

Montgomery Metropolitan Planning Organization (MPO)

DRAFT

FISCAL YEAR 2026 UNIFIED PLANNING WORK PROGRAM (UPWP) OCTOBER 1, 2025 – SEPTEMBER 30, 2026



**Prepared by the City of Montgomery-Transportation Planning Division, as MPO
Staff to the Montgomery MPO.**

ADOPTED ON JULY 17, 2025

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

DRAFT

UNIFIED PLANNING WORK PROGRAM (UPWP) FISCAL YEAR 2026 OCTOBER 1, 2025 – SEPTEMBER 30, 2026

This document is posted at <http://www.montgomerympo.org>

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DISCLAIMER

The UPWP was prepared as a cooperative effort of the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the Infrastructure Investment and Jobs Act, Sections 11201, November 2021). The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

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City of Montgomery

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City of Wetumpka

**Montgomery MPO Resolution Adopting The Draft Final Fiscal Year 2026
UPWP**

**Montgomery Metropolitan Planning Organization (MPO)
Resolution Adopting The Draft Fiscal Year 2026 Unified Planning Work Program**

WHEREAS, the Montgomery Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, November 2021); Section 11201, 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS the U.S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning, to submit a Unified Planning Work Program as a condition for meeting the provisions of Title 23, U.S. Code, Section 134 and 135; and

WHEREAS consistent with the declaration of these provisions, the Montgomery Metropolitan Planning Organization Transportation Planning Staff, in cooperation with the Alabama Department of Transportation, has prepared a Draft Unified Planning Work Program for Fiscal Year 2026 and,

WHEREAS pursuant to its duties, functions, and responsibilities, the Montgomery Metropolitan Planning Organization (MPO) on this the 17th Day of July, 2026, did review and evaluate the aforementioned Draft Fiscal Year 2026 Unified Planning Work Program; now,

THEREFORE BE IT RESOLVED by the Montgomery Metropolitan Planning Organization (MPO) that the same does hereby endorse and adopt said *Draft Fiscal Year 2026 Unified Planning Work Program* as written.

Chairman Charles Jinright, MPO Chairman

Date: July 17, 2025

ATTEST:

Robert Smith, MPO Secretary

Table of Contents

Title/Contacts	1
MPO Members and MPO Transportation Planning Staff	2
TAC Members	3
CAC Members	5
MPO Resolution	6
Table of Contents	7
Overview	8
Introduction	10
UPWP Tasks	
1.0 General Administration	16
1.1 MPO Administration	17
1.2 Continuity of Operations Plan (COOP)	17
2.0 Unified Planning Work Program	18
2.1 Unified Planning Work Program (UPWP)	18
3.0 GIS Data Collection and Analysis	19
3.1 GIS Database Development, Management and Computers	19
4.0 Public Involvement	21
4.1 General Public Involvement	21
4.2 Environmental Justice Planning and Evaluation	22
5.0 Transportation Systems	24
5.1 Long Range Transportation Plan (LRTP)	23
5.2 Transportation Improvement Program (TIP)	23
5.3 Transit Planning and Administration	25
5.4 Disadvantaged Business Enterprise (DBE)	27
5.5 Paratransit Service for the Disabled	28
5.6 Congestion Management Planning	28
5.7 Special Projects, Corridor Development and DRI	30
5.8 Bicycle and Pedestrian Planning	31
6.0 Safety Planning	32
6.1 Safety Planning	32
7.0 Freight and Intermodal Planning	33
7.1 Freight Planning	33
8.0 Environmental Mitigation and Streamlining	34
8.1 Air Quality Analysis, Monitoring, and Planning	34
8.2 Climate Change and Greenhouse Gas (GHG) Emissions	34
APPENDICES	36
Figure 1 MPO Area Map	37
MPO Organization Narrative	38
Figure 2 MPO Organizational Chart	41
List of Acronyms and Abbreviations	42
Table 1: Final Fiscal Year 2026 UPWP Summary Budget	45
Table 2: Final Fiscal Year 2026 UPWP Agency Participation Schedule	46
Statement Regarding Indirect Cost and Cost Allocation Plan Usage	47
Table 3: Planning Activities/Studies within the Montgomery MPO Study Area	48

The Transportation Planning Process For The Montgomery Metropolitan Planning Organization Urban and Study Area

Overview

Each metropolitan planning organization, as a condition of the receipt of Federal highway and transit capital or operating assistance, is required to have a transportation planning process.

The purposes of this subpart are to implement the provisions of 23 U.S.C. 134 and 49 U.S.C. 5303, as amended, which:

- (a) Sets forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; and
- (b) Encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

Regulatory authority for development of a Unified Planning Work Program may be found in 23 Code of Federal Regulations (CFR) 450.308 (a).

Required by this process is the development of a long-range transportation plan, a short-range transportation improvement program, an effort to plan public transportation, outreach and notification to low-income and minority populations, and a planning work program, which includes other planning and project development activities to address transportation issues in the study area.

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

The City of Montgomery is the designated recipient of the United States Department of Transportation (USDOT) planning funds for use in performing transportation planning work for the MPO, due to being the initial core urbanized area of the Metropolitan Statistical Area (MSA). These funds are provided on a pass through basis, by the Alabama Department of Transportation (ALDOT) by means of a continuing agreement.

The work tasks described in this document are conducted on a continuous basis in order to maintain certification and eligibility for federal highway and transit funds and to plan for the orderly and efficient development of the transportation system.

An agreement between the Alabama Department of Transportation and members of the Metropolitan Planning Organization outlines the responsibility of each organization in the transportation planning process.

INTRODUCTION

UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) has been prepared to define the work tasks and anticipated funding requirements for the Montgomery Urban Area and Study Area for the Fiscal Year 2026, which covers the period October 1, 2025 to September 30, 2026. This document serves to inform public officials and agencies who contribute manpower and allocate funds to the transportation planning process of the proposed work program. In addition, the Unified Planning Work Program (UPWP) provides the budget for federal, state, and local funding of transportation planning activities identified in the document.

Most traditional tasks are funded with federal (PL) transportation planning funds. In metropolitan planning areas, planning funds are available from the Federal Transit Administration (FTA) (Section 5303) and the Federal Highway Administration (FHWA) (PL) to support transportation planning activities as required by FTA and FHWA regulations. The FTA Section 5303 funds have been combined with FHWA Planning funds, so all funds are in one amount and not separate. FHWA requires that capital purchases of \$5,000.00 or more be presented as a line item in the UPWP document, and that it be approved by FHWA through ALDOT prior to expenditure. Any single invoice purchase of \$1,500.00 or more, regardless of type, requires written approval by ALDOT prior to expenditure (ALDOT-City of Montgomery Financial Assistance Agreement December 2021).

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

The UPWP contains a brief description of each specific task, anticipated products, responsible agencies, sources, timeline/schedule and amounts of funding. Also, herein included are tables summarizing amounts and sources of funds by task and how funds are to be spent. Any significant deviation from the work outlined in the UPWP requires a new public involvement review period, Citizens Advisory Committee review, Technical Coordinating Committee review, and the formal approval of the Metropolitan Planning Organization.

In developing the UPWP, the MPO is required to consider the Infrastructure Investment and Jobs Act (IIJA) as the *Scope of the Planning Process*. The MPOs must consider projects and strategies that will:

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;

- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase the **accessibility and mobility** options available to people and for freight;
- (5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote **consistency** between transportation improvements and state and local planned growth and economic development patterns;
- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient **system management** and operation; and
- (8) Emphasize the **preservation** of the existing transportation system.
- (9) Improve the **resiliency and reliability** of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation
- (10) Enhance **travel and tourism**

The UPWP was prepared based on the 10 factors of the Scope of the Planning Process.

Special Planning Considerations

Transportation Performance Management

Previous and current transportation laws created a performance-based surface transportation program with requirements for State Departments of Transportation, Metropolitan Planning Organizations, and transit agencies. Along with DOTs, FHWA has required MPOs to adopt targets or accept the state target for the following categories:

- Serious Injuries per Vehicle Miles Traveled, Fatalities per vehicle miles Traveled, Total Serious Injuries, Total Fatalities, Non-Motorized Fatalities and Serious Injuries;
- Percentage of Pavement on the Interstate in Good Condition, Percentage of Pavement on the Interstate in Poor Condition, Percentage of Pavement on the Non-Interstate NHS in Good Condition, Percentage of Pavement on the Non-Interstate NHS in Poor Condition, Percentage of Bridge Decks on the Non-Interstate NHS in Good Condition, Percentage of Bridge Decks on the Non-Interstate NHS in Poor Condition.
- Percentage of Person-Miles Traveled on the Interstate that are Reliable, Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable, Truck Travel Time Reliability Index, Annual Hours of Peak Excessive Delay Per Capita, Percent of Non-Single Occupancy Vehicle (SOV) Travel, Total Emissions Reduction.

FTA's final rule defined term "state of good repair" (SGR) and established a minimum Federal requirement for transit asset management. This requirement applies to all recipients and sub recipients who own, operate, or manage public transportation capital assets. Three SGR performance measures include:

- Rolling Stock (Revenue Vehicles): % by type that exceed Useful Life Benchmark (ULB)
- Equipment (over \$50,000): % of non-revenue service vehicles by type that exceed ULB
- Facilities: (FTA Sponsored): % rated less than 3.0 on the TERM scale.

