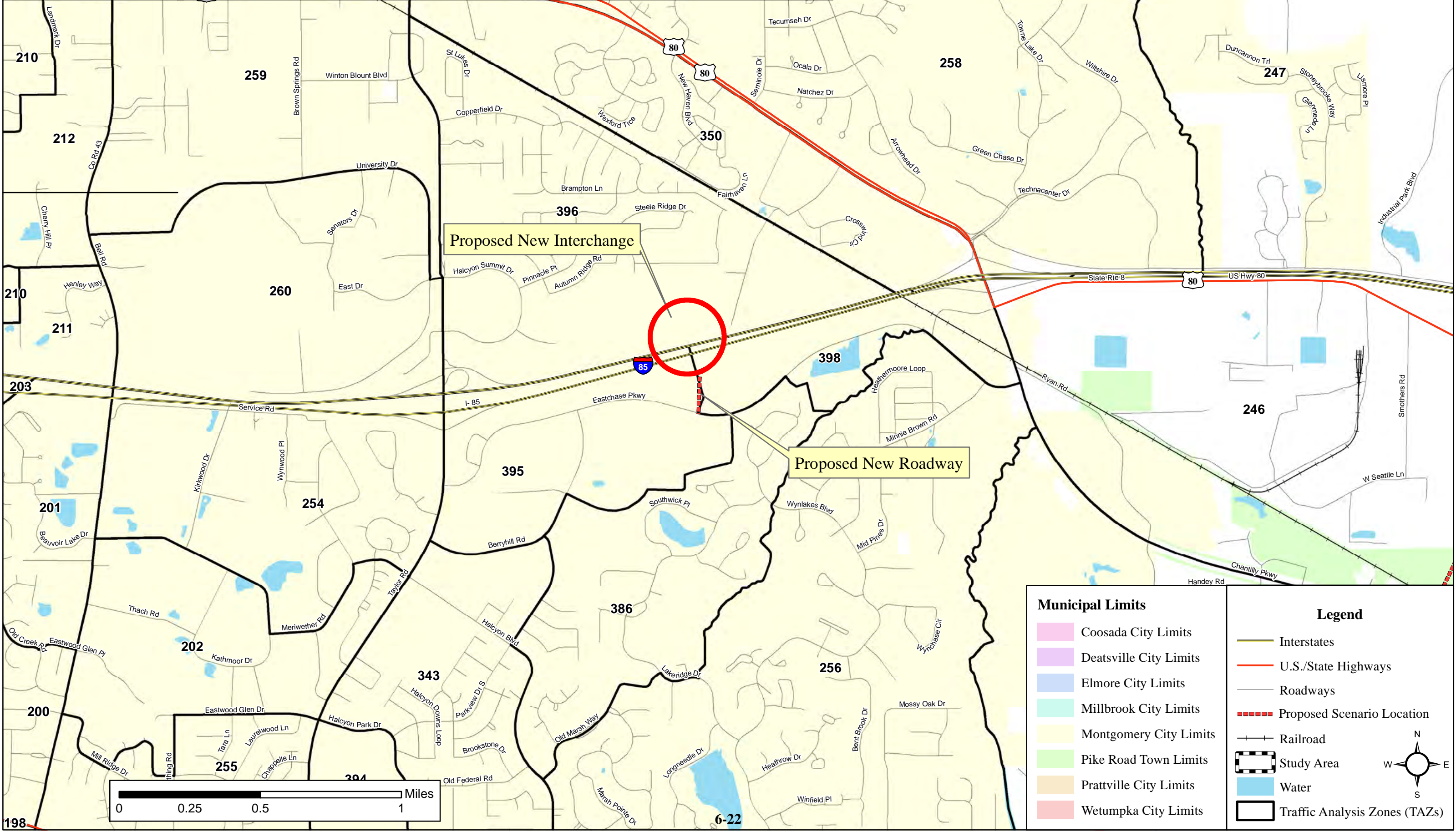




Figure 6.15: 2040 Project Location Map for Eastchase Interchange on I-85 Scenario

Source: Montgomery MPO, City of Wetumpka, ALDOT, 2014 US Census TIGER/Line Shapefiles



Municipal Limits		Legend	
	Coosada City Limits		Interstates
	Deatsville City Limits		U.S./State Highways
	Elmore City Limits		Roadways
	Millbrook City Limits		Proposed Scenario Location
	Montgomery City Limits		Railroad
	Pike Road Town Limits		Study Area
	Prattville City Limits		Water
	Wetumpka City Limits		Traffic Analysis Zones (TAZs)

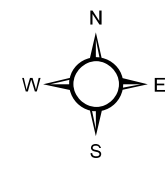
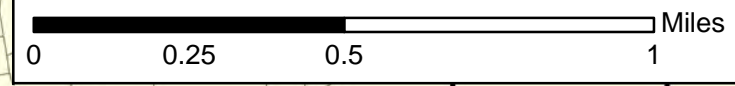
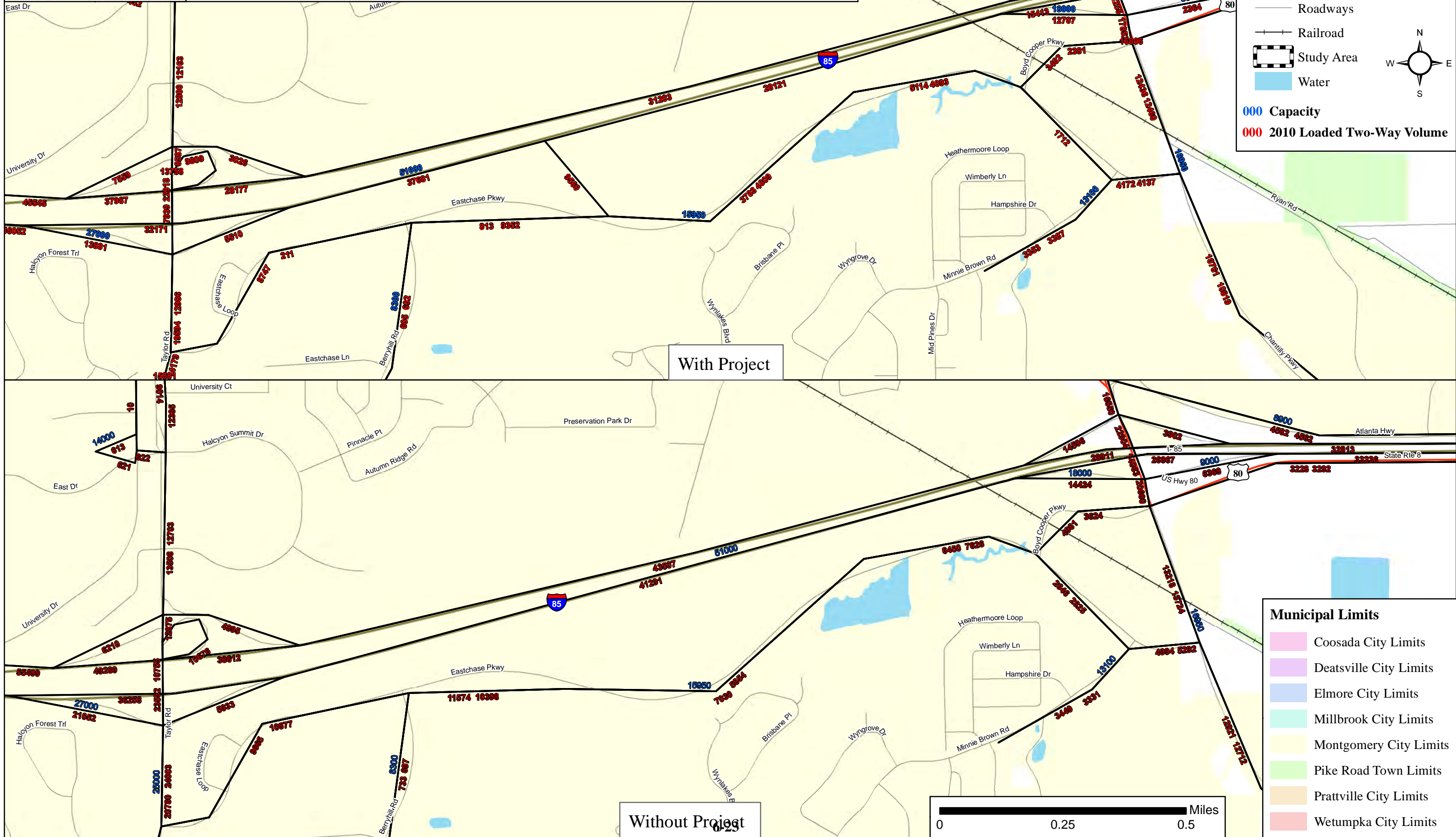




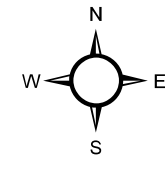
Figure 6.16: 2010 E+C Project Scenario Travel Demand Model Results for Eastchase Interchange on I-85

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles



Legend

- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Study Area
 - Water
- 000 Capacity**
000 2010 Loaded Two-Way Volume



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

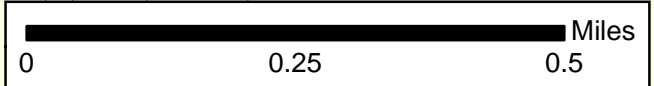
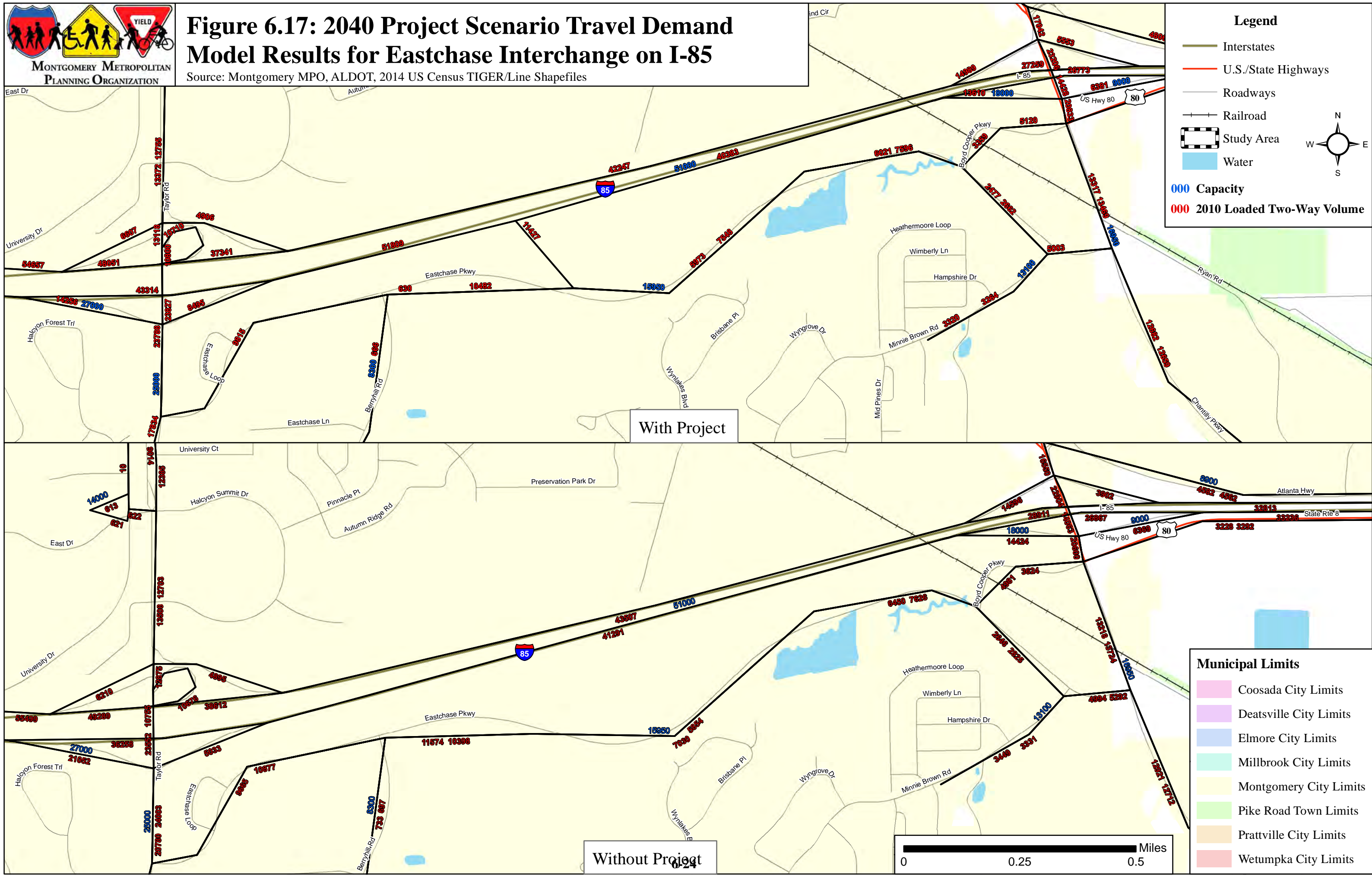




Figure 6.17: 2040 Project Scenario Travel Demand Model Results for Eastchase Interchange on I-85

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles



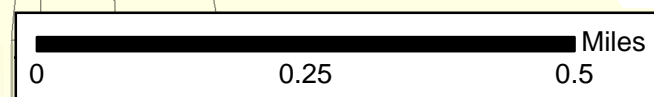
Legend

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

000 Capacity
000 2010 Loaded Two-Way Volume

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



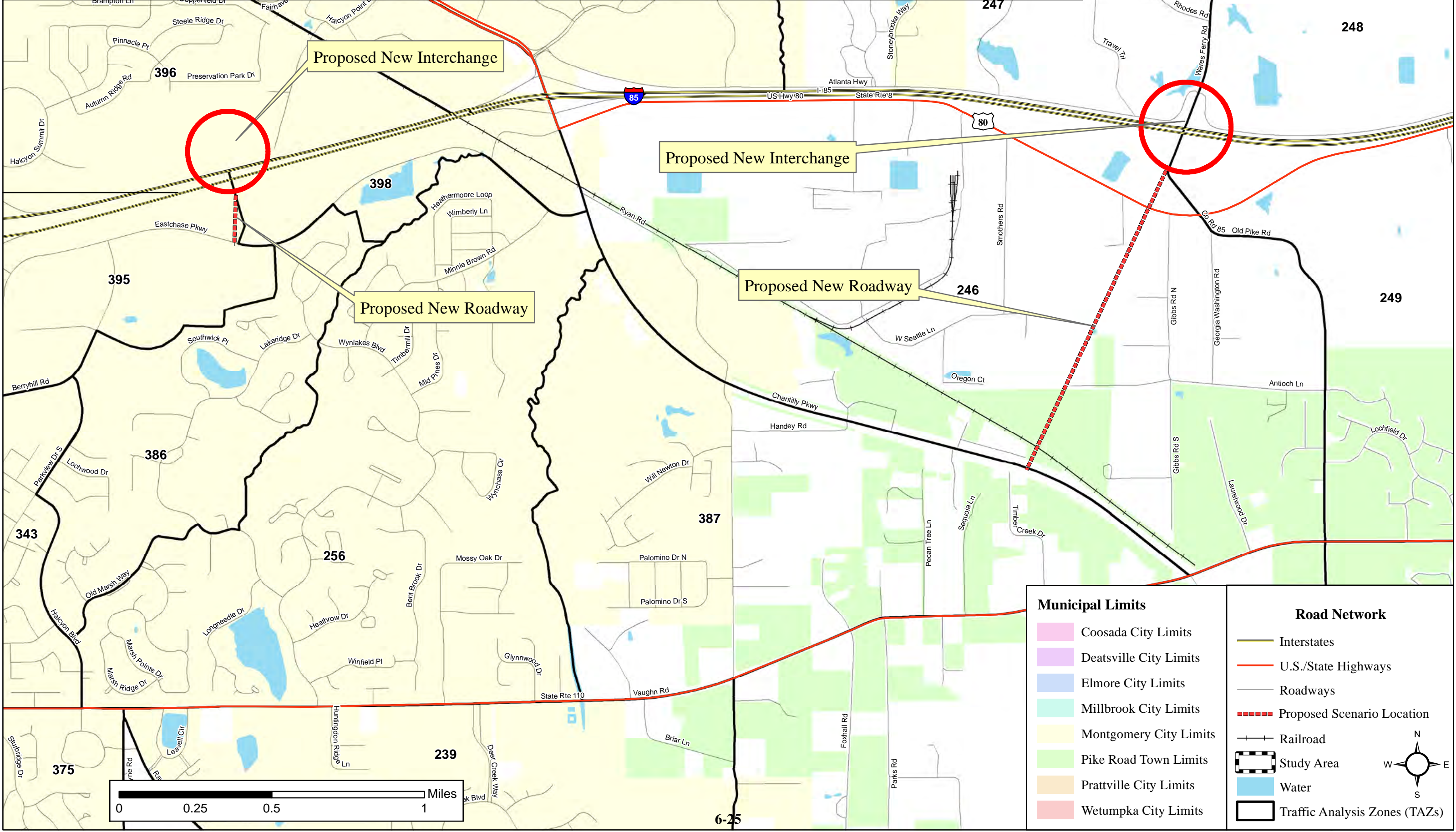
With Project

Without Project



Figure 6.18: 2040 Project Location Map for Eastchase and Wares Ferry Road Interchanges on I-85 and Wares Ferry Road Connector Road Scenario

Source: Montgomery MPO, City of Wetumpka, ALDOT, 2014 US Census TIGER/Line Shapefiles



Municipal Limits		Road Network	
	Coosada City Limits		Interstates
	Deatsville City Limits		U.S./State Highways
	Elmore City Limits		Roadways
	Millbrook City Limits		Proposed Scenario Location
	Montgomery City Limits		Railroad
	Pike Road Town Limits		Study Area
	Prattville City Limits		Water
	Wetumpka City Limits		Traffic Analysis Zones (TAZs)

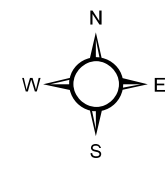
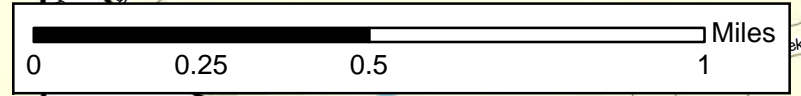
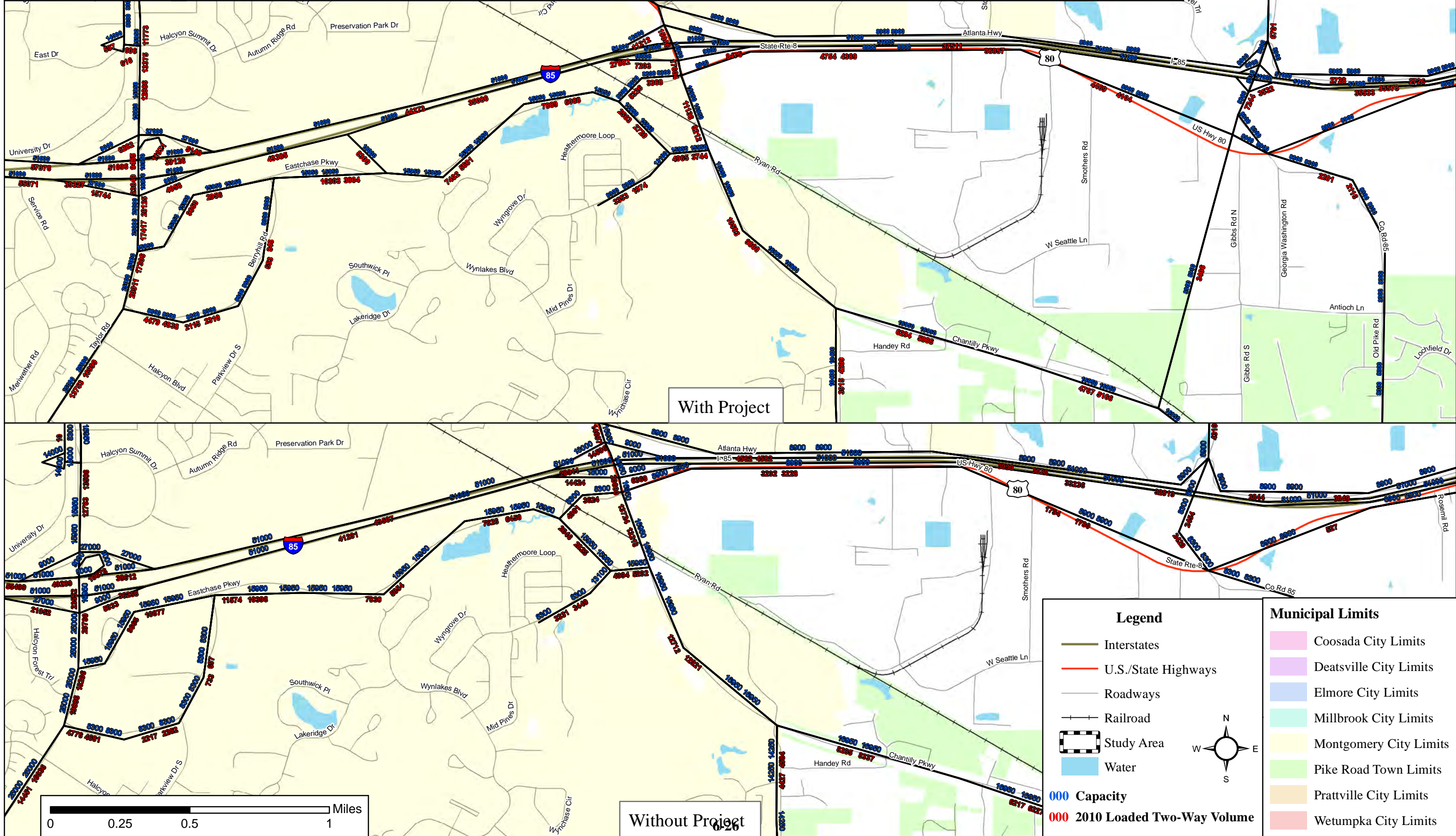




Figure 6.19: 2040 Project Scenario Travel Demand Model Results for Eastchase and Wares Ferry Road Interchanges on I-85 and Wares Ferry Road Connector

Source: Montgomery MPO, ALDOT, 2014 US Census TIGER/Line Shapefiles



6.1.4 Capacity Needs and Maintenance and Operation Needs

Continued growth and development generates continued challenges to the transportation system. The biggest challenge on the transportation system is congestion, which is linked to the steady growth and development. Transportation professionals are tasked with coming up with solutions to meet those challenges. As stated before, the tool that transportation professionals use primarily to analyze the transportation system and meet future needs is called the Voyager travel demand model.

Based on Voyager model results for the 2010 base year and 2040 forecast year and as presented in Table 6.4, there is an overall worsening of LOS for the Montgomery Area functionally classified roadway network between the 2010 base year and the 2040 E+C forecast conditions. Total roadway miles with unacceptable LOS (E or F) increases from 4.9% in the 2010 base year to 7.4% in the 2040 E+C forecast run.

The 2035 LRTP program of projects served as a starting point for the development of the 2040 LRTP 'Needs Plan' begun with the 2035 LRTP program of projects. From the starting point a series of steps were utilized to determine a preliminary list of capacity needs and maintenance and operation needs. First, MPO/TCC/CAC members reviewed the 2035 LRTP program of projects. For the capacity projects, TCC members were asked to categorize the projects as a continued need, to reconfigure the project as maintenance and operations project, or to categorize as no longer a need. For maintenance and operation needs, TCC members were asked to categorize the projects as a continued need or to categorize as no longer a need. Second, MPO staff requested a list of additional capacity needs and maintenance and operation needs that would utilize Surface Transportation Other Area funds from MPO/TCC/CAC members with relevant information on the need, traffic volumes, and other substantiating information. The MPO staff compiled the comments on the 2035 LRTP program of projects and the new project requests.

