

**Columbus-Phenix City Transportation Study
Unified Planning Work Program**

FY 2018



**Prepared By
The Columbus – Phenix City Metropolitan Planning Organization**

(June 20, 2017)

**COLUMBUS-PHENIX CITY
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**FY 2018
UNIFIED PLANNING WORK PROGRAM**

View this document at <http://www.columbusga.org/Planning>

For Information regarding this document, please contact
Lynda R. Temples, Principal Transportation Planner
Columbus-Phenix City Transportation Study
420 10th Street, 2nd Floor
P.O. Box 1340
Columbus, Georgia 31902
Telephone: 706-225-3938
FAX: 706-653-4534
Email: ltemples@columbusga.org

Date adopted June 20, 2017

The Unified Planning Work Program (UPWP) was prepared as a cooperative effort of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, the Georgia Department of Transportation, and local participating governments, in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 2015. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Columbus-Phenix City MPO complies with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), which 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.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990 (disability).

**RESOLUTION
COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
POLICY COMMITTEE**

FISCAL YEAR 2018 UNIFIED PLANNING WORK PROGRAM

WHEREAS the Columbus-Phenix City Metropolitan Planning Organization (MPO) has been designated by the Governors of the States of Alabama and Georgia as the recipient of Columbus-Phenix City Urbanized Area (UZA) and Metropolitan Planning Area (MPA) funds, and who is responsible, together with the States of Alabama and Georgia, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR Parts 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 (UPWP) as a condition for meeting the provisions by Title 23 USC 134 and the relevant citations above, and that the draft UPWP will be subject to UZA and MPA boundary changes required by the U.S. 2010 Census; and

WHEREAS the UPWP is consistent with all plans, goals, and objectives of the MPO, and reflects changes in program emphasis and funding availability; and

WHEREAS the MPO has made efforts (as required by Federal Transit Administration) to obtain the participation of private transit operators in the development and implementation of transit-related projects in the UPWP; and

WHEREAS a UPWP that is developed with funds provided by 23 USC 134 must be consistent with all applicable provisions of 23 CFR 450.104 and 308; and

WHEREAS the Columbus Department of Planning, the Georgia Department of Transportation, and the Alabama Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the laws and regulations; now

THEREFORE, BE IT RESOLVED that the Columbus-Phenix City Transportation Study (C-PCTS) Policy Committee endorses the final Unified Planning Work Program (UPWP) for Fiscal Year 2018; and

BE IT FURTHER RESOLVED that the C-PCTS Policy Committee finds that the requirements of Title 23 USC 134 and 23 CFR 450 regarding urban transportation planning have been met and authorizes its chairman to execute a joint certification of this fact with the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.



Mayor Teresa Tomlinson, Chairman
Policy Committee

June 20, 2017
Date

Attest

Rick Jones, MPO/Planning Director

METROPOLITAN PLANNING ORGANIZATION COMMITTEES

POLICY COMMITTEE

VOTING: Mayor Teresa Tomlinson, Columbus – Chair
Mayor Eddie Lowe, Phenix City – Vice-Chair
Suzanne Burnette, Lee Russell County of Governments, PEX
Gerald Douglas, Chairman, Cusseta-Chattahoochee Commission
Bill English, Chairman, Lee County Commission
Rosa Evans, Director of METRA, Columbus
Steve Graben, Southeast Regional Engineer, Alabama DOT
Wanda Jenkins, Chairman, Citizens Advisory Committee
Rick Jones, Director of Planning, Columbus
Peggy Martin, Chairman, Russell County Commission
Russell McMurry, Commissioner, Georgia DOT
Sam Wellborn, Georgia State Transportation Board

ADVISORY: Rodney N. Barry, P.E. Division Administrator, FHWA, Georgia
Mark D. Bartlett, Division Administrator, FHWA, Alabama
Joe Nix, Alabama DOT
Michael Presley, District Engineer, Georgia DOT
Randy R. Stroup, Acting Bureau Chief, Model Programs, Alabama DOT
Radney Simpson, Office of Planning, Georgia DOT
George Steuber, Fort Benning

TECHNICAL COORDINATING COMMITTEE

VOTING: Rick Jones, Director of Planning, Columbus, Chair
Jim Adcock, Master Planner, Fort Benning
Matt Leverette, Division Pre-Construction Engineer, Alabama DOT
Tom Bickel, Board of Commissioners, Chattahoochee County
Shawn Blakeney, Russell County Engineer
Thomas Caiafa, Transportation Planning Specialist, Georgia DOT
Patti Cullen, Executive Director, River Valley Regional Commission
Alex Laffey, Traffic Engineer, Columbus
Felton Grant, Transportation Planning Coordinator, Columbus
Justin Hardee, Lee County Engineer
Pam Hodge, Deputy City Manager, Columbus
Richard Howell, Director, Columbus Airport
Wallace Hunter, City Manager, Phenix City
Ramsey Ashmore, Montgomery Area Traffic Engineer, Alabama DOT
Angel Moore, City Engineer, Phenix City
Adam Smith, Pre-Construction Engineer, Georgia DOT
Jeremy Whittlesey, METRA, Columbus

ADVISORY: Clint Andrews, Federal Highway Administration, Alabama
Vance Beck, District Manager, Southeast Region- Montgomery Area, Alabama DOT
Suzanne Burnette, Lee-Russell Council of Governments
Carol Comer, Multi-modal Planning Division, Georgia DOT
Andrew Edwards, Planning Team Leader, and FHWA, Georgia
Tim Toomy, Area Engineer, Georgia DOT
Wanda Jenkins, Chairman, Citizens Advisory Committee
Olivia Lewis, Federal Highway Administration, Georgia
Sonya Baker, Assistant Bureau Chief Metropolitan Planning & Transit, Alabama DOT
Harland Smith, District Planning & Programming Coordinator, Georgia DOT
Joe Nix, Alabama DOT

CITIZENS ADVISORY COMMITTEE

VOTING: Wanda Jenkins, Columbus –Chair
Jonnell Carol Minefee, Columbus – Vice Chair
Dennis Caliyo, Columbus
Oree Crittendon, Columbus
Jeremy Scott Hobbs, Columbus
Sally Bork Lasseter, Columbus
Patrick McHenry, Columbus
Jim Pound, Columbus
Mike See – Columbus
Alfred Stewart, Columbus

ADVISORY: Rick Jones, Director of Planning - Secretary
Vacant, Muscogee County School District
Steve Vaughn, Civil Engineer Operations & Maintenance, Fort Benning
Steven Dewitt, METRA
Bill Murphy, Columbus Chamber of Commerce
Vincent Crosse, Chairman, Phenix City Chamber of Commerce

MAP WILL BE 11 X 17 IN PRINTED DOCUMENT

Columbus-Phenix City Transportation Study

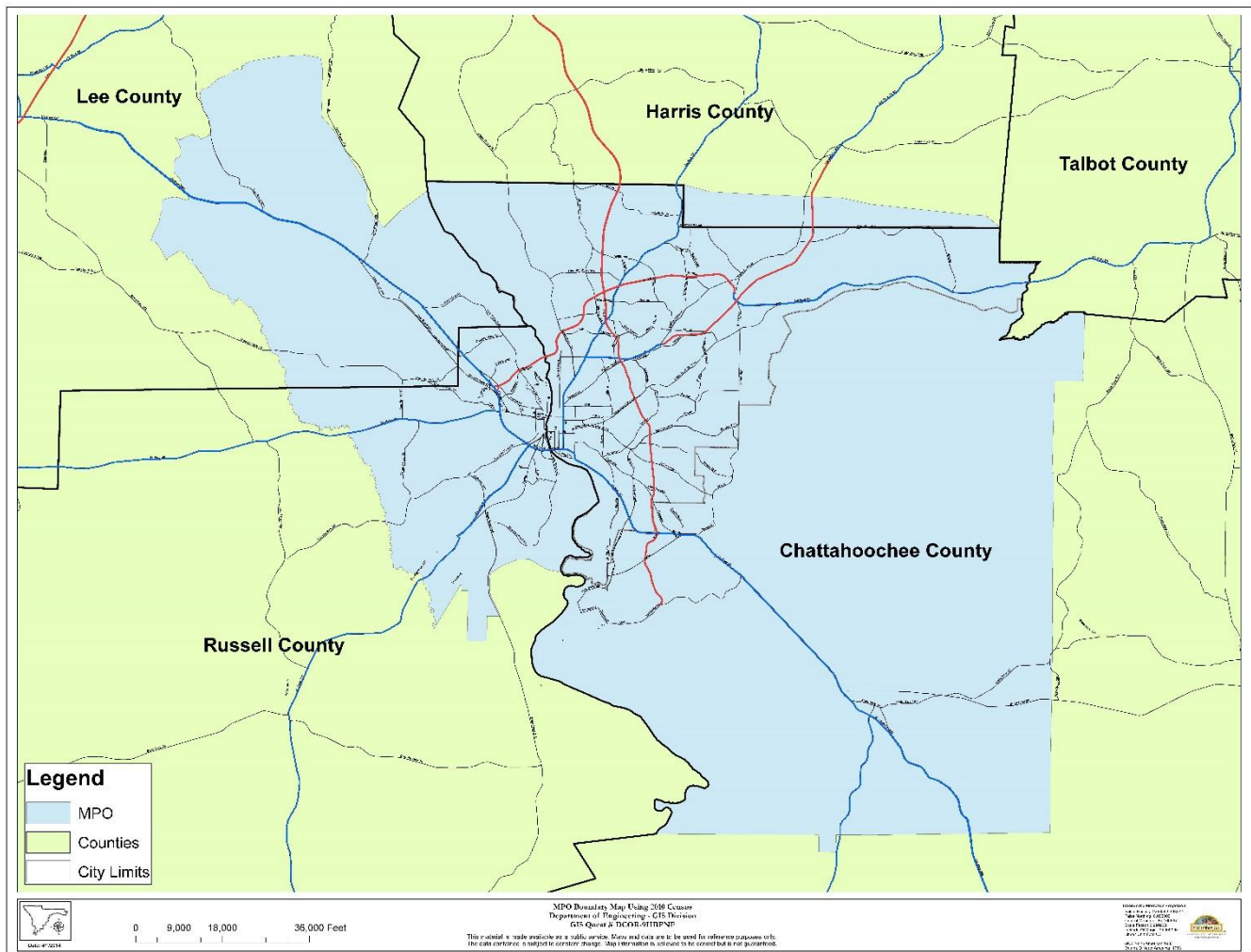


TABLE OF CONTENTS

	PAGE
INTRODUCTION	
Overview of the Transportation Planning Process	1
Public Involvement	1
Metropolitan Planning Process	1
Committee Policies	2
Environmental Justice	3
Fixing America's Surface Transportation Act (FAST Act)	5
Planning Factors	6
Planning Factor Matrix	10
UPWP / NPRM Matrix	11
Planning Emphasis Areas/Performance Based Planning	12
UPWP Codes and Definitions	14
FY 18 Unified Planning Work Program	15
1.0 ADMINISTRATION	16
Task 1.2 – Sub-Element: Operations and Administration	
Task 1.3 – Sub-Element: Training and Employee Education	
Task 1.6 – Sub-Element: Unified Planning Work Program (UPWP)	
Task 1.7 – Sub-Element: Quarterly & Annual Reports for PL Funds	
2.0 PUBLIC INVOLVEMENT	21
Task 2.1 – Sub-Element: Community Outreach and Education	
Task 2.2 – Sub-Element: Environmental Justice/Title VI	
Task 2.3 – Sub-Element: Public Participation Plan	
3.0 DATA COLLECTION	26
Task 3.1 – Sub-Element: Socio-Economic Data	
Task 3.4 – Sub-Element: Transportation Analysis, Models, and Surveys	
4.0 SYSTEM PLANNING	29
Task 4.1 – Sub-Element: Congestion Management Process	
Task 4.4 – Sub-Element: Air Quality Technical Studies	
Task 4.5 – Sub-Element: Bike / Pedestrian Planning	
Task 4.7 – Sub-Element: Geographic Information System Development	
Task 4.11 – Sub-Element: Metropolitan Transportation Plan	
Task 4.12 – Sub-Element: Transportation Improvement Program	
Task 4.13 – Sub-Element: Special Transportation Studies and Projects	
5.0 TRANSIT SERVICE PLANNING	37
Task 5.2 – Sub-Element: Disadvantaged Business Enterprise (DBE) Program	
Task 5.3 – Sub-Element: Transit Planning & Management Information Services (MIS)	
Task 5.4 – Sub-Element: Training and Transit Conferences	
Task 5.5 – Sub-Element: Phenix City Transit Planning (LRCOG)	
Georgia Section	46
Exhibit 4	59
SOURCE OF FUNDS	60
APPENDIX	63
Memorandum of Understanding & By-Laws	
Planning Studies (Alabama)	
UPWP Comments Received	
MPO Self Certification – GDOT/ALDOT	

A. OVERVIEW OF THE TRANSPORTATION PLANNING PROCESS

As the Metropolitan Planning Organization (MPO) for the Columbus-Phenix City Metropolitan Area, Columbus-Phenix City Transportation Study (C-PCTS) is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process. Participants in the transportation planning process include the C-PCTS, the Policy Coordinating Committee (PCC), the Citizen Advisory Committee (CAC), the Technical Coordinating Committee (TCC), public transit operators including METRA and PEX, counties, local officials, private citizens, and the U.S. Department of Transportation (U.S.DOT).

B. PUBLIC INVOLVEMENT

In the FAST Act, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process. Transportation planning must also comply with the Americans with Disabilities Act (ADA). MPO Staff along with Columbus' Engineering Department will update the ADA Transition Plan as needed. To provide a framework through which the citizens of the community can participate in an advisory capacity in the planning and programming of transportation, citizen participation is required.

The MPO will be cognizant of the needs of the public through the Citizens Advisory Committee (CAC) and the public at large by following these guidelines:

- There will be a 30 day comment period before planning documents are adopted;
- There will be a one week notice given before public meetings to approve the Transportation Plan and the Transportation Improvement Program (TIP) using the Local Government television channel, local newspaper ads, advertising, mailings and posted signs;
- A comprehensive public involvement document will be produced, which will be available to the public along with all planning documents;
- Public involvement will be reviewed using various statistical evaluations.