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP Final Rule requires that all public transportation providers develop safety performance measures. The below measures must be reflected in Metropolitan Transportation Plans and Transportation Improvement Programs updated or amended after July 20, 2021.

- Fatalities and Rate of Fatalities
- Injuries and Rate of Injuries
- Safety Events and Rate of Safety Events
- Mean Distance between Major Mechanical Failures

Livability Principles and Indicators

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 MPO will provide the following Livability Indicators:

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
- 2) Percent of household income spent on housing and transportation

- 3) Percent of workforce living within a thirty (30) minute or less commute from primary job centers
- 4) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 5) Percent of transportation projects where more than one federal funding source is utilized
- 6) Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

Planning Emphasis Areas (PEAs)

Planning Emphasis Areas - On December 30, 2021 the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued Planning Emphasis Areas (PEAs) for MPOs and State Departments of Transportation. MPOs are expected to include work items in the UPWPs that address the PEAs. The PEAs are as follows are listed below.

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Title VI in Preparation of the UPWP

The Montgomery Area Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media.
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.

- (5) An Inclusive Process – To encourage participation in the planning process by traditionally under-represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly.

Additionally, the Montgomery MPO is and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq., which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990, which 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 MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Montgomery Area MPO has completed a Four Factor Analysis of the Montgomery Area Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been developed and can be accessed on the MPO website.

In order to further support the public participation goals of the Montgomery MPO, the public is encouraged to participate in the development of the UPWP. The 2025 UPWP process will include a 14 day public review and comment period designed to obtain input from the public concerning the UPWP process in the Montgomery Metropolitan Planning Area (MPA) before adoption of the final document. All Montgomery MPO meetings are open to the public. At these meetings, the MPO Policy Board and Advisory committees review and approve the draft and final UPWP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees.

Individuals may address their concerns to the MPO committees directly at any meetings they attend.

UPWP Format

The UPWP is divided into work tasks. The work tasks outline the transportation planning work that will be performed by the MPO Transportation Planning Staff at the City of Montgomery-Department of Planning and Development, Transportation Planning Division and the Alabama Department of Transportation during FY 2026. The description of each work task includes an objective(s), previous work performed, products, staffing, schedule/timeline and financial responsibility. The appendix details the MPO study area map, MPO organization narrative, MPO organizational chart, acronyms and abbreviations used in the transportation planning process, and the whole UPWP budget and agency participation schedule by work task.

1.0 GENERAL ADMINISTRATION

1.1 MPO ADMINISTRATION

Objectives: To establish an effective and efficient transportation planning program that manages tasks identified in the Unified Planning Work Program (UPWP). Administrative duties include coordination of the various advisory committees, developing meeting agendas and minutes, and maintenance of files and administrative records. This includes filing of progress reports and invoices and reporting other activities as needed. Financial obligations include: invoicing, financial record-keeping, ensuring continuing control over eligible expenditures, and maintenance of timesheets and other employee records. Completion of a semi-annual and annual progress report of work activities. To continuously maintain and create all necessary and required documents and documentation for transportation planning process administrative compliance. Complete and publish the annual listing of obligated or authorized projects.

Previous Work: The MPO planning staff, housed in the City of Montgomery Transportation Planning Division, has managed the transportation planning process for more than 30 years. Administrative updates have been submitted on a regular basis. Administrative work related to plans, programs, and projects have been prepared. Monthly invoices detailing financial transactions have been prepared and semi-annual progress reports have been prepared with financial status per task. Invoices for transactions for transportation planning-related work have been processed as well. The MPO Staff holds staff meetings twice monthly and as needed to assign work and get progress reports on ongoing work activity. A senior MPO staff planner prepared employee evaluations for annual merit pay increase. A senior MPO staff planner worked with and provided annual audit information to City of Montgomery Auditors. This annual audit was also sent to ALDOT and FTA as required. MPO Staff scheduled all MPO, TAC, and CAC meetings for the 2024 year. Completion of a semi-annual and annual progress report of work activities. Complete and publish the annual listing of obligated or authorized projects.

Proposed Work: The City of Montgomery will continue to manage the transportation planning process. The MPO planning staff will prepare and submit administrative work related to documents required by state and federal agencies, as needed, such as meeting memos, agendas, minutes, correspondence, financial information, and resolutions. Equipment, software, and supplies will be purchased as needed for administrative work. MPO staff will attend training, workshops, and conferences as needed to further the objectives of the planning process. MPO staff will schedule all MPO, TAC, and CAC meetings within a timely fashion to handle MPO business. The MPO staff will hold staff meetings twice a month to discuss all MPO activity and work products. MPO staff will assist with the annual audit and send the report to ALDOT and FTA, as required. MPO staff will assist in any administrative function that is not scheduled as needed and required. The Montgomery MPO will follow and abide by forthcoming performance measures/management approach requirements. The Montgomery MPO will assist local municipalities and counties with the compilation and distribution of the Americans with Disabilities (ADA) Act Transition plans as necessary in 2026. Completion of a semi-

annual and annual progress report of work activities. Complete and publish the annual listing of obligated or authorized projects.

Product: An efficient and continuous transportation planning process that is in compliance with all state and federal regulations and guidelines administratively. Maintain and do the following administrative tasks:

- Invoices
- Semi-annual progress reports with financial status of each task
- Administrative reports, as needed
- Meeting information, distributed as needed

Staffing: The MPO Planning Staff

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 100,000
LOCAL MATCH	\$ 25,000
Total Cost	\$ 125,000

FHWA PL and FTA 5303 funds have been combined into a single category.

1.2 Continuity of Operations Plan (COOP)

Objectives: To maintain and update the Continuity of Operations Plan (COOP), to be implemented, as needed, in the event of a natural or man-made disaster.

Previous Work: The MPO Planning Staff, housed in the City of Montgomery Transportation Planning Division, has managed the transportation planning process for over 30 years. MPO Staff prepared the COOP with MPO and Advisory committee knowledge and involvement. The COOP was approved on July 6, 2006.

Proposed Work: The MPO Planning Staff will proactively maintain and update the COOP as needed and required.

Products: A Continuity of Operations Plan that is updated as needed.

Staffing: MPO planning staff

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 400
LOCAL MATCH	\$ 100
Total Cost	\$ 500

FHWA PL and FTA 5303 funds have been combined into a single category.

2.0 UNIFIED PLANNING WORK PROGRAM

2.1 UNIFIED PLANNING WORK PROGRAM (UPWP)

Objectives: To develop, update, and maintain the Unified Planning Work Program (UPWP) for FY 2026 and amend as needed and necessary, and prepare a draft and final FY 2027 UPWP. The goal of the UPWP is to serve as a guide for all transportation planning activity of the MPO and MPO staff by task for a given fiscal year. Other objectives of the UPWP are to coordinate and consult with other appropriate agencies regarding transportation planning efforts, engage and notify the public about transportation planning and related activity, and manage the transportation planning process budget.

Previous Work: The MPO staff prepared the draft and final FY 2025 UPWP and managed the document during the fiscal year. The MPO Staff circulated the draft and final document to the general public for review and comment and further circulated the document to the MPO, TAC, and CAC for comment before final approval. MPO staff also prepared a draft and final FY 2025 UPWP public involvement summary. The MPO staff coordinated and consulted with state, federal, and local government agencies, private entities, and the general public regarding transportation planning activities for FY 2025. The MPO staff monitored and managed the FY 2024 UPWP budget to ensure that the budget was managed properly.

Proposed Work: The MPO staff will manage the FY 2026 UPWP during the fiscal year. The MPO Staff will coordinate and consult state, federal and local government agencies, private entities, and the general public regarding transportation planning activities for FY 2026. The MPO Staff will prepare a draft and final FY 2027 UPWP for MPO, TAC, and CAC approval, as well as solicit public comment. MPO Staff will also prepare a public involvement summary in order to document public involvement efforts for UPWP document. The Montgomery MPO will follow and abide by forthcoming performance measures/management approach requirements.

Product: Draft and Final FY 2026 UPWP

Staffing: The MPO planning staff

Schedule/Timeline: A draft 2026 UPWP will be prepared in May-July 2026, and a final 2027 UPWP will be approved in August or September 2026.

Financial Responsibility:

Source of Funds	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 25,000
Local Match	<u>\$ 6,250</u>
Total	\$ 31,250

FHWA PL and FTA 5303 funds have been combined into a single category.

3.0 GIS DATA COLLECTION AND ANALYSIS

3.1 GIS DATABASE DEVELOPMENT, MANAGEMENT AND COMPUTERS

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

-Transportation Improvement Program
-Transportation Planning Analysis
-Impact Assessment
-Long Range Transportation Plan updates
-Environmental Justice Analysis
-Bicycle Planning
-Air Quality Analysis

-Public Service
-Congestion Management
-Technical Transit Planning
-Transit Planning
-Land Use and Demographics
-Pedestrian System Planning
-Performance Management

Previous Work: The MPO staff maintained up-to-date traffic count data from ALDOT using GIS software for prior year AADT data, as sent from ALDOT. MPO staff also updated the functionally classified network; modified traffic analysis zones; updated and corrected socioeconomic data for the 2045 and 2050 LRTP and amendments; updated transit map features and database with most recent bus bench and shelter locations; prepared maps by special requests from the general public, other public and private agencies, and consultants; updated transit fixed bus route database and maps; and prepared project location maps for the TIP document and for all meetings in FY 2025. Staff also prepared GIS-related work for all MPO-related documents and services. MPO staff has collected and analyzed Census 2020 data. Work is still in progress as data is being worked on and prepared.