On April 8, 2015, the TCC met to review the projects and prioritize based upon need and funding availability. A comparison of the current TIP programmed projects, submitted projects and the 2035 LRTP program of projects against the 25 years of forecasted Surface Transportation Other Area budget was completed. It was determined that more projects were programmed than funds were forecasted. Based on this estimate of more projects than funds to complete them, TCC members reviewed the projects list and remove projects that were determined to be a lesser priority. Within the constraints of a limited budget, the TCC members agreed upon a program of projects for constrained capacity and maintenance and operation with all other projects moved to the visionary/needs list.

Table 6.6 lists the 2040 Financially Constrained Capacity and the Capacity Visionary/Needs, and Table 6.7 lists the 2040 Financially Constrained Maintenance and Operations plus the Maintenance and Operations Visionary/Needs.

Table 6.6: 2040 Financially Constrained and Visionary/Needs Capacity Projects

Roadway	Location	Constrained or Visionary/Need
Redland Rd	US 231 to Riflerange Rd	Constrained
Adams Avenue	Decatur St to South Court St	Constrained
Washington Avenue	Decatur St to South Court St/Lee St	
S. Court Street	Fairview to Arba St	Constrained
Zelda Road	Ann St to Carter Hill Rd	Constrained
Perry Hill Road	Harrison Rd to Atlanta Hwy	Constrained
McQueen Smith Road	SR 3/US 31 to Cobbs Ford Rd	Constrained
US-80	Waugh intersection to Marler Rd	Constrained
South Industrial Boulevard	US 82 to Autauga County Road 4	Constrained
Atlanta Highway	Perry Hill Rd to East Blvd (US-231)	Constrained
Ryan Road	Vaughn Rd to Chantilly Pkwy	Constrained
I-85	Jenkins Creek to 0.7 miles east of SR 126	Visionary/Need
I-85	1.5 miles East of SR-271 to Outer Loop Interchange	Visionary/Need

South Boulevard	US 231 S to Rosa Parks Ave	Visionary/Need
I-85	0.4 miles East of SR 271 to Jenkins Creek	Visionary/Need
US-231	River Oaks Dr (South of Wetumpka) to Near CR 200 (Blue Ridge Rd)	Visionary/Need
East Boulevard	US 231 to I-85	Visionary/Need
SR-14	Coosada Pkwy to Lucky Town Rd	Visionary/Need
South Boulevard	Rosa Parks Ave to US 31	Visionary/Need
Coliseum Boulevard	Federal Drive to Biltmore Ave	Visionary/Need
Prattville Northern Bypass (New Roadway)	SR 14 and Old Farm Ln to US 31	Visionary/Need
Wares Ferry Road	East Blvd to Mclemore Rd	Visionary/Need
US-31/US-3	US 82 to West Blvd	Visionary/Need
US-80 West	US 31 S to Montgomery Regional Airport	Visionary/Need
US-31/US-3	CR 40 to SR 14	Visionary/Need
Grandview Road	SR 14 to SR 143	Visionary/Need
Wetumpka Bypass (New Roadway)	SR-14/Coosa River Pkwy to Fort Toulouse Rd	Visionary/Need
Millbrook Connector (New Roadway)	Deatsville Hwy (CR 7) at Ross Road to SR 14 at Kinsley Lane	Visionary/Need
Elmore County/Millbrook Connector (New Roadway)	CR 7 (Deatsville Hwy) to a new interchange on I-65 Between Exit 181 and Exit 186	Visionary/Need

Table 6.7: 2040 Financially Constrained and Visionary/Needs Maintenance and Operation Projects

Roadway	Location	Constrained or Visionary/Need
S Perry St	Fairview Ave to I-85	Constrained
South Court St	Fairview Ave to SR 6/US 331 (CN)	Constrained
Fairview Ave	South Court St to I-65	Constrained
E Main St	SR 3/US 31 to Virginia St	Constrained
Various Streets	Downtown Prattville	Constrained
Closed Circuit Cameras	Various Intersection	Constrained
Street Light Conversions	State Routes within the City of Montgomery	Constrained
US 31	6th St (Prattville) north to I-65	Constrained
AL 14/Fairview Ave	US 31 to Jasmine Trail	Constrained
S Main St	E Bridge St to US-231	Constrained
Hill St	E Bridge St North to Orlin St	Constrained
Orlin St	Hill St East to Fish St	Constrained
CR-85 (Pike Rd)	Wallahatchie Rd (CR-84) to US-80	Constrained
Narrow Lane Rd	Hannon Slough	Constrained
Woodley Rd	Whites Slough	Constrained
Congressman WL Dickinson	South ROW of CSX RR to Atlanta Hwy	Constrained
E Fairview Ave	S Court St to Cloverdale Rd	Constrained
Carter Hill Rd	Zelda Rd to McGehee Rd	Constrained
Bridge Painting	Various Bridges in City of Montgomery	Constrained
Handicap Ramps	Various Streets in Montgomery CBD	Constrained
Vaughn Rd	Taylor Rd to Chantilly Pkwy	Constrained
Wares Ferry Rd	Atlanta Hwy to the Eastern Blvd	Constrained
Perry Hill Rd	Atlanta Hwy (Property Acquisition)	Constrained
Perry Hill Rd	Atlanta Hwy	Constrained
Various Streets	City of Prattville	Constrained
Court St and E Bridge	S Main St to Hill St	Constrained
Company St	Hill St to Orlin St	Constrained
Orlin St	Company St to Hill St and Hill St from Orlin St to Company	Constrained
Marler Rd	US-80 to Olkfuski Rd	Constrained
Ingram Rd	Middle Creek Tributary	Constrained

Ingram Rd	Middle Creek	Constrained
Rifle Range Rd	Dozier Rd to Toll Bridge Rd	Constrained
Firetower Rd	Redland Rd	Constrained
Coosada Pkwy	Coosada Rd	Constrained
Coosada Pkwy	Alabama River Pkwy	Constrained
Hogan Rd	SR-143 to SR-111	Constrained
Possom Trot Rd	Coosa River Rd to lightwood	Constrained
Airport Rd	Kennedy Ave to SR-14	Constrained
Coosada Rd/Rucker Rd	Blackwells Drive to SR-14	Constrained
Kennedy Ave	Coosada Rd to Airport Rd	Constrained
Grier Rd	Weoka Rd to Dexter Rd	Constrained
Street Light Conversions	Montgomery CBD	Constrained
Fairview Ave	S Court St to Narrow Lane Rd	Constrained
Perry St	Noble St to High St	Constrained
Perry St	Jefferson St to Pollard St	Constrained
Federal Dr	S of Railroad to Atlanta Hwy	Constrained
Dalraida Dr	Atlanta Hwy to Gunter AFB	Constrained
Lower Wetumpka Rd	Tolvert St to Nothern Blvd	Constrained
Hunter Loop Rd	US-80 to Birmingham Hwy	Constrained
Day St	Bridge replacement	Constrained
Day St	Maxwell AFB	Constrained
Ingram Rd	SR-14 to Deatsville Hwy	Needs
Maxwell AFB Gate	US 31 to Jasmine Trail	Needs
Bell Rd	Vaughn Rd to Southern End I-85 bridge	Needs
Bell Rd	North End of I-85 to US-80/Atlanta Hwy	Needs
Eastdale Rd	Atlanta Hwy to Shirley Blvd	Needs
Monticello Dr	Eastern Blvd to Shirley Blvd	Needs
East Shirley	Eastern Blvd to Greystone	Needs
Old Selma Rd	US-31 to West Blvd	Needs
Mobile Hwy	US-80 to Fairview Ave	Needs
Ray Thorington Rd	Vaughn Rd to Park Crossing	Needs
Vaughn Rd	Zelda Rd to Perry Hill Rd	Needs
Narrow Lane Rd	Southern Blvd to McInnis Rd	Needs
Woodley Rd	Southern Blvd to Virginia Loop Rd	Needs
Ripley St	Madison Ave to Railroad Bridge	Needs
Fairground Rd/Vandiver	Crestview to Lower Wetumpka Rd	Needs
EastChase Pkwy	Taylor Rd to Chantilly Pkwy	Needs
BerryHill Rd	Taylor Rd to EastChase Pkwy	Needs
Upper Wetumpka Rd	Railroad Bridge to Crestview	Needs
Vaughn Rd	Eastern Blvd to Taylor Rd	Needs
Coliseum Blvd	WL Dickinson Dr to Northern Blvd	Needs
Harrison Rd	Lincoln Rd to Perry Hill Rd	Needs
Eastdale Circle		Needs
Ray Thorington Rd	Park Crossing to Pike Rd	Needs
Capital Parkway	Highland Ave to Madison Ave	Needs
Lower Wetumpka Rd	Northern Blvd to City limits	Needs
Green Ridge Rd	Willow Lane Drive to Harrison Rd	Needs
Willow Lane Dr	Green Ridge Rd to Forest Hills Dr	Needs
Forest Hills Dr	Willow Lane Drive to Atlanta Hwy	Needs
Carmichael Rd	Perry Hill Rd to Eastern Blvd	Needs
Lagoon Park Dr	Eastern Blvd to Gunter Industrial Park	Needs
Carmichael Rd	Eastern Blvd to Woodmere Blvd	Needs
Vaughn Rd	Perry Hill Rd to Eastern Blvd	Needs
Mt Meigs Rd	Ann St to Capital Parkway	Needs
Coliseum Blvd	Atlanta Hwy to Pelzer	Needs

Burbank Dr	Atlanta Hwy to Wares Ferry Rd	Needs
Day St	Maxwell AFB	Needs
Woodley Rd	Fairview Ave to McGehee Rd	Needs
Rosa Parks	Jeff Davis to Mildred Ave	Needs
Rosa Parks	Collinwood to South Blvd	Needs
Trinity Blvd	White Acres to Carmichael Rd	Needs
Washington Ave	Lee St to McDonough	Needs
Old Hayneville Rd	Air Base Blvd to West blvd	Needs
High St	Court St to Hall St	Needs
Court St	Washington Ave to I-85	Needs
Court St	Jefferson St to Southern Blvd	Needs
Highland Ave	Hall St to Lincoln St	Needs
McGehee Rd	Woodley Rd to Southern Blvd	Needs
Woodmere Blvd	Carmicheal Rd to Carmicheal Loop	Needs
Carter Hill Rd	Vaughn Rd to McGehee Rd	Needs
Wares Ferry Rd	Eastern Blvd to McLemore Dr	Needs
Fleming Road	Narrow Lane Rd to End	Needs
Virginia Loop	US-231 to Woodley Rd	Needs
McInnis Rd	Woodley Rd to Narrow Lane Rd	Needs
Court St	I-85 to Fairview Ave	Needs
Decatur St	High St to Sadler	Needs
Day St	US-31/Old Selma Rd to Hill St	Needs
Day St	US-31 to West Blvd	Needs
Atlanta Hwy	Ann St to Perry Hill Rd	Needs
Madison Ave	Ripley St to Atlanta Highway	Needs

6.2 Transit Needs

As presented in Section 4 of the LRTP, local public transit transportation service within the Montgomery MPO Area is provided by two main agencies: the The M (formerly the Montgomery Area Transit System (MATS)) and the Autauga County Rural Transportation (ACRT) with private intercity service provided by Greyhound and Capital Trailways respectively. This section focuses on additional transit needs.

6.2.1 Local and Express/Vanpool Transit Service

In addition to improving Montgomery's existing transit services, it is critical to continue to explore new technologies and types of service. To assess the potential for implementing new forms of transit, including express bus and vanpool strategies, model and non-modal analyses were performed. Figures 6.20 to 6.25 detail model-based trip maps in relation to the existing fixed transit system.

Express bus transit routes and vanpools perform a different function than fixed route transit and, therefore, the need for such services must be assessed using a different methodology. Express/vanpool services operate more as a shuttle, transporting passengers from a remote location to a centralized area, while making few or no stops. This service typically generates from a moderate density residential area destined for a high density employment center. This type of service can be implemented for the purpose of providing mobility as well as reducing congestion on heavily traveled corridors.

To assess potential opportunities for express bus/vanpool service, relationships between areas with large populations and high density employment centers were analyzed. The residential areas that were identified as large population sheds or those that use congested corridors to travel to Downtown Montgomery included the areas surrounding Wetumpka, Prattville/Millbrook and Pike Road. The origins and destinations for potential express bus/vanpool are shown in Figure 6.26.

Origin-destination data was used to estimate the total trips between these areas and the employment centers also shown in Figure 6.26. These include the following areas:

- Downtown/Central Business District

- East Midtown - bounded by Eastern Blvd to the east, Atlanta Highway to the north and east, and I-85 to the south
- Car Plant/Industrial Area – segments on either side of I-65 near the southeast portion of the MPO area
- Airport – area surrounding airport, mostly north of US 80

Table 6.8 shows the results of this origin-destination assessment, which looked at trips made between the identified origin (residential) zones and the designated destinations (employment) zones. This table shows the total number of trips between these regions on a daily basis.

**Table 6.8: Daily Trips between Residential Areas and Employment Destinations
Year 2040 Projected Traffic**

<i>Origin</i>	<i>Destination</i>			
	Downtown	East Montgomery	Airport	Industrial Area on I-65
Pike Road	6,749	10,659	766	884
Wetumpka	3,315	2765	303	272
Prattville	12,873	3,838	3,959	2,468

Express bus and vanpool services differ in both the demand required to sustain such a service and operational characteristics. The MPO will need to assess in more detail which transit option would best meet the needs of the area based on current demand and trip-making patterns. Some areas have implemented these services sequentially, where vanpool services are initially implemented and, once ridership builds to a level to deem it necessary, express bus services are implemented. It should be noted that the market for this type of service is enhanced if there is any sort of operational benefit that provide the priority for transit vehicles, for example signal priority or queue jumping.

Based upon the express bus/vanpool and local transit service analyses, several findings have been identified and are presented below:

- Several existing routes, as identified previously, would benefit from enhanced service, including additional buses and reduced headways.
- Opportunities exist for expanding the fixed route network to the high growth residential and retail employment area surrounding I-85 from west of Eastern Blvd/US 231 to Atlanta Highway as well as to the industrial area surrounding the Airport/US 80/Selma Highway and car manufacturing facility off of I-65.
- Opportunity for express bus service exists from Prattville to downtown Montgomery, particularly along corridors expected to operate primarily at LOS F. These areas include Prattville and Millbrook via I-65 and areas of East Montgomery via I-85.

6.2.5 Possible Passenger Rail Transit Needs

The City of Montgomery once was home to the first electric passenger rail transit streetcar in the nation from 1886-1936. The name of the system was called the Montgomery Street Railway System (commonly known as “The Lightning Route”). The Montgomery Street Railway System was last owned and operated by Alabama Power Company. It operated initially in 1886 a network 4 passenger rail streetcar rail lines and once it ended in 1936 a total of 20 passenger streetcar rail lines throughout Montgomery at that time. The passenger rail streetcar lines went as far north along Lower Wetumpka Road to Vandiver Blvd (in the city limits at that time), southeast to the intersection of Narrow Lane Road and Woodley Road (in the city limits at that time), west along what is now Maxwell Blvd stopping at the entrance to Maxwell Air Force Base and east along Highland Ave stopping at Panama Street. All streetcar lines originated in downtown Montgomery at historic Union Station, and dispersed on a radial system in all directions of the city limits at that time. Figure 5.22 shows the 1936 Montgomery Street Railway lines when they ended in 1936.

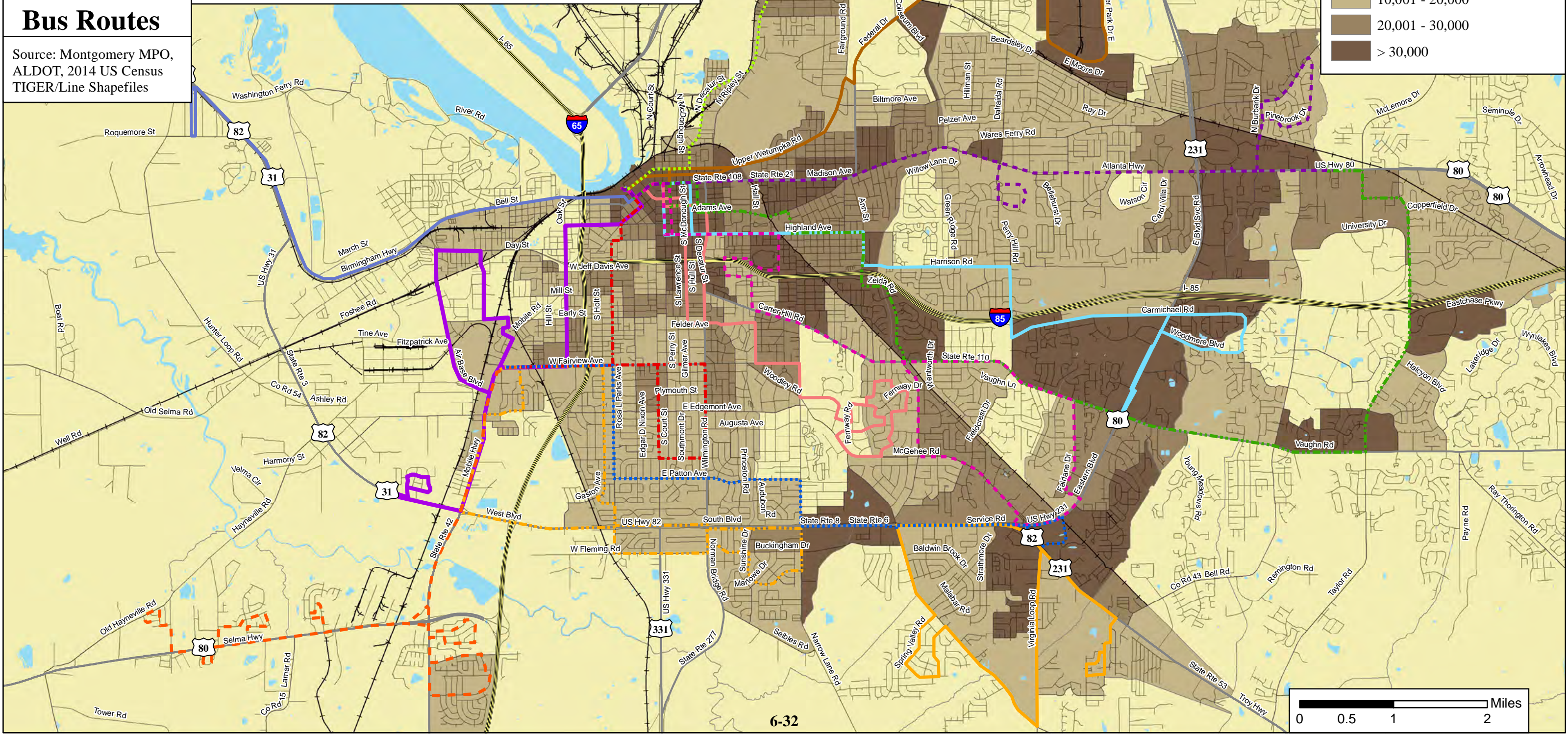
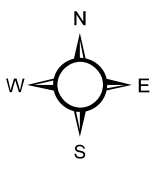


**Figure 6.20:
Total Trip
Density 2010
in Relation to
Transit Fixed
Bus Routes**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles

- Transit Routes**
- Route 1 - AUM
 - Route 2 - Eastdale Mall
 - Route 3 - Montgomery Commons
 - Route 4 - Boylston
 - Route 5 - Montgomery Mall
 - Route 6 - Southlawn Twingates
 - Route 7 - Maxwell
 - Route 8 - Gunter Annex
 - Route 9 - Virginia Loop Rd
 - Route 10 - South Court St
 - Route 11 - Ridgecrest
 - Route 12 - Smiley Ct Gibbs Village
 - Route 15 - Allendale Rd
 - Route 16 - Twin Oaks

- Road Network**
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Water
 - Study Area
- Total Trips per Sq. Mile to/from TAZ**
- 0 - 10,000
 - 10,001 - 20,000
 - 20,001 - 30,000
 - > 30,000





**Figure 6.21:
Total Trip
Density 2040
in Relation to
Transit Fixed
Bus Routes**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles

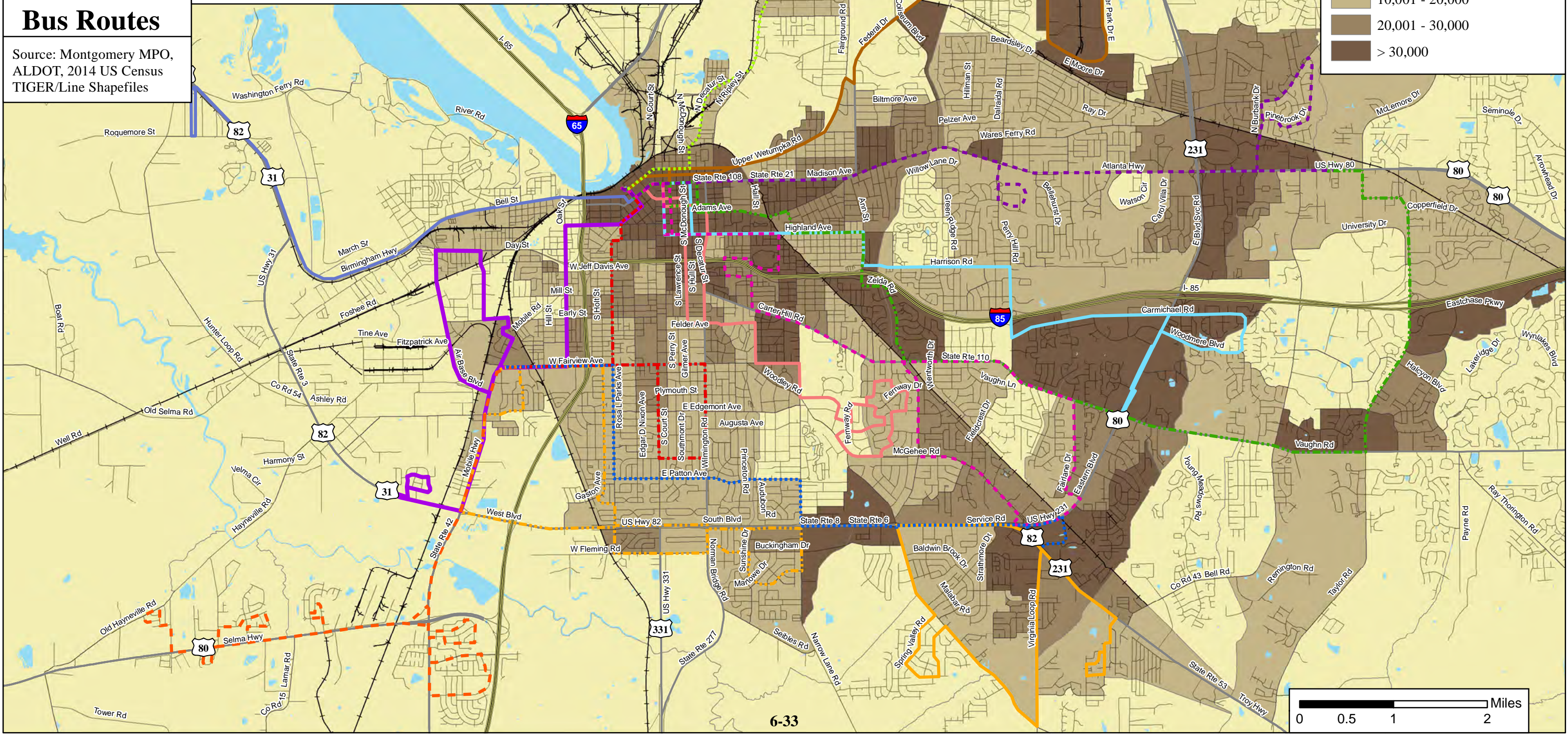
- Transit Routes**
- Route 1 - AUM
 - Route 2 - Eastdale Mall
 - Route 3 - Montgomery Commons
 - Route 4 - Boylston
 - Route 5 - Montgomery Mall
 - Route 6 - Southlawn Twingates
 - Route 7 - Maxwell
 - Route 8 - Gunter Annex
 - Route 9 - Virginia Loop Rd
 - Route 10 - South Court St
 - Route 11 - Ridgecrest
 - Route 12 - Smiley Ct Gibbs Village
 - Route 15 - Allendale Rd
 - Route 16 - Twin Oaks