C. METROPOLITAN PLANNING PROCESS

In 1964, the State Governors of Georgia and Alabama appointed the Columbus Department of Planning as the Metropolitan Planning Organization (MPO) for the Columbus-Phenix City Metropolitan Area. The Columbus-Phenix City MPO is a Transportation Management Area (TMA) with a population of greater than 200,000 based on Census Information. Map 1 identifies the urban area served by the MPO.

The Transportation Planning Division, which is located within the Department of Planning, serves as the planning and technical staff for the MPO. The MPO carries out its work activities by utilizing three committees: the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC), and the Policy Coordinating Committee (PCC). All transportation-planning activities identified in the UPWP address concerns and comments received from committee representatives during the document development and review process to ensure that transportation planning accomplishes the goals and objectives established for the area.

The Alabama Highway Department was re-designated as the Alabama Department of Transportation (ALDOT) in 1993 to provide a balanced and coordinated multi-modal transportation program and system for the state. ALDOT is responsible for the development of the state transportation plan, and coordinates statewide rail, waterway, highway, bikeway and transit planning activities.

The Georgia Department of Transportation (GDOT) was formed by legislature in 1973 to serve all of the citizens of Georgia through the efficient design, construction and maintenance of the state's transportation system. GDOT is organized into nine divisions: Administration, Local Grants, Engineering, Intermodal, Construction, Permits & Operations, P3/Program Delivery, Finance, and Planning.

D. COMMITTEE POLICIES

The Policy Committee is at the top of the organization, provides policy guidelines, and approves the work of the other committees. The Technical Coordinating Committee provides technical support and guidelines. The Citizen Advisory Committee is an important link between citizens and the MPO.

The Transportation Planning Division is the staff to the MPO committees. This Division collects information, analyzes it, and presents it to all the committees. Outlined below are the functions of each committee.

The **Policy Coordinating Committee (PCC)** performs the following duties for transportation planning.

1. Formulates goals and objectives for transportation planning in the Columbus-Phenix City urbanized area;
2. Provides governmental support to planning programs and assures cooperation between different offices;
3. Reviews, amends, and adopts transportation plans and programs;
4. Evaluates progress towards implementation of projects and, if needed, reschedules priorities;
5. Approves the Unified Planning Work Program;

The **Technical Coordinating Committee (TCC)** is a committee of public and private sector transportation specialists. This committee deals with the technical activities necessary in the transportation planning process.

1. Collects, maintains, and analyzes data for transportation planning;
2. Prepares transportation plan and advises the Policy Committee on changes in the plan and programs;

3. Evaluates transportation system improvements and recommends changes to decision makers in the government;
4. Prepares the Unified Planning Work Program and the Transportation Improvement Program with the MPO staff.

The **Citizen Advisory Committee (CAC)** is an important link for two-way communication between the citizens and the transportation professionals. This committee conveys the needs of the citizens to the planners and explains the plans and programs to the citizens. The Citizen Advisory Committee has the following responsibilities.

1. Reviews current year transportation improvements and recommends a Unified Planning Work Program for the next year;
2. Makes transportation recommendations to the Policy Committee and the Technical Coordinating Committee;
3. Reviews policy and procedure matters and make appropriate recommendations to the Policy Committee and the Technical Coordinating Committee;
4. Assesses public opinion through opinion polls and interviews and conveys to the Policy and the Technical Committees the needs of the public.

E. ENVIRONMENTAL JUSTICE

Recent federal guidelines on environmental justice have focused attention on the need to incorporate environmental justice principals into transportation planning processes and products. In 1994, *Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations* recognized that the impacts of federal programs and activities may raise questions of fairness to affected groups. The Executive Order requires any agency receiving federal funding to:

“conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin.”

The Executive Order supports a longstanding policy to actively ensure nondiscrimination and avoid negative environmental impacts in federally funded activities. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs receiving federal funds. The National Environmental Policy Act (NEPA) requires the disclosure of the environmental effects of proposed federal actions that significantly affect the quality of human health. The 1994 Executive Order on Environmental Justice reinforces and focuses these two laws by requiring the disclosure of the environmental benefits and burdens of federal actions on those groups protected under Title VI. In 1997, the U. S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of the Executive Order.

According to the federal guidance, the groups that must be addressed as part of the environmental justice include African-Americans, Hispanics, Asian Americans, Native American Indians and persons whose household income is at or below the U.S. poverty guidelines. The Fixing America's Surface Transportation (FAST) Act, transportation bill also requires that statewide planning processes be consistent with Title VI.

Executive Order 12898, Sec. 2-2

The Columbus-Phenix City MPO will comply with all requirements of Title VI programs, processes, and procedures.

The MPO completed the Title VI Program in 2015 and will update it every three years by MPO Staff.

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST Act)

On December 4, 2015, President Barack Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act". It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects. The FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down payment for building a 21st century transportation system, increasing funding by 11 percent over five years. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The FAST Act provisions are outlined below:

PROJECT DELIVERY: The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still projecting environmental and historic treasures and codifying the online system to track projects and interagency coordination processes.

FREIGHT: The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movement. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

INNOVATIVE FINANCE BUREAU: The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with the responsibility to drive efficiency in the permitting process.

TIFIA: The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects.

SAFETY: The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and truck purchases.

LADDERS OF OPPORTUNITY: The FAST Act includes a number of items that strengthens workforce training and improve regional planning. Notably, FAST Act makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walk-able, sustainable land use.

Planning Factors

The UPWP is developed to provide comprehensive, cooperative and continuing transportation planning (known as the “3-C Process”) for the Columbus-Phenix City area. The FAST Act requires that the metropolitan planning process consider and analyze the following ten factors for each planning activity. These factors continue to heavily influence the UPWP. *The ten planning activity factors with C-PCTS’s associated goals and objectives are shown below and are integrated into the UPWP task elements.*

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency while promoting consistency among transportation improvements and state and local planned growth and economic development patterns.

Goal: A globally competitive, diversified economy that protects and enhances our natural environment:

Metrics:

- Number of demolished structures during construction of transportation projects (addressed within the TIP work element - 4.12).
 - Acres of agricultural land or vacant properties converted to another use (addressed in the Work Element: 3.4 & 3.1).
 - Number of rezoning cases that negatively affect the transportation network (addressed in the Work Element: 3.4).
 - Objective 1: Support diverse, emerging and sustainable industries.
 - Objective 2: Emphasize public/private partnerships resulting in increased regional investment.
 - Objective 3: Accentuate the utilization and expansion of our existing transportation and infrastructure advantages.
 - Objective 4: Promote growth that protects and enhances the environment.
 - Objective 5: Support efforts to improve the workforce of the region to accommodate growth in emerging industries.
 - Objective 6: Improve overall quality of life to attract businesses and residents.
- Increase the safety of the transportation system for motorized and non-motorized users.

Goal: A safe transportation system:

Metrics:

- Number of automobile collisions per year
- Number of bike fatalities per year
- Number of pedestrian fatalities per year
 - Objective 1: Locate the top five (5) most dangerous intersections
 - Objective 2: Continue to educate drivers and bicyclists-pedestrians about safely sharing the road

- Increase the security of the transportation system for motorized and non-motorized users.

Goal: A secure transportation system:

Metrics:

- Improve the safety of transit facilities including stops and vehicles.
- Support the development of regional preparedness and evacuation planning.

- Increase the accessibility and mobility of people and for freight:

Goal: An accessible transportation system:

Metrics:

- Dial-A-Ride ridership per year. New routes in Columbus started in the fall of 2016 and staff will track new ridership.
 - Average Truck Speed on the National Highway System
 - Objective 1: Strive to integrate local, regional, and national transportation systems to facilitate movement of people and freight between modes.
 - Objective 2: Support freight facilities connecting the region to national and global markets.
 - Objective 3: Enhance connectivity between housing, jobs, services, and educational facilities.
 - Objective 4: Continue to improve system accessibility for people with special transportation needs, including persons with disabilities, the elderly, and the young and low-income populations. Increase ADA compliance with intersection improvements.
 - Objective 5: Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.
 - Objective 6: Number of projects that comply with Complete Streets. (A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists. Complete streets promote healthy communities and reductions in traffic congestion by offering viable alternatives to driving).
- 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.

Goal: A sustainable transportation system:

Metrics:

- Percentage of workers commuting by bus
- Percentage of workers commuting by bicycle
- Percentage of workers commuting by walking
 - Objective 1: Continue to collect data on bicyclists using mobile app and compiling data into annual report
 - Objective 2: Create inventory of bike lane mileages and types as a shape file
 - Objective 3: Update inventory of sidewalk mileage and type as shape file -
 - Objective 4: Continue to add bike-ped infrastructure to the network

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Goal: An integrated transportation system:

Metrics:

- Survey count of Park and Ride users. MPO Staff along with transit agencies will conduct surveys among transit riders concerning Parking & Riding.
- Percentage of workers commuting by bus
- Percentage of workers commuting from other counties
 - Objective 1: Reduce congestion on major freight and passenger routes
 - Objective 2: Improve the internal connectivity of the transportation network
 - Objective 3: Increase access, expansion and improve the reliability of public mass transit

- Promote efficient system management and operation.

Goal: An efficient transportation system:

Metrics:

- Level of Travel Time Reliability (LTTR)
- Peak Hour Travel Time Ratio (PHTR)
- Truck Travel Time Reliability (TTTR)
 - Objective 1: Work with GDOT and ALDOT to set and meet State and MPO level targets for travel delay.

- Emphasize the preservation of the existing transportation system.

Goal: Maximize transportation system:

Metrics:

- Number of rezoning cases that do not have a negative impact on the transportation system. (Addressed within Work Element – 3.4).
- Number of completed projects that increase capacity without widening the road: Veteran's & Double Churches (Intersection Improvement)
 - Objective 1: Promote projects that increase capacity and safety without widening.
 - Objective 2: Promote multi-modal transportation that diverts travel demand off single occupancy automobile trips.

- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of the surface transportation.

Metrics:

- Gallons of storm water diverted off roadways and land use changes.
 - Staff will work with architectural / engineering firm contracted to design the project on reducing storm water impacts for all road projects. Creating watersheds, detention ponds, etc, can control storm water.

- Enhance travel and tourism.

Metrics:

- Number of visitors to Columbus and surrounding counties/cities.
 - Objective 1: Completion of the River Walk – Construction is underway to complete the Columbus River Walk at City Mills (1st Ave & 18th St) and Bibb Mill (1st Ave & 38th Street).
 - Objective 2: Encourage the use of the Fall Line Trace. The trail runs eleven (11) miles from 14th Street in downtown Columbus to Psalmond Road in Northeast Columbus. There are two (2) park & ride locations along this trail.
 - Objective 3: Completion of the Follow Me Trail. The South Lumpkin Road Linear Park is a Rails-to-Trails project, which will repurpose an abandoned railroad and create a multi-use path. The two mile trail will begin just North of Old Cusseta Road and end South past Torch Hill Road. The MPO Policy Committee approved an amendment to the 2040 MTP in August of 2016, and the 2015 TIP in September of 2016 to include the Extension of the Follow Me Trail from the South Lumpkin Road Roundabout to the National Infantry Museum.
 - Objective 5: Congestion Mitigation during events.
 - Objective 6: Identify funds for the Environmental Impact Study for the High Speed Rail Project.
 - Objective 7: Completion of the Mott’s Green Plaza – The MPO Policy Committee approved an amendment to the 2040 MTP in August of 2016, and the 2015 TIP in September of 2016 to include this project. The project will relocate and rehabilitate current masonry monuments, add a covered 60’ long bridge design to be built out in the river that commemorates both Horace King and “The Last Battle” of the civil war, and add new paving design to align the pass through under the bridge with the River Walk.
 - Objective 8: Completion of the Dragonfly Trails – New trail is under construction along Linwood Boulevard & 14th Street in Columbus.

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	C-PCTS 2040 MTP Goals	C-PCTS 2040 MTP Objectives	Proposed C-PCTS 2045 MTP Regional Performance Measures	Data Source
Increase the accessibility and mobility of people and for freight	*To achieve a significant reduction in congestion on the National Highway System *To improve the efficiency of the surface transportation system	*Relieve congestion and improve reliability *Improve freight movement and economic development opportunities	Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas.	*To allow for truck circulation and movement *To provide for the special infrastructure needs	Pavement & Bridge Condition	National Bridge Inventory (NBI)
Promote efficient system management and operation	*To achieve a significant reduction in congestion on the National Highway System *To improve the efficiency of the surface transportation system *To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating and project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Relieve congestion and improve reliability	Assure that transportation investments – capital, operating, and maintenance costs – effectively and safely serve the transportation needs.	*To establish priorities for implementation of transportation improvement projects. *To create facilities and services that respond to the needs of the community, neighborhoods, and adjoining properties. *To encourage trips by pedestrians and bicycle trips. *To minimize impact on environmental resources, wetlands, wildlife, historical, water quality.	To be determined.	
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and Local planning growth and economic development patterns	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Improve the environment	*To reduce auto-related emissions *To minimize and avoid noise impacts	*To conform to regional and local land use plans providing connectivity & mobility *To reduce sprawl and foster compact, mixed use development patterns. *To promote site development that provides the opportunity for access & on-side circulation *To project existing neighborhoods and community integrity	To be determined.	
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	*To achieve a significant reduction in congestion on the National Highway System *To improve the efficient of the surface transportation system	Relieve congestion and improve reliability.	*Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.	*To provide physical connections among modes. *To create a seamless public transportation system – service, fares, and operations.	*Provide Pedestrian Linkages. *Encourage Intermodal Transfer.	

*Denotes new sentence.