Proposed Work:

- Hardware: Acquire new hardware and upgrade system hardware components as needed to stay up-to-date with latest computer hardware.
- Software: Acquire new software as needed to upgrade system capabilities as needed to stay up-to-date with latest computer software.
- Electronic Data: Continue to acquire and maintain current data sources from agencies such as City of Montgomery, ALDOT, Census Bureau, Water Works, Traffic Engineering, and Autauga, Elmore, and Montgomery Counties (to include the municipalities within the aforementioned counties) and from commercial sources, such as InfoUSA and various other data sources.
- Traffic Analysis Zones (TAZ) and Boundaries: Continue to monitor TAZs and the MPO Boundaries for needed changes and make changes as needed.
- MPO Staff will attend training, workshops, and conferences as needed.

- Do work related to the MPO Transportation Planning Process and related to all USDOT Federal agency work where GIS is needed and required for visualization.
- Update, confirm, and analyze employment data.
- Collect all 2020 Census data and boundaries for MPO area and make adjustments as needed based on data and new boundaries.
- Update Functionally Classified Roadway Network As Needed

The MPO will collect, prepare, and present *Livability Indicator* data as required on p.4. This work task is in response to an FHWA directive to the ALDOT. The collected data will be presented in the following planning documents: Long Range or Regional Plan, Transportation Improvement Program, Public Participation Plan, Congestion Management Plan (TMAs only), and the Air Quality Conformity Report (as applicable). The data to be provided include:

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
- 2) Percent of household income spent on housing and transportation
- 3) Percent of workforce living within a thirty (30) minute or less commute from primary job centers
- 4) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 5) Percent of transportation projects where more than one federal funding source is utilized
- 6) Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

Products: A GIS database of files that provides geographic information on all variables used in the development of transportation plans and programs and for other uses. Up-to-date GIS data, hardware and software, and training on all software and hardware used in the transportation planning process for the Montgomery MPO area. A GIS-knowledgeable and proficient MPO planning staff, as it relates to computer training and implementation for transportation planning and document preparation.

Staffing: The MPO planning staff

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

Source of Funds	FY 2026
PL (FHWA/FTA)	\$ 70,000
Local Match	\$ 17,500
Total	\$ 87,500

FHWA PL and FTA 5303 funds have been combined into a single category.

4.0 PUBLIC INVOLVEMENT

4.1 GENERAL PUBLIC INVOLVEMENT

Objectives: To involve all interested citizens in the Montgomery MPO study area in the transportation planning process. To give all citizens an opportunity to voice their concerns, preferences, and questions concerning transportation projects and plans. To provide transportation-relevant data to individuals, corporations, and agencies that have contact with groups or people that may be adversely impacted. To inform the public of the availability of transportation data; resources; MPO, TAC, and CAC meetings; and public involvement meetings, as needed and required.

Previous Work:

- The MPO staff followed the adopted 2014 Public Participation Plan for all MPO activities during FY 2025. MPO Staff reviewed, evaluated and updated the PPP.
- Plans, programs and projects considered by the MPO and advisory committees have been advertised for public involvement in advance prior to final consideration by the MPO.
- The MPO's 2014 PPP was updated and adopted in February 2014.
- Work was done to add additional persons to the transportation mailing list.
- The MPO Staff continued to use email as a notification method for MPO, TAC, and CAC meetings in FY 2025, along with regular U.S. Mail service for those with out email capability.
- The notification of the public concerning MPO, TAC, and CAC meetings, along with other public meeting opportunities, were advertised as *Public Notices* in local general circulation newspapers, sent to the transportation mailing list via email, MPO website and U.S. Mail as well as other mediums.

Proposed Work:

- Notify the general public about the transportation process, meetings, plans and programs and other related elements, through local general circulation newspapers, email, personal contact, and postal mail.
- Public involvement for all meetings and documents, as required.
- Prepare public involvement summaries for all transportation planning documents as needed.
- Public involvement materials will be distributed to MPO, TAC, and CAC members for review.
- All required documents will be made available on the MPO website for the public as needed.
- MPO staff will attend training, workshops, and conferences as needed.
- The MPO staff will provide full access to all documents and data as requested. The most current and available data used in standard operational plans (LRTP, TIP, CMP) will be provided as needed and requested.
- The MPO will establish virtual public involvement and social media pages to increase participation and awareness.
- Review and update as needed the MPO Public Involvement Plan to reflect new methods of involving the public in the transportation planning process as needed.

Place MPO information and documents on the Montgomery MPO website, located at <http://www.montgomerympo.org>, for public review, comment, and consumption as needed.

Product: The product is a continuous, cooperative, and comprehensive (3-C) transportation planning process that notifies and involves the general public during, and after, final decision-making as needed. A well-trained and well-versed MPO staff for the purpose of handling inquiries from the general public and involving the public.

Staffing: The MPO planning staff and Alabama Department of Transportation

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

Source of Funds FY-2026

PL (FHWA/FTA)	\$40,000
Local Match	<u>\$10,000</u>
Total Cost	\$50,000

FHWA PL and FTA 5303 funds have been combined into a single category.

4.2 ENVIRONMENTAL JUSTICE PLANNING AND EVALUATION

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

Previous Work: The MPO planning staff routinely scheduled, advertised, and held public involvement meetings in locations that were accessible to low income and minority populations and solicited comments and concerns from agencies and groups known to represent low income and minority populations. A summary document detailing public involvement meetings and comments received from citizens at public involvement meetings was routinely prepared. The MPO planning staff has mapped low income and minority areas for use in all planning efforts. MPO Staff prepared an annual ALDOT Title VI report and submitted to ALDOT as required.

The MPO staff advertised transportation planning-related information, in general circulation media, emails and social media in order to notify minority and low-income populations about plans, programs, and projects in the MPO Study Area. Also, persons that wanted to be notified about MPO activities were notified via the mailing and email distribution list.

Proposed Work: The MPO planning staff will continue to collect socioeconomic data relating to low income and minority populations. MPO staff will continue to notify

minority and low-income populations via general circulation newspapers and other available media about MPO and related meetings and correspondence. MPO staff will screen all transportation projects for the TIP to identify locations where low income and minority populations reside or own businesses, to ensure that the affected population does not receive a disproportionate amount of the burden from transportation projects, but does receive equal benefits or burdens from transportation projects. MPO staff will attend training, workshops, and conferences as needed.

Products: A transportation planning process that considers the needs of Environmental Justice populations, and involves low income and minority populations in all aspects of projects, from project development to the end of a finished project. A transportation planning process that mitigates problems produced from plans and projects so that any adverse impacts to low income and minority populations are minimized, eradicated. A well-trained and well-versed staff for the purpose of handling Environmental Justice inquiries.

Staffing: The MPO planning staff

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 8,000
Local Match	\$ 2,000
Total Cost	\$ 10,000

FHWA PL and FTA 5303 funds have been combined into a single category.

5.0 TRANSPORTATION SYSTEMS

5.1 LONG RANGE TRANSPORTATION PLAN (LRTP)

Objectives: To maintain and update the Long-Range Transportation Plan (LRTP) and other related documents for the Montgomery Study Area every five years and amend as needed. Continue to complete the collection of socioeconomic data and other information for the 2050 LRTP in preparation for the update in FY-2026.

Previous Work: MPO staff attended quarterly travel demand model refresher training at the ALDOT computer training facility or virtually. MPO staff attended various other internet training on travel demand model and transportation planning work aspects. A Final 2045 LRTP was adopted by January 2022. Amendments were completed in FY-2023 for downtown Montgomery access projects at I-65/Clay Herron interchange and I-65 at US-31 interchange. Base year and forecast year socioeconomic data has been collected.

Proposed Work: The State of Alabama and MPOs have decided to migrate to TransCad modeling software. Training will continue occur in FY-2026. Amendments may be done for the 2045 LRTP using CUBE Voyager software and TransCad software as needed.

Work will begin in using the transportation planning computer travel demand model in order to update the 2025 base year model network and data, and forecast to the year 2050 network and data. New TAZs will be updated, as needed based on 2020 Census data and the Census Transportation Planning Package (CTPP) and other data-sources as needed.

- The LRTP must be updated every five years. Work for the 2050 LRTP will be done in FY-2026 and full update work will be done in FY-2026. MPO staff will attend quarterly travel demand model refresher training at the ALDOT computer training facility and virtually as needed and offered. MPO staff will attend other training, workshops, and conferences as needed. The MPO staff will continue the development of the 2050 LRTP data and model. The MPO Staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the Bipartisan Infrastructure Law or Infrastructure Investment and Jobs Act (IIJA), for the inclusion into the Long-Range Transportation Plan (LRTP). The MPO staff will also prepare and present the livability indicator data and performance measurement data. The data will be displayed in the Plan as numbers or percentages in charts, tables, or maps. A Transportation System Performance Report will be prepared for the 2050 LRTP as required. The MPO will adopt a 2050 Long Range Transportation Plan in by September 30, 2026 (five years after the 2045 LRTP update). The MPO staff will update and amend the 2045 LRTP as needed. The MPO staff will hire a consultant to help with update of the 2050 LRTP in the amount of \$250,000.MPO. Staff will use the ALDOT on-call list of consultants to select a consultant.