Road Network

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

Total Trips per Sq. Mile to/from TAZ

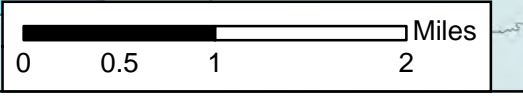
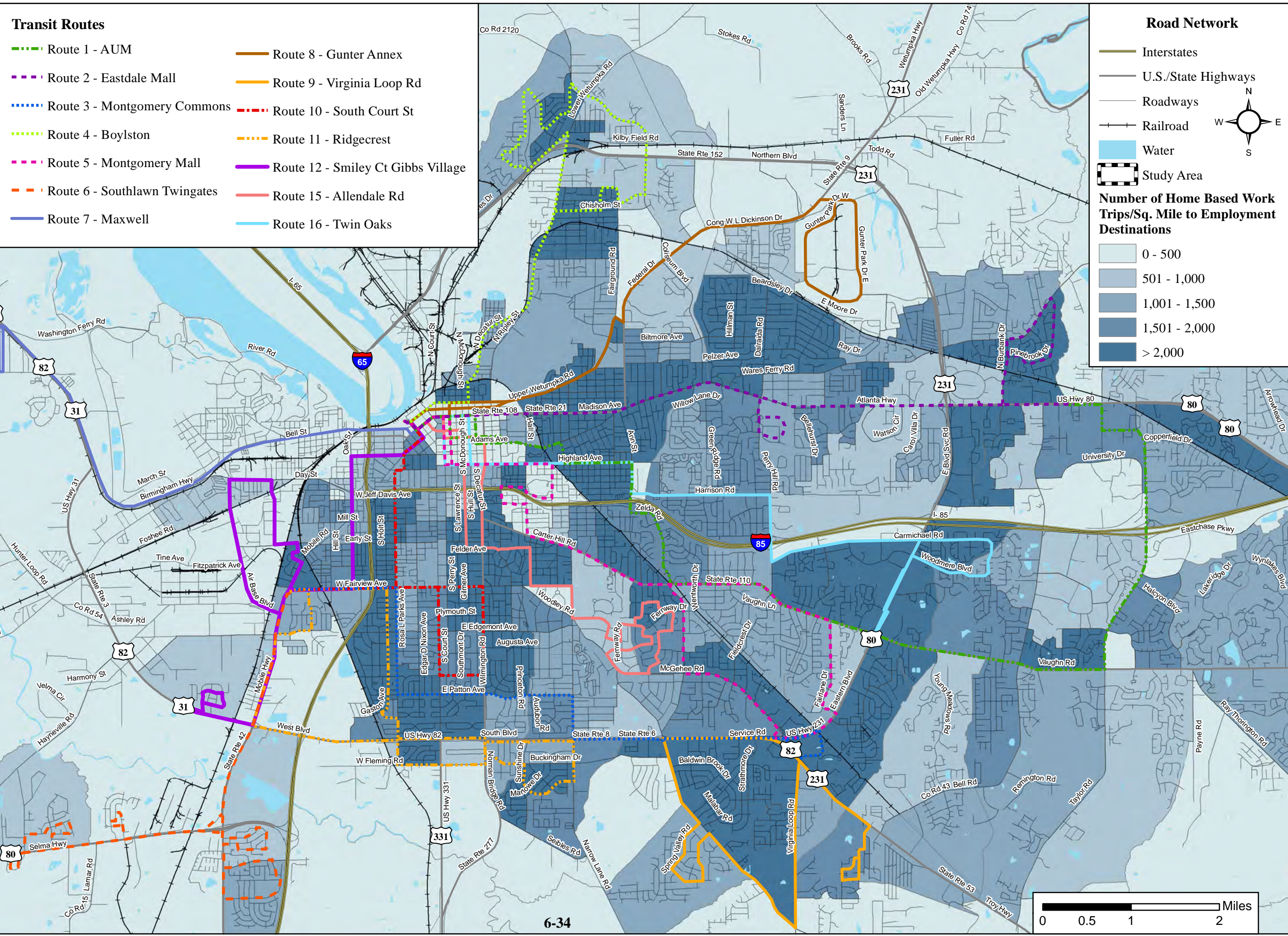
- 0 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- > 30,000





**Figure 6.22:
HBW Trips To
Employment
Destinations
2010 in
Relation
Transit Fixed
Routes**

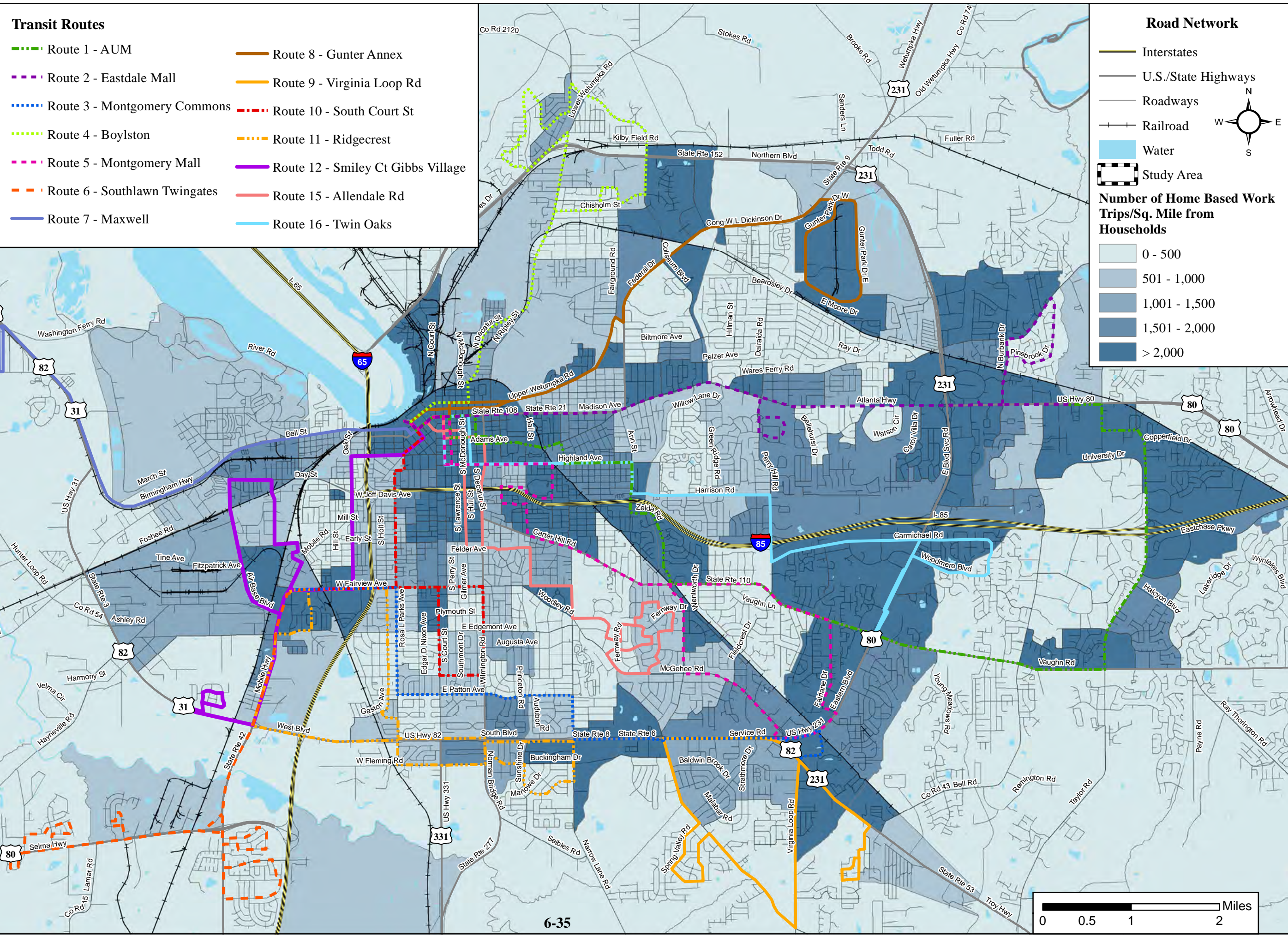
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles





**Figure 6.23:
HBW Trips
From
Households
2010 in
Relation
Transit
Fixed Routes**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



- Transit Routes**
- Route 1 - AUM
 - Route 2 - Eastdale Mall
 - Route 3 - Montgomery Commons
 - Route 4 - Boylston
 - Route 5 - Montgomery Mall
 - Route 6 - Southlawn Twingates
 - Route 7 - Maxwell
 - Route 8 - Gunter Annex
 - Route 9 - Virginia Loop Rd
 - Route 10 - South Court St
 - Route 11 - Ridgecrest
 - Route 12 - Smiley Ct Gibbs Village
 - Route 15 - Allendale Rd
 - Route 16 - Twin Oaks

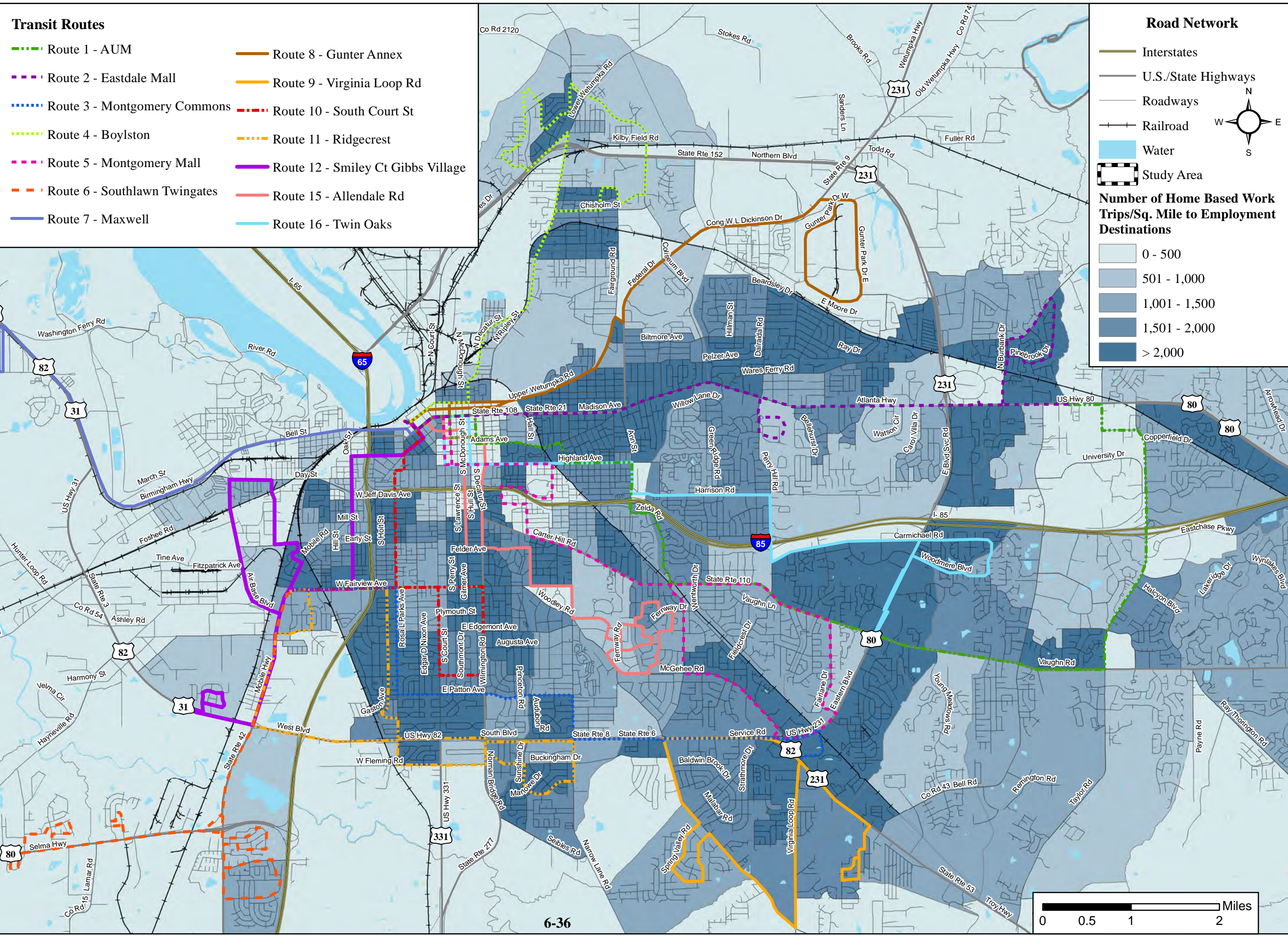
- Road Network**
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Water
 - Study Area

- Number of Home Based Work Trips/Sq. Mile from Households**
- 0 - 500
 - 501 - 1,000
 - 1,001 - 1,500
 - 1,501 - 2,000
 - > 2,000



**Figure 6.24:
HBW Trips
From
Households
2040 in
Relation
Transit
Fixed Routes**

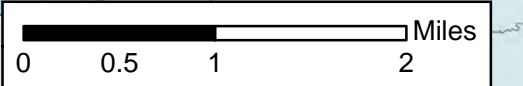
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



- Transit Routes**
- Route 1 - AUM
 - Route 2 - Eastdale Mall
 - Route 3 - Montgomery Commons
 - Route 4 - Boylston
 - Route 5 - Montgomery Mall
 - Route 6 - Southlawn Twingates
 - Route 7 - Maxwell
 - Route 8 - Gunter Annex
 - Route 9 - Virginia Loop Rd
 - Route 10 - South Court St
 - Route 11 - Ridgecrest
 - Route 12 - Smiley Ct Gibbs Village
 - Route 15 - Allendale Rd
 - Route 16 - Twin Oaks

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

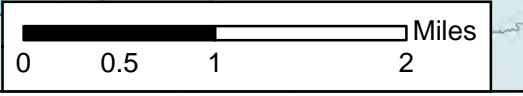
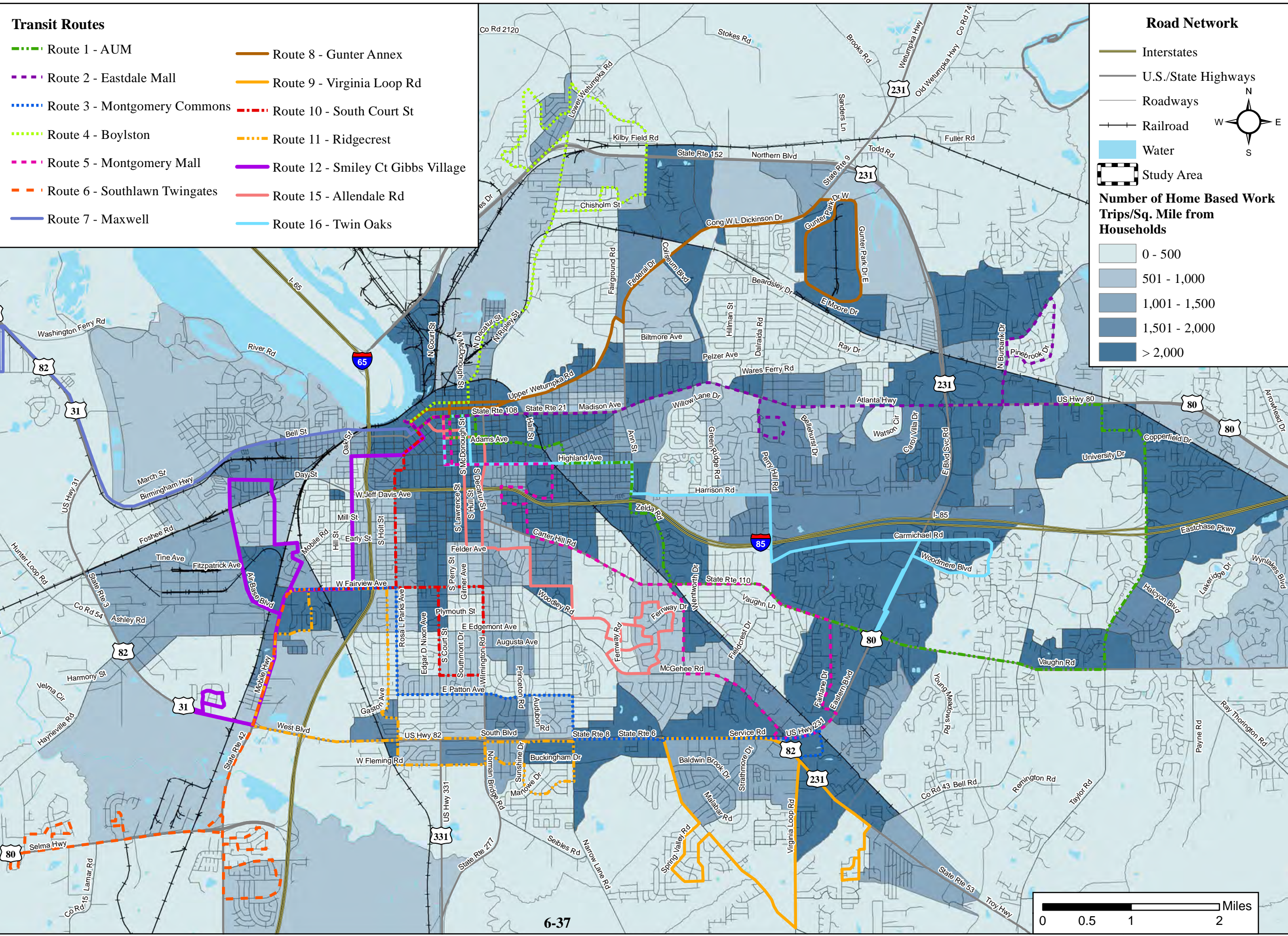
- Number of Home Based Work Trips/Sq. Mile to Employment Destinations**
- 0 - 500
 - 501 - 1,000
 - 1,001 - 1,500
 - 1,501 - 2,000
 - > 2,000





**Figure 6.25:
HBW Trips
From
Households
2040 in
Relation
Transit
Fixed Routes**

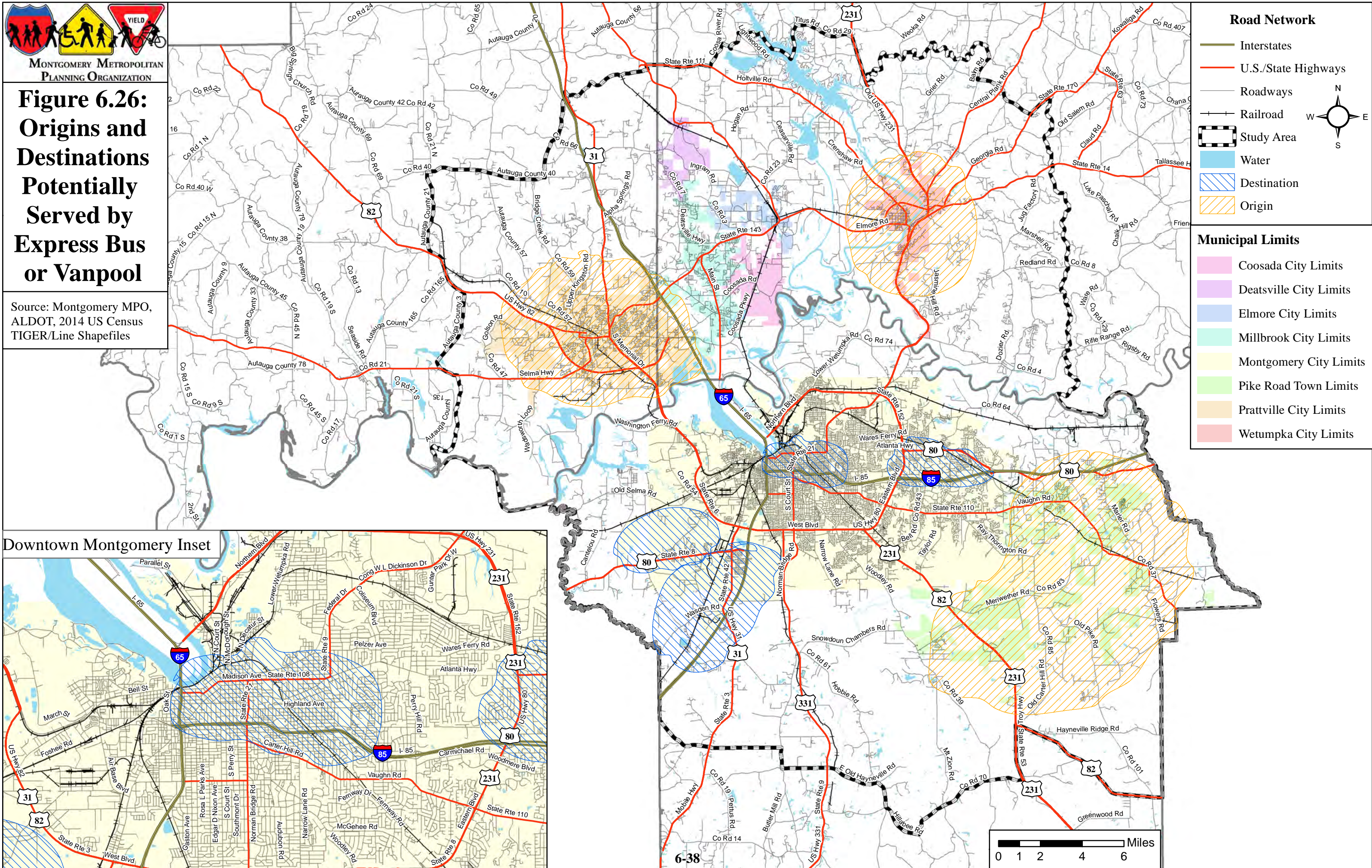
Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles





**Figure 6.26:
Origins and
Destinations
Potentially
Served by
Express Bus
or Vanpool**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



The City of Montgomery has plans to study the possibility of returning to streetcar passenger rail transit and will perform an alternatives analysis for new or small starts funding when funds can be obtained. Further alternatives analysis will also be done to study a CSX commercial freight rail line that runs from downtown Montgomery to Gunter Industrial Park, then along an abandoned rail line that parallels Atlanta Highway/US-80 to Chantilly Parkway to determine the feasibility of converting the old freight rail for the purpose commuter passenger rail. Figure 5.23 shows the abandoned freight rail line that parallels Chantilly Parkway and Atlanta Highway to Gunter Industrial Park and switches to an existing CSX switching line that runs to downtown Montgomery.

The Alabama Department of Economic and Community Affairs (ADECA) was awarded a grant from the Federal Railroad Administration (FRA) to study the feasibility of high-speed passenger rail returning to Alabama from Birmingham to Montgomery to Mobile, a 274 mile corridor. As recent as 1995 a passenger rail service was operated by Amtrak on what was called the Amtrak Gulf Breeze route. The operation was funded in part by the State of Alabama. Figure 5.24 shows a map of the potential high-speed passenger rail corridor location.

6.3 Bicycle Facilities

The 2012 Montgomery Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan detailed 32 routes and 36 connectors based upon bicycle suitability and feedback from citizens and the Bicycle and Pedestrian Subcommittee (BPS). After the adoption of the 2012 Montgomery Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan in 2012, two amendments were completed in 2013 and 2014. An additional 26 connectors were added to the River Region Bicycle Network for the Montgomery Study Area to accommodate the Tour de River Region and requests from municipalities and citizens.

The first step in creating River Region Bicycle Network, the Bicycle Suitability Analysis, identified the functionally classified roadways safest for bicyclists. The Suitability Index scores roadways according to three factors: Traffic Volume, Travel Speeds, and the Functional Classification of the Roadway. Table 6.9 details each suitability factor.