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	C-PCTS 2040 MTP Goals	C-PCTS 2040 MTP Objectives	Proposed C-PCTS 2045 MTP Regional Performance Measures	Data Source
Emphasize the preservation of the existing transportation system	To maintain the highway infrastructure asset system in a state of good repair	Maintain and preserve the existing transportation system	Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use.	*To minimize congestion and delay on main travel arteries *To adequately fund routine maintenance and rehabilitation-pavement, bridges, etc. *To achieve a well maintained transit fleet	*Staff will track number of converted properties that negatively affect the transportation network	2017 C-PCTS UPWP
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	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Improve safety	Reduce crashes and fatalities and enhance security.	*To reduce the number and severity of accidents involving vehicles, bicyclists, pedestrians, and others. *To correct systematically high crash locations.	Review Accident Data	*Georgia Electronic Accident Reporting System (GEARS) *Critical Analysis Reporting Environment (CARE)
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	*To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development *To achieve a significant reduction in congestion on the National Highway System *To improve the efficiency of the surface transportation system	Improve freight movement and economic development opportunities	Contribute to the economic vitality and quality of life supporting continued growth and development	*Provide transportation linkages to employment, business, retail activity, and other activity centers *To maintain accessibility in heavily traveled corridors	*Identify congestion areas by collecting travel time data.	*National Performance Management Research Data Set (NPMRDS) *GDOT's GEOCOUNTS for Traffic Counts
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	*To maintain the highway infrastructure asset system in a state of good repair *To enhance the performance of the transportation system while protecting and enhancing the natural environment	The 2040 SWTP/2015 SSTP do not currently address this federal goal	The C-PCTS 2040 MTP does not currently address this federal goal.	The C-PCTS 2040 MTP does not currently address this federal goal.	To be determined	
Enhancing travel and tourism	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	The 2040 SWTP/2015 SSTP do not currently address this federal goal	The C-PCTS 2040 MTP does not currently address this federal goal.	The C-PCTS 2040 MTP does not currently address this federal goal.	To be determined	

*Denotes new sentence

Planning Emphasis Areas – FHWA

The Federal Highway Administration and Federal Transit Administration has encouraged the inclusion of the three Planning Emphasis Areas (PEAs) in the UPWP as these are considered U.S. DOT Secretarial priorities and avenues for continuous improvement for Metropolitan Transportation Planning.

The Columbus-Phenix City MPO is making it a priority to focus on connectivity and the need for a truly multimodal system. The 2040 LRTP includes five (5) multi-modal projects along with the PE Phase of the High Speed Rail Study. The Alternative Transportation Plan outlines sixty-eight (68) projects consisting of multi-use trails, bike lanes, shared roadway with sharrows and redesigned roads to include biking facilities. The multi-use projects will connect throughout the city to each other and to existing facilities.

The performance measures align with the FAST Act goal areas and evaluate projects by purpose and scale. The Columbus-Phenix City MPO is currently establishing additional performance targets and will work with ALDOT, GDOT and FHWA (Georgia & Alabama).

1. Performance Based Planning and Programming: The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of the performance outcomes of the transportation system.

Performance measures and indicators will be developed and tracked as the plans are updated.

a. Land Use and Preservation:

- The City of Columbus adopted the complete streets criteria. MPO staff will collaborate with the city to ensure compliance.
- Acres of agricultural land or vacant property converted to another use.
- MPO staff is currently tracking number of converted properties that negatively affect the transportation network.
- Number of vacant or blighted buildings demolished due to MPO projects. MPO staff is currently tracking number of demolishing due to MPO or City projects.

b. Pedestrian and Bicycle System:

- Number of pedestrian/bicycle improvement projects completed (safe street crossings, pedestrian signals).
- Linkages to existing or planned public transit nodes. Number of projects that incorporate existing bus stops as a component of the design.
- Miles of on street bike lanes created (currently tracked by GIS Division).
- Miles of sidewalks created (currently tracked by GIS Division)
- Percentage of workers commuting by bike (Data Source: American Community Survey).
- Percentage of workers commuting by walking (Data Source: American Community Survey).

c. Road Safety:

- Traffic crash data to include number of injuries, fatalities.
- Intersection improvements based on crash data.
- Number of bike fatalities per year.
- Number of pedestrian fatalities per year.

Data to be collected from Georgia Electronic Accident Reporting System (GEARS) and the Critical Analysis Reporting Environment (CARE).

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.
 - Define which seats/members cooperating agencies and subcommittees must fill. The subcommittees must constitute representatives within the MPO boundaries and shall be key stakeholders from each region.
 - To ensure regional access, MPO committee meetings to be conducted at different locations within the MPO.
 - Identify funds for the Environmental Impact Study for the High Speed Rail Project.
3. **Access to Essential Services/Ladders of Opportunity:** Access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.
 - a. Sidewalks / Multi-Use Paths
 - Identify funds and locations to construct sidewalks that will connect neighborhoods and public places.
 - Implement projects identified in the Alternative Transportation Plan.
 - MPO staff will utilize the bicycle app to track bicycle routes and issues reported by cyclist. Staff will generate a report annually to summarize the data and results of the app.
 - b. MPO will conduct a Freight Study
 - Study will provide assessment of existing freight generators and movement of goods.
 - Study will provide information on carriers that operate regionally and will provide MPO with representatives from the freight industry.

23 CFR 450.104 Subpart A – Transportation Planning & Programming – Definition

Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

23 CFR 450.308 Funding for Transportation Planning and Unified Planning Work Programs

- (a) Funding provided under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), 49 U.S.C. 5307, and 49 U.S.C. 5339 are available to MPO's to accomplish activities in this subpart. At the State's option, funds provided under 23 U.S.C. 104(b)(1) and (b)(3) and 23 U.S.C. 105 may also be provided to MPO's for metropolitan transportation planning. In addition, an MPO serving an urbanized area with a population over 200,000, as designated by the Bureau of the Census, may at its discretion use funds sub-allocated under 23 U.S.C. 133(d)(3)(E) for metropolitan transportation planning activities.
- (b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title U.S.C. Chapter 53 shall be documented in a Unified Planning Work Program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.
- (c) Except as provided in paragraph (d) of this section, each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPO. The UPWP shall identify work proposed for the next one or two-year period by major activity and task (including activities that address the planning factors in 450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.
- (d) With the prior approval of the State and the FHWA, and the FTA, an MPO in an area not designated as a TMA may prepare a simplified statement of work, in cooperation with the State(s) and the public transportation operator(s), in lieu of a UPWP. A simplified statement of work would include a description of the major activities to be performed during the next one or two-year period, who (e.g., State, MPO, public transportation operator, local government, or consultant) will perform the work, the resulting products, and a summary of the total amounts and sources of Federal and matching funds. If a simplified statement of work is used, it may be submitted as part of the State(s) planning work program, in accordance with 23 CFR part 420.
- (e) Arrangements may be made with the FHWA and the FTA to combine the UPWP or simplified statement of work with the work program(s) for other Federal planning funds.
- (f) Administrative requirements for UPWP's and simplified statements of work are contained in 23 CFR part 420 and FTA Circular C8100.1B (Program Guidance and Application Instructions for Metropolitan Planning Grants).

FISCAL YEAR 2018 UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is the document that describes urban transportation planning activities to be undertaken in FY 2018. The report also identifies the funding source, budget amount, and time frame for the various planning activities. The UPWP organizes the work elements into five sections, which are described below.

Administration

- 1.2 Operations and Administration
- 1.3 Training and Employee Education
- 1.6 Unified Planning Work Program (UPWP)
- 1.7 Quarterly and Annual Reports for PL Funds

Public Involvement

- 2.1 Community Outreach and Education
- 2.2 Environmental Justice/Title VI
- 2.3 Public Participation Plan

Data Collection

- 3.1 Socio-Economic Data
- 3.4 Transportation Analysis, Models, and Surveys

System Planning

- 4.1 Congestion Management Process
- 4.4 Air Quality Technical Studies
- 4.5 Bike / Pedestrian Planning
- 4.7 Geographic Information System Development
- 4.11 Metropolitan Transportation Plan
- 4.12 Transportation Improvement Program
- 4.13 Special Transportation Studies and Projects

Transit Service Planning Activities

- 5.1 Preparation and Administration of Transit Grants
- 5.2 Disadvantaged Business Enterprise (DBE) Program
- 5.3 Transit Planning and Management Information System (MIS)
- 5.4 Training and Transit Conferences
- 5.5 Phenix City Transit Planning (LRCOG)

1-0 ADMINISTRATION

TASK # 1.2**Sub-element: Operations and Administration****➤ OBJECTIVE**

To administer and operate the MPO transportation planning process by properly coordinating MPO functions with the Georgia and Alabama Departments of Transportation.

➤ PREVIOUS WORK

Staff attended and took notes for the follow C-PCTS MPO meetings: Policy Coordinating Committee (PCC) met July 19, Aug. 16, Oct. 18 and Nov 15, 2016 and on Jan. 17, 2017. The Technical Coordinating Committee met on Aug. 11 and Oct. 13, 2016. The Citizens Advisory Committee (CAC) met on Aug. 9, Oct. 11, 2016, and Jan. 10, 2017. MPO Staff recorded the meetings and transcribed the minutes. C-PCTS-MPO staff developed a work program budget in February 2017 to support planning efforts. MPO/TIA project invoices were paid and submitted for reimbursement from GDOT on a monthly basis. These invoices include PE, purchases for ROW, and Construction.

➤ PROJECT DESCRIPTION

Provide staff support for all MPO meetings. This includes agendas, minutes, and mailings. Committees staffed include Transportation Planning staff, Policy Coordinating Committee (PCC), Technical Coordinating Committee (TCC), and Citizens Advisory Committee (CAC). MPO staff will review/pay invoices and send to GDOT for reimbursement.

➤ PRODUCT

Reports and documentation of meetings are available to GDOT and ALDOT if requested. MPO Staff will maintained all documents and website.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$26,041.60
FHWA (Alabama)	\$ 9,171.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 6,510.40
PHENIX CITY	\$ 2,292.75
TOTAL	\$44,015.75

TASK # 1.3**Sub-element: Training and Employee Education****➤ OBJECTIVE**

The purpose of this task is to develop and maintain the technical proficiency of the MPO staff. The goal of the task is to have a knowledgeable MPO staff that can provide proper guidance to the planning process.

➤ PREVIOUS WORK

Staff attended the following webinars / workshops

- Webinar – Supporting Freight Operations with ITS – August 3, 2016
- Transit Oriented Development Technical Assistance – September 7, 2016.
- Webinar – Let’s Talk Performance: Safety Target Setting & Coordination – Sept. 20, 2016
- Webinar – Let’s Talk Performance: Basics of Target Setting – July 12, 2016
- Webinar – Association Metropolitan Planning Organization (AMPO) Webinar on MPO Coordination & Planning Reform – July 25, 2016
- Connecting Nature & Commerce: Developing Regional Trail Opportunities – Pensacola, FL – September 26-28, 2016
- Webinar – A Recipe for Award-Winning Online Community Engagement – October 5, 2016
- Staff Attended GAMPO Conference – Albany, GA – October 13 & 14, 2016
- USDOT 50th Anniversary Celebration: Virtual Freight Economy Roundtable – October 13, 2016
- Working with Census Data – October 12 & 13, 2016
- Staff attended US DOT MPOwerment Roundtable Discussion – Atlanta, GA – November 30, 2016.
- Talking Freight Webinar – January 18, 2017
- Transportation Performance Management & Complete Streets – January 20, 2017

➤ PROJECT DESCRIPTION

The MPO staff will attend state and federal training conferences, statewide MPO meetings, and technical training seminars. Staff will attend American Planning Association (APA), Georgia Planning Association (GPA) and Georgia Association of Metropolitan Planning Organization (GAMPO) conferences & meetings. Staff will attend all meetings required by ALDOT and GDOT.

➤ PRODUCT

Ongoing staff improvement and education.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
FUNDING SOURCE		AMOUNT	
FHWA (Georgia)		\$10,851.20	
FHWA (Alabama)		\$ 3,055.00	
COLUMBUS CONSOLIDATED GOVERNMENT		\$ 2,712.80	
PHENIX CITY		\$ 763.75	
TOTAL		\$17,382.75	

TASK # 1.6**Sub-element: Unified Planning Work Program (UPWP)****➤ OBJECTIVE**

Prepare the FY 2019 Unified Planning Work Program (UPWP) describing the Columbus-Phenix City Transportation Planning work activities anticipated for the upcoming fiscal year.

➤ PREVIOUS WORK

The draft FY17 UPWP was prepared during the 3rd Quarter and final document distributed during the 4th Quarter of FY16. Two (2) new planning factors were added to the 2017 UPWP. MPO staff added the goals and metrics to the planning factors. Staff began work on the FY 2018 UPWP during the 1st Quarter of FY 2017. MPO Staff distributed the document to the MPO Committees and GDOT, ALDOT, FHWA, and FTA for comments.

➤ PROJECT DESCRIPTION

The UPWP will describe task objectives, methodology, expected product, participants, schedule of activities, and funding sources. The Planning Factors and Planning Emphasis Areas are included in the transportation planning process as required by the FAST Act and FHWA. The MPO committees will review the proposed UPWP and will recommend any change if necessary. The public will be involved through the Public Participation Plan and through the Citizens Advisory Committee. The Policy Coordinating Committee will approve and adopt the final document, after a 30-day comment period.

➤ PRODUCT

Draft and Final FY19 Unified Planning Work Program and amend the 2018 work program as necessary.

TARGET START AND END DATES	The 2019 Draft UPWP document will be generated in the 2 nd Quarter of the 2018 Fiscal Year with the final document adopted in 4th Quarter of Fiscal year 2018.	LEAD AGENCY	C-PCTS
-----------------------------------	---	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$10,851.20
FHWA (Alabama)	\$ 3,554.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 2,712.80
PHENIX CITY	\$ 888.50
TOTAL	\$18,006.50

TASK # 1.7**Sub-element: Quarterly and Annual Reports for PL Funds****➤ OBJECTIVE**

Provide adequate administrative support to prepare, process, and track annual and quarterly grant documentation in support of the MPO's operating budget.

➤ PREVIOUS WORK

This is a continuing annual activity. The 1st, 2nd, and 3rd Quarterly Reimbursement Reports were completed for FY 2017 and submitted to GDOT, ALDOT, and FHWA. The MPO 4th Quarter Reimbursement Report and the Annual MPO Report for FY 2016 was completed in August 2016 and submitted to GDOT, ALDOT, and FHWA.

➤ PROJECT DESCRIPTION

The MPO will prepare the quarterly reports in a timely fashion and submit reimbursement requests to GDOT and ALDOT. The quarterly reports will describe the work completed during each ninety-daytime period. The 2018 Annual Performance Report will discuss the goals of each work element and describe the budgeted verses actual expenditures for the year.