Products: Updated Year 2050 LRTP document and model. The model will be continually updated for use in the regional analysis of the transportation system and for documenting projected traffic volumes that will support transportation infrastructure decisions and other economic and social development work.

Staffing: The MPO planning staff, the ALDOT and consultants as needed.

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY-2026</u>
PL (FHWA/FTA)	\$ 330,000
LOCAL MATCH	\$ 82,500
Total Cost	\$ 412,500

FHWA PL and FTA 5303 funds have been combined into a single category.

5.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objectives: To identify transportation improvement projects recommended for advancement during the program period based on the cooperative, continuous, and comprehensive (3-C) transportation planning process; and to include realistic estimates of

revenues and costs for each project, as well as be financially constrained. Development of the TIP is based on projects taken from the Long-Range Transportation Plan with other maintenance needs for all jurisdictions within the MPO study area into a single, phased, implementation schedule. All of the IIJA or Bipartisan Infrastructure Law will be used in the development and maintenance of the TIP as needed and required.

Previous Work: The MPO Staff has managed the TIP for over 30 years. An FY 2024-2027 TIP was prepared as draft and final and amended 6 times in FY-2024 and 6 times in FY-2025. The TIP database has also been updated and maintained periodically based on ALDOT reports and sponsor information received. The Alabama Department of Transportation and MPO jurisdictions have established projects based on their short-range and long-range needs.

Proposed Work: The MPO planning staff will work with MPO committees, ALDOT, local jurisdictions, and the general public to prepare a TIP every four years. Progress on the TIP will be monitored, and the TIP will be amended as needed. A TIP database will be maintained, and a list of projects that were authorized in the previous fiscal year will be published. All TIP amendments will be put on the MPO website. MPO staff will attend training, workshops, and conferences as needed. The Montgomery MPO will follow and abide by forthcoming performance measures/management approach requirements. The FY 2024-2027 TIP will be maintained and updated as needed and required. The MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IIJA or Bipartisan Infrastructure Law, concerning TIP projects in the metropolitan planning area.

Product: The FY 2024-2027 TIP will be updated, maintained and amended as needed.

Staffing: MPO planning staff and the Alabama Department of Transportation

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

Source of Funds	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 80,000
LOCAL MATCH	<u>\$ 20,000</u>
Total Cost	\$100,000

FHWA PL and FTA 5303 funds have been combined into a single category.

5.3 TRANSIT PLANNING AND ADMINISTRATION

Objective: To perform transit planning and related administration work

Previous Work: MPO staff has used GIS software for various transit related projects. MPO staff used GIS to update, maintain, and prepare digital mapping products for The M Public Transit System citywide fixed bus routes and other transit-related projects in the

area. The current fixed-routes have been saved in digital format and uploaded onto the Montgomery Area Transit website (www.montgomerytransit.com).

The MPO staff prepared and submitted FTA grants for the City of Montgomery and the M Public Transit System for the capital and operating grants. Public involvement meetings discussing the proposed grant applications were held and conducted by MPO staff. MPO staff has also completed work on the National Transit Database (NTD) report for The M for the current reporting year. Staff also attended FTA training via internet webinars. Consultants also completed work on the Transit Development Plan Update in FY-23. Transit Development Plan implementation work began in FY-2024. MPO Staff applied for competitive transit grants and won a \$16.9 million bus and bus facilities grant for the purchase of all electric buses and electric charging stations and infrastructure. Work has continued towards the execution of the grant. MPO staff has continued working on construction improvements at the downtown intermodal transportation facility, West Fairview Ave transit station, a new bus wash and bus shelters and bench projects. MPO Staff also prepared the annual FTA grant funding agreement between the City of Montgomery and Autauga County for FY-2023, FY-2024 and FY-2025 funding needs. MPO Staff and Transit Manage staff completed a micotransit expansion in November 2024 (FY-2025). MPO Staff completed FY-2023 FTA Triennial Review and FHWA/FTA TMA Certification Review corrective action items as required.

Proposed Work: MPO staff and consultants will continue work on the implementation of the five-year Transit Development Plan (TDP) in FY-2025. MPO Staff will assist The M Transit with the implementation of the FY 2024-2027 TDP implementation action projects and improvements once completed. GIS software will be used as appropriate to support transit planning activities and services. MPO staff will assist The M Public Transit System staff with managing federal transit funding and provide technical assistance and support as needed.

MPO staff will continue to prepare Federal Transit Administration (FTA) products as needed to include: capital and operating grants, National Transit Database reports, and other reports and activities as required. MPO staff will prepare and assist The M Public Transit System staff in the preparation of public involvement activities related to TDP implementation. MPO staff will attend training, workshops, and conferences as needed to assist in The M transit operation.

MPO staff will do work related to alternatives analysis for the City of Montgomery and Montgomery Transportation Management Area if needed or desired, to include applying for federal grants to conduct alternatives analyses (bus rapid transit, commuter light rail, and streetcar circulator rail), and, if successful, hiring consultants to perform work related to the projects. MPO Staff will also apply for competitive FTA grants as needed. MPO staff will attend training, workshops, conferences, and meetings related to passenger rail planning. The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IIJA or Bipartisan Infrastructure Law. The City of Montgomery and The M Public Transit System completes a Transit Development Plan every 4 years to ensure that the needs of transit riders are being met. MPO Staff will prepare the annual FTA

grant funding agreement between the City of Montgomery and Autauga County for FY-2026 funding needs.

Products: A transit system that meets the needs of The M Public Transit System riders, the City of Montgomery, and also meets all federal and state requirements. An updated and maintained GIS database with fixed transit routes, bus benches, bus shelters, bus stop signs, and other related transit amenities. Up-to-date reports, grant applications, grant funding agreements and other items as needed. An updated Transit Development Plan (TDP) and updates as needed.

Continuous funding from the Federal Transit System grants and completed National Transit Database reports. Equipment, software, and hardware that is up-to-date. A well-trained and well-versed staff.

Staffing: The MPO planning staff, The M Public Transit System, Alabama Department of Transportation and Federal Transit Administration

Schedule/Timeline: To be completed by the end of FY 2026.

Financial Responsibility:

Source of Funds	FY 2026
PL (FHWA/FTA)	\$ 59,979
Local Match	\$ 14,995
Total Cost	\$ 74,974

FHWA PL and FTA 5303 funds have been combined into a single category.

5.4 DISADVANTAGED BUSINESS ENTERPRISE (DBE)

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

Previous Work: MPO staff has acquired a copy of the ALDOT certified list of DBEs by vendor and type of work performed in FY 2025. MPO staff has also prepared semi-annual DBE reports and prepared an annual DBE goal for FTA-assisted contracting opportunities.

Proposed Work: Efforts will be made to purchase goods and services through eligible DBE firms whenever possible. Prepare annual DBE goal, prepare semi-annual DBE reports, prepare Title VI report, and monitor activity, as required. MPO staff will attend training, workshops, and conferences as needed.

Products: A program that utilizes DBE enterprises and contracts their services whenever possible. An up-to-date DBE list, DBE reports of awards and commitments, an annual DBE goal, and a current Title VI report.

Staffing: The Alabama Department of Transportation and the MPO planning staff

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 1,600
Local Match	\$ 400
Total Cost	\$ 2,000

FHWA PL and FTA 5303 funds have been combined into a single category.

5.5 PARATRANSIT SERVICE FOR THE DISABLED

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

Previous Work: MPO staff worked with the local transit advocates and disability organization to ensure that public transit, public buildings, sidewalks, and curb-cuts were accessible and meet American with Disabilities Act (ADA) requirements.

Proposed Work: Public meetings and other outreach efforts will be conducted as needed. Continue to meet with transit advocates and disability organization(s), as requested, and assist in monitoring paratransit transportation for disabled persons; also identify ADA-related compliance issues, such as doorway widths, needed sidewalk and curb-cut improvements, and overall accessibility for all disabled persons as related to The M Transit and the urbanized area. MPO staff will assist transit advocates and disability organization(s) with meetings and planning-related issues as they relate to the mobility of persons with disabilities.

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

Staffing: The MPO planning staff

Schedule/Timeline: FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 2,400
Local Match	\$ 600
Total Cost	\$ 3,000

FHWA PL and FTA 5303 funds have been combined into a single category.

5.6: CONGESTION MANAGEMENT PLANNING

Objective: To manage overall traffic congestion in the region, and assist in the implementation of the CMS Plan. To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies. Encourage bicycle and pedestrian and transit modes as appropriate. Pursue continued development of the Intelligent Transportation System

(ITS) and strategies to reduce Single Occupancy Vehicle (SOV) travel. Come up with ways to effectively advocate and manage congestion overall, through adding capacity to highways, transit, freight, travel demand management program encouragement, and bicycle and pedestrian facilities, and manage congestion for better air quality.

Previous Work: MPO staff and a consultant did work related to the 2045 LRTP update to compare travel demand model outputs to Congestion Management System Plan projects. Consultant did work updating and completing the 2023-2027 Congestion Management Plan.