Table 6.9: Bicycle Suitability Rating Descriptions

Bicycle Suitability Factors	Score	
Traffic Volume	Less than 2,500 vehicles per day per lane (vpdpl)	4
	Between 2,500 and 5,000 (vpdpl)	2
	More than 5,000 (vpdpl)	0
Travel Speeds	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets and Collectors	4
	Minor Arterials	2
	Other (Major Arterials and Highways)	0

Source: Montgomery MPO.

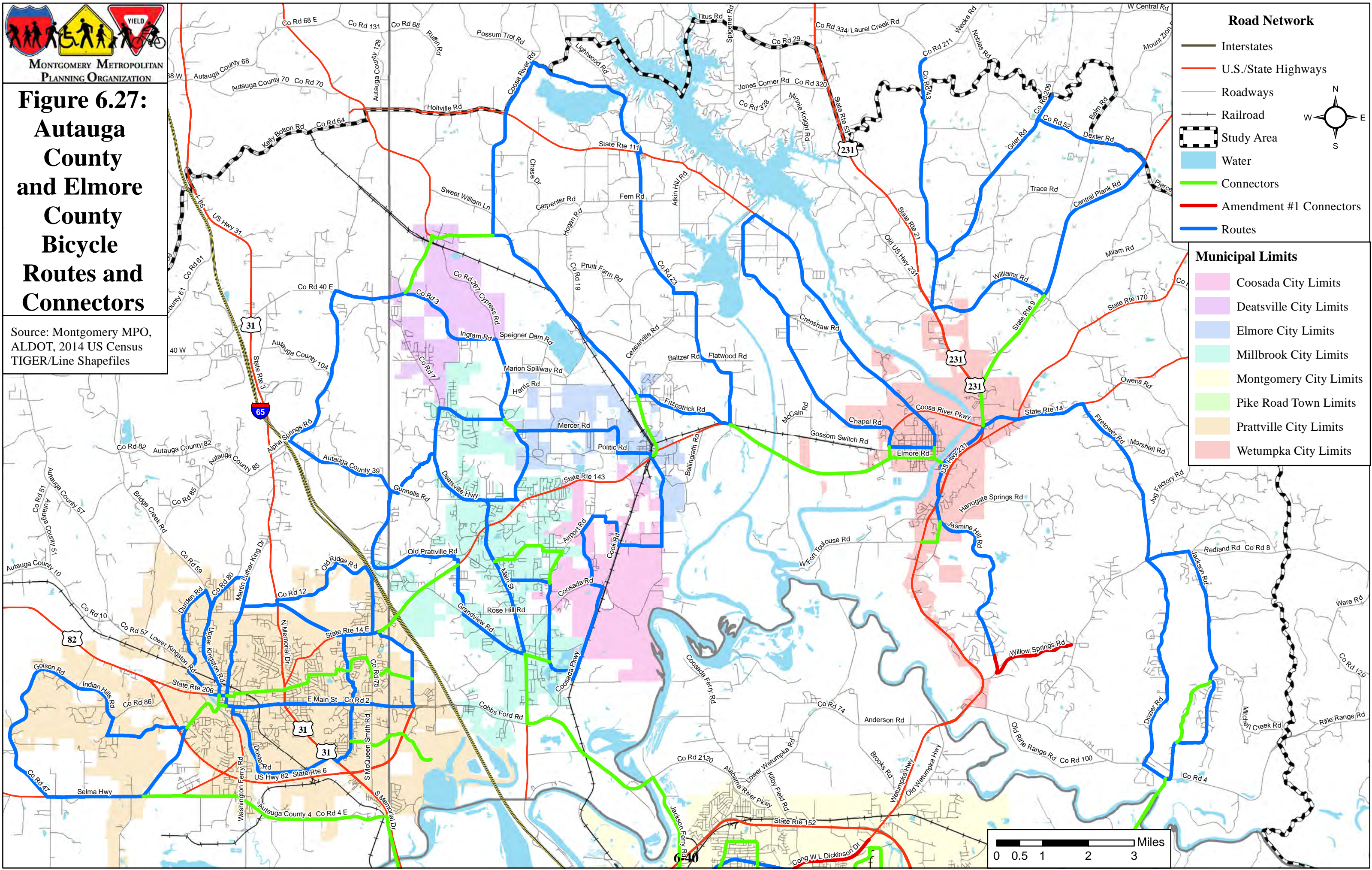
The average of the three suitability factor scores was used to find a suitability rating, indicating the level of difficulty for a roadway. The ranges are as follows:

- Best conditions for bicycling range from 3 to 4.0
- Medium conditions for bicycling range from 2 to 2.9
- Difficult conditions for bicycling range from 1 to 1.9
- Very difficult conditions for bicycling range <1



**Figure 6.27:
Autauga
County
and Elmore
County
Bicycle
Routes and
Connectors**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Road Network

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water
- Connectors
- Amendment #1 Connectors
- Routes

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

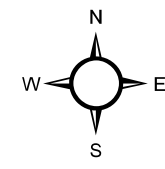
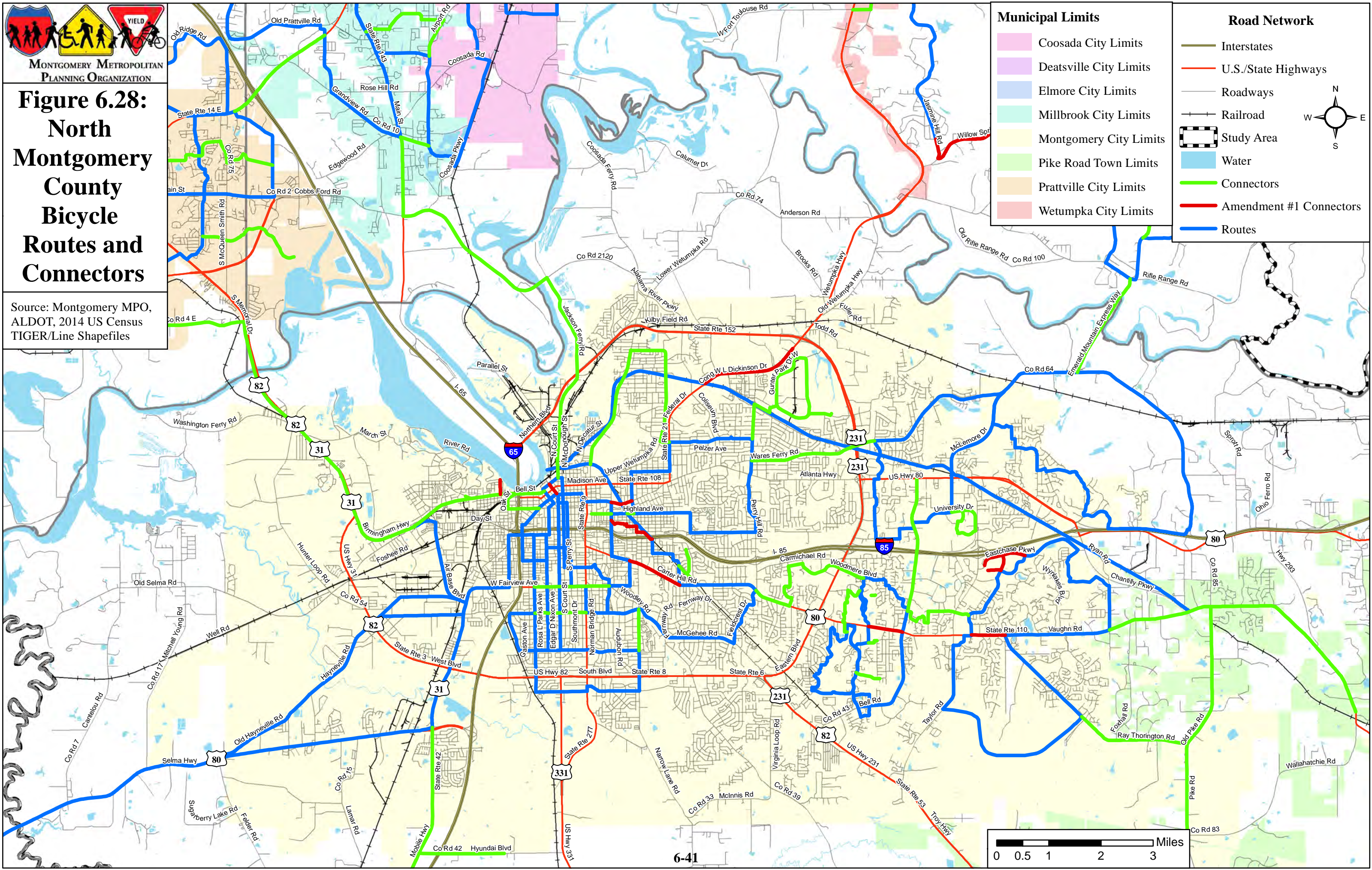




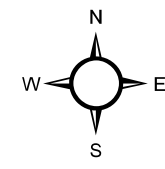
Figure 6.28:
North
Montgomery
County
Bicycle
Routes and
Connectors

Source: Montgomery MPO,
 ALDOT, 2014 US Census
 TIGER/Line Shapefiles



- 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

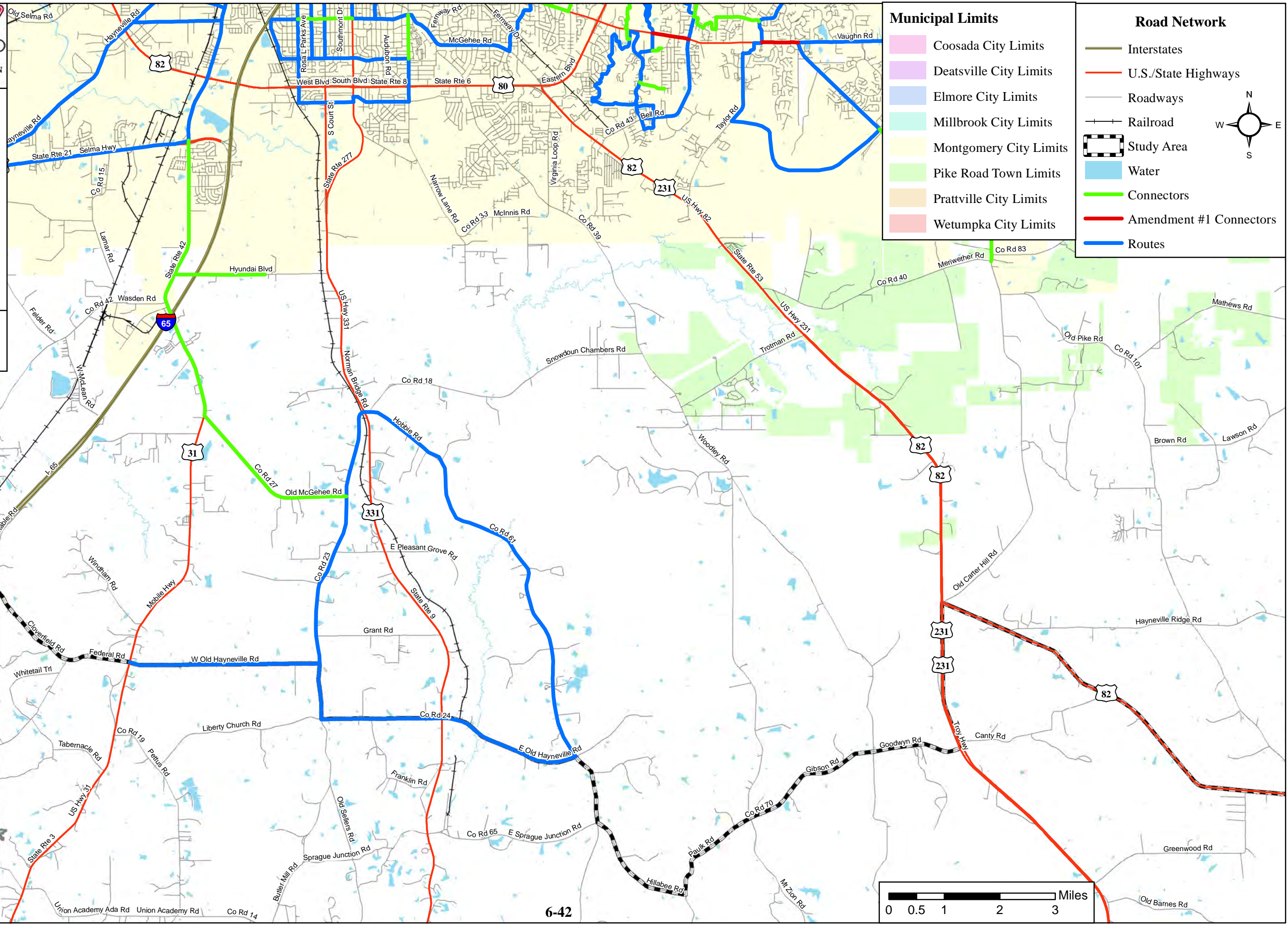
- Road Network**
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Study Area
 - Water
 - Connectors
 - Amendment #1 Connectors
 - Routes





**Figure 6.29:
South
Montgomery
County
Bicycle
Routes and
Connectors**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



These ratings were taken into consideration when developing the proposed bicycle routes and connectors. When possible, roadways with a “very difficult” rating were avoided. If the roadway is the only option available, a shared-use path was recommended to minimize conflict between vehicles and bicyclists. A description of each of the 32 bicycle routes and the 62 connectors with the suggested bicycle facility as determined by the bicycle suitability analysis can be found in Appendix E. Figures 6.27 to 6.29 detail the bicycle routes and connectors.

6.4 Sidewalk and Pedestrian Facilities

Sidewalk facilities were identified as an important part of the transportation system by the public. The network of sidewalks facilitates access to various parts of the community – schools, social service offices, public transit stops and other trip attractors. According to the University of North Carolina Highway Safety Research Center, a high correlation exists between communities who meet the needs of the pedestrian and an increased level of pedestrian travel. In communities that do not provide adequate pedestrian facilities, fewer people walk and those who do are more at risk of pedestrian injuries and fatalities.

Pedestrian projects in most areas span three main categories: engineering (condition of the sidewalks, signals, signing, marking, design of curb ramps, etc), education (pedestrian safety, walk to school programs, etc.), and enforcement (enforcement of motorist compliance with crosswalk rules, requiring pedestrian facilities in new residential areas, etc.). A comprehensive sidewalk inventory of both existing and needed facilities has been completed for the MPO Study Area on all functionally classified roads except for interstates and those roads with traffic volumes deemed too dangerous for pedestrian traffic. This inventory displayed that downtowns located within the study area are walkable with sidewalks often on both sides of the street; however, as streets progressed away from the central business districts, sidewalks often stop or progress on one side of the street.

The 2012 *Montgomery Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan* utilized the sidewalk inventory, an analysis of trip generators, public input and an intersection inventory to identify pedestrian needs. A total of 391.3 miles of sidewalk was identified between the sidewalk inventory process and the public involvement process. Of this total, 55.9 miles is identified as needing rehabilitation and 335.4 miles is identified as new sidewalk construction. The majority of the sidewalks identified are in the City of Montgomery because of density of both employment and residential. Table 6.10 details the needed sidewalk projects by county. All City of Prattville projects are in the listing of Autauga County projects. Additionally, a total of 10.98 miles of sidewalk projects were added in Amendment #1. The pedestrian projects were prioritized based upon the sidewalk inventory and public input, as well as, traditional issues like safety and connectivity. Appendix F details the Priority 1 sidewalk projects, Priority 2 sidewalk projects, Priority 3 sidewalk projects, and Long Range sidewalk projects. Figures 6.30 to 6.32 detail the proposed sidewalk projects for priority 1, 2 and 3.

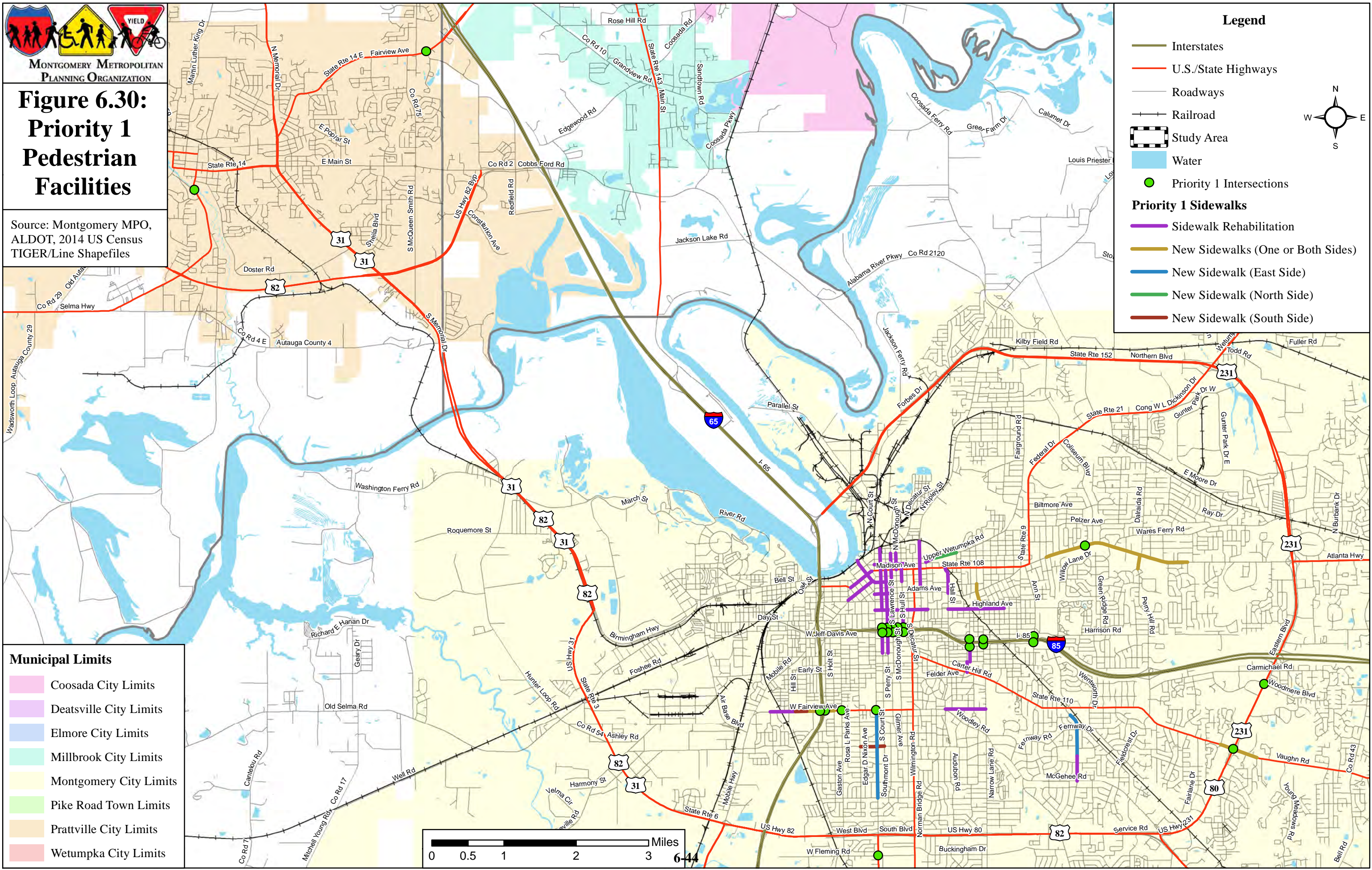
Table 6.10: Miles of Needed Sidewalk Projects by County

COUNTY	REHAB TOTAL MILES	TOTAL NEW CONSTRUCTION MILES
Autauga	0	48.97
Elmore	0	36.07
Montgomery	55.93	250.32
Total	55.93	335.36



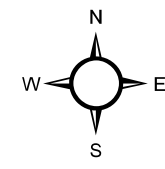
**Figure 6.30:
Priority 1
Pedestrian
Facilities**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles

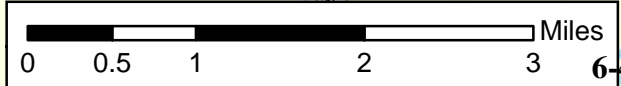


Legend

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water
- Priority 1 Intersections
- Priority 1 Sidewalks**
- Sidewalk Rehabilitation
- New Sidewalks (One or Both Sides)
- New Sidewalk (East Side)
- New Sidewalk (North Side)
- New Sidewalk (South Side)



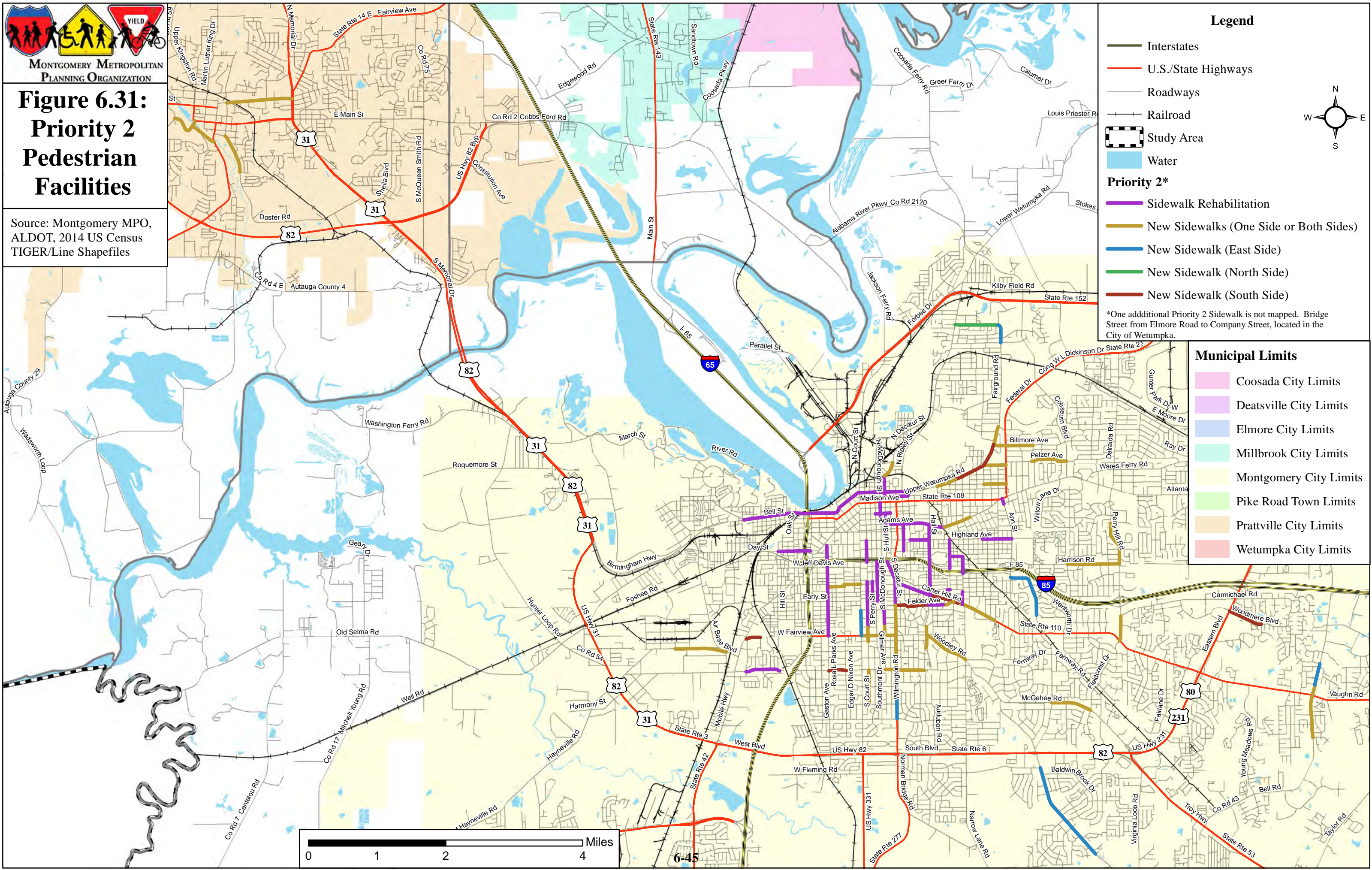
- Municipal Limits**
- Coosada City Limits
 - Deatsville City Limits
 - Elmore City Limits
 - Millbrook City Limits
 - Montgomery City Limits
 - Pike Road Town Limits
 - Prattville City Limits
 - Wetumpka City Limits