➤ PRODUCT

Routine annual and quarterly progress reports and reimbursement requests.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$ 6,507.50
FHWA (Alabama)	\$ 1,527.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 1,626.88
PHENIX CITY	\$ 381.75
TOTAL	\$10,043.13

2-0 PUBLIC INVOLVEMENT

TASK # 2.1**Sub-element: Community Outreach and Education****➤ OBJECTIVE**

To provide information to the general public about the transportation planning process, to respond to requests for information from the public, and to foster meaningful public input into all transportation planning plans, programs, and projects. Community outreach will be included in the planning factors.

➤ PREVIOUS WORK

Staff advertised project meetings in local newspapers. Staff continued updating the MPO Brochures to include English and Spanish. Staff attended the Mayor’s Talk Forum on September 15, 2016, December 15, 2016 and March 19, 2017. MPO Staff attending Staff attended the Winterfield Community Meeting on December 8, 2016. Staff attended community outreach meeting at Macedonia Baptist Church on July 28 and August 30, 2016. Staff attended the Winterfield Community Improvement Meeting on Oct. 6, Dec. 8, 2016 & Jan. 12, 2017. These meetings are open forum and the citizens ask questions regarding transportation projects, issues, and concerns. MPO Staff attending these meetings used the transportation documents (TIP, MTP, and CMP) to educate and gather input from the citizens. (Macedonia Baptist Church and Winterfield meetings are located in a heavily populated minority and low-income area).

➤ PROJECT DESCRIPTION

The MPO will continue to use Facebook (3,114 followers) and the program Constant Contact - In-Touch (1,203 email addresses) to send out transportation related materials and information. The MPO will continue to meet with community leaders, freight shippers, providers of freight transportation services and other interested parties with a reasonable opportunity to comment on the MPO’s documents. MPO documents are available on the website after approval from the Policy Committee and are available in the local libraries and government buildings. The MPO Staff will participate in community events to engage the community on transportation issues. Staff will utilize the City’s Television Channel to advertise meetings and documents. Staff will distribute comment cards at all public meetings for feedback on transportation issues. Staff includes a Spanish-speaking planner who attends all public meetings in regards to transportation. Staff will utilize ADA accessible public building to hold public meetings. Staff identifies census tracts that have vulnerable populations and take special steps to meet the needs of these identified within these census tracts.

➤ PRODUCT

Increased public involvement and education.

TARGET START AND END DATES

July 1, 2017 to June 30, 2018

LEAD AGENCY

C-PCTS

FUNDING SOURCE	AMOUNT
FHWA (Alabama)	\$ 0.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 759.12
PHENIX CITY	\$ 0.00
TOTAL	\$3,795.60

TASK # 2.2**Sub-element: Environmental Justice / Title VI****➤ OBJECTIVE**

This task will include work efforts, which will help ensure the full, and fair participation by all potentially affected communities in the transportation decision-making process and prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. Staff will incorporate the planning factors that could affect EJ communities.

➤ PREVIOUS WORK

Staff utilized Census Tracts identifying EJ/Title VI majority populations and created maps for the transportation projects. (Data source: American Community Survey). Staff worked with GDOT on the Cusseta Road/Old Cusseta Road Transportation Project (TIA) on how it will affect the neighborhoods within the project limits. Staff met with minority church members (Mount Pilgrim Baptist Church) on January 19, 2017 on how the new project will affect the church property. Staff worked on updating the Environmental Justice/Title VI Brochure for the MPO.

➤ PROJECT DESCRIPTION

MPO representatives will be involved in as many community events as staff resources permit. MPO staff will make every effort to include the underserved communities in all transportation related projects. The use of unconventional public meetings and activities are examples of possible strategies to include these groups. MPO staff will continue to monitor land use on a regular basis to update EJ locations as needed. Staff will amend and update the ADA Transition Plan and Title VI Plan as needed. Staff will attend required Environmental Justice / Title VI meetings conducted by FHWA.

➤ PRODUCT

Update Title VI locations, identify traditionally underserved groups, and involve in the transportation planning process.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$3,036.48
FHWA (Alabama)	\$ 0.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 759.12
PHENIX CITY	\$ 0.00
TOTAL	\$3,795.60

TASK # 2.3**Sub-element: Public Participation Plan****➤ OBJECTIVE**

Maintain and periodically update the Participation Plan. Evaluate the effectiveness of the Participation Plan and document the associated results in the Participation Plan.

➤ PREVIOUS WORK

Staff developed a survey that was distributed and advertised from October 1, 2016 to November 12, 2016. MPO staff distributed the survey during public meetings (Spooktacular, 2nd Avenue Overlay Public Meeting and Ride Columbus 2016), on Facebook, on the Planning website page, and events. The survey asked what goals the public wants to see incorporated into our project policy. This survey included how to reduce traffic fatalities, incorporate bike lanes, trails, reduce congestion, etc. Staff received 243 completed surveys. MPO staff entered the completed surveys into a drawing to win two (2) bikes. The bicycles were given away during a council meeting on December 6, 2016.

➤ PROJECT DESCRIPTION

Under the FAST Act, public involvement remains a hallmark of the planning process. The MPO Staff will participate in community events to engage the community on transportation issues. Staff will utilize the City's Television Channel to advertise meetings and documents. Staff will meet with schools during Career Day to educate them on transportation related materials.

➤ PRODUCT

Increase Public awareness and update Public Participation Plan as needed and required.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$ 9,116.16
FHWA (Alabama)	\$ 1,550.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 2,279.04
PHENIX CITY	\$ 387.50
TOTAL	\$13,332.70

3-0 DATA COLLECTION

TASK # 3.1**Sub-element: Socio-Economic Data****➤ OBJECTIVE**

Maintain a comprehensive, up-to-date socio-economic database for the transportation planning process. This work element will focus on maintaining and updating the socio-economic data needed for the travel demand model.

➤ PREVIOUS WORK

MPO staff utilized Census data for transportation projects and their impact on neighborhoods. Staff worked on the socio-economic data (number of owner occupied and rented residential units, age, income, etc.) for the 2nd Avenue Revitalization Plan (City Village). Staff used the American Community Survey Data to begin the update of the Comprehensive Plan.

➤ PROJECT DESCRIPTION

The MPO is responsible for the review and evaluation of the basic economic and demographic data and analysis of the present plan projections. These analyses consider socio-economic data, transit surveillance data, land use data, and street and highway data. The forecasted socio-economic data will be developed with cooperation from the TCC/CAC using various planning tools, current land use, aerial photographs, land use plans, comprehensive plans, economic trends, socioeconomic trends, and other sources deemed necessary

➤ PRODUCT

Detailed demographic information necessary to evaluate the planning process and to develop an updated LRTP and current Transportation Improvement Program. The cooperative local database programs will result in highly accurate four-year land use inventories for use in planning updates.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	
-----------------------------------	-------------------------------	--------------------	--

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$3,036.48
FHWA (Alabama)	\$1,550.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 759.12
PHENIX CITY	\$ 387.50
TOTAL	\$5,733.10

TASK # 3.4**Sub-element: Transportation Analysis, Models, and Surveys****➤ OBJECTIVE**

Continue a program of collecting, synthesizing, organizing, and storing a variety of useful community data that are technically sound and relevant to the transportation process.

➤ PREVIOUS WORK

Staff completed the traffic analysis for 26 rezoning cases for FY 2017: REZN 08-16-1606, REZN 09-16-1836, REZN 9-16-1843, REZN 9-16-1845, REZN 9-16-1846, REZN 9-16-1869, REZN 10-16-2143, REZN 10-16-2145, REZN 10-16-2231, REZN 11-16-2408, REZN 12-16-2472, REZN 12-16-2478, REZN 12-16-2594, REZN 01-17-0116, REZN 01-17-0129, REZN 01-17-0136, REZN 03-17-0411, REZN 03-17-0419, REZN 03-17-0423, REZN 03-17-0424, REZN 03-17-0541, REZN 04-17-0706, REZN 04-17-0657, REZN 04-17-0663, REZN 04-17-0684, REZN 04-17-0707.

Staff continued to analyze data from the bicycle app to track routes used by cyclist. Staff monitored cyclist and pedestrian use along the trails using the pedestrian/bicyclist counters. Staff is monitoring the number of land use changes that affect the transportation network. Staff developed trip generation statistics and impact analysis for a proposed commercial development that consist of 85.39 acres. The potential development would include several large and small retail shops, which would add about 16,102 trips a day to the J.R. Allen/US 80 corridor.

➤ PROJECT DESCRIPTION

Staff will monitor bicycle traffic to determine the major routes that cyclists use within the transportation network and to identify possible bike lanes. Staff will track changes in housing units, school enrollment, employment and population, significant land use changes through the review of zoning cases, site plans, and subdivision plans. The traffic analysis is required to determine the impact on the transportation network due to a change in land use. The MPO will collect multiple data from federal, state and local agencies and other sources in order to maintain and develop GIS, traffic modeling, and transportation databases. Activity under this work element focuses on the socio-economic database needed to operate the GDOT traffic generation model.

➤ PRODUCT

Maps, rezoning cases and other documents will be prepared as needed.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
FUNDING SOURCE		AMOUNT	
FHWA (Georgia)		\$21,614.70	
FHWA (Alabama)		\$ 3,055.20	
COLUMBUS CONSOLIDATED GOVERNMENT		\$ 5,403.67	
PHENIX CITY		\$ 763.80	
TOTAL		\$30,837.37	

4-0 SYSTEM PLANNING

TASK # 4.1**Sub-element: Congestion Management Process****➤ OBJECTIVE**

To develop management processes which provide for effective management of new and existing transportation systems using operational and management strategies.

➤ PREVIOUS WORK

Staff worked on the 2016 Congestion Management Process. Updated document with comments from a 30-day comment period. Led discussion with stakeholders at MPO sub-committees and answered questions regarding methodology. Edited maps and tables and made minor corrections to improve readability of document. Staff performed traffic studies for Martin L. King, Boulevard, JR Allen Parkway/Beaver Run, and River Road/35th Street/Apex Drive. These developments will affect the transportation network along these corridors.

➤ PROJECT DESCRIPTION

The MPO is responsible for the development of CMP. The MPO staff uses the CMP to identify congestion on major arterials throughout the urban study area. Process performance monitoring and proposed strategies will be integrated into the C-PCTS transportation planning process using the management systems and the data generated by them to create a feedback loop that will aid in the evaluation of the transportation planning process. These areas of congestion may need some type of transportation improvements depending on the type of congestion. New projects will be prioritized based on the need and purpose. Staff will monitor the transportation network due to changes in land use.

➤ PRODUCT

Optimize the efficiency of existing transportation facilities. Update the 2016 Congestion Management Process if needed.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	Columbus MPO
-----------------------------------	-------------------------------	--------------------	--------------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$18,168.96
FHWA (Alabama)	\$ 1,528.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 4,542.24
PHENIX CITY	\$ 382.00
TOTAL	\$24,621.20

TASK # 4.4**Sub-element: Air Quality Technical Studies****➤ OBJECTIVE**

The MPO staff will coordinate with EPA and EPD concerning Federal Air Quality Requirements.

➤ PREVIOUS WORK

Due to the latest EPA ruling on National Ambient Air Quality Standards (October 26, 2015), no work was performed on this work element during FY 2017.

➤ PROJECT DESCRIPTION

The MPO staff will monitor changes and / or updates from EPA, EPD, and interagency committees concerning PM 2.5 and ozone. An Air Quality Conformity Report will be prepared if needed and required.

➤ PRODUCT

The MPO will develop plans and programs to ensure that transportation activities do not worsen air quality or interfere with the purpose of the SIP.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$10,000.68
FHWA (Alabama)	\$ 1,000.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 2,500.17
PHENIX CITY	\$ 250.00
TOTAL	\$13,750.85

TASK # 4.5**Sub-element: Bicycle – Pedestrian Planning****➤ OBJECTIVE**

Continue to promote bicycling and pedestrian use in the community.

➤ PREVIOUS WORK

Staff participated in the Ride Columbus event in November 2016. MPO Staff along with the City of Columbus collaborated in adding bicycle lanes to parts of 13th Street during the month of May 2016. During the fall of 2016, staff worked with the Path Foundation on the multi-use trail along Linwood Boulevard in Columbus. Staff assisted consultant on the right-of-way issues and on the design of the trail. The trail will connect to the 14th Street Pedestrian bridge / plaza and the Columbus River Walk.

➤ PROJECT DESCRIPTION

Promote bicycling and walking within the MPO communities. Create and promote a safe and secure environment for all modes of transportation to include bicyclist and pedestrian facilities.

➤ PRODUCT

Update and amend the ATP and TIP to include bicycle and pedestrian trails and bike lanes.

TARGET START AND END DATES	Sept 1, 2017 – February 28, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	----------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$ 13,022.40
FHWA (Alabama)	\$ 3,665.20
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 3,255.60
PHENIX CITY	\$ 916.30
TOTAL	\$ 20,859.50

TASK # 4.7**Sub-element: Geographic Information System Development****➤ OBJECTIVE**

Maintain and update future and existing land use in GIS format. Further development of GIS systems in regards to the C-PCTS.

➤ PREVIOUS WORK

The MPO staff continued to update land use, accident data, and traffic count data (GA & AL) that staff will use in MPO planning documents and the C-PCTS mapping system.

- Staff updated the land use map to include changes due to rezoning cases for FY 2017.
- Staff updated the project map, as the following projects were added, and deleted: Columbus Projects (Added projects): Mott's Green, Follow Me Trail Extension/Infantry Road (Oct 2016), 10th Street Plaza (Apr 2017). Phenix City Projects (Deleted Projects): Bridge over Little Uchee Creek, US 431 South Traffic Study (Oct 2016), Wright Road Resurfacing (Apr 2017).

➤ PROJECT DESCRIPTION

Under this work element, the MPO will continue to make use of GIS and develop compatible data layers (e.g. land use, and traffic volume map) for use in transportation planning. The MPO will also continue to update computer hardware and software for use in the C-PCTS related GIS and administrative applications.