Travel demand model congestion levels for 2020 and 2045 were reviewed and analyzed. Data and maps have been transferred into GIS for the congestion management plan update. MPO staff has worked with City of Montgomery Traffic Engineering and City Information Technology Departments and The M Public Transit System to implement and develop future ITS infrastructure and improvements.

MPO staff continued to work with the Alabama Department of Economic and Community Affairs (ADECA) energy division and Regional Planning Commission of Greater Birmingham to continue to implement the CommuteSmart Montgomery program and assisted citizens with registration and other questions and issues. People continue to register in the Commute-Smart Montgomery program. Ridematches continue to be attempted and done.

Proposed Work: Implement and monitor the Congestion Management System Plan (CMSP) addressing the specific needs of the MPO study area with transportation project solutions that manage congestion. The MPO planning staff will continue to work with local, federal, and state officials to further implement ITS projects as needed.

Low-cost congestion-relief projects will continue to be a focus, along with better access management, by coordinating land use and transportation planning, and coming up with ways to effectively advocate and manage congestion overall, by adding capacity to highways, mass transit (bus and rail), freight (water, rail, and truck), and bicycle and pedestrian facilities. Also, transportation demand management strategies will be explored. MPO staff will further market the CommuteSmart Montgomery program to maximize the number of people registered to the program. MPO staff will attend training, workshops, and conferences as needed. The Montgomery MPO will follow and abide by forthcoming performance measures/management approach requirements.

The MPO will prepare and present the Livability Indicator data as required on page 4.

Products:

- Mitigation or management of congestion on the existing facilities and prevention of congestion on existing and future facilities.
- Continued development of an ITS that conforms to the national ITS architecture.
- Strategies that reduce congestion as well as a well-trained and well-versed staff.
- Updated or amended Congestion Management System Plan (CMSP) and implementation of CMSP projects as needed

Staffing: The MPO staff, consultants and the Alabama Department of Transportation

Schedule/Timeline: FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 30,000
Local Match	\$ 7,500
Total Cost	\$ 37,500

FHWA PL and FTA 5303 funds have been combined into a single category.

5.7 SPECIAL PROJECTS, CORRIDOR DEVELOPMENT, AND DRI

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

Previous Work: Citilabs CUBE Voyager has been used in the past to assess the impacts of proposed new roads and new developments within the MPO study area. Currently, the planning staff is using TransCad for modeling. ArcGIS/ArcPro, a geographic information system (GIS) tool, was used to spatially depict and analyze data used in transportation planning.

Proposed Work: Studies of major developments, as well as proposed new roads and other special projects, will be conducted to determine if the proposed improvements are justified. GIS-based studies of the effects of projects on critical populations will be routinely conducted as new transportation projects are identified or proposed. MPO staff will attend training, workshops, and conferences as needed. The Technical Advisory Committee and MPO Staff will continue to monitor and update the access management policy manual effectiveness and recommend edits as needed.

Products: Special projects as needed, good corridor development and good developments of regional interests.

Staffing: The MPO planning staff and the Alabama Department of Transportation and Consultants as needed.

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 4,000
Local Match	\$ 1,000
Total Cost	\$ 5,000

FHWA PL and FTA 5303 funds have been combined into a single category.

5.8 BICYCLE AND PEDESTRIAN PLANNING

Objective: To maintain and update the MPO bicycle and pedestrian plan document as needed and required. To encourage bicycle and pedestrian modes through the improvement and implementation of the *Montgomery MPO Bicycle and Pedestrian Plan*, with integration into the *Long Range Transportation Plan and the Transportation Improvement Program*.

Previous Work: The MPO planning staff along with the chosen consultant (ALTA) has assessed the need for new bicycle and pedestrian facilities, such as signage, lanes, storage, sidewalks, pedestrian bridges, and tunnels, striping, and other items as needed, and include this assessment in a comprehensive bicycle and pedestrian plan document. MPO staff attended meetings, training, workshops, and conferences as needed. Walk Bike River Region was adopted in March 2019 and continues to be implemented. Additional work was completed by River Region Trails to prepare a bicycle and pedestrian trails master plan. Completed work on and adoption of the Prattville Bike-Ped Plan. MPO Staff continued work for \$5 million in federal American Rescue Plan (ARPA) projects for planning, engineering, design and construction of several strategic regionally significant projects. MPO Staff kickoff the FY-2025 bicycle and pedestrian plan update and has collected data for this project and sent to consultants.

Proposed Work: To complete the update of the Bicycle and Pedestrian Plan in by November 2025 with the continued assistance of procured consultants in the amount of \$125,000 in federal funds. The MPO Staff will continue to assess areas where bike/ped facilities will be needed, as well as funding to build these facilities. MPO bike-ped plan will continue to be implemented as stand-alone projects or as part of transportation infrastructure projects. Complete streets as a concept will be proposed and implemented where possible. The bike-ped plan will be amended as needed. Completion and implementation of ARPA bicycle and pedestrian planning, design, engineering and construction projects. Apply for implementation funds for ARPA bike-ped projects. The funding in this task is above 2.5% required for Safe and Accessible Transportation Options that will be planned for.

Products: An updated bicycle and pedestrian plan in FY-2026. An amended Walk Bike River Region bicycle and pedestrian plan as needed. Implementation of the MPO Bicycle and Pedestrian Plan and River Region Trails Master Plan. Completed strategic bicycle and pedestrian plan projects as needed. Completed ARPA bicycle and pedestrian projects based on scopes of work.

Staffing: The MPO planning staff, the Alabama Department of Transportation, with assistance and input/advice from the Alabama Department of Public Health, the Bicycle and Pedestrian Subcommittee, the Montgomery Bicycle Club, and the Elmore County Trail of Legends Association, the City of Prattville, River Region Trails and Consultants as needed.

Schedule/Timeline: To be completed by 2026

Financial Responsibility:

Source of Funds	FY 2026
PL (FHWA/FTA)	\$ 163,731
Local Match	\$ 40,933
Total Cost	\$ 204,664

FHWA PL and FTA 5303 funds have been combined into a single category.

6.0 SAFETY PLANNING AND MONITORING

6.1 SAFETY PLANNING

Objective: To continue to conduct transportation safety planning as part of the MPO planning process, to include all documents produced. This may include intersections and areas with non-standard road alignment, lane widths, pedestrian crossing areas, bicycle issues, transit-related safety problems, and truck issues along with acts of terrorism, natural disasters or emergencies.

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

Previous Work: The MPO planning staff collected accident data from the Critical Analysis and Reporting Environment (CARE) system for FY-2025 and traffic count data as needed. All accident and traffic count data were input into a GIS database and used as a part of all planning and programming processes as needed. MPO Staff and a consultant completed a draft and final regional safety action plan in FY-2025.

Proposed Work: MPO Staff will work on the implementation of the MPO Area Safety Action Plan in order to compete for IIJA safety funds for implementation or any other source of funding of safety action plan projects as needed. The MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IIJA or Bipartisan Infrastructure Law, concerning safety in the metropolitan planning area. The MPO staff will also evaluate traffic movements, freight movements, and bicycle and pedestrian movements to enhance safety in the MPO planning area.

Products: An updated and maintained MPO Safety Action Plan. Updates to the Congestion Management Process Plan, TIP and Long Range Transportation Plan as needed. Consideration of freight safety, highway safety, transit safety, bicycle and pedestrian safety, and security safety in the transportation planning process will also be a product to be achieved.

Staffing: The MPO planning staff and the Alabama Department of Transportation

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 10,000
Local Match	\$ 2,500
Total Cost	\$ 12,500

FHWA PL and FTA 5303 funds have been combined into a single category.

7.0 INTERMODAL AND FREIGHT PLANNING

7.1 FREIGHT PLANNING

Objectives: The MPO planning staff will consider and do intermodal and freight planning or amendments to the regional freight plan as needed and appropriate for the MPO Study Area.

Previous Work: MPO staff also collected and analyzed all freight data for use in the 2045 LRTP and for use in the 2050 LRTP. MPO Staff amended the TIP and LRTP as needed with projects that would handle freight in various locations in the MPO area. MPO staff also attended training webinars on freight planning. The Montgomery MPO contracted with JRWA to develop the Montgomery MPO Regional Freight Plan in 2021. The freight plan continues to be used as a reference and implementation document for freight improvement projects in the MPO area.

Proposed Work: The MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals objectives, performance measures, and targets required by the IJAA or Bipartisan Infrastructure Law concerning freight movements and operations in the MPO planning area. Continue to implement recommendations from the Regional Freight Plan. Amend regional freight plan as needed.

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

Staffing: The MPO planning staff.

Schedule/Timeline: FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 20,000
Local Match	\$ 5,000
Total Cost	\$ 25,000

FHWA PL and FTA 5303 funds have been combined into a single category.

8.0 ENVIRONMENTAL MITIGATION AND STREAMLINING

8.1 AIR QUALITY ANALYSIS, MONITORING, AND PLANNING

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

Previous Work: Staff attended training meetings on air quality requirements and monitored air quality data in the Montgomery MPO area as needed. Air quality information and data, published by the Environmental Protection Agency (EPA) and Alabama Department of Environmental Management (ADEM) was collected and monitored by MPO staff for compliance with existing and proposed air quality rules and laws.