**Figure 6.31:
Priority 2
Pedestrian
Facilities**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



- Legend**
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Study Area
 - Water
- Priority 2***
- Sidewalk Rehabilitation
 - New Sidewalks (One Side or Both Sides)
 - New Sidewalk (East Side)
 - New Sidewalk (North Side)
 - New Sidewalk (South Side)

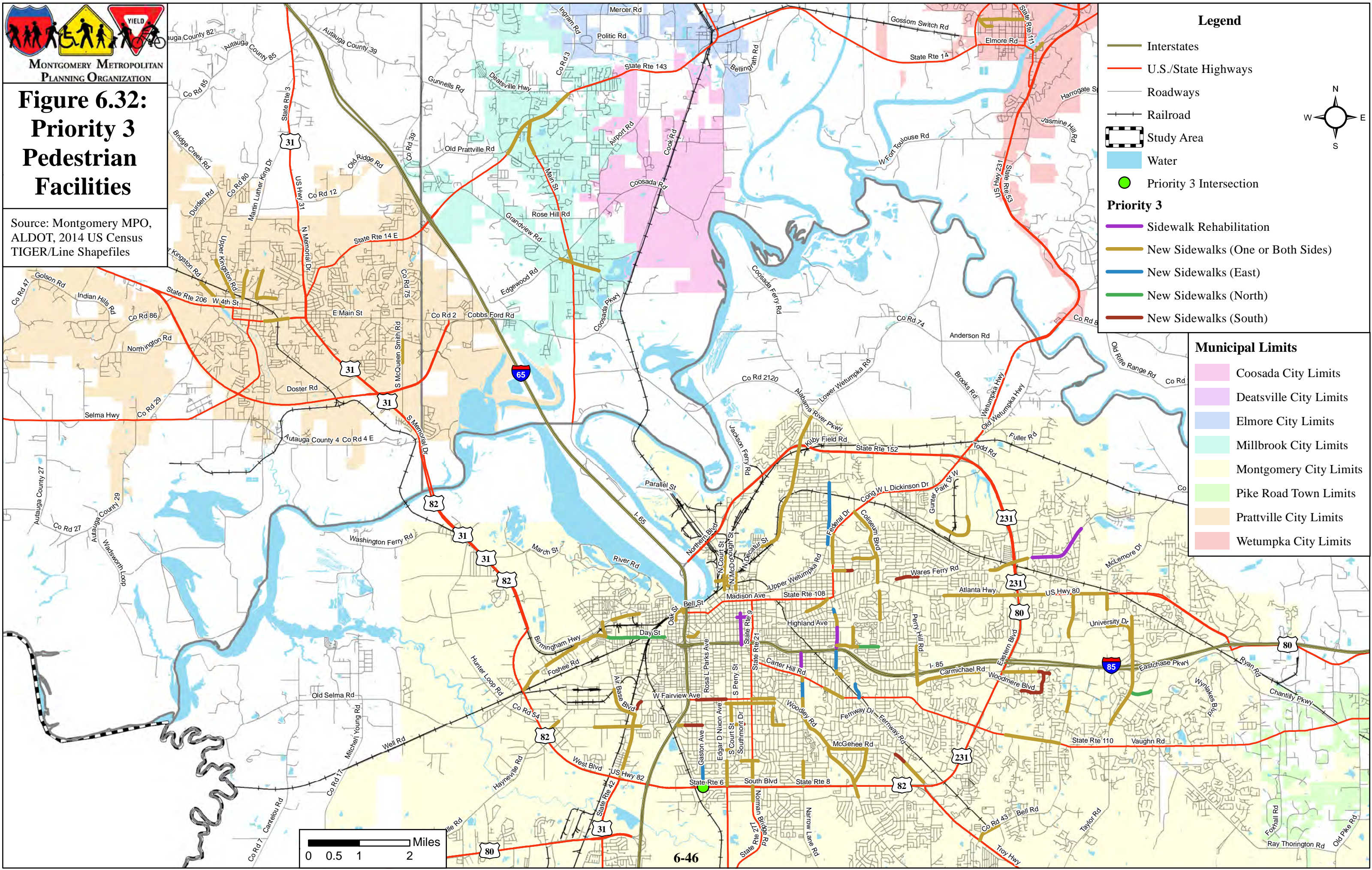
*One additional Priority 2 Sidewalk is not mapped. Bridge Street from Elmore Road to Company Street, located in the City of Wetumpka.

- 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



Figure 6.32: Priority 3 Pedestrian Facilities

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

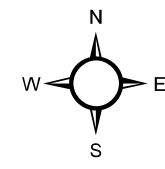
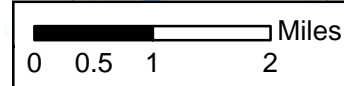
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Water
- Priority 3 Intersection

Priority 3

- Sidewalk Rehabilitation
- New Sidewalks (One or Both Sides)
- New Sidewalks (East)
- New Sidewalks (North)
- New Sidewalks (South)

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



6.5 Freight Needs

Major trucking corridors are important to identify given their unique planning requirements. While rarely feasible, ideal roadway design for large trucks provides for lane widths of at least 12 feet, wide turning radii (75 feet), and clear-zones of 10 feet. Posted speed limits on truck routes should be greater than 45 mph to facilitate freight mobility, and traffic signals on freight corridors should be timed and coordinated to favor through traffic. Access management policies and regulations have been shown to maximize traffic flow on these types of corridors.

Not surprisingly, the two interstates (I-65 and I-85) are the most significant freight roadways in the study area. I-65 connects the area to the major cities of Mobile, Birmingham and Nashville, while I-85 provides high speed access and connectivity between Montgomery, Auburn-Opelika, and Atlanta. Aside from through trips, truck freight traffic in the Montgomery area typically serves the region's commercial and industrial uses. The most critical truck corridors on the surface street network are US 231, Eastern Boulevard, Atlanta Highway, US 82, and US 331, US 278.

While the MPO has very little control of non-roadway related freight modes, it is still important to recognize the impact of other modes with respect to freight movement. As such, the MPO will continue to coordinate with ALDOT and, as necessary, private sector interests, such as railroads and trucking companies to monitor freight movement throughout the region.

7. Project Identification and Evaluation

7.1 Needs Assessment

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. An important initial step in plan development is assessing the current transportation system to identify existing and future deficiencies and needs for all modes. This information then serves as the basis for the development of improvement recommendations.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across the entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. The travel demand model results served as the foundation for roadway improvements, with consideration given to individual congested segments as well as how the entire system operates. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used. These range from field surveys conducted by experienced transportation professionals to comment forms completed by the public at meetings. Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront throughout the planning process.

Similarly, recommendations included within regional, local, and subarea planning efforts are important resources for project needs identification. Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5 years) of a plan. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans.

Current land use and future land use vision are also important to the plan development process. Land use is particularly relevant because of its direct relation to current and future population and employment figures—important data inputs to the travel demand model. The role of the transportation network is to provide access to land, thereby sustaining existing land uses and enabling new development. Land uses, in turn, generate vehicle, pedestrian, bicycle, and transit trips. Therefore, land use and transportation must be considered together in order to effectively manage traffic along roadways and maintain accessibility.

7.2 Project Identification Methodology

A wide variety of information on the deficiencies and needs of each transportation mode was utilized to develop potential project solutions. Projects were screened for inclusion in the LRTP based on their ability to address the previously defined system needs and achieve LRTP goals. Projects for the 2040 LRTP were identified through a number of means based on the improvement type. This includes:

- Assessment of existing and projected conditions based on travel demand model results, traffic counts, and other quantitative data sources
- Consideration of past and future demographics and land use trends
- Evaluation of projects from the 2035 LRTP against existing and projected conditions
- Review of programmed improvements in ALDOT work programs (e.g., resurfacing and Section 130)
- Recommendations set forth in other studies/plans, such as the CMP and Bicycle and Pedestrian Plan
- Input from the public, stakeholders and MPO committees (TCC and CAC)
- Field surveys by transportation professionals

7.3 Comparative Evaluation and Prioritization of Projects

Existing and projected needs across the entire transportation system network were identified and a preliminary list of improvement projects developed to address the deficiencies. A comparative evaluation of projects was then undertaken as the basis for project prioritization. The following paragraphs describe the factors considered in developing the list of projects for each project type.

Capacity improvements were evaluated based on a three-step process. First, the severity of congestion projected along the project segments was assessed based on the number of trips exceeding the capacity of the roadway per lane. Then, proposed capacity improvements were evaluated against three primary sets of measures related to mobility benefits, MAP-21 priorities, and sustainability measures. Lastly, potential projects were evaluated for constructability using factors such as potential impacts to wetlands, existence of community facilities/parks/schools, and topographical considerations. As a result of this evaluation, projects could be prioritized and, if warranted, redefined. For example, a project initially considered for capacity improvements could instead be changed to corridor level intersection improvements and/or access management if widening was determined unfeasible.

Much like capacity improvements, intersection improvements and access management corridors were evaluated based on their ability to relieve existing and projected congestion, whether they serve freight corridors, employment centers, or low-income areas. Some congested corridors are identified for access management and/or intersection improvements instead of widening due to constraints from topographical issues or potential community impacts, which are barriers to capacity improvements. Furthermore, because funding for capacity improvements is becoming increasingly scarce, developing a plan that emphasizes lower cost operational improvements that provide a high return on investment is a primary objective.

Federal regulations require that bridges be maintained in safe condition before federal transportation funds can be used for other transportation projects. ALDOT inspects all bridges every two years on a continuous schedule, assigning scores according to their condition. The schedule for bridge improvements is determined by ALDOT in coordination with local governments. Other factors that can help prioritize bridge improvements include overall roadway volumes, freight traffic counts, and accessibility to activity centers.

Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths. Railroad crossing improvements are prioritized by ALDOT in coordination with local governments.

Pavement conditions are monitored through local work programs, and resurfacing projects are prioritized through coordination between ALDOT and local governments. As with maintenance and operations projects roadways most critical for mobility and/or connectivity are given priority.

Transit operations are regularly monitored as part of the annual reporting to FTA required of those receiving federal transit funds. In addition, specialized studies are undertaken at times to provide a more focused assessment of current transit operations and needs. Land use and demographics information is also useful in identifying residential and commercial areas with sufficient density and trip attraction to support transit services. Transit priorities for the 2040 LRTP relied primarily on input from Transit system management, Transportation Department staff, and public/stakeholder input. Priorities will continually be updated as new Transit Development plans are compiled every 5 years.

The general need for bicycle/pedestrian improvements was well documented through the development of the 2012 Montgomery MPO Bicycle and Pedestrian Plan, as well as by subsequent amendments. The recommendations for projects were pursued in two ways. First projects under consideration whether a capacity project or a maintenance and operation project will be evaluated during the preliminary engineering phase to incorporate bicycle and pedestrian facilities were applicable. Second the Transportation Alternatives Program (TAP) is utilized to implement priority bicycle and pedestrian facilities in coordination with each municipality and county.

8. L RTP Work Program

As a result of the long range transportation planning process, specific projects were defined for the 2040 LRTP update. The recommended projects provide multimodal solutions to address the area's future transportation needs. As is a requirement for developing an LRTP, the plan includes a financially constrained list of projects. This list represents the most critical projects that can be funded with the amount of funding projected for the 25-year study horizon.

This analysis provides a breakdown of anticipated funding from federal, state and local sources and applies them to a set of different project types. 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.

8.1 Funding Sources and Allocations

The work program for the LRTP update will require funding from federal, state and local sources. As noted within, many of the improvements noted within are along federal and state highways and, as a result, will be reliant on federal funds for implementation. In order to determine available resources, historic funding data from ALDOT was examined in addition to ALDOT's expectation of future funding.

8.1.1 Funding Sources

Per the FHWA website, the MAP-21 legislation provides for four primary categories of funding for transportation improvements:

- National Highway Performance Program (NHPP) - Funds improvements to the National Highway System (NHS) and the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility.
- Surface Transportation Program (STP) – Funds may be used for improvements on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities. Within the ALDOT funding system, the major funding allocations within the program are Other Area (STPOA) funds and State managed (STPAA) funds. While STPOA funds are at the discretion of the MPO for project funding, STPAA funds are at the discretion of ALDOT for utilization.
- Highway Safety Improvement Program (HSIP) – Funds may be used highway safety on all public roads with a goal of improving overall performance of the roadway network.
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program – Dedicated to projects that serve to reduce emissions and promote air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. The Montgomery MPO area does not qualify for CMAQ funds since the area meets these standards.
- Alabama Transportation Rehabilitation and Improvement Program (ATRIP) – ATRIP is an ALDOT administered program that fund up to 80% of the construction of important roadway projects. As a requirement of the program, local jurisdictions are required to bear the costs of environmental assessment, design, and right-of-way acquisition costs.

8.1.2 Funding Projections

Table 8.1 details the projected funding amounts for federal sources for the Montgomery area provided by ALDOT. When comparing historical funding to that projected for the Montgomery area for the next 25 years, there are some notable observations. These include:

- The Montgomery MPO is projected to receive a total of approximately \$925.4 million, or \$37 million annually, of federal funding through the year 2040. This represents an increase of

approximately \$1.3 million annually from the historical funding amounts of approximately \$35.8 million per year over the past ten years.

- The amount of funding available for capacity improvements is projected to decrease significantly. Over the past 10 years, the Montgomery MPO has received approximately \$68.7 million of federal funding for capacity improvements. Conversely, the region is projected to receive approximately \$95.5 million over the next 25 years through 2040. From an annual basis, this decrease becomes more apparent. The annual amount of funding for capacity improvements is projected to decrease from the historical trend of approximately \$6.9 million to \$3.8 million – a decrease of approximately 44 percent. Through 2040 this represents a hypothetical decrease of \$76.4 million over the next 25 years when compared to historical funding levels.
- The amount of funding available for MO projects is projected to be approximately \$829.9 million over the next 25 years, or \$33.2 million annually. Historical allocations to the Montgomery MPO over the past 10 years averaged approximately \$28.9 million. Therefore, MO funding for the Montgomery MPO is projected to increase by approximately \$4.3 million on an annual basis through 2040. When carried out over 25 years, this represents an increase of over \$107.6 million when compared to historical funding levels for MO projects.
- As a general rule, all of the federal funding categories listed in Table 8.1 require a 20 percent local match for their utilization. In many cases, these costs are incurred through ALDOT funding. While some projects occasionally have lower match requirements, it was assumed that a 20 percent match for these funds would be required for planning purposes. The projected total of approximately \$925.4 million of federal funding is assumed to require a local match of approximately \$231.4 million through 2040. For planning purposes, it was assumed that these local funds would be available; however, a shortfall of local funding would decrease the overall amount of federal funds available to the region.
- There is a significant shift in the overall share of projected funding to MO projects versus capacity projects. Approximately 10.3 percent of the projected federal funding is allocated to capacity improvements. Historical funding levels dedicated approximately 19.2 percent to capacity improvements. Such a disparity between the capacity and MO funding has a profound impact on the overall LRTP work program. With a projected local match of 20 percent, a total of \$119.3 million is projected to be available for capacity improvements and \$1.037 billion is projected for MO projects.

In developing the work program for the improvements provided in the sections that follow, data from was utilized from the Transportation Economic and Land Use System (TELUS) to assess the ALDOT work program. TELUS is a program adopted by ALDOT to assist in the preparation, maintenance, and dissemination of their annual transportation improvement programs. It should be noted that TELUS is closely linked to the Comprehensive Project Management System (CPMS) that is updated on a continual basis by ALDOT. Therefore, the exact cost estimates provided in this work program will likely change from the projected costs and programming information prior to implementation. Nonetheless, for planning purposes the ALDOT work program within TELUS provides an acceptable foundation for programming assumptions for the LRTP work program. The allocation of funding for capacity projects is provided in Table 8.2.

8.2 Roadway Capacity Projects

Through the project identification and evaluation process, there are total of 43 capacity projects that were identified for inclusion in the 2040 LRTP work program. As previously noted, a total of \$119.2 million of projected funding severely limits the number of capacity projects in the work program.

Table 8.1: Allocation of Funding

MAP-21 Funding Categories	Future Allotments		Historic Expenditures			
	25-Year Funding Projections (Capacity)	25-Year Funding Projections (MO)	Annual Project Funding (Capacity)	Annual Project Funding (MO)	10-Year Project Funding (Capacity)	10-Year Project Funding (MO)
National Highway Performance Program	\$ 21,730,000	\$ 225,700,000	\$ 4,497,000	\$ 5,400,000	\$ 44,970,000	\$ 54,002,000
Surface Transportation Program-Ded. (STPOA)	\$ 48,605,000	\$ 90,266,000	\$ 219,000	\$ 3,862,000	\$ 2,190,000	\$ 38,622,000
Surface Transportation Program-State (STPAA)	\$ 23,243,000	\$ 165,195,000	\$ 2,129,000	\$ 5,408,000	\$ 21,292,000	\$ 54,083,000
Bridge Funding	\$ -	\$ 74,453,000	\$ 29,000	\$ 2,949,000	\$ 290,000	\$ 29,491,000
Interstate Maintenance	\$ -	\$ 216,164,000	\$ -	\$ 8,647,000	\$ -	\$ 86,466,000
ATRIP	\$ 1,893,000	\$ 24,337,000	\$ -	\$ -	\$ -	\$ -
Transit	\$ -	\$ 6,555,000	\$ -	\$ 262,200	\$ -	\$ 2,622,000
Congestion Mitigation and Air Quality (CMAQ)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ -	\$ 23,443,000	\$ -	\$ 938,000	\$ -	\$ 9,377,000
Transportation Alternatives Program (TAP)	\$ -	\$ 10,385,000	\$ -	\$ 1,583,000	\$ -	\$ 15,826,000
High Priority Congressional Earmarks	\$ -	\$ -	\$ -	\$ 105,000	\$ -	\$ 1,045,000
Totals	\$ 95,471,000	\$ 829,943,000	\$ 6,874,000	\$ 28,892,000	\$ 68,742,000	\$ 288,912,000
Required Local Match	\$ 23,867,750	\$ 207,485,750	Work Program Total		Total Local Match Required	
TOTAL AVAILABLE	\$ 119,338,750	\$ 1,037,428,750	\$ 1,156,767,500		\$ 231,353,500	

Source: ALDOT, JRWA

Notes:

1. Transit funding addressed separately.

2. Per input from MPO staff, it was assumed that all local funds would be available to meet the required match for applicable funding sources.

8.2.1 Fiscally Constrained Projects

There are 16 capacity improvements included within the fiscally constrained work program. These improvements are provided in Figure 8.1 and are shown in Table 8.7. Significant projects within the fiscally constrained project list include:

- Widening of US 82 in Prattville from SR 14 to US 31 with an estimated cost of \$18.9 million;
- Widening and resurfacing Perry Hill Road from Harrison Road to Atlanta Highway; and
- Widening and resurfacing of McQueen Smith Road from SR 3/US 31 to Cobbs Ford Road.

An important note about the McQueen Smith Road project is that the construction phase of the project is being funded completely by local funds from the City of Prattville. As shown in Table 8.2, STPOA funds represented the largest set of funds for capacity improvements. While the ALDOT funding projections also included ATRIP funds, use of these funds is determined by ALDOT and, therefore, were not included in the overall work program. Given projected funding levels, there is approximately \$25 million available beyond that committed for the fiscally-constrained capacity projects. During the next LRTP update, these funds should be reassessed for their use on moving forward with identified projects beyond those in the current work program.

8.2.2 Visionary/Needs Projects

Beyond the fiscally-constrained program, there are 25 capacity improvements for which funding is not projected to be available although a need has been identified. In total, the cost for these improvements is 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. Significant improvements included in the visionary capacity project list include:

- At an estimated cost of approximately \$82.8 million, widening South Boulevard from US 231 to Rosa Parks Avenue in Montgomery to a 6-lane urban arterial, adding one-way service roads in each direction, and adding grade separated diamond interchanges at five intersections including Troy Highway (US 231) and Woodley Road;
- Widening US 31/SR 3 in Prattville from CR 40 to SR 14 to a 4-lane facility at an estimated cost of approximately \$65.2 million;
- Widening US 31/SR 3 from US 82 to West Boulevard to a 6-lane facility, including a bridge over the Alabama River, at an estimated cost of approximately \$48.3 million; and
- Widening East Boulevard in Montgomery to an 8-lane urban arterial from US 231 N to I-85 N in Montgomery with intersection improvements at Vaughn Road, Carmichael Road, and Woodmere Boulevard at an estimated cost of approximately \$37.6 million.

A complete list of visionary/needs capacity improvements is shown in Table 8.8 at the end of Chapter 8.

8.3 Maintenance and Operations Projects

In total, there are 78 MO projects with an estimated cost of approximately \$191.2 million included within the fiscally-constrained LRTP work program. As previously noted, there has been a shift in the allocation of funding projected by ALDOT to focus more on MO rather than capacity projects. As shown in Table 8.1, the Montgomery MPO is projected to receive approximately \$829.9 million of federal funds for MO projects over the next 25 years. When factoring the required local match, there is a total of \$1.037 billion for MO projects through 2040. The federal funding will come from five different categories. The number of projects per funding category is provided below. A full list of fiscally constrained and committed MO projects is provided in Table 8.7. Given that only \$191.2 million of improvements have been identified, there is a substantial amount of MO funds that will be allocated to projects identified after the completion of this LRTP update.

Table 8.3: Summary of Maintenance and Operation Projects

Funding Source	Number of Projects
STP - Other Area	50
STP – Any Area	8
Interstate Maintenance	13
National Highway System	3
Bridge Program	4
TOTAL PROJECTS	78

The sections that follow detail the improvements and funding status within each of these categories.

8.3.1 STP – Other Area

There are a total of 50 projects with an estimated cost of \$108.5 million identified within the LRTP work program to utilize STPOA maintenance funds. There is approximately \$90.3 million of these maintenance funds projected for the Montgomery MPO area. With the required local match, the total work program for this funding source would be approximately \$112.8 million worth of projects through the year 2040. Therefore, most of the funding for this category has been obligated, with approximately \$4.3 million (\$3.45 million federal, \$862K local) remaining. Among the significant projects to be funded from this category include:

- Addition of a center turn lane along Marler Road from US-80 to Okfuski Road in the Town of Pike Road at an estimated cost of approximately \$19.3 million;
- Replacement of the Day Street bridge in the City of Montgomery at an estimated cost of approximately \$10.3 million;
- Intersection improvements at Perry Hill Road at Atlanta Highway at an estimated cost of approximately \$8 million; and
- The conversion of street lights in Downtown Montgomery to LED lights at an estimated cost of approximately \$7.8 million.

8.3.2 STP – Any Area

There is approximately \$165.2 million of STPAA funding projected by ALDOT for the Montgomery MPO area through the year 2040. With the required local match, the total work program for this funding source would be approximately \$206.4 million worth of projects. There are eight projects with an estimated cost of \$11 million identified within the LRTP work program identified for STPAA funds. Therefore, there will be approximately \$195 million of unobligated funds for this funding category. It is anticipated the use of these funds will be identified through coordination between ALDOT, Montgomery MPO, and local governments through 2040. Significant improvements funded by STPAA maintenance include:

- Resurfacing and add two feet of pavement on SR-14 from the eastern City Limits of Autaugaville to SR-6 (US-82) at an estimated cost of \$3.8 million;
- Widening and resurfacing of Ann Street from Brewton Street and the realignment to CR-235 (Federal Drive) at an estimated cost of \$2.3 million; and
- Resurfacing and widening of Ann Street from Highland Avenue to 4-lanes and realignment to Federal Drive at an estimated cost of \$1.8 million.