➤ PRODUCT

Staff will incorporate land use changes, traffic volume maps, accident data and data from the bicycle app that will affect the transportation network.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

ACTIVITIES

TARGET START AND END DATES

July 1, 2017 to June 30, 2018

LEAD AGENCY

C-PCTS

FUNDING SOURCE**AMOUNT**

FHWA (Georgia)

\$18,873.90

FHWA (Alabama)

\$ 3,665.20

COLUMBUS CONSOLIDATED GOVERNMENT

\$ 4,718.48

PHENIX CITY

\$ 916.30

TOTAL**\$28,173.88**

TASK # 4.11**Sub-element: Metropolitan Transportation Plan****➤ OBJECTIVE**

To amend and update the Metropolitan Transportation Plan (MTP) to reflect substantive changes in land use assumptions, development plans, and traffic estimates.

➤ PREVIOUS WORK

- The PCC amended the 2040 MTP on July 19, 2016 to include Transit Projects for METRA and PEX.
- The 2040 MTP was amended to include four projects for Columbus: Infantry Road & Extension of the Follow Me Trail - \$1,500,000.00, Adaptive Signal System - \$200,000.00, Mott's Green Plaza - \$1,000,000.00, 10th Street Plaza - \$1,295,000.00 and deleted three projects for Phenix City: Wright Road Resurfacing, Bridge over Little Uchee Creek, US 431 South Traffic Study.

➤ PROJECT DESCRIPTION

Staff will amend the plan as needed and required. Any recommended plan changes will be presented to the MPO committees for their approval. Staff will consider planning strategies, such as safety, security and freight movement as well as bicycle and pedestrian planning when adding new projects. The Columbus Phenix City MPO will transition to a performance based planning and programming. Performance based measures and indicators will be set to evaluate C-PCTS planning efforts for both empirical measures such as reduction in accident severity and subjective measures such as progress made towards sustainability.

➤ PRODUCT

Amend and update the 2040 MTP as needed.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
FUNDING SOURCE		AMOUNT	
FHWA (Georgia)		\$ 17,361.60	
FHWA (Alabama)		\$ 1,222.00	
COLUMBUS CONSOLIDATED GOVERNMENT		\$ 4,340.40	
PHENIX CITY		\$ 305.50	
TOTAL		\$ 23,229.50	

TASK # 4.12**Sub-element: Transportation Improvement Program (TIP)****➤ OBJECTIVE**

Develop the draft and final 2018-2021 TIP.

➤ PREVIOUS WORK

The 2015-2018 TIP was amended with the following changes/additions:

- Georgia Projects (Columbus) – October 18, 2016 – P.I. 0015287 Mott’s Green, P.I. 0015285 – Infantry Road – Extension of the Follow Me Trail, P.I. 0015268 – Adaptive Signal System
- Alabama Projects (Deletion of Projects) – October 18, 2016 – P.I. 100061977, Bridge over Little Uchee Creek on CR-240, P.I. 100063079 – US-431 South Traffic Study from SR-165 to US 280, P.I. 100063091 – Widen & Resurface Wright Road.

Staff began working on the Draft 2018-2021 TIP. Staff began compiling data on the amount of structures that required demolition due to transportation projects.

➤ PROJECT DESCRIPTION

The MPO will collect multi modal transportation data and prepare a 4-year implementation program. The program will be financially constrained and include public involvement throughout. Projects identified within the TIP will include the planning factors. Safety, security, freight movement, as well as bicycle and pedestrian planning will be applied when new projects are implemented

➤ PRODUCT

Develop the FY 2018 – 2021 TIP.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$20,831.00
FHWA (Alabama)	\$ 4,533.60
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 5,207.75
PHENIX CITY	\$ 1,133.40
TOTAL	\$31,705.75

TASK # 4.13**Sub-element: Special Transportation Studies & Projects****➤ OBJECTIVE**

To allow the MPO to respond to unanticipated requests from citizen requests, study committees, and local governmental entities for the purpose of analyzing transportation problems and recommending solutions.

➤ PREVIOUS WORK

Staff worked with GDOT and the Consulting Firms on the T-SPLOST Projects for Columbus; Buena Vista Road Spider Web (Aug. 5, Sept. 2, Oct. 7, Nov. 4, 2016 and Jan. 6 & Feb. 3, 2017), Columbus River Walk (Oct. 22 & Nov. 3, 2016), Buena Vista Road Interchange (Feb. 22, 2017), and the Veteran's Parkway Widening Project (Sept. 27, 2016). Staff acquired all necessary right-of-ways for all local projects and Federal funded TE projects.

➤ PROJECT DESCRIPTION

The MPO will conduct transportation studies as needed to address unanticipated or technically complex problems not otherwise addressed in the routine work program. MPO staff will amend documents to include new studies. Transportation studies may require consultants to perform the work.

➤ PRODUCT

The MPO staff will perform special studies as needed.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	C-PCTS
-----------------------------------	-------------------------------	--------------------	--------

FUNDING SOURCE	AMOUNT
FHWA (Georgia)	\$ 70,457.60
FHWA (Alabama)	\$ 47,681.80
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 17,614.40
PHENIX CITY	\$ 11,920.45
TOTAL	\$147,674.25

5-0 TRANSIT SERVICE PLANNING

TASK # 5.1

Sub-element: Preparation and Administration of Transit Grants

➤ **OBJECTIVE**

Apply and contract for transit planning and capital grants with the Federal Transit Administration (FTA), Georgia Department of Transportation (GDOT) and other transit funding sources. Coordinate transportation planning activities with the Metropolitan Planning Organization (MPO), Georgia Department of Transportation (GDOT), Federal Transit Administration (FTA), user agencies and transit stakeholders. Prepare and implement next year's UPWP, TIP, POP, and other program requirements that support transit in Columbus. Prepare special transit reports and programs that will enhance the quality of transit services in Columbus/Muscogee County service area.

➤ **PREVIOUS WORK**

5307, 5303, contracts with FTA, GDOT, DHR, TrAMS, ECHO and quarterly reports of activities. Transit section of the TIP, UPWP, Senior-Disabled Transportation Program, coordination with the Homeless Task Force, Regional Roundtable, Georgia Department of Labor, and DFACS and transit enhancement activities.

➤ **PROJECT DESCRIPTION**

When we receive the 49 USC Section 5307, 5303 allocations, METRA will prepare and submit the grant applications to FTA and GDOT for capital, planning and operating funds. Program activities will be managed, reported and at year-end closed out for audits. Transit planning work element activities will be carried out as described. Prepare and maintain monthly and quarterly records of activities and expenditures of transit planning activities, community outreach, community involvement, capital procurement, transit information and education. Implement the UPWP elements and the TIP (i.e., bus replacement schedule, financial plan, capital schedule, and annual element). Address transit-planning activities for the urbanized area of Columbus, Georgia. Perform other required activities to maintain METRA's eligibility for public grants and contracts (i.e., enhancements, safety and security, energy conservation). When appropriate, apply for supplemental transit grants that support public transit needs and programs.

➤ **PRODUCT**

Section 5307, 5303 financial reports of capital, planning and operation activities. Transit sections of the TIP and UPWP. Quarterly activity reports. Area wide cooperative and collaborative transit planning activities. Coordination with the MPO, GDOT, FTA, and other community agencies with transportation interests.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	METRA
-----------------------------------	-------------------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FTA 5307	\$109,628.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 13,703.00
GDOT	\$ 13,703.00
TOTAL	\$137,034.00

TASK # 5.2**Sub-element: Disadvantaged Business Enterprise (DBE) Program****➤ OBJECTIVE**

To afford Disadvantaged Business Enterprises (DBE's) the opportunity to participate in the procurement contracts financed in whole or in part with federal and state funds. The Title VI update was completed in July 2016; the next update to be submitted is October 2019.

➤ PREVIOUS WORK

Administered FY13 DBE Program. Developed and advertised the FY16 DBE program update. Participate in the Unified DBE Program. Title VI update and monitoring as required.

➤ PROJECT DESCRIPTION

METRA will monitor the FY18 DBE program to ensure that the required participation is achieved in all FTA contracts. We will update and advertise the FY18 DBE program update. Coordinate DBE applications through GDOT as designated by the Unified DBE Program. METRA will monitor Title VI transit activities to ensure compliance with the regulations. The Title VI Transit Program and the DBE Program activities will be updated, advertised for comments, printed and forwarded to FTA for final review and approval. Monitor the Small Business Component of the DBE Program.

➤ PRODUCT

Quarterly DBE Program Reports. DBE Program Update. Computation of the DBE share in the USDOT funded procurement. Monitor contracts for Title VI compliance.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	METRA
-----------------------------------	-------------------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FTA 5307	\$ 9,826.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 1,228.00
GDOT	\$ 1,228.00
TOTAL	\$12,282.00

TASK # 5.3

Sub-element: Transit Planning and MIS

➤ **OBJECTIVE**

Maintain and update the long and short-range transit planning objectives and strategies. Maintain transit and para-transit data that may be needed to work effectively with the MPO and other agencies with transportation interests in Columbus/Muscogee County. Maintain financial, operating, and capital data and reports. Develop and utilize report data to analyze the effectiveness of service delivery, existing and proposed routes, and to plan for future transit needs. Maintain transit demographic, survey, historical, and anecdotal data. Provide data for route adjustments as needed to improve operations. Provide transit planning information and project development support in transportation planning meetings. Encourage welfare to work, reverse commute activities. Encourage energy conservation; encourage the use of high occupancy vehicles, and making full use of public transportation. Increase public awareness of community wide advantages of public transit. Utilize ITS strategies as funding permits.

➤ **PREVIOUS WORK**

General Fare-box Information data (revenue and rider-ship), National Transportation Data Section 15 reports, Georgia Transit Fact Book reports, Long Range Transportation Plan, TIP, and annual report, and special projects. Participation in community forums, information sessions, public speaking, community meetings and schools. Interactions with agencies that are stakeholders in public transportation. Instrumental in the development of the Anti-Idling Resolution for heavy-duty vehicles and research on alternative cleaner fuels such as hybrid buses. Instrumental in promoting public transit as an alternative to driving personal vehicles. METRA works on Alternative Transportation Plans providing data for public forums, and agencies.

➤ **PROJECT DESCRIPTION**

Compilation of daily, weekly, monthly, quarterly, and annual reports of route performance and revenue. Preparation of FTA Triennial Review, MPO Certification, MIS reports, NTD report data, and other reports required to maintain the efficiency of the public transportation services. Coordination with the MPO report data, and other reports required to maintain the efficiency of the public transportation services. Coordination with the MPO on allocation, reports, project selection/prioritization. Participation in public meetings and forums. Continue dialogues with area agencies and community groups to provide information on transit routes and programs, identify deficiencies, and outline service changes as needed. Continue participation in the Clean Air Task Force. Participate in the process of reviewing and rewriting the City's Hazard Mitigation Plan, which is required by FEMA to continue to make our city eligible for federal disaster reimbursement funding as well as future funding. Bike to work day and other alternative transportation initiatives will be coordinated. Support programs that encourage biking, walking, and transit use. Community wide transit information and coordination (i.e., Communities in Motion Day). Daily review of GFI information for consistency and effectiveness. Participation in the long and short-range transportation planning to secure a seamless system of transportation – inclusive of all modes of transportation. Provide park and ride locations that benefit public transportation. Work with groups with Limited English Proficiency. Coordinated public transit and high need focus (i.e., homeless, battered abused individuals, rehabilitated offenders and disabled military personnel in Public Partnerships. METRA will continue a comprehensive review of services to insure transit facilities remain positive and viable. METRA has partnered with the State Clean Air Campaign to promote a sustainable clean environment. Implement facets of the Transit Assessment system analysis looking at current and future transit needs funded by TSPLOST – GDOT.

➤ **PRODUCT**

Transit MIS reports, Bus Route Analysis, Revenue and Rider-ship Analysis, GFI reports, NTD Monthly Safety Report, Section 15 NTD Annual Data Report. Georgia Transit Fact Book Annual Report, Quarterly 5307 Federal Financial Report, Quarterly 5307 Milestone Report, Quarterly 5303 Federal Financial Report, Quarterly 5303 Milestone Report, Weekly Recap Report, and Weekly Budget Report.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	METRA
-----------------------------------	-------------------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FTA 5307	\$66,855.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$20,347.00
GDOT	\$116,265.00
TOTAL	\$203,467.00

TASK # 5.4**Sub-element: Training and Transit Conferences****➤ OBJECTIVE**

To keep the staff knowledgeable and aware of the current transit technologies, information, transit activities, regulations, and the required guidelines.

➤ PREVIOUS WORK

Staff attended professional training sessions, workshops, and conferences (i.e., NTD Section 15, Transportation Planning, DBE, and PSR Workshop, Contracts and Procurement, TrAMS, MAP21).

➤ PROJECT DESCRIPTION

METRA staff will attend professional transit meetings and other mandated meetings for professional development and improvement. Staff will participate in relevant transit and air quality training to keep abreast of the latest technical information. Staff will keep abreast of the newest developments in equipment, service delivery, safety and security, transit amenities, enhancement activities, fuel-efficient vehicles, contracts, regulations, and public information, and information that enhances the ability to communicate with special needs populations (i.e., disabled customers, ESL English as a Second Language persons).

➤ PRODUCT

Study guides, handouts, pertinent workshops or training course materials, innovative work strategies, and ways to improve service delivery. Training is continuous and ongoing.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	METRA
-----------------------------------	-------------------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FTA 5307	\$6,358.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 795.00
GDOT	\$ 795.00
TOTAL	\$7,948.00

TASK # 5.5**Sub-element: Phenix City Transit Planning (LRCOG)****➤ OBJECTIVE**

To apply and administer Federal transit grants for capital and operating expenses. Administration will cover monthly and quarterly analysis and reporting of expenditures, revenues, capital procurement, to maintain eligibility for federal grants. Alternate sources of revenues will be identified. The coordination/consolidation of services in the community will be maximized with emphasis placed on developing services to meet the needs of transportation consumers. The development and maintenance of public/private partnership will continue to provide efficient delivery of services in a cost efficient manner.