Proposed Work: Information on air quality will continue to be collected, especially with reference to what other MPO areas throughout the state have done to eliminate problems. Measures that may be appropriate for the Montgomery Study Area will be studied based on changes in air quality status and other related factors, and implemented if feasible. Additionally, the MPO planning staff will monitor air quality reports, attend meetings, and accomplish other activities as appropriate, and dictated based on air quality determination for the Montgomery MPO area.

MPO staff will attend training, workshops, and conferences as needed.

Products: Continued work for air quality monitoring of the MPO area.

Staffing: The MPO planning staff, Alabama Department of Transportation, Alabama Department of Environmental Management, and Environmental Protection Agency

Schedule/Timeline: To be completed by end of FY 2026

Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 800
Local Match	\$ 200
Total Cost	\$ 1,000

FHWA PL and FTA 5303 funds have been combined into a single category.

8.2 CLIMATE CHANGE AND GREENHOUSE GAS (GHG) EMISSIONS

Objectives: To utilize and integrate climate change information/data into the MPO transportation planning process in order to mitigate harmful man-made impacts on the environment caused by GHG from automobiles. To take appropriate steps to train MPO staff about climate change and greenhouse gas emissions as related to transportation planning. To plan for electric vehicle charging infrastructure.

Previous Work: MPO Staff and consultants kicked off work on the preparation of a regional electric vehicle infrastructure action plan. MPO Staff and consultants completed work and adopted a Regional Electric Vehicle Action Plan.

Proposed Work: MPO staff will work to implement MPO area electric vehicle charging infrastructure action plan in order to prepare for the use of electric vehicles in the area. MPO staff will attend training, workshops, and conferences as needed. MPO staff will become familiar with all federal government resources and publications regarding climate change and greenhouse gas emissions. All MPO staff will become familiar with climate change and greenhouse gas emissions to be able to communicate effectively with a diverse group of interests. MPO Staff will apply for federal funding for the implementation of the electric vehicle infrastructure plan as needed.

Products: A completed MPO area electric vehicle charging infrastructure deployment plan. Implementation of the electric vehicle infrastructure plan. Climate change and greenhouse gas emissions projects as needed.

Staffing: The MPO planning staff, the ALDOT, ADECA, ADEM, EPA and other federal government personnel and consultants as needed

Schedule/Timeline: To be completed by end of FY 2026

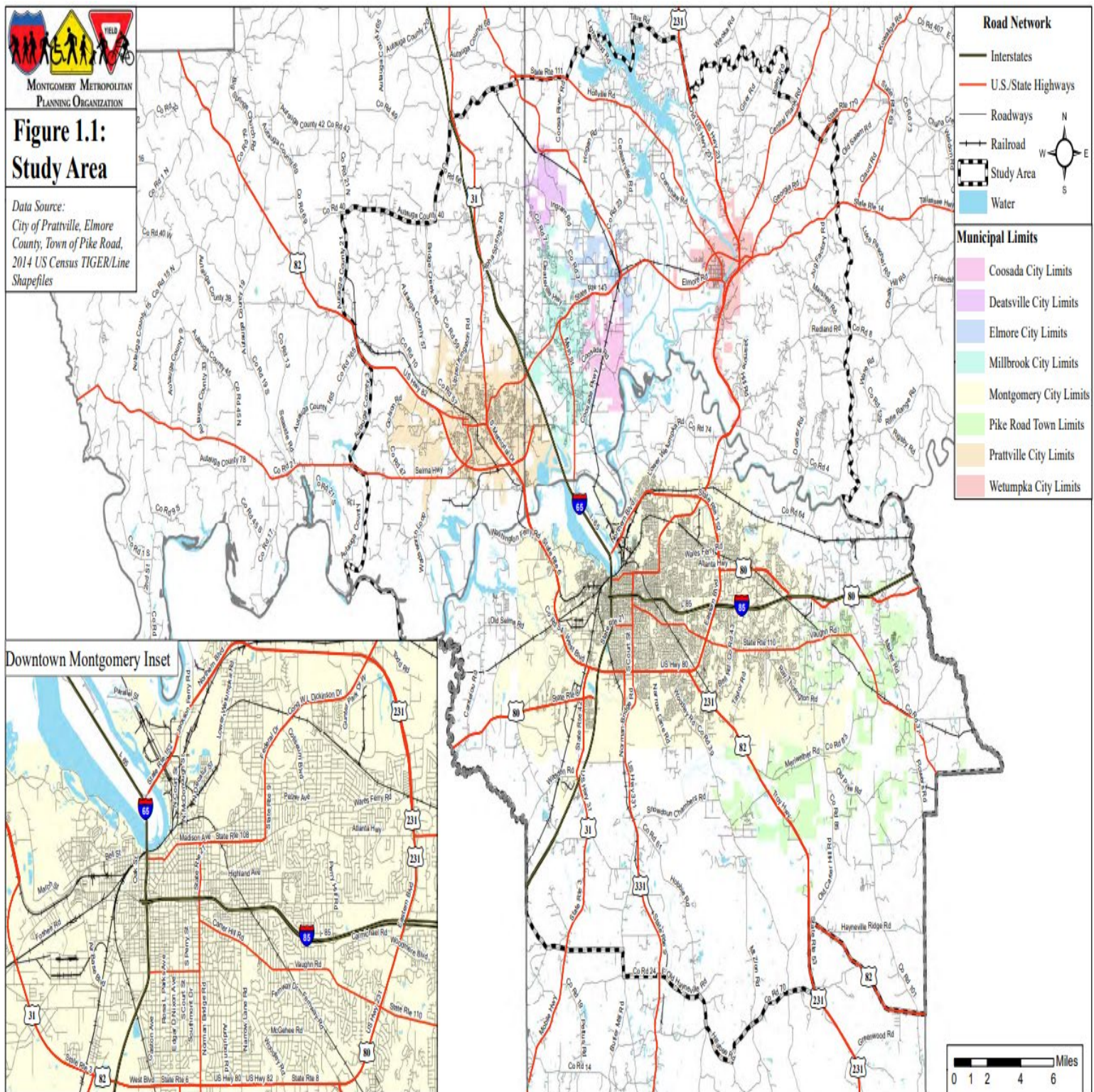
Financial Responsibility:

<u>Source of Funds</u>	<u>FY 2026</u>
PL (FHWA/FTA)	\$ 10,000
Local Match	\$ 2,500
Total Cost	\$ 12,500

FHWA PL and FTA 5303 funds have been combined into a single category.

APPENDICES

MPO STUDY AREA MAP FIGURE 1.1



Source: MPO Staff

The Montgomery MPO process is carried out by the Metropolitan Planning Organization (MPO) Policy Board. **The MPO (Policy Board)** is the official decision-making body of the process. The MPO Policy Board has two advisory committees and a professional transportation planning staff. The committees include: **(1) The Technical Advisory Committee (TAC)**, which coordinates and advises the MPO on technical matters of projects, plans, and programs, and **(2) The Citizens Advisory Committee (CAC)**, which advises the MPO on the general public's perspective on projects, plans, and programs. The MPO staff manages the day-to-day operation of the MPO Transportation Planning Process.

The MPO has the ultimate authority on all transportation planning decisions, but the advisory committees and staff make recommendations to the MPO that shape the transportation planning process. The activities of the TAC, CAC, and MPO staff are governed by the MPO.

Metropolitan Planning Organization (MPO)

The MPO serves as the official decision-making body for the Montgomery Area Transportation Planning Process. The MPO oversees how federal transportation dollars are spent in the transportation study area. The MPO's responsibilities include the review and approval of all plans, programs, and projects, and regulating the TAC, CAC, and staff functions. The MPO is composed of twelve (12) voting members and six (6) non-voting members.

Metropolitan Planning Organization Members Include:

Voting Members:

Steven Reed – Mayor, City of Montgomery
William Gillespie – Mayor, City of Prattville
Charles Jinright – **Chairman** - City Councilman, City of Montgomery
Jay Thompson – County Commissioner, Autauga County Commission
Tyler Ashmore – Southeast Region Engineer, P.E., ALDOT
Jerry Willis – **Vice-Chairman**, Mayor, City of Wetumpka
James P Houston – Mayor, Town of Coosada
Al Kelley – Mayor, City of Millbrook
CC Calhoun – Councilman, City of Montgomery
Henry Hines – County Commissioner, Elmore County Commission
Gordon Stone – Mayor, Town of Pike Road
Margaret White – Mayor, Town of Elmore
Clayton Edgar – Mayor, Town of Deatsville
Oronde Mitchell – Councilman, City of Montgomery
Ed Grimes – Councilman, City of Montgomery
Doug Singleton – County Commissioner, Montgomery County Commission
Isaiah Sankey – County Commissioner, Montgomery County Commission

Non-Voting Members:

Greg Clark – Executive Director, Central Alabama Regional Planning and Development Commission

Robert Sachnin, AICP – Planning Director, Federal Transit Administration
Sam Tensley – General Manager, The M Public Transit System
Brad Lindsey, P.E. - Bureau Chief, Local Transportation Bureau, ALDOT
Rose Thomas – Autauga County Rural Transit System
Mark D. Bartlett, P.E. – Division Administrator, Federal Highway Administration
James Reid – City of Montgomery Planning Commission
Robert Smith – Director of Planning, City of Montgomery/Montgomery MPO/Secretary

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) provides technical advisory guidance to the MPO. The TAC reviews plans, programs, projects, studies, and reports, and provides the MPO with recommendations concerning them. The TAC also serves as a coordinating forum for all agencies involved in the transportation planning process. Participants on the TAC include municipalities, counties, the Alabama Department of Transportation, the Federal Highway Administration, Federal Transit Administration, and other selected transportation interests. The Technical Advisory Committee is composed of twenty-eight (28) voting members and three (3) non-voting members.