8.3.3 Interstate Maintenance

There are a total of 13 projects with an estimated cost of \$48.2 million identified within the LRTP work program to utilize STPOA maintenance funds. There is approximately \$216.2 million of Interstate Maintenance funds projected for the Montgomery MPO area through 2040. With the required local match, a total of \$270.2 million worth of projects could be funded through the year 2040. Therefore, most

of the funding for this category has been obligated, with approximately \$4.3 million (\$3.45 million federal, \$862K local) remaining. It is anticipated the use of these funds will be identified through coordination between ALDOT. As shown in Table 8.7, most of the projects identified for this funding source are along I-65.

8.3.4 National Highway System

With a projected \$225.7 million of NHS maintenance funds projected for the Montgomery MPO area, there would be approximately \$282.1 million worth of NHS maintenance projects through the year 2040 assuming local match. There are only three projects totaling \$9.6 million in the 2040 LRTP work program and all are short-term. Therefore, coordination with ALDOT will be necessary in identifying the use of the remaining funds beyond these projects through 2040.

8.3.5 Bridge Funds

There is approximately \$74.5 million of federal bridge funding projected by ALDOT for the Montgomery MPO area through the year 2040. With the required local match, the total work program for this funding source would be approximately \$93 million worth of projects. There are a total of four projects with an estimated cost of \$13.7 million identified within the LRTP work program to utilize this funding source. Therefore, there will be a significant amount of unobligated funds for this funding category. It is anticipated the use of these funds will be identified through coordination between ALDOT, Montgomery MPO, and local governments through 2040. All of the projects identified within this category are along major facilities – I-85, US 231, US 80 and US 82.

8.3.6 ATRIP Funding

While there is approximately \$24.3 million of ATRIP maintenance funds projected for the Montgomery MPO area, there are currently no projects allocated for ATRIP funds in the 2040 LRTP work program. It is anticipated that the use of these funds will be at the discretion of ALDOT.

8.3.7 Visionary/ Needs

Beyond the fiscally-constrained program, there are 58 MO improvements for which funding is not projected to be available although a need has been identified. In total, the cost for these improvements is an estimated \$158.8 million. Of these projects, a total of 56 projects totaling 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 MO improvements is shown in Table 8.8.

8.4 Montgomery Outer Loop Projects

The Montgomery MPO has been working with ALDOT for the development of the Montgomery Outer Loop. The project is 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 is within the fiscally-constrained LRTP work program at an estimated cost of an estimated \$4.7 million. The remainder of these improvements, at an estimated cost of \$544.2 million, is projected to be constructed by 2039 or beyond. A complete set of the Outer Loop projects along with their projected costs and completion dates are provided below.

Table 8.4: 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
New Roadway 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,	2039	\$57,451,243

including an interchange at CR-103 (Felder Road)		
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

8.5 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 improvements developed within this LRTP 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 to South Industrial Boulevard from US 82 to Autauga CR-4;
- Capacity improvements to Atlanta Highway from Perry Hill Road to East Blvd (US-231);
- Resurfacing and bridge replacement projects along various segments of I-65; and
- Intersection Improvements on SR-8 (US-231, Eastern Boulevard) at the I-85 interchange.

8.6 Bicycle and Pedestrian Improvements

As noted in Sections 4.5 and 4.6, there are a number of existing and planned pedestrian and bicycle facilities in the Montgomery Study area. There are two strategies for constructing bicycle and pedestrian facilities, concurrently with planned roadway improvements and as standalone projects utilizing the Montgomery MPO allocation of Transportation Alternative Program (TAP) funds. The Montgomery MPO is projected to receive a total of approximately \$10.4 million, or \$415,413 annually, of federal funding through the year 2040. The annual Montgomery MPO TAP process was detailed in Section 3.6.2. The projects will be prioritized annually based upon the applications received and the project's merit.

8.7 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. These improvements will be done when funding becomes available via competitive grants or by the City of Montgomery general fund. These improvements are listed below with target years and cost provided.

Table 8.5: 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

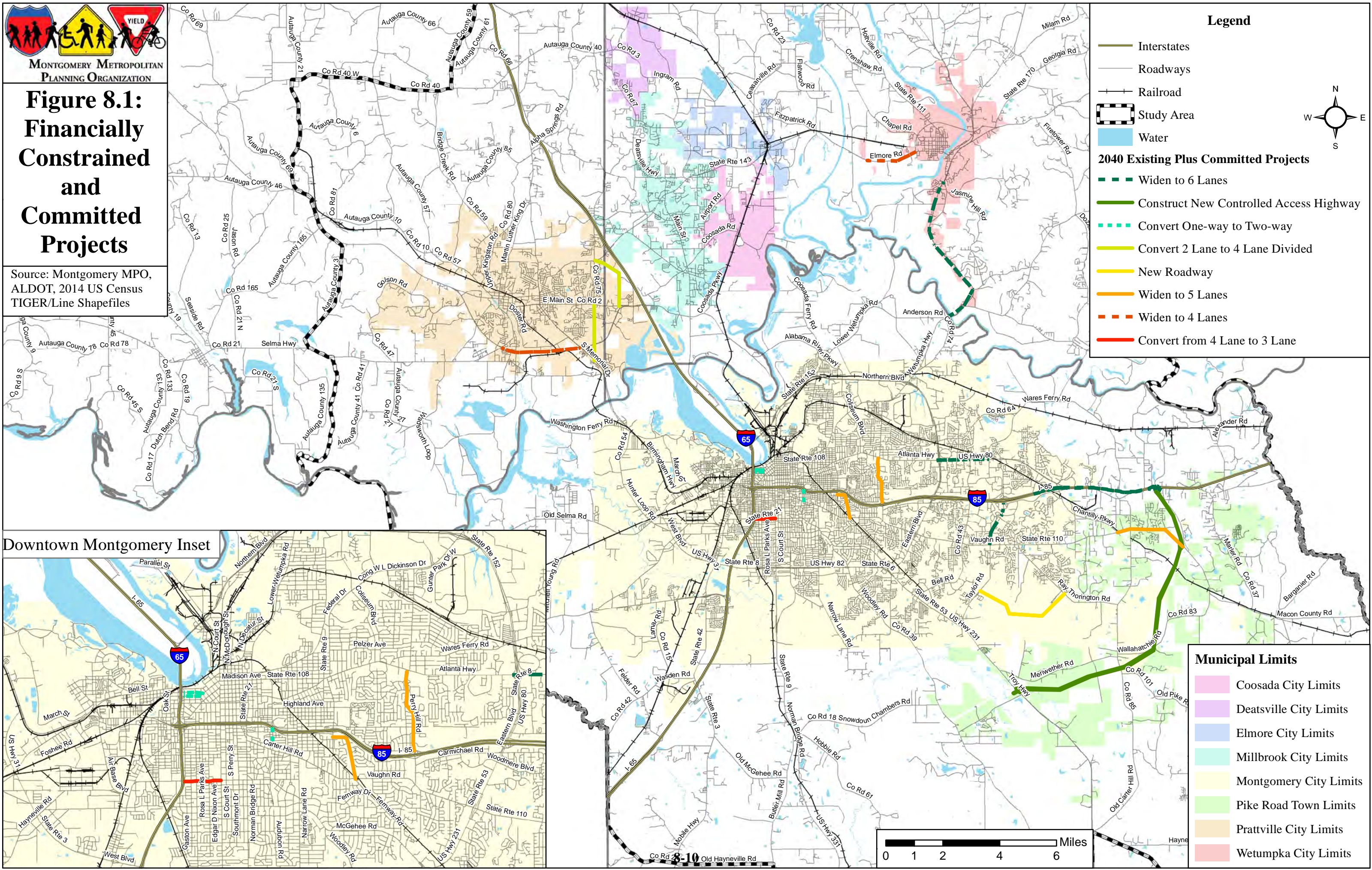
Table 8.6: Transit Projects

<u>Years :</u>	<u>Recommended Action:</u>	<u>Cost:</u>
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 Hybids	\$5,500,000



Figure 8.1: Financially Constrained and Committed Projects

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

- Interstates
- Roadways
- Railroad
- Study Area
- Water
- 2040 Existing Plus Committed Projects**
- Widen to 6 Lanes
- Construct New Controlled Access Highway
- Convert One-way to Two-way
- Convert 2 Lane to 4 Lane Divided
- New Roadway
- Widen to 5 Lanes
- Widen to 4 Lanes
- Convert from 4 Lane to 3 Lane

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

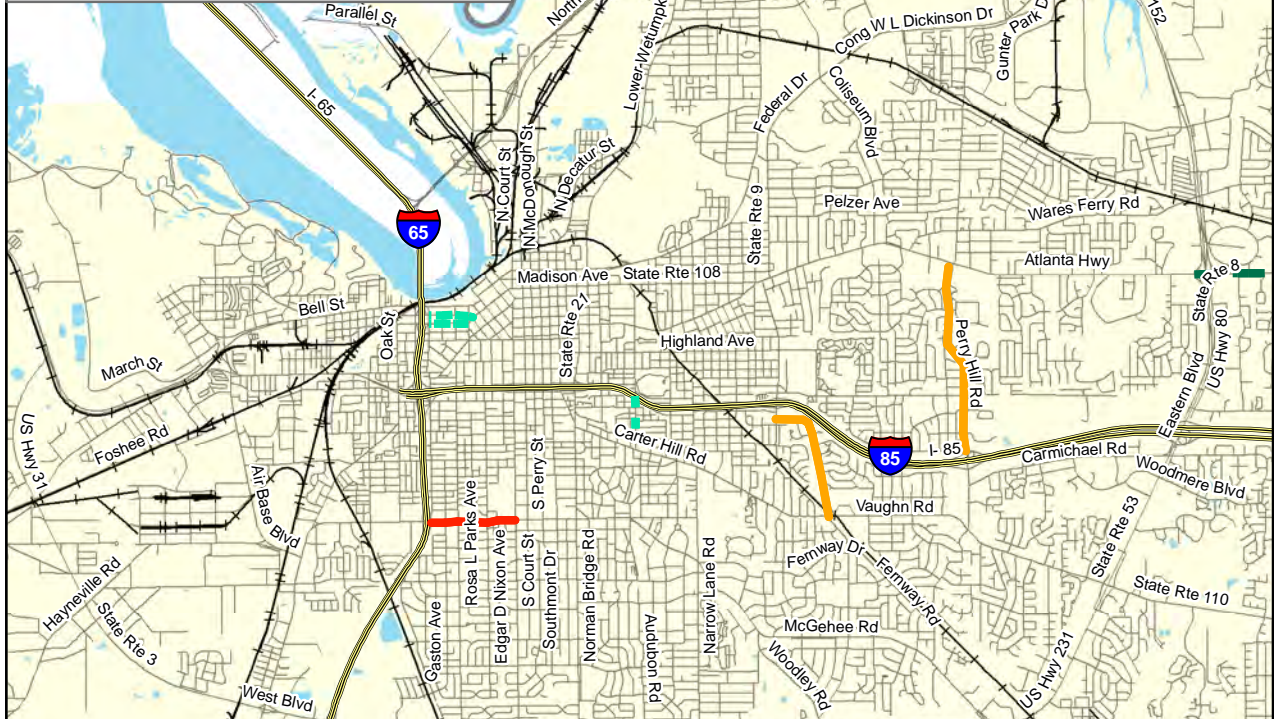
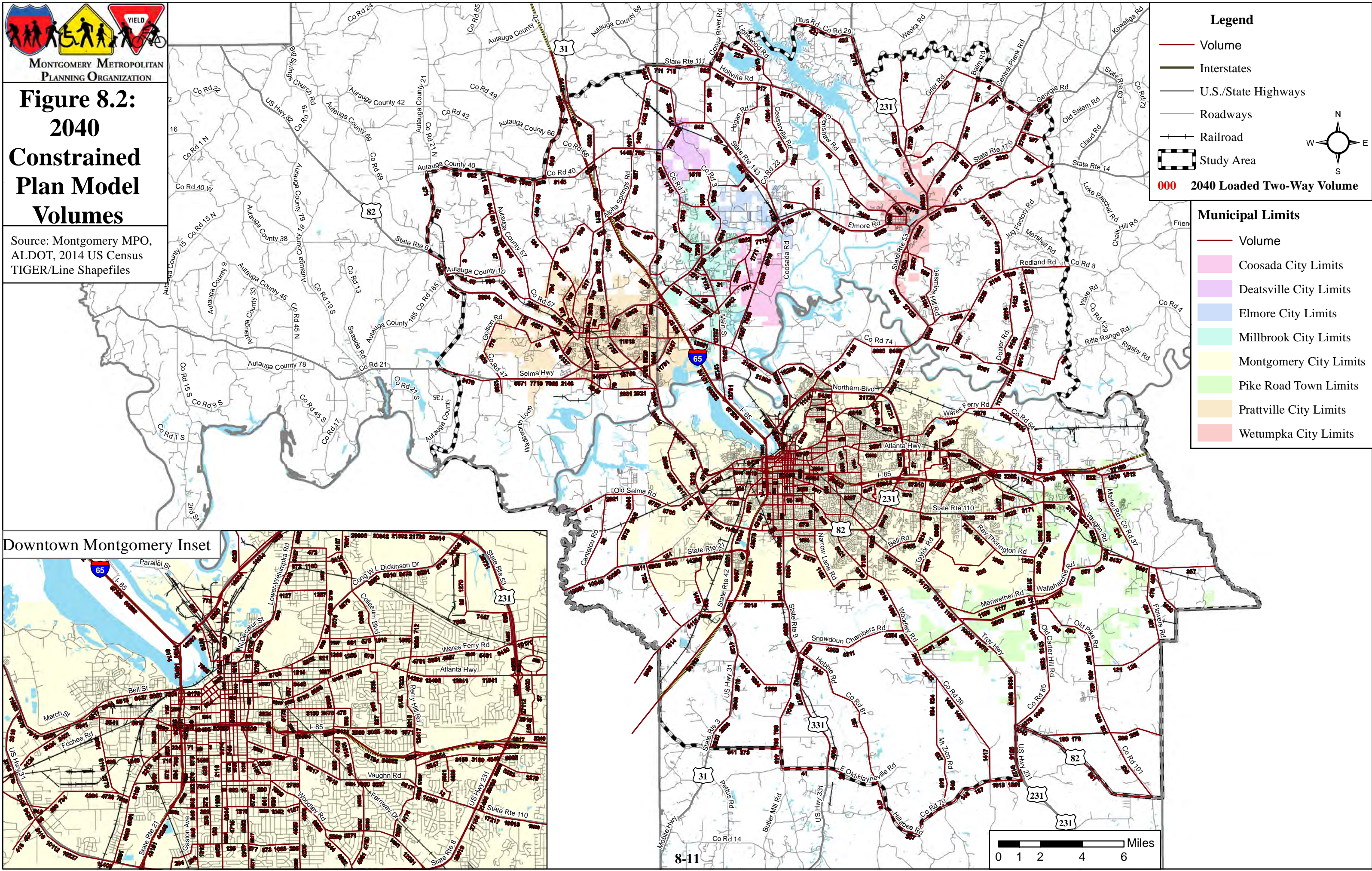


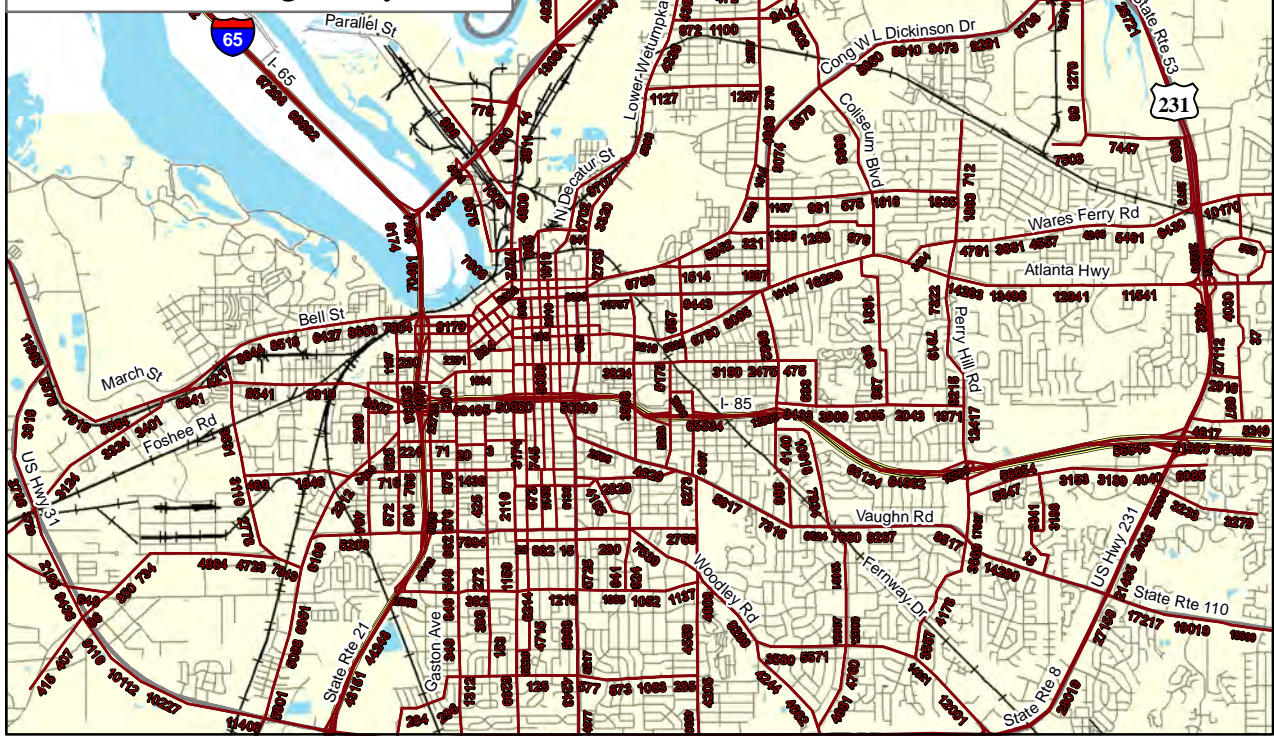


Figure 8.2: 2040 Constrained Plan Model Volumes

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



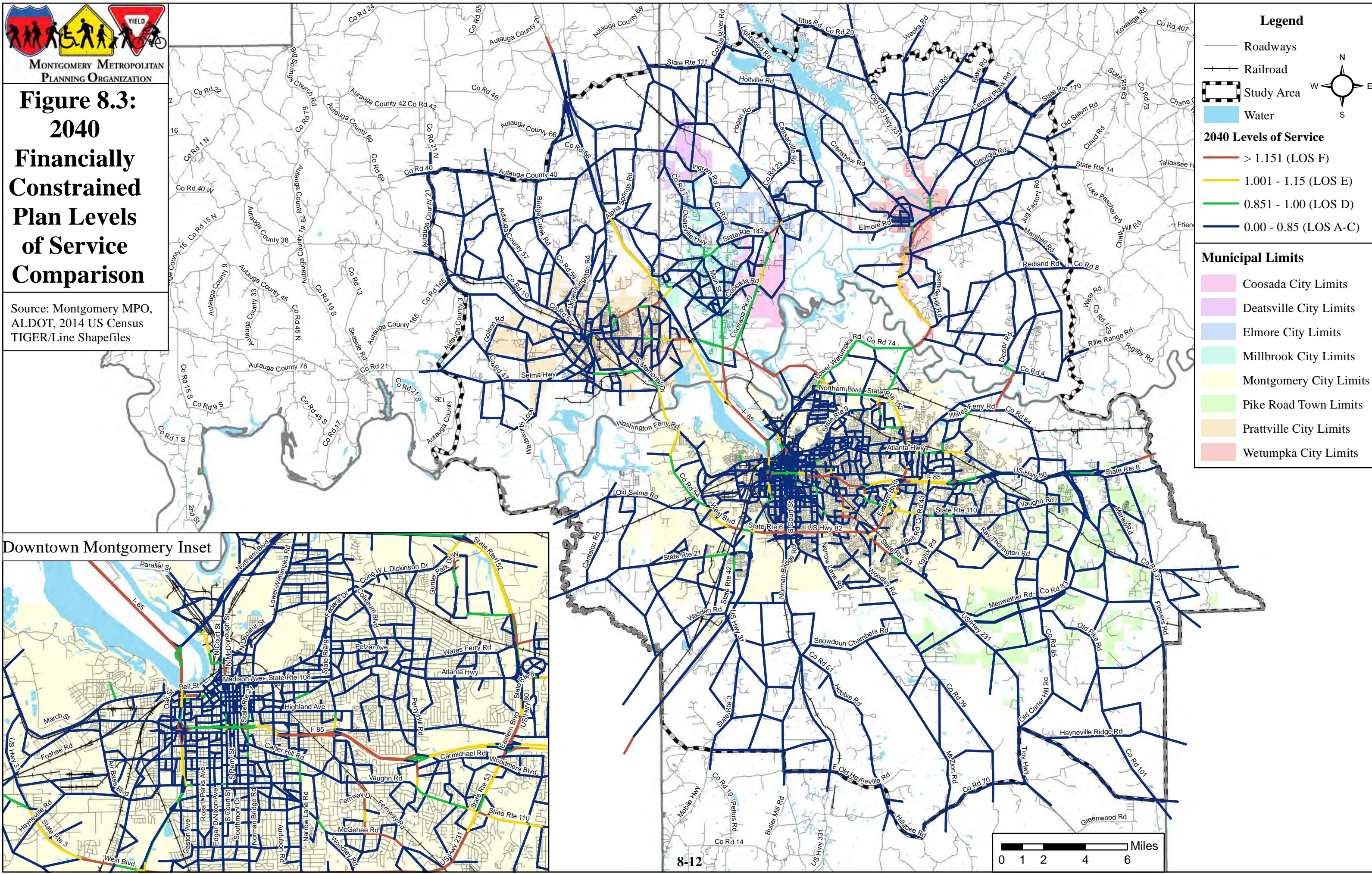
Downtown Montgomery Inset





**Figure 8.3:
2040
Financially
Constrained
Plan Levels
of Service
Comparison**

Source: Montgomery MPO,
ALDOT, 2014 US Census
TIGER/Line Shapefiles



Legend

- Roadways
- +— Railroad
- ▭ Study Area
- Water

2040 Levels of Service

- > 1.151 (LOS F)
- 1.001 - 1.15 (LOS E)
- 0.851 - 1.00 (LOS D)
- 0.00 - 0.85 (LOS A-C)

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

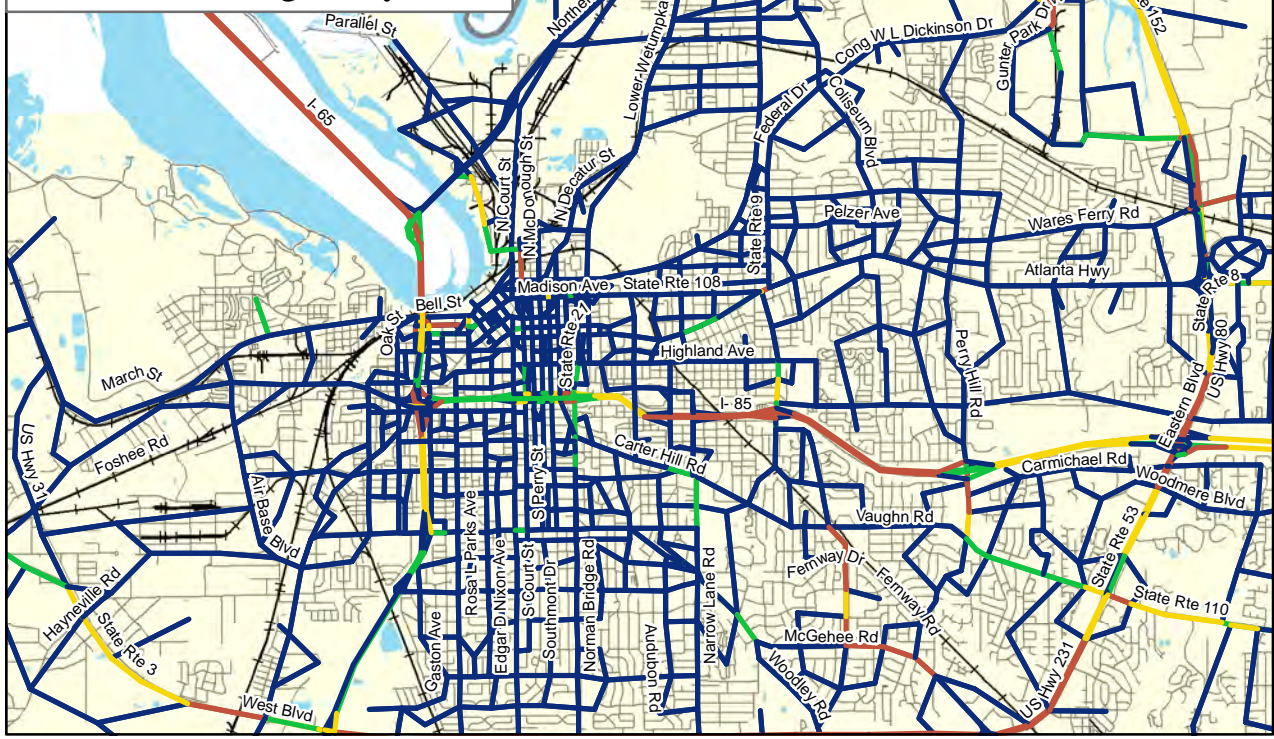


Table 8.7: 2040 Financially Constrained and Committed Projects

Capacity Projects

Bridge											
TIP Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
										Total Bridge Projects	\$0
										Total Bridge Budget	\$0
										Difference	\$0