➤ PREVIOUS WORK

Administration of Federal Transit Grants to Provide Transit Service for Phenix City, AL. Transit Operators are voting members of the Policy Coordinating Committee as per the MAP 21.

➤ PROJECT DESCRIPTION

Grant and reports will be completed in a timely manner with continued review of alternate funding sources. The coordination/consolidation of services will continue to be a priority. Technical assistance and marketing services will be provided to the public for increased awareness and maximum services.

➤ PRODUCT

Financial reports of monthly expenditure on capital, operating, and planning projects.

TARGET START AND END DATES	July 1, 2017 to June 30, 2018	LEAD AGENCY	Phenix City, Lee/Russell Council of Governments
-----------------------------------	-------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
PL-FHWA/FTA	\$23,307.00
COLUMBUS CONSOLIDATED GOVERNMENT	\$ 0.00
PHENIX CITY	\$ 5,826.75
TOTAL	\$29,133.75

TRANSIT SERVICE PLANNING
Georgia Section

TASK # 5.3 Transit Planning and MIS

Sub-element: 44.21.00: Program Support and Administration

➤ OBJECTIVE

Coordinate transportation-planning activities with local, state, and Federal entities such as the Metropolitan Planning Organization (MPO), Georgia Department of Transportation (GDOT), Federal Transit Administration (FTA), user agencies, and transit stakeholders. Prepare and implement next year's Columbus, Georgia Section of the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), Program of Projects (POP), capital grants and planning grants, other program requirements that support transit in Columbus. Prepare special transit reports and programs that will enhance the quality of transit services in Columbus / Muscogee County.

➤ PREVIOUS WORK

FY2018 Program of Projects (POP), and the Georgia Section of the UPWP and TIP approved by 3-C Planning Process of Metropolitan Planning Organization (MPO), transit capital and planning contracts.

➤ PROJECT DESCRIPTION

Develop the annual POP and advertise in local media for a minimum of 30 days. If significant POP changes are required, we will advertise with changes. Develop Georgia Section of the UPWP. UPWP submitted for approval by 3-C Planning Process of MPO. Develop planning and program documents in coordination with MPO and transit related agencies. The documents include but are not limited to: Congestion Management Process (CMP), Alternative Transportation Plan (ATP), Long Range Transportation Plan (LRTP), Transit Development Program (TDP), Regional Transit Administrative Committee Report (RTACR), and the Passengers Rail Commission.

➤ PRODUCT

FY 2019 Georgia POP, UPWP, and TIP, other reports and contracts that support transit services. Develop Triennial certification response package and support documents. Develop Georgia Transit section of the MPO certification package. Survey of transit customers and citizens for impacts, comments, and recommendations for current and future service.

TARGET START AND END DATES

July 1, 2017 – June 30, 2018

LEAD AGENCYMETRA Transit System
Columbus, Georgia

FUNDING SOURCE	AMOUNT
FTA 5303	\$25,897.97
STATE 5303 MATCH	\$ 3,237.25
LOCAL	\$ 3,237.25
TOTAL	\$32,372.47

TASK # 5.3 Transit Planning and MIS

Sub-element: 44.22.00: General Development and Comprehensive Planning

➤ OBJECTIVE

Coordinate with local, regional and state agencies to develop planning activities that include a public transit component in Columbus/Muscogee County and improve the economic conditions of residents and riders.

➤ PREVIOUS WORK

- Regional Coordinated Transportation Plan
- Congestion Management Plan
- 10-Year Regional Homeless Plan
- Clean Air Task Force (headed subgroup – Fuel)
- Drug and Alcohol FT Audit
- Transit Strategic Action Plan 2025 (SAP)
- Transit Development Program (TDP)

➤ PROJECT DESCRIPTION

Participation with local, state, federal, and regional agencies that promote public transportation in safe and cost effective manner.

➤ PRODUCT

- Continuation of anti-idling activities for large vehicles
- Approval/Implementation of 10-Year Homeless Plan
- Transit Component in Regional transit and transportation planning for next 25 years
- Alternative Transportation Plan – 10 Year Plan
- TIA Transit Enhancements & Routes – 5 Year Plan

TARGET START AND END DATES	July 1, 2017 – June 30, 2018	LEAD AGENCY	METRA Transit System Columbus, Georgia
-----------------------------------	------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
FTA 5303	\$6,714.29
STATE 5303 MATCH	\$ 839.28
LOCAL	\$ 839.29
TOTAL	\$8,392.86

TASK # 5.3 Transit Planning and MIS**Sub-element: 44.24.00: Short Range Transportation Planning****➤ OBJECTIVE**

Transit planning activities and reports that relate the direct implementation of transit efficiency. This may include but is not limited to adjusting routes, enhancing current service, meeting with community groups, public forums and other activities that impact service delivery within 0-3 years.

➤ PREVIOUS WORK

Customer and public transit survey. Response to transit comments, information request. Meetings with citizen groups to discuss transit needs. Citywide meetings to discuss transit and other public services. Meetings with students to provide public transit education. Prepare the FY 2017 National Transportation Data Section 15 Report, Georgia Fact Book Report, GTA information, and ridership surveys. Transit Section of the Long Range Transportation Plan, completion of Transit Assessment Documents.

➤ PROJECT DESCRIPTION

Garner information from citizens, agencies, and internal data from General Farebox Information (GFI) for the purpose of insuring that transit services remain viable and short-term changes are developed for review, approval and upgrading as trends are available.

➤ PRODUCT

School meetings, meetings with public groups, meeting with public agencies, and meetings with special interest group (e.g., Hispanic Outreach, Mayor's Commission for Unity, Prosperity and Diversity (MCUPD), Commission for Persons with Disabilities, and senior citizen's homes, General Farebox Information (GFI) revenue and rider-ship reports, National Transportation Data Section 15 reports, Georgia Transit Fact Book reports, and special projects, LRTP Document and Transit Assessment Final Report. METRA staff will participate in Community forums, information sessions, public speaking, and interactions with agencies that are stakeholders in public transit. Voting member of the MPO, all committees.

TARGET START AND END DATES

July 1, 2017 – June 30, 2018

LEAD AGENCY

METRA Transit System
Columbus, Georgia

FUNDING SOURCE	AMOUNT
FTA 5303	\$6,714.29
STATE 5303 MATCH	\$ 839.28
LOCAL	\$ 839.29
TOTAL	\$8,392.86

TASK # 5.3 Transit Planning and MIS

Sub-element: 44.25.00: Transportation Improvement Program (TIP) Georgia Transit Section

➤ **OBJECTIVE**

Develop the TIP data and report based on allocation, local matching funds, state matching funds, and local requirements. The TIP is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by the MPO as part of the metropolitan transportation planning process, consistent with the Metropolitan Transportation Plan (MTP), and required for projects to be eligible for funding under Title 23 of the U.S. Code and 49 U.S.C. Chapter 53.

➤ **PREVIOUS WORK**

FY 2017 Georgia Section of the TIP and Financial Plan

➤ **PROJECT DESCRIPTION**

Submit the Georgia Transit section of the TIP and Financial Plan to the full MPO for approval by the 3-C planning committees (Citizens Advisory Committee – CAC, Technical Coordinating Committee – TCC, and the Policy Coordinating Committee – PCC. METRA staff is a voting member of the TCC and the PCC and a non-voting member on the CAC.

➤ **PRODUCT**

FY 2018 TIP, Financial Plan and all support documentation

<p>TARGET START AND END DATES</p>	<p>Develop the draft Georgia Section of the FY 2018 TIP January 2017. MPO committee review and approval of the Draft January/February 2017. Final TIP submitted to MPO Committee for approval March-June 2017</p>	<p>LEAD AGENCY</p>	<p>METRA Transit System Columbus, Georgia</p>
--	---	---------------------------	---

<p>FUNDING SOURCE</p>	<p>AMOUNT</p>
<p>FTA 5303</p>	<p>\$6,714.29</p>
<p>STATE 5303 MATCH</p>	<p>\$ 839.28</p>
<p>LOCAL</p>	<p>\$ 839.29</p>
<p>TOTAL</p>	<p>\$8,392.86</p>

TASK # 5.3 Transit Planning and MIS**Sub-element: 44.26.12: Coordination of Non-Emergency Human Service Transportation****➤ OBJECTIVE**

Coordinated activities with the Department of Human Resources and the MPO, and the Regional Planning Organization for the purpose of providing transportation to customers.

➤ PREVIOUS WORK

METRA's Para-transit Transportation Program, Coordinated effort with River Valley (16 County - Regional County Planning Agency) and public/private non-emergency transportation agencies.

➤ PROJECT DESCRIPTION

METRA will continue coordination with the River Valley (16 County – Regional County Planning Agency) by attending meetings and working to provide coordinated transportation with the other transportation providers. Continue to transition customers into METRA's Para-transit transportation program to those customers that are eligible for this service. Encourage persons with disabilities to use the fixed route buses as often as feasible and benefit from the Paratransit Incentive Program (PIP).

➤ PRODUCT

Coordinated transportation with other transportation providers, Night transportation funded by TSPLOST grant.

TARGET START AND END DATES	July 1, 2017 – June 30, 2018	LEAD AGENCY	METRA Transit System Columbus, Georgia
-----------------------------------	------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
FTA 5303	\$ 9,591.84
STATE 5303 MATCH	\$ 1,198.98
LOCAL	\$ 1,198.98
TOTAL	\$11,989.80

TASK # 5.3 Transit Planning and MIS**Sub-element: 44.26.13: Participation of Transit System in MPO and Statewide Planning****➤ OBJECTIVE**

To attend and represent the Transit System in the MPO and at Statewide planning meetings by attending events and training that are aimed at improving the transit options locally, regionally, and statewide.

➤ PREVIOUS WORK

Georgia Transit Association Conference attendance, participation in Legislative Day, Georgia Transit Day and Local Try Transit Day, and Communities in Motion Day events. METRA participated fully as a member of Columbus-Phenix City Metropolitan Planning Organization (MPO), on the CAC, TCC, and PCC committees.

➤ PROJECT DESCRIPTION

Coordinate statewide transit planning as part of GDOT / TIA Transportation Grant. METRA staff attends legislative day, statewide planning and training, and other events that aim to improve the transit options locally, regionally, and statewide.

➤ PRODUCT

Statewide transit planning as GTA Board member. Year round Transit planning as a member of the Columbus-Phenix City MPO – year round. Representation on the CAC, TCC, & PCC of MPO (year round). Participates on the Taxicab Commission and High Speed Railroad Study.

TARGET START AND END DATES	July 1, 2017 – June 30, 2018	LEAD AGENCY	METRA Transit System Columbus, Georgia
-----------------------------------	------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
FTA 5303	\$ 9,591.84
STATE 5303 MATCH	\$ 1,198.98
LOCAL	\$ 1,198.98
TOTAL	\$11,989.80

TASK # 5.3 Transit Planning and MIS**Sub-element: 44.26.14: Transit System Planning in Coordination with Operations and Ridership****➤ OBJECTIVE**

To develop local surveys, revenue reports, ridership reports, and other data provided by Operations for their use in management and operations of transit service as well as maintenance.

➤ PREVIOUS WORK

Communities in Motion Day Surveys, Daily GFI Reports, LEP implementation, Wounded Warrior Program Participation, Comprehensive review of service for BRAC, Homeless Task Force program, Career Days at area schools and Hispanic Outreach, Unity, Prosperity and Diversity, Mayor's Commission for Persons with Disabilities and Youth Advisory Council.

➤ PROJECT DESCRIPTION

METRA will develop local surveys, revenue reports, ridership reports and other data provided by Operations to include Customer Surveys, GFI Revenue and Ridership Reports.

➤ PRODUCT

Customer Surveys – Fall 2017
 Promotion of park and ride locations – year round.
 Work with groups with Limited English Proficiency – year round
 Coordinated public transit and high need focus (i.e., homeless, battered & abused individuals, rehabilitated offenders and teens from juvenile court) – year round.
 Conduct a review of services to insure transit facilitates activities and facilities management.
 Limited English Proficiency (LEP) Title VI activities that promote public transit.

TARGET START AND END DATES	July 1, 2017 – June 30, 2018	LEAD AGENCY	METRA Transit System Columbus, Georgia
-----------------------------------	------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
FTA 5303	\$ 9,591.84
STATE 5303 MATCH	\$ 1,198.98
LOCAL	\$ 1,198.98
TOTAL	\$11,989.80

TASK # 5.3 Transit Planning and MIS**Sub-element: 44.26.15: Support Capital Investment Decisions****➤ OBJECTIVE**

Apply and contract for transit capital grants with the Federal Transit Administration (FTA), Georgia Department of Transportation (GDOT), and other transit funding sources.

➤ PREVIOUS WORK

FY 2017 5307 GDOT and FTA Capital contracts.

➤ PROJECT DESCRIPTION

METRA will prepare and submit the grant applications to FTA and GDOT for capital funds. Program activities will be managed, reported and at year-end, closed out for independent audit. Transit planning work element activities will be carried out as described. Prepare and maintain monthly and quarterly records of activities and expenditures of transit planning activities, community outreach, community involvement, capital procurement, transit information and education. Implement the UPWP elements and the TIP (i.e., bus replacement schedule, financial plan, capital schedule, and annual element). Address transit-planning activities for the urbanized area of Columbus, Georgia. Perform other required activities to maintain METRA's eligibility for public grants and contracts (i.e., enhancements, safety and security, energy conservation). Implement supplemental transit grants that support public transit needs and programs (i.e., TIA State Transit Program).

➤ PRODUCT

FY 2018 GDOT/FTA 5307 Capital Assistance and Georgia DOT TIA/TPLOST.

TARGET START AND END DATES	July 1, 2017 – June 30, 2018	LEAD AGENCY	METRA Transit System Columbus, Georgia
-----------------------------------	------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
FTA 5303	\$ 9,591.84
STATE 5303 MATCH	\$ 1,198.98
LOCAL	\$ 1,198.98
TOTAL	\$11,989.80

TASK # 5.3 Transit Planning and MIS

Sub-element: 44.26.16: Incorporating Safety and Security Transportation Planning

Develop a plan and implement safety and security at all METRA facilities for the benefit of employees and customers.