Technical Advisory Committee Members Include:

Voting Members:

Wesley Cox, P.E. – Traffic Engineer, City of Montgomery
John Mark Davis, P.E. – County Engineer, Autauga County
Elmore Town Clerk, Town of Elmore
Chris Christiansen – Montgomery Association for Retarded Citizens
Scott Stephens, AICP – Director of Planning and Development, City of Prattville
W. Clayton Edgar – Mayor, Town of Deatsville
Jerry Peters – City Engineer, City of Millbrook
Chris Howard – Air Division Planning Branch, Alabama Department of Environmental Management
Greg Clark – Executive Director, Central Alabama Regional Planning and Development Commission
Robert Smith – Director of Planning, City of Montgomery/Montgomery MPO
(Chairman)
Stuart Peters – Project Manager, Town of Coosada/City of Millbrook
Sam Tensley – General Manager, The M Public Transit System
Patrick Dunson, P.E. – City Engineer, City of Montgomery
David Bollie, P.E. – Local Transportation Engineer, Montgomery Area, Alabama Department of Transportation
Brad Flowers, P.E. – Engineer, Town of Pike Road
Mary Rose Thomas – Director, Autauga County Rural Transit System
Warren Adams – Land Use Controls Administrator, City of Montgomery
Justin Barrett, P.E. – Director of Development, City of Wetumpka
George Speake, P.E. – County Engineer, Montgomery County
Richie Beyer, P.E. – Elmore County Operations Director
Luke McGinty, P.E. – Elmore County Engineer

Non-Voting Members:

Robert B. Dees, P.E. – Assistant State Local Transportation Engineer, ALDOT

Wade Davis – Executive Director, Montgomery Regional Airport

Natasha Clay – State Administrator for Environmental Services, ALDOT

Aaron Dawson – Planning and Program Management, Federal Highway Administration

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) is made of twenty-five (25) citizens from the Montgomery MPO Study Area and advises the MPO. The voting MPO members appoint CAC members. The CAC was established to help provide and encourage active citizen participation in the transportation planning process, and also to advise the MPO of the citizen's perspective on transportation planning plans, programs, and projects.

The Citizens Advisory Committee (CAC) Members Include:

Eddie Compton III, City of Montgomery

Crews Reaves, City of Montgomery

Wade Newman, City of Prattville

Kenny Cox, City of Montgomery

Karen Campbell, City of Montgomery

William Boyd, City of Montgomery

Johnnie Sankey, City of Montgomery

Dewayne Farrior, City of Montgomery

Linda Davis, Town of Coosada

Brannon Bowman, Millbrook

Jay Tidwell, Montgomery

Roger Burnett, Montgomery County

Vacant, Elmore County

Vacant, Elmore County

Gracie Stroud, Montgomery

Jessie Donaldson, City of Montgomery

Patrick Moss, City of Montgomery

Cameron Rolle, City of Montgomery

Wendy Blackman, Town of Pike Road

Vacant, City of Wetumpka

Vacant, Autauga County

MPO Transportation Planning Staff

The MPO Staff manages the day to day operation of the MPO to include all professional transportation planning and programming work.

Robert Smith – Director of Planning, City of Montgomery/MPO

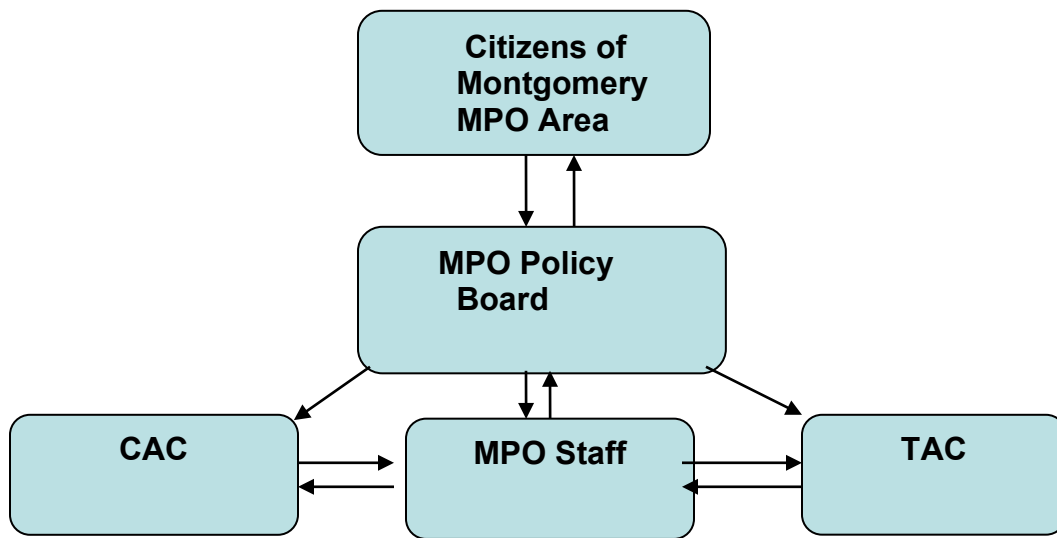
Casey Lewis – Senior Transportation Planner, City of Montgomery/MPO

James Askew – GIS Analyst, City of Montgomery/MPO

Lisa Hart – Transportation Planner, City of Montgomery/MPO

Nita Armstead – Office Administrator, Grants Accountant, City of Montgomery/MP

Figure 2: MPO Organizational Chart



ACRONYMS AND ABBREVIATIONS USED IN THE TRANSPORTATION PLANNING PROCESS

AL/SR - Alabama Highway or State Route
ADA – Americans with Disabilities Act
ADECA – Alabama Department of Economic and Community Affairs
ADEM – Alabama Department of Environmental Management
ALDOT - Alabama Department of Transportation
BIL – Bipartisan Infrastructure Law (Current Transportation Legislation)
BR - Bridge
BSP - Base and pave
CAC - Citizens Advisory Committee
CAP - Transit Capital
CARPDC - Central Alabama Regional Planning and Development Commission
CARE - Critical Analysis and Reporting Environment
CMP – Congestion Management Plan
CN - Construction
COOP – Continuity of Operations Plan
CR - County Road
DBE – Disadvantaged Business Enterprise
DRI – Developments of Regional Impact
EJ - Environmental Justice
EPA – Environmental Protection Agency
FAST Act – Fixing Americas Surface Transportation Act (Prior Transportation Legislation)
FCS - Functional Classification System
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
GDB - Grade, drain, and bridge
GPB - Grade, drain, base, pave, and bridge
GIS - Geographic Information System
IIJA - Infrastructure Investment and Jobs Act (Current Transportation Legislation)
IM - Interstate Maintenance
ITS - Intelligent Transportation System
LRTP - Long Range Transportation Plan (20-25 Year Plan)
MACIA – Mayors Advisory Council on Improving Accessibility
MAP-21 – Moving Ahead for Progress in the 21st Century
MATS - Montgomery Area Transit System
MSA -Metropolitan Statistical Area
MP - Mile Post
MPO - Metropolitan Planning Organization
MT - Maintenance program
MUTCD - Manual on Uniform Traffic Control Devices
NAAQS – National Ambient Air Quality Standards
NHS - National Highway System
OTH - Other
PE - Preliminary Engineering
PL - FHWA Planning Funds
PPP/PIP – Public Participation Plan (in CFRs) or Public Involvement Plan
RW or ROW - Right of Way
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Section 5303 - FTA Metropolitan Planning Funds
Section 5307 - FTA formula funds for urbanized areas
Section 5309 - FTA capital program funds (currently earmarked by Congress)
Section 5310 - FTA Elderly and Persons with Disabilities Program funds
Section 5311 - FTA Formula Funds for Rural Transportation Programs
Section 5339 – FTA Bus and Bus Facilities Program funds
Southeast Region - ALDOT Division consisting of eighteen counties (**Autauga**, Barbour, Bullock,

Butler, Coffee, Covington, Crenshaw, Dale, **Elmore**, Geneva, Henry, Houston, Lee, Lowndes, Macon, **Montgomery**, Pike and Russell)
SOV - Single Occupancy Vehicle
SR - State Road
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAP – Transportation Alternatives Program
TAZ - Traffic Analysis Zone
TAC - Technical Coordinating Committee
TE - Transportation Enhancement
TIP - Transportation Improvement Program
TMA - Transportation Management Area
UA - Urbanized Area (identified by the Census Bureau, 50,000 population and above)
UC - Urban Cluster (identified by the Census Bureau, 49,999 and below population)
UPWP - Unified Planning Work Program
USDOT – US Department of Transportation
UT - Utility Work