Interstate Maintenance											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
										Total Interstate Maintenance Projects	\$0
										Total Interstate Maintenance Budget	\$0
										Difference	\$0

National Highway System											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
100004463 100004425	1	Autauga	State of Alabama	US 82 from SR 14 to US 31 in Prattville	Short (1-5 yrs)	2.74		WIDENING	The purpose of this project is to reduce congestion and improve mobility	2023 (UT/CN)	\$18,937,439
100063744 100050517 100050519	2	Montgomery	State of Alabama	Extend service road along SR 9/Northern Blvd NB from Hackel Dr to Plantation Way and SB from Lagoon Park Dr to existing service road.	Short (1-5 yrs)		PE/CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2023 (PE)/ 2025 (CN)	\$1,567,250
										Total NHS Projects	\$20,504,689
										Total NHS Projects on E+C	\$18,937,439
										Total NHS Budget	\$27,162,500
										Difference	\$6,657,811

Surface Transportation (Any Area)											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
100054496 100054493	3	Elmore	State of Alabama	SR 14 from 0.5 miles west of CR 3 (Ingram Rd) to Coosada Pkwy (CR-153)	Short (1-5 yrs)	2.7		WIDENING	The purpose of this project is to reduce congestion and improve mobility	2019 (PE)/ 2021 (CN)	\$13,039,965
100054497 100054494	4	Elmore	State of Alabama	SR 14 add lane from East of Elmore at Lucky Town Rd to Calloway Creek	Short (1-5 yrs)	3.8		WIDENING	The purpose of this project is to reduce congestion and improve mobility	2020 (PE)/ 2021 (CN)	\$13,153,391
100055242 100050962	5	Autauga	State of Alabama	Widen and resurface McQueen Smith Rd from SR 3/US 31 to Cobbs Ford Rd (UT/RW)		3.0	RW/UT	UTILITY ADJUSTMENT/ WIDENING & RESURFACING	The purpose of this project is to reduce congestion and improve mobility	2015 (RW)/ 2017 (UT)	\$1,602,770
										Total STP (AA) Projects	\$27,796,126
										Total STP (AA) Projects on E+C	\$1,602,770
										Total STP (AA) Budget	\$29,053,750
										Difference	\$1,257,624

Table 8.7: 2040 Financially Constrained and Committed Projects

Surface Transportation (Other Area)											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
100050963	6	Autauga	State of Alabama	Widen and resurface McQueen Smith Rd from SR 3/US 31 to Cobbs Ford Rd (CN) *Note 100% Local Funds		3.0	CN	UTILITY ADJUSTMENT/ WIDENING & RESURFACING	The purpose of this project is to reduce congestion and improve mobility	2017 (CN)	\$10,485,064
100063232 100063230 100063233	7	Elmore	Elmore County	Widen Redland Rd from US 231 to Riflerange Rd from a 2 to a 4 lane- includes intersection improvements at SR 8 to CR 8	Short (1-5 yrs)	1.5		WIDENING	The purpose of this project is to reduce congestion and improve mobility	2017 (RW/UT); 2018 (CN)	\$4,000,000
100054280	8	Montgomery	City of Montgomery	Resurface and Covert Adams Ave from Decatur St to South Court St and Washington Ave from Decatur St to South Court St and Lee St from one-way to two-way		0.7	PE/CN	RESURFACING & COVERT FROM ONE-WAY TO TWO-WAY	The purpose of this project is to reduce congestion and improve mobility	2016	\$3,334,375
	9	Montgomery	City of Montgomery	Convert S. Court St from Fairview to Arba St from One-way to Two-way		1.08		CONVERT FROM A ONE-WAY TO A TW-WAY, UTILITY ADJUSTMENT	The purpose of this project is to reduce congestion and improve mobility		\$2,100,000
100061710 100040817	10	Montgomery	City of Montgomery	Widen and Resurface Zelda Rd from Ann St to Carter Hill Rd (PE/CN)		1.0	PE/CN	WIDENING	The purpose of this project is to reduce congestion and improve mobility		\$3,453,125
100007740 100044272 100044273	11	Montgomery	City of Montgomery	Widen and Resurface Perry Hill Rd from Harrison Rd to Atlanta Hwy			UT/RW/CN	UTILITY ADJUSTMENT/ WIDENING & RESURFACING	The purpose of this project is to reduce congestion and improve mobility	2016/2017	\$11,532,111
	12	Montgomery	Town of Pike Road	US 80 from the Waugh intersection to the Marler Rd intersection			PE/RW/CN	WIDENING, RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to reduce congestion and improve mobility		\$2,540,000
	13	Montgomery	Town of Pike Road	Traffic Study on US 80 from Waugh to Marler Rd			PE	WIDENING, RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to reduce congestion and improve mobility		\$120,000
	14	Autauga	City of Prattville	South Industrial Boulevard from US 82 to Autauga County Road 4			PE/CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility		\$5,978,000
100040822	15	Montgomery	City of Montgomery	Widen Atlanta Highway to a 6 lane urban arterial from Perry Hill Rd to East Blvd (US-231)	Long (15-25 yrs)	2.2		WIDENING	The purpose of this project is to reduce congestion and improve mobility		\$7,133,000
	16	Montgomery	Montgomery County	Ryan Rd from Vaughn Rd to Chantilly Pkwy	Long (15-25 yrs)	0.82		WIDENING	The purpose of this project is to reduce congestion and improve mobility		\$3,569,000
	17	Montgomery	Town of Pike Road	Widen Marler Rd from 2-lanes to 3-lanes from Okfuski Rd to Vaughn Rd	Long (15-25 yrs)	2.10		WIDENING	The purpose of this project is to reduce congestion and improve mobility		\$16,370,000

Total STP (OA) Projects	\$60,129,611
Total STP (OA) Project on E+C	\$14,985,236
Total STP (OA) Budget	\$60,756,250
Difference	\$626,639

Budget Comparison

Total Capacity Projects	\$108,430,426
Total Capacity Budget	\$116,972,500
Difference	\$8,542,074

Montgomery Outer Loop Projects											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
100016443		Montgomery	ALDOT	SR-6 (US-231) to CR-85 Carters Hill Rd	Long (15-25 yrs)	3.835	UT	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,285,685
100016439		Montgomery	ALDOT	SR-6 (US-231) to CR-85 Carters Hill Rd	Long (15-25 yrs)	3.835	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$768,249
100016427		Montgomery	ALDOT	SR-6 (US-231) to CR-85 Carters Hill Rd	Long (15-25 yrs)	3.835	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$36,336,094
100016428		Montgomery	ALDOT	SR-6 (US-231) to CR-85 Carters Hill Rd	Long (15-25 yrs)	3.835	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$40,088,609
100016440		Montgomery	ALDOT	CR-85 (Carters Hill Rd) to SR-110	Long (15-25 yrs)	5.023	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,043,710
100016429		Montgomery	ALDOT	CR-85 (Carters Hill Rd) to SR-110	Long (15-25 yrs)	5.023	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$41,077,309
100016430		Montgomery	ALDOT	CR-85 (Carters Hill Rd) to SR-110	Long (15-25 yrs)	5.023	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$88,936,912

Table 8.7: 2040 Financially Constrained and Committed Projects

Montgomery Outer Loop Projects											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
100043310		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$173,859
100043307		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	RW	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$6,946,009
100043306		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$436,408
100043312		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$608,236
100043308		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	UT	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,738,452
100043313		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$28,426,080
100043311		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,783,001
100043309		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from I-65 to West of SR-9 (US-331), includes Interchange at SR-3 (US-31)	Long (15-25 yrs)	3.75	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$18,656,551
100043293		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$107,115
100043287		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$238,154
100043288		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	RW	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$5,220,111
100043290		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$173,942
100043295		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	UT	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,044,201
100043294		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$17,285,104
100043289		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$9,864,902
100043291		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from SR-8 (US-80) to West of CR-103 (Felder Rd), includes Interchange at US-80	Long (15-25 yrs)	2.7	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$3,118,451
100043297		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	RW	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$5,194,490
100043298		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	UT	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,731,497
100043300		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$173,782
100043296		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$420,352
100043302		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$277,946
100043303		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$28,077,693
100043301		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$3,139,349
100043299		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-103 (Felder Rd) to I-65, Include Interchange at CR-103	Long (15-25 yrs)	3.13	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$18,436,135
100043323		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$238,041
100043326		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,008,381
100043328		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$261,429
100043324		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	UT	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,736,502
100043329		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$8,725,411

Table 8.7: 2040 Financially Constrained and Committed Projects

Montgomery Outer Loop Projects											
Project ID	Map ID	County	Sponsor	Project Description	Time Frame	Length (mi)	Phase(s)	Project Type	Project Purpose	Year	Year of Expenditure Cost
100043325		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$10,341,271
100043327		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of CR-39 (Woodley Rd) to SR-6 (US-231), includes Interchange at CR-39 over MOL	Long (15-25 yrs)	2.94	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$20,217,765
100043314		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	5.48	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$595,055
100043315		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	RW	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$10,457,161
100043316		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	UT	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$2,676,240
100043317		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$260,631
100043320		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$956,679
100043319		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$9,175,417
100043321		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$47,745,519
100043317		Montgomery	ALDOT	SR-108 (MGM Outer Loop) from West of SR-9 (US-331) to West of CR-39 (Woodley Rd), Interchange at US-331	Long (15-25 yrs)	6.09	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$25,574,208
100043304		Montgomery	ALDOT	SR-108 (MGM Outer Loop) Interchange, Ramps & Bridges at I-65	Long (15-25 yrs)	3.75	PE	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$1,878,569
100043305		Montgomery	ALDOT	SR-108 (MGM Outer Loop) Interchange, Ramps & Bridges at I-65	Long (15-25 yrs)	0	CN	NEW ROADWAY	The purpose of this project is to reduce congestion and improve mobility	2039	\$37,567,932
Total Outer Loop Projects											\$548,947,568

**Table 8.7: 2040 Financially Constrained and Committed Projects
Maintenance and Operations Projects**

Bridge										
Project ID	Map ID	Sponsor	County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
100059252 100059253	18	State of Alabama		Bridge Widening on I-85 over Line Creek (Including two Relief Bridges) BIN# 7555, 7557, 7567		PE/CN	BRIDGE WIDENING	The purpose of this project is to perform maintenance on this functionally obsolete bridge for safety purposes.	2019/ 2022	\$4,335,691
100062113	19	State of Alabama	Autauga	Bridge Culvert Replacement on SR-6 (US-82) (Prattville Bypass) Over Pine Creek BIN # 5805		CN	BRIDGES & APPROACHES	The purpose of this project is to perform maintenance on this functionally obsolete bridge for safety purposes.	2017	\$2,124,743
1000004317 1000038170 1000004312	20	State of Alabama		US-231 @ Jenkins Creek CR (NB) BIN#000735	0	PE/UT/CN	BRIDGES & APPROACHES	The purpose of this project is to perform maintenance on this functionally obsolete bridge for safety purposes.	2017/ 2019	\$3,120,175
100050029	21	State of Alabama	Lowndes	Replace bridge (BIN #002922) on SR 8/US 80 over Pintlala Creek	0.4	PE/CN	BRIDGE REPLACEMENT	The purpose of this project is to replace this structure and enhance safety	2016	\$4,146,764
									Total Bridge Projects	\$13,727,373
									Total Bridge Budget	\$93,066,250
									Difference	\$79,338,877

Interstate Maintenance										
Project ID	Map ID	Sponsor	County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
100054175	22	State of Alabama		Bridge Repair on I-65 (Relief Bridges 1, 2, 3, 4, 5, 6, 7, 8, 11, & 12)(Includes Girders, Caps, & Bearing Pads		CN	BRIDGE MAINTENANCE	The purpose of this project is to enhance the safety for vehicles	2018	\$5,747,067
100054300	23	State of Alabama	Areawide	Sign Rehabilitation Along I-65 from Conecuh CL Through Butel, Lowndes, Montgomery, Elmore, & Autaga to Chilton County line)		CN	SIGNING	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$3,891,283
100054302	24	State of Alabama	Areawide	Sign Rehabilitation Along I-85 from I-65 through Montgomery & Macon County to Lee County line		CN	SIGNING	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$2,761,556
100055339	25	State of Alabama	Elmore	Interchange Lighting on I-65 @ Exit SR-14 (Exit 181)		CN	LIGHTING	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$1,221,927
100061542	26	State of Alabama	Montgomery	Pavement Preservation on I-85 from West of the Eastern Boulevard Bypass (US-80) to End of Six Lanes East of Taylor Road		CN	PAVEMENT REHABILITATION	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$10,193,455
100055200	27	State of Alabama	Montgomery	Resurface I-65 from Relief Bridge Before Pintlala Creek to Catoma Creek		CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2017	\$1,859,150
100061794	28	State of Alabama	Montgomery	Resurface I-65 from Pintlala Creeek relief 1 to North of Pintlala Creek		CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2017	\$1,327,964
100055202	29	State of Alabama	Elmore	Resurface I-65 from Elmore County line to 1 mile South CR61 Overpass		CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$1,344,512
100055205 100055206	30	State of Alabama	Elmore	Resurface I-65 from 1 mile South CR-61 Overpass to Chilton County line		PE/CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016/ 2017	\$8,641,148
100062122	31	State of Alabama		Bridge Repair on I-65 NB & SB ((7) Relief Bridges 1, 2, 3, & 11)(Includes Girders, Caps, & Bearing Pads) BIN # 10677, 10678, 10692, 10694, 10695, 10696, 10697		CN	BRIDGE MAINTENANCE	The purpose of this project is to provide maintenance to extend the life of this facility	2017	\$1,991,558
100054175	32	State of Alabama		Bridge Repair on I-65 NB & SB (Relief Bridges 6, 7, & 8)(Includes Girders, Caps, & Bearing Pads) BIN # 10702, 10704, 10706		CN	BRIDGE MAINTENANCE	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$1,991,558
10062119	33	State of Alabama		Bridge Repair on I-65 NB & SB (Relief Bridges 4 & 5)(Includes Girders, Caps, & Bearing Pads) BIN # 10698, 10699, 10700, 10701		CN	BRIDGE MAINTENANCE	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$2,602,046
10062118	34	State of Alabama		Bridge Repair on I-65 SB (Relief Bridges 6, 7, & 9)(Includes Girders, Caps, & Bearing Pads) BIN # 10702, 10704, 10706		CN	BRIDGE MAINTENANCE	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$4,641,488
									Total IM Projects	\$48,214,712
									Total IM Budget	\$270,205,000
									Difference	\$221,990,288

Table 8.7: 2040 Financially Constrained and Committed Projects

National Highway System										
Project ID	Map ID	Sponsor	County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
100016432	35	State of Alabama	Montgomery	MGM Outer Loop - from south of SR 110 to I-85, lighting at interchange	2.9	CN	LIGHTING	The purpose of this project is improve safety at this proposed interchange		\$4,719,972
100058167	36	State of Alabama	Montgomery	Intersection Improvements on SR-8 (US-231, Eastern Boulevard) at I-85 Interchange		CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to improve operations at this interchange	2019	\$2,978,461
100061128	37	State of Alabama		Resurface SR-8 (US-231) From Jct of SR-6 (US-82) to I-85		CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$1,988,803
									Total NHS Projects	\$9,687,236
									Total NHS Budget	\$282,125,000
									Difference	\$272,437,764

Surface Transportation (Any Area)										
Project ID	Map ID		County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
100061514	38	State of Alabama	Montgomery	Resurface SR-126 from Jct of Atlanta Highway to the Jct of Chantill Parkway, Excluding the Montgomery Outer Loop Base and Pave Project Limits		CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$655,624
100053059	39	State of Alabama	Montgomery	Widen & Resurface Ann Street from Brewton Street and Realign to CR-235 (Federal Drive) (Phase 1)	0.2	CN	WIDENING	The purpose of this project is to provide maintenance to extend the life of this facility	2019 (CN)	\$2,325,750
100053061	40	State of Alabama	Montgomery	Widen & Resurface Ann Street from Highland Avenue to Brewton Street (Phase 2)	0.5	RW	WIDENING	The purpose of this project is to provide maintenance to extend the life of this facility	2016 (RW)	\$1,216,653
100045392	41	State of Alabama	Montgomery	Resurface & Widen Ann Street from Highland Avenue to 4 lane & realign to Federal Drive	0.2	CN	WIDENING	The purpose of this project is to provide maintenance to extend the life of this facility	2017 (CN)	\$1,842,304
100060170	42	State of Alabama	Divisionwide	Adding Curb Ramps to Existin Sidewalks or Repairs to Curb Ramps that are Non-ADA Compliant at Various Locations (District 1 & 3)		CN	SIDEWALK	The purpose of this project is to improve safety on this corridor	2020	\$209,633
100061515	43	State of Alabama	Montgomery	Resurface SR-293 From SR-110 to SR-126		CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$480,663
100053644	44	State of Alabama	Autauga	Resurface and 2' Pavement Widening on SR-14 from the eastern City Limitys of Autaugaville to SR-6 (US-82)		CN	WIDENING & RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$3,846,114
100008652	45	State of Alabama	Divisionwide	Alabama River Drainage Basin Mitigation		CN	DRAINAGE CORRECTION	The purpose of this project is to mitigate drainage issues	2025	\$451,857
									Total STP(AA) Projects	\$11,028,598
									Total STP (AA) Budget	\$206,493,750
									Difference	\$195,465,152

Surface Transportation (Other Area)										
Project ID	Map ID		County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
100054282	46	City of Montgomery	Montgomery	Resurface South Perry St from Fairview Ave to I-85	1.0	PE/CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$2,025,000
	47	City of Montgomery	Montgomery	Resurface South Court St from Fairview Ave to SR 6/US 331 (CN)	1.7	CN	UTILITY ADJUSTMENT/RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$4,000,000
100054285	48	City of Montgomery	Montgomery	Resurface Fairview Ave from South Court St to I-65 (CN)	0.8	CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$2,417,767
100058090		City of								
100054292	49	Prattville	Autauga	Resurface E Main St from SR 3/US 31 to Virginia St (PE/CN)	0.6	PE/CN	RESURFACING	The purpose of this project is to provide maintenance to extend the life of this facility		\$332,762
100063684		City of								
100063685	50	Prattville	Autauga	Various Streets in the City of Prattville (PE/CN)	2.0	PE/CN	RESURFACE	The purpose of this project is to provide maintenance to extend the life of this facility	2019/ 2020	\$500,000
		City of								
	51	Montgomery	Montgomery	Purchase and installation of Closed Circuit Cameras for installation at various intersections in the City of Montgomery	0.0	CN	UNCLASSIFIED	The purpose of this project is to provide surveillance to be used in improving operations on the roadway network		\$198,000
100063692		City of								
100063693	52	Montgomery	Montgomery	Street Light Conversion to LED on State Routes in the City of Montgomery*	0.0	PE/CN	UNCLASSIFIED	The purpose of this project is to improve safety and operations at these intersections		\$3,420,000
100063686		Autauga								
100063687	53	County	City of Prattville	Add Turn Lanes at Intersections on US 31 between 6th St (Prattville) north to I-65	0.0	PE/CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to improve safety and operations at these intersections		\$2,750,000

Table 8.7: 2040 Financially Constrained and Committed Projects

Surface Transportation (Other Area)										
Project ID	Map ID	County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost	
100063688 100063689	54	Autauga County	City of Prattville	Add Turn Lanes at Intersections on AL 14/Fairview Ave between US 31 and Jasmine Trail	0.0	CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to improve safety and operations at these intersections		\$3,300,000
100057626 100057627	55	City of Wetumpka	Elmore	Hill St from E Bridge St North to Orline St and Orling St from Hill St East to Fish St (PE/CN)	0.5	PE/CN	RESURFACE AND SIDEWALK IMPROVEMENTS	The purpose of this project is to provide maintenance to extend the life of this facility	2016/ 2017	\$372,873
100057512 100056090	56	City of Wetumpka	Elmore	S Main St from E Bridge St to US-231 (CN)	1.1	UT/CN	RESURFACE, SIDEWALK IMPROVEMENTS, LANDSCAPING AND DECORATIVE LIGHTING FIXTURES	The purpose of this project is to provide maintenance to extend the life of this facility		\$613,611
100057526	57	Montgomery County	Montgomery	CR-85 (Pike Rd) from Wallahatchie Rd (CR-84) to US-80 (CN)	5.8	CN	WIDEN, LEVEL, RESURFACE & TRAFFIC STRIPE	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$1,102,300
100060091 100060092 100055807	58	City of Montgomery	Montgomery	Bridge Replacement on Narrow Lane Rd at Hannon Slough (BIN # 003250) (PE/UT/CN)	0.0	RW/UT/CN	BRIDGE REPLACEMENT	The purpose of this project is to maintain this structure and enhance safety	2016/ 2017	\$2,275,000
100060095 100060096 100055809	59	City of Montgomery	Montgomery	Bridge Replacement on Woodley Rd at Whites Slough (BIN # 003048 & 003047)(PE/UT/CN)	0.0	PE/UT/CN	BRIDGE REPLACEMENT	The purpose of this project is to maintain this structure and enhance safety	2016	\$3,199,646
100059721 100059831	60	City of Montgomery	Montgomery	Congress WL Dickinson Dr from South ROW of CSX RR to Atlanta Hwy (PE)	2.1	PE/CN	RESURFACE TO INCLUDE CURB AND GUTTER, INLET CONVERSION, TRAFFIC STRIPE AND SIDEWALKS	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$3,300,000
100059725 100059726 100059832	61	City of Montgomery	Montgomery	E. Fairview Ave from S. Court St to Cloverdale Rd (PE)	1.0	PE/UT/CN	RESURFACE TO INCLUDE CURB AND GUTTER, INLET CONVERSION, TRAFFIC STRIPE AND SIDEWALKS	The purpose of this project is to provide maintenance to extend the life of this facility	2018 (UT/CN)	\$2,631,366
100059732	62	City of Montgomery	Montgomery	Corridor Study for Widening and Resurfacing Carter Hill Rd from Zelda Rd to McGehee Rd (PE)	1.1	PE	CORRIDOR STUDY FOR WIDENING AND RESURFACING	The purpose of this project is to determine the feasibility of widening the roadway and to determine operational measures to improve functionality		\$300,000
100060097 100060098	63	City of Montgomery	Montgomery	Bridge Painting on Various Structures (PE/CN)	0.0	PE/CN	BRIDGE PAINTING	The purpose of this project is to provide maintenance to extend the life of this facility		\$300,000
100060099 100060100	64	City of Montgomery	Montgomery	Various Streets in Downtown Montgomery Central Business District (PE/CN)	0.0	PE/CN	RETROFITTING OF HANDICAP RAMPS	The purpose of this project is to update existing handicaps to meet current ADA guidelines.	2016	\$580,000
100062338	65	City of Montgomery	Montgomery	Vaughn Rd (CR-626) from Taylor Rd to Chantill Pkwy (SR-110) (PE)	4.4	PE	FEASIBILITY STUDY FOR PEDESTRIAN FACILITIES	The purpose of this project is to determine the feasibility adding pedestrian facilities to the roadway.		\$300,000
100063018	66	City of Montgomery	Montgomery	Wares Ferry Rd from Atlanta Hwy to the Eastern Blvd (PE)	2.5	CN	RESURFACE	The purpose of this project is to provide maintenance to extend the life of this facility	2018	\$1,100,000
100063020	67	City of Montgomery	Montgomery	Southeast Property of Perry Hill Rd and Atlanta Hwy (Flip's and Developer)(RW)	0.0	RW	PROTECTIVE PURCHASE	The purpose of this project is to protect right-of-way for intersection improvement project.		\$1,000,000
	68	City of Montgomery	Montgomery	Perry Hill Rd at Atlanta Hwy (RW)	0.0	RW/CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to provide operational improvements.		\$8,000,000
100057564 100057524	69	City of Prattville	Autauga	Various Streets in the City of Prattville (PE/CN)	2.0	PE/CN	RESURFACE	The purpose of this project is to provide maintenance to extend the life of this facility	2016	\$455,000
100063025	70	City of Wetumpka	Elmore	Resurfacing Court St and E Bridge from S Main St to Hill St; Resurface, sidewalk improvements, landscaping and decorative lighting fixtures on Company St from Hill St to Orline St, Orline St from Company St to Hill St and Hill St from Orline St to Company.		PE/CN	RESURFACE, SIDEWALK IMPROVEMENTS, LANDSCAPING, AND DECORATIVE LIGHTING FIXTURES	The purpose of this project is to provide maintenance to extend the life of this facility		\$564,819
	71	Town of Pike Road	Montgomery	Widen Marler Rd to a 2 to 3 lane minor arterial from US-80 to Okfuski Rd	2.5	PE/RW/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to reduce congestion and improve mobility		\$19,300,000
100063700 100063701	72	Elmore County	Elmore	Bridge Replacement on CR-3 (Ingram Road) at Middle Creek Tributary BIN # 7619	0.0	PE/CN	BRIDGE REPLACEMENT	The purpose of this project is to replace this structure and enhance safety	2019	\$473,160
100063702 100063703	73	Elmore County	Elmore	Bridge Replacement on CR3 (Ingram Road) at Middle Creek BIN # 7620	0.0	PE/CN	BRIDGE REPLACEMENT	The purpose of this project is to replace this structure and enhance safety	2019	\$356,120
100063704 100063705	74	Elmore County	Elmore	Widen to accommodate a center turn lane on Rifle Range Rd from Dozier Rd to Toll Bridge Rd		PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to reduce congestion and improve mobility		\$700,000