➤ **OBJECTIVE**

Safety and Security Team annual review and improvements; Quality Check team monthly check of review vehicles; Participation on the Regional Homeland Security Team; Tabletop Safety and Security Activities.

➤ **PREVIOUS WORK**

METRA's Safety and Security team will review transit facilities for the purpose of improving staff and customer safety. The Quality Check Team will evaluate revenue vehicles monthly for the purpose of providing improved quality and safety. METRA will participate on the Regional Homeland Security Team for the purpose of remaining current on all evacuation needs for the city/county, and in other agreements regarding public safety. METRA will participate in tabletop safety security activities and in evacuation exercises and practice sessions. Staff will retain AED and CPR Certifications, and Muscogee County Prison (MCP) Certifications. Each building is equipped with fire extinguishers, evacuation system, AC/heating system, camera system, AED machines, fire alarms and checked annually.

➤ **PROJECT DESCRIPTION**

In response to 9/11 METRA Transit System as a department of the Columbus Consolidated Government is part of the Regional Homeland Security Office. As such management staff in conjunction with the Columbus Police Department (CPD), the Sheriff's Office, the Fire Department and Emergency Ambulances, the Homeland Safety and Security Office, Public Works, and Engineering have a secured plan developed through the Incident Command and the National Incident Management System. METRA's secured plan was developed in coordination with these agencies and includes several aspects. The plan is not available for public information for security reasons. Our office and the Sheriff's Office are available to discuss aspects of the overall plan and annual updates.

➤ **PRODUCT**

Listed below are some of safety and security accomplishments in 2016:

1. Emergency evacuation service – Desk Top exercises and actual evacuations conducted annually (i.e., Youth Detention Center evacuation).
2. Facility and equipment security – Security surveillance equipment installed in 2008 and cameras were updated in 2016. Due to costs, each year more cameras will be updated. FY 2016 bus cameras increased from 6 cameras per bus to 7-8 cameras for new buses.
3. Personnel – Annual test evacuations of the entire facility including riders and staff takes place without advance notice under the coordination of the Sheriff's Staff. FY 2016, a part time Sheriff's Deputy was assigned on site to provide onsite security on as needed bases.
4. Lighting – Increased lighting on the perimeter of the transit facilities and in buildings. LED lighting is replacing standard lights annually. Replacement lighting is paid for by the City Engineering and Public Works.
5. Code RED Emergency Notification System – All staff and management provided current contact information for community wide message notification should a area be targeted within the city/county for an act of terrorism or other emergency (i.e., fire, flood, etc.).

Safety and Security Review Reports – annual

Quality Check Team Reports – monthly

Participation on the Regional Homeland Security Team – year round
NTD Safety Reports - annual

TARGET START AND END DATES	July 1, 2017 – June 30, 2018	LEAD AGENCY	METRA Transit System Columbus, Georgia
-----------------------------------	------------------------------	--------------------	---

FUNDING SOURCE	AMOUNT
FTA 5303	\$ 9,591.84
STATE 5303 MATCH	\$ 1,198.98
LOCAL	\$ 1,198.98
TOTAL	\$11,989.80

TASK # 5.3 Transit Planning and MIS

Sub-element: 44.27.00: Other Activities

➤ OBJECTIVE

To participate in all FTA and GDOT planning activities as determined by the Federal Administrator based on national or state legislation. This activity covers planning activities that are updated during the fiscal year.

➤ PREVIOUS WORK

Yearly participation in FTA and GDOT planning activities.

➤ PROJECT DESCRIPTION

METRA will participate in FTA and GDOT planning activities as determined by the Federal Administrator based on national or state legislation.

➤ PRODUCT

FTA and GDOT activity reports – year round.

**TARGET START
AND END DATES**

July 1, 2017 – June 30,
2018

LEAD AGENCY

METRA Transit System
Columbus, Georgia

FUNDING SOURCE	AMOUNT
FTA 5303	\$1,918.37
STATE 5303 MATCH	\$ 239.79
LOCAL	\$ 239.80
TOTAL	\$2,397.96

EXHIBIT 4

SECTION 5303 BUDGET INFORMATION

Technical Classifications*

UPWP Task #	Activity Line Item (ALI) Code	Description	Estimated Project Cost
5.3	44.21.00	Program Support Administration	\$32,372.46
5.3	44.22.00	General Development & Comprehensive Planning	\$8,392.86
5.3	44.23.01	Long Range Transportation Planning (System Level)	
5.3	44.23.02	Long Range Transportation Planning (Project Level)	
5.3	44.24.00	Short Range Transportation Planning	\$8,392.86
5.3	44.25.00	Transportation Improvement Program (TIP)	\$8,392.86
5.3	44.26.12	Coordination of Non-Emergency Human Service Transportation	\$11,989.80
5.3	44.26.13	Participation of Transit System MPO and Statewide Planning	\$11,989.80
5.3	44.26.14	Transit Planning in Coordination with Operations and Ridership	\$11,989.80
5.3	44.26.15	Support Capital Investment Decisions	\$11,989.80
5.3	44.26.16	Incorporating Safety and Security Transportation Planning	\$11,989.80
5.3	44.27.00	Other Activities	\$2,397.96
		Total Project Cost (100%)	\$119,898.00

ACCOUNTING CLASSIFICATIONS

Activity Line Item (ALI)	Description	Estimated Project Cost
41.20.01	Personnel	\$88,297.00
41.20.12	Fringe Benefits	\$31,601.00
41.20.03	Travel	
41.20.04	Equipment	
41.20.05	Supplies	
41.20.06	Contractual	
41.20.07	Other	
41.20.08	Indirect Charges	
	Total Project Cost (100%)	\$119,898.00

FUND ALLOCATIONS

Federal Share (80%)	\$95,918.40
MPO Share (10%)	\$11,989.80
State Share (10%)	\$11,989.80
Total Project Cost (100%)	\$119,898.00

FY 2018 SOURCE OF FUNDS

FISCAL YEAR 2018 SOURCE OF FUNDS

March 29, 2017

*The FHWA PL and FTA Planning funds have been consolidated into PL category for Alabama

WORK ELEMENTS	GEORGIA											ALABAMA				GRAND TOTAL
	SPR (GADOT)		PL (MPO)			SEC 5303 (METRA)			SEC 5307 (METRA)			SPR (ALDOT)		*PL (MPO)		
	FHWA	GADOT MATCH	FHWA	GADOT MATCH	COL. MATCH	FTA	GADOT MATCH	COL. MATCH	FTA	GADOT MATCH	COL. MATCH	FHWA	ALDOT MATCH	FHWA	P.C. MATCH	
ADMINISTRATION																
1.2 Operations and Administration	0.00	0.00	26,041.60	0.00	6,510.40							0.00	0.00	9,171.00	2,292.75	44,015.75
1.3 Training and Employee Education	0.00	0.00	10,851.20	0.00	2,712.80							0.00	0.00	3,055.00	763.75	17,382.75
1.6 Unified Planning Work Program	0.00	0.00	10,851.20	0.00	2,712.80							0.00	0.00	3,554.00	888.50	18,006.50
1.7 Quarterly and Annual Reports	0.00	0.00	6,507.50	0.00	1,626.88							0.00	0.00	1,527.00	381.75	10,043.13
Subtotal	0.00	0.00	54,251.50	0.00	13,562.88							0.00	0.00	17,307.00	4,326.75	89,448.13
PUBLIC INVOLVEMENT																
2.1 Community Outreach/Education	0.00	0.00	3,036.48	0.00	759.12							0.00	0.00	0.00	0.00	3,795.60
2.2 Environmental Justice/Title VI	0.00	0.00	3,036.48	0.00	759.12							0.00	0.00	0.00	0.00	3,795.60
2.3 Public Involvement Plan	0.00	0.00	9,116.16	0.00	2,279.04							0.00	0.00	1,550.00	387.50	13,332.70
Subtotal	0.00	0.00	15,189.12	0.00	3,797.28							0.00	0.00	1,550.00	387.50	20,923.90
DATA COLLECTION																
3.1 Socio-Economic Data	0.00	0.00	3,036.48	0.00	759.12							0.00	0.00	1,550.00	387.50	5,733.10
3.4 Trans. Analysis, Models & Surveys	0.00	0.00	21,614.70	0.00	5,403.67							0.00	0.00	3,055.20	763.80	30,837.37
Subtotal	0.00	0.00	24,651.18	0.00	6,162.79							0.00	0.00	4,605.20	1,151.30	36,570.47
SYSTEM PLANNING																
4.1 Congestion Management	0.00	0.00	18,168.96	0.00	4,542.24							0.00	0.00	1,528.00	382.00	24,621.20
4.2 Air Quality Technical Studies	0.00	0.00	10,000.68	0.00	2,500.17							0.00	0.00	1,000.00	250.00	13,750.85
4.5 Bicycle - Pedestrian Planning	0.00	0.00	13,022.40	0.00	3,255.60							0.00	0.00	3,665.20	916.30	20,859.50
4.7 GIS Development	0.00	0.00	18,873.90	0.00	4,718.48							0.00	0.00	3,665.20	916.30	28,173.88
4.11 Long Range Transportation Plan	0.00	0.00	17,361.60	0.00	4,340.40							0.00	0.00	1,222.00	305.50	23,229.50
4.12 Trans. Improvement Program	0.00	0.00	20,831.00	0.00	5,207.75							0.00	0.00	4,533.60	1,133.40	31,705.75
4.13 Special Trans. Studies & Projects	0.00	0.00	70,457.60	0.00	17,614.40							0.00	0.00	47,681.80	11,920.45	147,674.25
Subtotal	0.00	0.00	168,716.14	0.00	42,179.04							0.00	0.00	63,295.80	15,823.95	290,014.93
TRANSIT SERVICE PLANNING																
5.1 Prepare & Administer Grants									109,628.00	13,703.00	13,703.00					137,034.00
5.2 DBE									9,826.00	1,228.00	1,228.00					12,282.00
5.3 Transit MIS						0.00	107,908.00	11,990.00	66,855.00	8,357.00	8,357.00					203,467.00
5.4 Training & Conferences									6,358.00	795.00	795.00					7,948.00
5.5 Phenix City Transit Planning														\$23,307.00	5,826.75	29,133.75
Subtotal			0.00	0.00	0.00	0.00	107,908.00	11,990.00	192,667.00	24,083.00	24,083.00			23,307.00	5,826.75	389,864.75
GRAND TOTAL	0.00	0.00	262,807.94	0.00	65,701.99	0.00	107,908.00	11,990.00	192,667.00	24,083.00	24,083.00	44,000.00	11,000.00	110,065.00	27,516.25	826,822.18

The SPR funds are used for Alabama DOT Staff only. They

APPENDIX

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY

POLICY COMMITTEE

By-Laws

(Last Amended: March 2015)

ARTICLE I

Name

The name of the organization shall be the Policy Committee for the Columbus-Phenix City Transportation Study.

ARTICLE II

Composition

The Policy Committee shall be composed of officials of participating governmental jurisdictions. Membership shall be determined by organization position with the following positions being members:

Voting Members

Mayor - Columbus, Georgia - Committee Chair
Mayor - Phenix City, Alabama - Committee Vice-Chair
Chairman of County Commission - Russell County, Alabama
Chairman of County Commission - Lee County, Alabama
Commissioner - Georgia Department of Transportation
Representative - District 3, Georgia State Transportation Board
Southeast Region Engineer - Alabama Department of Transportation
Project Director - Columbus, Phenix City Transportation Study
Chairman – Citizen’s Advisory Committee
Chairman of County Commission – Chattahoochee County, Georgia
Transit Manager – METRA - Columbus, Georgia
Transit Manager – PEX – Phenix City, Alabama

Advisory Members (Non-Voting)

Division Administrator - Federal Highway Administration, Alabama
Division Administrator - Federal Highway Administration, Georgia
Intermodal Planning Engineer - Federal Highway Administration, Georgia
Chief of Urban Planning Bureau - Georgia Department of Transportation
District III Engineer - Georgia Department of Transportation
Assitant Bureau Chief Metropolitan Planning & Transit - Alabama Department of Transportation
Commanding General - Fort Benning, Georgia
Others as determined by the Chairman

ARTICLE III

Duties

The Policy Committee is the body responsible for review and approval of the Columbus-Phenix City Transportation Study and all aspects including goals, objectives, plans, and programs developed by the Study.

The Policy Committee has the responsibility for insuring that the Study is kept up-to-date, that timely reports are made to inform the public of progress of the Study, that a complete multi modal work program is developed for all aspects of the Study and that the respective agencies, jurisdictions, or commissions are kept informed of Study progress.

The Policy Committee shall serve as a liaison representative between governmental units in the study area in order to obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the plan.

The Policy Committee shall have the authority to determine and alter from time to time the membership of the Technical Coordinating Committee (TCC).

The Policy Committee shall have the authority to determine and alter from time to time the membership of the Citizen's Advisory Committee (CAC) with the intended purpose of providing a broad cross-section of citizen participation.

ARTICLE IV

Organization

The Policy Committee shall elect a chairperson and vice chairperson from among its voting members. Such election shall be by a majority of that voting membership.

Elections shall take place on the first meeting of the calendar year providing there is a majority of the voting members present.

An officer may succeed himself with no limitation of number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

The term of office shall be one year, from January to January or until such time new officers are elected.

The chairperson or vice chairperson may be removed from office by a vote of the majority of all voting members of the Policy Committee.

ARTICLE V

Duties of the Chairperson

The chairperson shall preside at all meetings of the Policy Committee.

The chairperson shall authenticate by signature all resolutions adopted by the Policy Committee.

The chairperson shall serve as chief policy advocate for the Committee.

The chairperson shall represent the Committee as hearings, conferences, and other events as required or designate another member of the Committee and/or the Project Director to serve in his place.

ARTICLE VI

Project Director

The Project Director shall be appointed by the Policy Committee but shall be the chief executive of the primary agency responsible for the planning activities of the Columbus-Phenix City Transportation Study.

The Project Director shall serve as Secretary of the Policy Committee and chairperson of the Technical Coordinating Committee and shall coordinate all activities of the Columbus-Phenix City Transportation Study.

ARTICLE VII

Meetings

The Policy Committee shall meet monthly on the third (3rd) Tuesday unless otherwise specified.