UPWP FINANCIAL BUDGET TABLES

TABLE 1

TABLE 1
FISCAL YEAR 2026 UPWP SUMMARY BUDGET

TASK NUMBER AND DESCRIPTION	PL-FHWA/FTA	MUA	Consultants		FEDERAL FHWA/FTA	TOTALS	
			PL-FHWA/FTA	MUA		MUA& ALDOT	GRAND TOTAL
1.1 MPO ADMINISTRATION	\$100,000	\$25,000	\$0	\$0	\$100,000	\$25,000	\$125,000
1.2 COOP	\$400	\$100	\$0	\$0	\$400	\$100	\$500
2.1 UPWP	\$25,000	\$6,250	\$0	\$0	\$25,000	\$6,250	\$31,250
3.1 GIS, DATA COLLECTION AND ANALYSIS	\$70,000	\$17,500	\$0	\$0	\$70,000	\$17,500	\$87,500
		\$0	\$0	\$0	\$0	\$0	\$0
4.1 GENERAL PUBLIC INVOLVEMENT	\$40,000	\$10,000	\$0	\$0	\$40,000	\$10,000	\$50,000
4.2 ENVIRONMENTAL JUSTICE	\$8,000	\$2,000	\$0	\$0	\$8,000	\$2,000	\$10,000
		\$0	\$0	\$0	\$0	\$0	\$0
5.1 LONG RANGE TRANSPORTATION PLAN	\$330,000	\$82,500	\$200,000	\$50,000	\$530,000	\$132,500	\$662,500
		\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0
5.2 TRANSPORTATION IMPROVEMENT PROGRAM	\$80,000	\$20,000	\$0	\$0	\$80,000	\$20,000	\$100,000
		\$0	\$0	\$0	\$0	\$0	\$0
5.3 TRANSIT PLANNING AND ADMINISTRATION	\$59,979	\$14,995	\$0	\$0	\$59,979	\$14,995	\$74,974
5.4 DISADVANTAGED BUSINESS ENTERPRISE	\$1,600	\$400	\$0	\$0	\$1,600	\$400	\$2,000
5.5 PARATRANSIT SERVICE FOR THE DISABLED	\$2,400	\$600	\$0	\$0	\$2,400	\$600	\$3,000
5.6 CONGESTION MANAGEMENT PLANNING	\$30,000	\$7,500	\$0	\$0	\$30,000	\$7,500	\$37,500
5.7 SPECIAL PROJECTS, CORRIDOR DEVELOPMENT AND DRI	\$4,000	\$1,000	\$0	\$0	\$4,000	\$1,000	\$5,000
5.8 BICYCLE AND PEDESTRIAN PLANNING	\$163,731	\$40,933	\$100,000	\$25,000	\$163,731	\$40,933	\$329,664
6.1 SAFETY PLANNING AND MONITORING	\$10,000	\$2,500	\$0	\$0	\$10,000	\$2,500	\$12,500
7.1 INTERMODAL AND FREIGHT PLANNING	\$20,000	\$5,000	\$0	\$0	\$20,000	\$5,000	\$25,000
8.1 AIR QUALITY ANALYSIS, MONITORING AND PLANNING	\$800	\$200	\$0	\$0	\$800	\$200	\$1,000
8.2 CLIMATE CHANGE AND GREEN HOUSE GAS EMISSIONS	\$10,000	\$2,500	\$0	\$0	\$10,000	\$2,500	\$12,500
State Planning Research/ALDOT Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$955,910	\$238,978	\$300,000	\$75,000	\$1,155,910	\$288,978	\$1,544,888

MUA=MONTGOMERY URBANIZED AREA 20%
 PL-FHWA = FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION 80%
 FTA = FEDERAL TRANSIT ADMINISTRATION
 SPR-State Planning and Research. These are Federal funds allocated for ALDOT technical support of the MPO.
 The PL-FHWA and FTA 5303 planning funds have been combined as one fund for better management and tracking.
 ALDOT = ALBAMA DEPARTMENT OF TRANSPORTATION
 *MPO's may carry over funds for three (3) years. The oldest unexpended funds will be returned to the funding pool for reallocation.

TABLE 2

**TABLE 2
FISCAL YEAR 2026 UPWP AGENCY PARTICIPATION TABLE**

TASK NUMBER AND DESCRIPTION	ALDOT	COMBINED MATCH	CONSULTANT SERVICES	TOTAL
1.1 MPO ADMINISTRATION	\$0	\$25,000	\$0	\$25,000
1.2 COOP	\$0	\$100	\$0	\$100
2.1 UPWP	\$0	\$6,250	\$0	\$6,250
3.1 GIS, DATA COLLECTION AND ANALYSIS	\$0	\$17,500	\$0	\$17,500
	\$0	\$0	\$0	\$0
4.1 GENERAL PUBLIC INVOLVEMENT	\$0	\$10,000	\$0	\$10,000
4.2 ENVIRONMENTAL JUSTICE	\$0	\$2,000	\$0	\$2,000
	\$0	\$0	\$0	\$0
5.1 LONG RANGE TRANSPORTATION PLAN	\$0	\$82,500	\$0	\$82,500
	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0
5.2 TRANSPORTATION IMPROVEMENT PLAN	\$0	\$20,000	\$0	\$20,000
	\$0	\$0	\$0	\$0
5.3 TRANSIT PLANNING AND ADMINISTRATION	\$0	\$14,995	\$0	\$14,995
5.4 DISADVANTAGED BUSINESS ENTERPRISE	\$0	\$400	\$0	\$400
5.5 PARATRANSIT SERVICE FOR THE DISABLED	\$0	\$600	\$0	\$600
5.6 CONGESTION MANAGEMENT PLANNING	\$0	\$7,500	\$0	\$7,500
5.7 SPECIAL PROJECTS, CORRIDOR DEVELOPMENT AND DRI	\$0	\$1,000	\$0	\$1,000
5.8 BICYCLE AND PEDESTRIAN PLANNING	\$0	\$40,933	\$125,000	\$165,933
6.1 SAFETY PLANNING AND MONITORING	\$0	\$2,500	\$0	\$2,500
7.1 INTERMODAL AND FREIGHT PLANNING		\$5,000	\$0	\$5,000
8.1 AIR QUALITY ANALYSIS, MONITORING AND PLANNING	\$0	\$200	\$0	\$200
8.2 CLIMATE CHANGE AND GREEN HOUSE GAS EMISSIONS	\$0	\$2,500	\$0	\$2,500
State Planning Research/ALDOT Match	\$0	\$0	\$0	\$0
TOTAL	\$0	\$238,978	\$125,000	\$363,978

**STATEMENT REGARDING INDIRECT COST AND COST ALLOCATION PLAN
USAGE**

“This statement is intended as narrative to convey for federal compliance that neither the City of Montgomery nor the Montgomery MPO uses indirect costs and does not have a cost allocation plan for the FY-2026 UPWP.”

TABLE 3: Planning Studies/Activities within the Montgomery Metropolitan Planning Organization Study Area

Sponsor	Study Title
ALDOT	Alabama DOT Statewide Freight Plan http://www.dot.state.al.us
	Alabama Statewide Bicycle and Pedestrian Plan http://www.dot.state.al.us
	Alabama DOT Statewide Long Range Transportation Plan/Model Update 2045 - Past http://www.dot.state.al.us
	Alabama State Airport System Plan – Past http://www.dot.state.al.us
	Alabama Rail Plan http://www.dot.state.al.us
	Alabama Statewide Management Plan http://www.dot.state.al.us
	Alabama Public Involvement Plan http://www.dot.state.al.us
	Alabama Public Transportation Agency Safety Plan http://www.dot.state.al.us
	Alabama Transportation Asset Management Plan http://www.dot.state.al.us
	Alabama Statewide Highway Safety Plan http://www.dot.state.al.us Alabama Transportation Improvement Program (STIP) http://www.dot.state.al.us
Montgomery MPO	Walk Bike River Region – Bicycle and Pedestrian Plan Update 2019 at Montgomerympo.org. Bicycle and Pedestrian Plan update 2025
	Congestion Management Plan Update 2023 Long Range Transportation Plan 2022 MPO Electric Vehicle Action Plan 2025 MPO Safety Action Plan 2025 Montgomerympo.org
City of Montgomery	City of Montgomery ADA Transition Plan 2018 Current No website available.
	Montgomery to Mobile Rail Feasibility Study 2014-2016 Past City of Montgomery Planning Department Website
	Feasibility Study for Pedestrian Facilities on Vaughn Rd from Taylor Rd to Chantilly Pkwy 2018 No website available. City of Montgomery-The M Public Transit System Transit Development Plan Update 2024-2027
City of	Access Management Study on Company St and S. Main St. 2018

Wetumpka	No website available.
	ADA Transition Plan Update 2016-2018 No website available.
Elmore Co. Commission	ADA Transition Plan Update 2016-2018 No website available.
Montgomery Co. Comm.	ADA Transition Plan Update 2016-2018 No website available.
Autauga Co. Comm.	ADA Transition Plan Update 2016-2018 No website available.
City of Millbrook	ADA Transition Plan Update 2016-2018 No website available.
Town of Elmore	ADA Transition Plan Update 2016-2018 No website available.
Town of Deatsville	ADA Transition Plan Update 2016-2018 No website available.
Town of Pike Road	ADA Transition Plan Update 2016-2018 No website available.
City of Prattville	Bicycle and Pedestrian Plan 2022-2023
Town of Coosada	ADA Transition Plan Update 2016-2018 No website available.