Table 8.7: 2040 Financially Constrained and Committed Projects

Surface Transportation (Other Area)										
Project ID	Map ID		County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
100063706 100063707 100063708 100063709	75	Elmore County	Elmore	Firetower Road at Redland Road	0.0	PE/UT/RW/CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.	2016 (PE); 2019 (CN)	\$1,400,000
100063710 100063711	76	Elmore County	Elmore	Coosada Parkway at Coosada Rd	0.0	PE/CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.	2017 (PE); 2019 (CN)	\$250,000
100063712 100063713	77	Elmore County	Elmore	Coosada Parkway at Alabama River Parkway	1.0	PE/CN	INTERSECTION IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.	2016 (PE); 2017 (CN)	\$250,000
100063714 100063715	78	Elmore County	Elmore	Resurface Hogan Rd from SR 143 to SR 111	4.4	PE/CN	RESURFACE/ PRESERVATION	The purpose of this project is to provide maintenance to extend the life of this facility		\$313,000
100063716 100063717	79	Elmore County	Elmore	Resurface Possom Trot Road from Coosa River Road to Lightwood Rd	1.8	PE/CN	RESURFACE	The purpose of this project is to provide maintenance to extend the life of this facility		\$320,000
100063718 100063719	80	Elmore County	Elmore	Resurface/Preservation Dexter Road/Pierce Chapel Road from Grier Road to SR 170	4.4	PE/CN	RESURFACE/ PRESERVATION	The purpose of this project is to provide maintenance to extend the life of this facility		\$313,000
100063720 100063721	81	Elmore County	Elmore	Resurface/Preservation Coosa River Road from SR 143 to Lightwood Road	5.8	PE/CN	RESURFACE/ PRESERVATION	The purpose of this project is to provide maintenance to extend the life of this facility		\$411,000
100063722 100063723	82	Elmore County	Elmore	Resurface/Preservation Airport Road from Kennedy Avenue to SR 14	1.2	PE/CN	RESURFACE/ PRESERVATION	The purpose of this project is to provide maintenance to extend the life of this facility		\$89,000
100063724 100063725	83	Elmore County	Elmore	Resurface/Preservation Coosada Road/Rucker Road from Blackwells Drive to SR 14	3.3	PE/CN	RESURFACE/ PRESERVATION	The purpose of this project is to provide maintenance to extend the life of this facility		\$236,000
100063726 100063727	84	Elmore County	Elmore	Resurface/Preservation Kennedy Avenue from Coosada Road to Airport Road	1.2	PE/CN	RESURFACE/ PRESERVATION	The purpose of this project is to provide maintenance to extend the life of this facility		\$89,000
100063728 100063729	85	Elmore County	Elmore	Widen to State Standards and Resurface Grier Road from Wroka Road to Dexter Road	4.0	PE/CN	WIDEN/ RESURFACE	The purpose of this project is to provide maintenance to extend the life of this facility and uincrease safety.		\$905,000
100063692 100063693	86	City of Montgomery	Montgomery	Street Light Conversion to LED in Central Business District	0.0	PE/CN	UNCLASSIFIED	The purpose of this project is to resurface and provide operational improvements.		\$7,820,000
100063694 100063695	87	City of Montgomery	Montgomery	Reduce Fairview Avenue from S. Court St to Narrow Lane Rd from a 4-lane to a 3-lane with pedestrian facilities	1.5	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$3,417,750
100063696 100063697	88	City of Montgomery	Montgomery	Resurface and Operational Improvements on Perry St from Noble to High St	0.6	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$1,355,000
100063698 100063699	89	City of Montgomery	Montgomery	Resurface and Operational Improvements on Perry St from Jefferson to Pollard	0.2	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$540,625
100063731 100063732	90	City of Montgomery	Montgomery	Resurface, Operational Improvements, Handicap Ramps and Sidewalks on Federal Dr from South of the Railroad to Atlanta Hwy	2.1	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$5,351,250
	91	City of Montgomery	Montgomery	Resurface and Operational Improvements on Dalraida from Atlanta Hwy to Gunter AFB	1.4	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$2,895,500
	92	City of Montgomery	Montgomery	Resurface and Operational Improvements on Lower Wetumpka from Tolvert St to Bypass	1.7	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$3,214,000
	93	City of Montgomery	Montgomery	Resurface and Operational Improvements on Hunter Loop Road from US 80 to Birmingham Hwy	3.7	PE/CN	RESURFACE AND OPERATIONAL IMPROVEMENTS	The purpose of this project is to resurface and provide operational improvements.		\$2,884,304
	94	City of Montgomery	Montgomery	Replace Day St Bridge	0.0	PE/CN	BRIDGE REPLACEMENT	The purpose of this project is to replace this structure and enhance safety		\$10,300,000
100063733	95	City of Montgomery	Montgomery	Day St/Maxwell AFB Study	0.0	PE	FEASIBILITY STUDY FOR RECONFIGURING THE MAXWELL AFB GATE AT DAY STREET	The purpose of this project is complete a feasibility study reconfiguring the Day Street gate to Maxwell AFB and the Day Street Bridge to US 31		\$300,000
									Total Other Projects	\$108,521,853
									Total Other Budget	\$112,832,500
									Difference	\$4,310,647

Table 8.7: 2040 Financially Constrained and Committed Projects

Other Funds										
Safety Budget									\$23,443,000	
Transit										
Project ID	Map ID		County	Project Description	Length (mi)	Phase	Project Type	Project Purpose	Year	Year of Expenditure Cost
Total Transit Projects									\$0	
Total Transit Budget									\$14,825,000	
Difference									\$14,825,000	
Budget Comparison										
Total Maintenance and Operations Projects									\$191,179,772	
Total Maintenance and Operations Budget									\$1,002,990,500	
Difference									\$811,810,728	

Table 8.8: 2040 Visionary/Needs Plan

Capacity Projects							
County	Sponsor	Map ID	Project Description	Length (mi)	Project Type	Project Purpose	Year of Expenditure Cost
Montgomery		1	Additional lanes on I-85, median widening from Jenkins Creek to 0.7 miles east of SR 126	7.09	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$17,252,393
Montgomery		2	SR-110 Add Lanes from CR-137 (Vaughn Road) to the Outer Loop		WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$10,047,001
Montgomery		3	Add Lanes on I-85 from 1.5 miles East of SR-271 to Outer Loop Interchange		WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$23,911,410
Montgomery		4	Widen South Boulevard from US 231 S to Rosa Parks Ave in Montgomery to a 6 lane urban arterial, add one-way service roads in each direction, and add grade separation (diamond interchanges) at five(5)intersections including:Troy Highway (US 231), Woodley Rd	4.40	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$82,763,000
Montgomery		5	I-85, from 0.4 miles East of SR 271 to Jenkins Creek, additional lanes, median and bridge widening (Moved from Capacity Constrained)	3.50	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$17,252,393
Elmore		6	Widen US 231 North in Wetumpka to a 6 lane urban arterial River Oaks Dr (South of Wetumpka) to Near CR 200 (Blue Ridge Rd)	3.60	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$17,289,000
Montgomery		7	Widen East Boulevard in Montgomery to an 8 lane urban arterial from US 231 N to I-85 N in Montgomerywith intersection improvements at Vaughn Road, Carmichael Road, and Woodmere Blvd	4.40	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$37,276,000
Elmore		8	Widen SR 14 to 2 lane to a 4 lane urban arterial from Coosada Pkwy in Elmore County to Lucky Town Rd	1.30	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$13,925,640
Montgomery		9	Widen bridges over CSX Railroad at South Boulevard to 6 lanes in Montgomery from Rosa Parks Ave to US 31 S in Montgomery	1.60	BRIDGE	The purpose of this project is to reduce congestion and improve mobility	\$8,644,000
Montgomery		10	Widen Coliseum Blvd in Montgomery to a 4 lane urban arterial from Federal Drive to Biltmore Ave in Montgomery	1.00	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$5,402,000
Autauga		11	Construct Prattville Northern Bypass at new location as a 4 lane urban arterial from SR 14 and Old Farm Ln to US 31 N in Prattville	3.60	NEW ROADWAY	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$33,115,000
Montgomery		12	Widen Wares Ferry Road in Montgomery to 4 lane urban arterial from East Blvd to Mclemore Rd in Montgomery	3.20	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$8,644,000
Autauga & Montgomery		13	Widen US 31/SR 3 from US 82 to West Blvd. from a 4 lane to a 6 lane Includes bridge over the Alabama River	4.80	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$48,268,000
Montgomery		14	Widen US 80 West in Montgomery to a 6 lane urban arterial from US 31 S to Montgomery Regional Airport	2.80	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$20,171,000
Autauga	Cty of Prattville	15	Widen US 31/SR 3 from CR 40 to SR 14 from a 2 lane to a 4 lane	4.70	WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$65,176,000
Elmore	City of Millbrook	16	Widen and Resurface Grandview Road from AL 14 to AL 143 from a 2 lane to a 4 lane	2.50	WIDENING	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$6,500,000
Elmore	City of Wetumpka	17	New Roadway from SR-14/Coosa River Pkwy to Fort Toulouse Rd	1.50	NEW ROADWAY	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$14,611,093
Elmore	City of Millbrook	18	New Roadway from Deatsville Hwy (CR 7) at Ross Road to SR 14 at Kinsley Lane	3.00	NEW ROADWAY	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$8,300,000
Elmore	Elmore County	19	Construct a 2-lane urban collector from County Road 7 (Deatsville Hwy) to a new interchange on I-65 Between Exit 181 and Exit 186	1.20	NEW ROADWAY	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$15,000,000
Montgomery	City of Montgomery	20	Widen from a 2 to a 4 lane divided and add sidewalks and bicycle facilities on Bell Street from Maxwell Bld to US 31		WIDENING	The purpose of this project is to reduce congestion and improve mobility	\$1,707,375

Table 8.8: 2040 Visionary/Needs Plan

Capacity Projects							
County	Sponsor	Map ID	Project Description	Length (mi)	Project Type	Project Purpose	Year of Expenditure Cost
Montgomery	Town of Pike Road	21	Widen Vaughn Rd from 2-lanes to 5-lanes from Marler Rd to Flowers Rd	1.60	WIDENING	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$9,000,000
Montgomery	Town of Pike Road	22	Widen Vaughn Rd from 2-lanes to 5-lanes from Outer Loop to Wallahatchie Rd	2.00	WIDENING	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$21,225,000
Montgomery	Town of Pike Road	23	Widen Vaughn Rd from 2-lanes to 5-lanes from Wallahatchie Rd to Marler Rd and Intersection Improvements at Marler Rd	1.60	WIDENING	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$16,760,000
Montgomery		24	New I-85 interchange at Wares Ferry Road	0.00	NEW INTERCHANGE	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$20,000,000
Montgomery		25	Wares Ferry Chantilly Connector Roadway	1.60	NEW ROADWAY	The purpose of this project is to provide an alternate to congested roads and improve connectivity	\$13,026,000
Total Capacity Projects							\$535,266,305

Maintenance and Operations Projects							
County	Sponsor	Map ID	Project Description	Length (mi)	Project Type	Project Purpose	Year of Expenditure Cost
Elmore	Elmore County	26	Install Safety Widening, Resurface, Stripe and Microsurfacing on Ingram Road from SR 14 to Deatsville Hwy	6.5	RESURFACE/ SAFETY WIDENING	The purpose of this project is to resurface and increase safety.	\$980,000
Montgomery	State of Alabama	27	Resurface, add turn lanes, and signalization at the new Maxwel AFB Gate on US 31		RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to reduce congestion and improve mobility	\$5,000,000
Montgomery	City of Montgomery	28	Widen and resurface Bell Rd from Vaughn Rd to South End I-85 bridge	1.53	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to enhance safety and provide maintenance to extend the life of this facility	\$2,701,450
Montgomery	City of Montgomery	29	Resurface and operational improvements on Bell Rd from SR 6/US 82 to Vaughn Rd	2.94	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to enhance safety and provide maintenance to extend the life of this facility	\$4,442,000
Montgomery	City of Montgomery	30	Widen, resurface and add turn lanes on Bell Rd from north end I-85 bridge to US 80/Atlanta Hwy (Moved from Constrained O&M)	1.4	WIDENING & RESURFACING (RDWY)	The purpose of this project is to enhance safety and provide maintenance to extend the life of this facility	\$1,915,688
Montgomery	City of Montgomery	31	Resurface and Operational Improvements on Eastdale Road from Atlanta Hwy to Shirley	0.80	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$956,725
Montgomery	City of Montgomery	32	Resurface and Operational Improvements on Monticello from the Eastern Blvd to E Shirley	0.41	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$648,838
Montgomery	City of Montgomery	33	Resurface and Operational Improvements on East Shirley from Eastern Blvd to Greystone	1.04	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,407,375
Montgomery	City of Montgomery	34	Resurface and Operational Improvements on Old Selma Road from US 31 to West Blvd	1.44	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,376,406
Montgomery	City of Montgomery	35	Resurface and Operational Improvements on Mobile Highway from US 80 to Fairview Ave	1.59	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,019,544
Montgomery	City of Montgomery	36	Resurface and Operational Improvements on Ray Thorington from Vaughn Rd to Park Crossing	2.16	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,932,500
Montgomery	City of Montgomery	37	Resurface and Operational Improvements on Vaughn Road from Zelda Rd to Perry Hill Rd	1.19	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,829,588
Montgomery	City of Montgomery	38	Resurface and Operational Improvements on Narrow Lane Road from Southern Blvd to McInnis Rd	2.96	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,885,150
Montgomery	City of Montgomery	39	Resurface and Operational Improvements on Woodley Road from Southern Blvd to Virginia Loop Rd	2.68	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,024,269
Montgomery	City of Montgomery	40	Resurface and Operational Improvements on Ripley St from Madison Avenue to Railroad Bridge	0.37	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,141,775

Table 8.8: 2040 Visionary/Needs Plan

Maintenance and Operations Projects							
County	Sponsor	Map ID	Project Description	Length (mi)	Project Type	Project Purpose	Year of Expenditure Cost
Montgomery	City of Montgomery	41	Resurface and Operational Improvements on Fairground Rd/Vandiver from Crestview to Lower Wetumpka Rd	2.12	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,516,000
Montgomery	City of Montgomery	42	Resurface and Operational Improvements on Eastchase Parkway from Taylor Road to Chantilly Parkway	2.33	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$6,278,138
Montgomery	City of Montgomery	43	Resurface and Operational Improvements on Berry Hill Road from Taylor Road to Eastchase Parkway	0.89	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,625,750
Montgomery	City of Montgomery	44	Resurface and Operational Improvements on Upper Wetumpka from Railroad Bridge to Crestview	1.60	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,201,719
Montgomery	City of Montgomery	45	Resurface and Operational Improvements on Vaughn Road from Eastern Blvd to Taylor Road	2.64	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$7,508,175
Montgomery	City of Montgomery	46	Resurface and Operational Improvements on Coliseum Blvd from Dickinson Dr to Northern Blvd	1.21	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,299,563
Montgomery	City of Montgomery	47	Resurface and Operational Improvements on Harrison Road from Lincoln to Perry Hill Rd	1.25	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,528,775
Montgomery	City of Montgomery	48	Resurface and Operational Improvements on Eastdale Circle	1.17	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,506,863
Montgomery	City of Montgomery	49	Resurface and Operational Improvements on Ray Thorington Rd from Park Crossing to Pike Road (Moved from Capacity Constrained)	2.20	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,791,900
Montgomery	City of Montgomery	50	Resurface and Operational Improvements on Capital Parkway from Highland Avenue to Madison Avenue	0.56	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,379,525
Montgomery	City of Montgomery	51	Resurface and Operational Improvements on Lower Wetumpka from Northern Blvd to City Limits	0.90	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,442,175
Montgomery	City of Montgomery	52	Lane Drive to Harrison Rd, Willow Lane Drive from Green Ridge Road to Forest Hills Drive, Forest Hills Drive from Willow Lane Drive to Atlanta Highway	1.18	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,588,350
Montgomery	City of Montgomery	53	Resurface and Operational Improvements on Carmichael Road from Perry Hill Rd to Eastern Blvd (Moved from Capacity Constrained)	1.68	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,138,931
Montgomery	City of Montgomery	54	Resurface and Operational Improvements on Lagoon Park Dr from Eastern Blvd to Gunter Industrial Park	0.84	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,439,625
Montgomery	City of Montgomery	55	Resurface and Operational Improvements on Carmicheal Road from Eastern Boulevard to Woodmere Blvd	0.75	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,198,663
Montgomery	City of Montgomery	56	Resurface and Operational Improvements on Vaughn Road from Perry Hill Roadf to Eastern Boulevard	1.26	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,689,756
Montgomery	City of Montgomery	57	Resurface and Operational Improvements on Mt Meigs Road from Ann Street to Capital Parkway	0.59	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,266,750
Montgomery	City of Montgomery	58	Resurface and Operational Improvements on Coliseum Boulevard from Atlanta Highway to Pelzer	0.23	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$723,750
Montgomery	City of Montgomery	59	Resurface and Operational Improvements on Burbank from Atlanta Highway to Wares Ferry Road	0.75	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,867,625
Montgomery	City of Montgomery	60	Replace Day St Bridge ON Maxwell AFB	0.00	BRIDGE REPLACEMENT	The purpose of this project is to replace this structure and enhance safety	\$10,300,000
Montgomery	City of Montgomery	61	Resurface and Operational Improvements on Woodley Road from Fairview Avenue to McGehee Road	1.50	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,855,531
Montgomery	City of Montgomery	62	Resurface and Operational Improvements on Rosa Parks from Jeff Davis to Mildred	0.33	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$386,550

Table 8.8: 2040 Visionary/Needs Plan

Maintenance and Operations Projects							
County	Sponsor	Map ID	Project Description	Length (mi)	Project Type	Project Purpose	Year of Expenditure Cost
Montgomery	City of Montgomery	63	Resurface and Operational Improvements on Rosa Parks from Collinwood to South Blvd	0.17	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$384,600
Montgomery	City of Montgomery	64	Resurface and Operational Improvements on Trinity Blvd from White Acres to Carmichael Rd	0.59	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$766,688
Montgomery	City of Montgomery	65	Resurface and Operational Improvements on Washington Ave from Lee to McDonough	0.27	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,092,375
Montgomery	City of Montgomery	66	Resurface and Operational Improvements on Old Hayneville Rd from Air Base Blvd to Bypass	1.65	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,466,775
Montgomery	City of Montgomery	67	Resurface and Operational Improvements on High St from Court St to Hall St	0.31	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,233,750
Montgomery	City of Montgomery	68	Resurface and Operational Improvements on Court St from Washington Ave to I-85	0.56	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,601,288
Montgomery	City of Montgomery	69	Resurface and Operational Improvements on Court St from Jefferson to Bypass	1.57	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,186,031
Montgomery	City of Montgomery	70	Resurface and Operational Improvements on Highland Ave from Hall St to Lincoln	1.52	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,492,919
Montgomery	City of Montgomery	71	Resurface and Operational Improvements on McGehee Rd from Woodley Rd to Southern Blvd	2.19	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,220,625
Montgomery	City of Montgomery	72	Resurface and Operational Improvements on Woodmere Blvd from Carmicheal to Carmicheal	2.31	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,957,281
Montgomery	City of Montgomery	73	Resurface and Operational Improvements on Carter Hill Rd from Vaughn Rd to McGehee Rd	1.06	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,081,900
Montgomery	City of Montgomery	74	Resurface and Operational Improvements on Wares Ferry Road from Eastern Blvd to McLemore Dr	3.17	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,704,450
Montgomery	City of Montgomery	75	Resurface and Operational Improvements on Fleming Road from Narrow Lane Road to End	1.38	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,277,400
Montgomery	City of Montgomery	76	Resurface and Operational Improvements on Virginia Loop from US 231 to Woodley Rd	0.55	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,118,637
Montgomery	City of Montgomery	77	Resurface and Operational Improvements on McInnis Road from Woodley Rd to Narrow Lane Rd	1.91	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,830,375
Montgomery	City of Montgomery	78	Resurface and Operational Improvements on Court St from I-85 to Fairview Ave	1.07	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$1,980,500
Montgomery	City of Montgomery	79	Resurface and Operational Improvements on Decatur from High St to Sadler	0.94	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$2,740,000
Montgomery	City of Montgomery	80	Resurface and Operational Improvements on Day Street from US 31/Old Selma Rd to Hill Street	1.8	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,124,150
Montgomery	City of Montgomery	81	Resurface and Operational Improvements on Day Street from US 31 to West Blvd	1.5	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$3,282,063
Montgomery	City of Montgomery	82	Resurface and Operational Improvements on Atlanta Highway from Ann Street to Perry Hill Rd	1.7	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$5,437,500
Montgomery	City of Montgomery	83	Resurface and Operational Improvements on Madison Avenue from Ripley Street to Atlanta Highway	1.4	RESURFACE & OPERATIONAL IMPROVEMENTS	The purpose of this project is to provide maintenance and operational improvements to extend the life of this facility	\$4,037,450
Total Maintenance and Operations Projects							\$158,812,175