The Policy Committee shall meet at least twice each year or as development dictates for the purpose of reviewing the plan and actions which may materially affect the plan and its implementation.

In order for business to be transacted there must be a recognized quorum of voting members or their alternates and such quorum consists of a majority.

All voting members shall designate alternatives, who shall in the event of a member's absence, serve in the member's place.

ARTICLE VIII

Rules of Order

The Policy Committee shall conduct business as prescribed in Robert's Rules of Order Revised in all areas unless prescribed otherwise by these by-laws.

The Parliamentarian shall be the Secretary of the Policy Committee.

ARTICLE IX

Amendments to By-Laws

These By-Laws may be amended by an affirmative vote of a simple majority of full voting membership of the committee. A By-Law change shall be presented for consideration at a regular meeting of the Committee; however, voting shall be deferred until the regular meeting following the meeting at which the By-Laws change was proposed.

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY

TECHNICAL COORDINATING COMMITTEE

By-laws

(Last Amended, November 2003)

ARTICLE I

Name

The name of this organization shall be the Technical Coordinating Committee of the Columbus-Phenix City Transportation Study.

ARTICLE II

Composition

The Technical Coordinating Committee shall be composed of key staff members of participating governmental jurisdiction or a designated alternate of these members. Membership shall be based upon the organizational position held, with the following persons being members:

Voting Members

Columbus, Georgia

Director - Department of Planning - Committee Chair

Chief - Transportation Planning Division - Committee Vice Chair

Deputy City Manager

Chief - Traffic Engineering Division - Department of Engineering

Highway Coordinator - Department of Planning

Director - Department of Transportation (METRA)

Airport Manager

Executive Director – River Valley Regional Commission

Fort Benning, Georgia

Civil Engineer

Georgia Department of Transportation

Urban Transportation Planner

District III Preconstruction Engineer

Phenix City, Alabama
City Manager

Phenix City, Alabama
City Engineer

Russell County, Alabama
County Engineer

Lee County, Alabama
County Engineer

Alabama Department of Transportation
Assistant Bureau Chief Metropolitan Planning & Transit
Preconstruction Engineer, Southeast Region

Chattahoochee County Commission

Advisory Members (Non-Voting)

Representative - District III, State Transportation Board, Georgia
Chairman - Columbus Airport Commission - Columbus, Georgia
Planning and Research Engineer - FHWA, Alabama Division
Urban Planning Engineer - FHWA, Georgia Division
Georgia Department of Transportation - Multi-modal Planner
Georgia Department of Transportation - District III Scheduling Engineer
Chairman – Citizen’s Advisory Committee
Inter-modal Planning Engineer - FHWA, Georgia Division
District 6 Engineer
Resident Engineer - Georgia Department of Transportation
Others as determined by the Chairman
 Lee-Russell Council of Governments
 County Planner - Hamilton, Georgia
 Cooperative Extension Service - Columbus, Georgia

ARTICLE III

Duties

The Technical Coordinating Committee shall prepare the Unified Planning Work Program, review all studies related to transportation with the Columbus-Phenix City Transportation Study area, and make recommendations to the Policy Committee and other agencies upon the work program and studies.

The Technical Coordinating Committee shall maintain inventories of current data used as input to the planning process.

The Technical Coordinating Committee shall review the status of several activities necessary to keep the study current and those activities necessary to update the study plan with timely reports made to the Policy Committee regarding such reviews.

The Technical Coordinating Committee shall make its reviews on the basis of technical sufficiency, accuracy, and completeness of such studies, plans and programs.

The Technical Coordinating Committee shall prepare for consideration by Policy Committee, an Annual Report that demonstrates to the general citizenry, the status of transportation in the Columbus-Phenix City Transportation Study area.

The Technical Coordinating Committee and participating agencies shall adopt and follow a specific work program and schedule of activities. If any agency identifies a need to deviate from the adopted work program or initiate any special studies that have any bearing on the present or proposed transportation system, it will be the responsibility of the respective Technical Coordinating Committee member to bring this to the attention of the full Technical Coordinating Committee for consideration, action, and/or information.

ARTICLE IV

Organization

The Director, Department of Planning, of which the Columbus-Phenix City Transportation Study comes under, shall be the chairperson of the Technical Coordinating Committee.

The Chief, Transportation Planning Division of the Columbus-Phenix City Transportation Study shall be the vice chairperson of the Technical Coordinating Committee.

The Chairperson shall appoint members to subcommittees, subject to Technical Coordinating Committee approval.

The Transportation Planning Division staff of the Department of Planning shall be the coordinating staff for the Columbus-Phenix City Transportation Study and the Technical Coordinating Committee

ARTICLE V

Duties of the Chairperson

The Chairperson shall preside at all meetings of the Technical Coordinating Committee.

The Chairperson shall authenticate by his signature, the minutes and resolutions adopted by the Technical Coordinating Committee.

The Chairperson, as required, shall represent the Technical Coordinating Committee at hearings, conferences, and other events or designate another member of the committee to serve in his place.

During the absence or disability of the Chairperson, or in the event that a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the committee and shall exercise all of the duties of the Chairperson.

The Chairperson shall prepare the meeting agenda and distribute it to the Technical Coordinating Committee members no later than (1) week prior to any scheduled meeting. Members desiring on item to be included on a meeting agenda shall notify the chairperson no later than two (2) weeks prior to the meeting.

The Chairperson, as the Project Director of the Columbus-Phenix City Transportation Study and Director of the Columbus, Georgia Department of Planning, shall maintain necessary staff in the Department of Engineering in order to continually execute the planning responsibilities required to keep the study up to date.

ARTICLE VI

Meetings

The regular meeting date of the Technical Coordinating Committee shall be on Thursday of the second full week of the month, unless otherwise specified.

In order for business to be transacted, there must be at least six (6) voting members. A quorum for voting purposes exists when a simple majority is present.

In the event a regular voting question is brought up during a committee meeting and a quorum is not present, a vote will be taken (recording those voting for and against the question). At the next regular scheduled meeting, a vote will be taken whether approving or disapproving the minutes of the previous meeting (the minutes being sent to all members prior to the meeting) making the vote official. If the minutes are disapproved based on the decision voted on at the previous meeting, discussion of the question will be re-opened and voted on again.

If a quorum is not present again at the next regularly scheduled committee meeting, proxy cards will be sent to those who were not in attendance when the question was originally voted on to obtain their vote which will be entered in the minutes of the original meeting.

In the event an important question is known prior to a meeting and must be decided at that committee meeting, proxy cards will be mailed in advance of the meeting in order for those who cannot be present to send in his vote prior to the meeting. This method will be used only in extreme cases.

In the event an important question is brought up for the first time during a committee meeting when a quorum is not present, and a decision is needed immediately, the Chairperson will determine if proxy cards should be sent immediately following the meeting (as opposed to the procedure in paragraphs A and B) to those who were not in attendance to obtain their vote which will be entered in the minutes of the next meeting.

Membership on the Technical Coordinating Committee is by virtue of the expertise concurrent with the position held and as such, attendance is of the utmost importance. Therefore, the Chairperson to the Policy Committee for review and direction shall report more than three (3) un-excused absences of regular scheduled meetings by a member or his designated alternate during a calendar year.

ARTICLE VII

Rules of Order

The Technical Coordinating Committee shall conduct business as prescribed in Robert's Rules of Order Revised in all areas of parliamentary procedure unless prescribed otherwise by these by-laws.

The Parliamentarian shall be appointed by the Chairperson with the Technical Coordinating Committee approval.

ARTICLE VIII

Amendments to By-Laws

These by-laws may be amended by an affirmative vote of a simple majority of full voting membership of the committee. A by-law change shall be presented for consideration at a regular scheduled meeting of the committee; however, voting shall be deferred until the regular schedule meeting following the meeting at which the by-laws change was propose

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY

CITIZEN ADVISORY COMMITTEE

By-Laws

(Last Amended, May 2016)

ARTICLE I

Name

The name of this Committee shall be the Citizen Advisory Committee (CAC) for the Columbus-Phenix City Transportation Study.

Origin: the Policy Committee of the Columbus-Phenix City Transportation Study creates The Citizen Advisory Committee.

Purpose: The purpose of the Citizen Advisory Committee is to advise the Policy Committee and Technical Coordinating Committee of the viewpoint of the citizenry of the Columbus-Phenix City Regional Area.

ARTICLE II

Composition

Membership shall consist of citizens or individuals from organizations within the region who reflect citizen's viewpoints. The Policy Committee or Citizen's Advisory Committee may appoint such other members whose knowledge and experience in the Region will provide the Policy Committee with a better understanding of the average citizen's point of view.

A membership subcommittee consisting of the Chairperson, Vice Chairperson and Secretary and will screen and recommend possible members of the Citizen's Advisory Committee. The membership of the Committee shall not exceed twenty-five (25) members.

ARTICLE III

Duties

Provide general advice to the Policy Committee and Technical Coordinating Committee concerning the citizen's viewpoint.

Review and participate in the various work elements as well as the future plans and systems as they are submitted to the Policy Committee.

Carry back the various data, discussions, and the decisions made by this and other Committees of the Columbus-Phenix City Transportation Study to the citizenry.

ARTICLE IV

Organization

The officers shall consist of a Chairperson, Vice Chairperson, and a Secretary.

The Chairperson and Vice Chairperson shall be elected annually by the membership of the Citizen's Advisory Committee at the regular June Meeting, to take office on July 1, to serve for a one year term, and not more than two consecutive terms. Vacancies in offices shall be filled by appointment by the chairperson, at the next regular meeting after the vacancy occurs for the unexpired term.

The Secretary shall be the Chief Transportation Planner of the Columbus-Phenix City Transportation Study.

ARTICLE V

Duties of Officers

Chairperson - To preside at all meetings of the Citizen's Advisory Committee and to call special meetings as needed.

Vice Chair - To perform the duties of the Chairperson in his absence.

In the absence of the Chairperson and the Vice Chairperson, the members present shall select a temporary Chairperson.

Secretary - To record the minutes and attendance, prepare required reports; notify members of meetings, and such other duties as required or directed by the Chairperson. Notice of meetings shall be mailed as least one week in advance of meeting date whenever practical.

ARTICLE VI

Meetings

1. The regular meeting date of the Citizen's Advisory Committee shall be on Tuesday of the second full week of the month at 3:00 p.m. at a place to be determined by the Chairperson. The meetings will be held every other month and the Chairperson shall call special meetings as may be required and as herein provided. Committee can review and approve minor revisions to documents by emails.
2. Subcommittees shall meet as determined by the Chairperson of said committee.

3. In order for business to be transacted, there must be at least seven (7) members, or one-third of the membership present, whichever is less, shall be constitute a quorum.
4. Any member who is absent without excuse for three consecutive meetings is removed from membership.

ARTICLE VII

Amendment of Article

These by-laws may be amended by an affirmative vote of a simple majority of full voting membership of the Committee. A by-law change may be presented for consideration at a regular scheduled meeting of the Committee; however, voting on a change shall be conducted at the next regular scheduled meeting.

METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM OF UNDERSTANDING
FOR THE
COLUMBUS-PHENIX CITY TRANSPORTATION STUDY

BETWEEN

The Consolidated Government of Columbus, Georgia; the City of Phenix City, Alabama; the Counties of Lee and Russell, Alabama; Fort Benning, Georgia; Chattahoochee County, Georgia; Harris County, Georgia; the Alabama Department of Transportation and the Georgia Department of Transportation in cooperation with the U.S. Department of Transportation.

RELATIVE TO

The continuing, comprehensive, and cooperative urban transportation planning process known as the "Columbus-Phenix City Transportation Study" (C-PCTS).

1. **IT IS THE INTENTION OF THE PARTIES**, that the Columbus-Phenix City Transportation Study is to:
 1. Moving Ahead for Progress in the 21st Century (MAP-21) carries on the planning process which calls for continuous, comprehensive, and cooperative planning by the state and local governments as defined in Title 23 USC Section 134 and Section 5303 of the Federal Transit Act. The eight (8) SAFETEA-LU Planning Factors are retained in MAP-21 as the Scope of the Planning Process and results in plans and programs consistent with comprehensive planning development of the urbanized area.
 2. Update and revise the Columbus-Phenix City Multi-Modal Transportation Plan, to create a fiscally feasible transportation system that integrates thoroughfare development, public transportation, air facilities, rail systems, bicycle and pedestrian facilities and transportation enhancements; and reflects consideration of the area's comprehensive land-use plan and overall social, economic, environmental, energy conservation plans, goals and objectives.
 3. Create a functional relationship between transportation planning and the development of the cities and counties in the area.
 4. Maintain the data obtained in the original data collection phase of the study and any pertinent data collected thereafter on a current level so that existing and forthcoming recommendations may be evaluated and updated as necessary.
 5. Produce all documents and studies that are necessary to maintain a Certified Transportation Planning Process.

2. **IT IS FURTHER INTENDED** that the areas of responsibility of the aforementioned counties, municipalities, and government agencies shall lie within the Metropolitan Area Boundary established by the Policy Committee as the Columbus-Phenix City Transportation Study.
3. **IT IS FURTHER INTENDED**, that the Metropolitan Planning Organization (MPO) as designated by the Governors of Georgia and Alabama is the Columbus Department of Planning. With majority consent from the Columbus-Phenix City Policy Committee, the MPO shall have the primary responsibility for carrying out the urban transportation planning process and of developing the planning work program, transportation plan, and transportation improvement program.
4. **IT IS FURTHER INTENDED**, that the C-PCTS shall be coordinated by a project director, who shall be the Director of the Department of Planning or his designee; and the staff of the Transportation Planning Division of the Department of Planning shall serve, as the primary staff to the C-PCTS program and process. Additional staff resources may be provided, upon request, from the Technical Coordinating Committee (TCC) membership and existing staff resources of the participating agencies and governments. The Project Director shall coordinate all requests under the direction of the Policy Committee.
5. **IT IS FURTHER INTENDED**, that the C-PCTS Policy Committee shall continue to function to adopt appropriate goals, work programs, and plans; and to establish the need, form, and direction of future transportation improvements in the Columbus-Phenix City area. The Policy Committee shall be the MPO forum for cooperative decision making by principal elected and appointed officials of general purpose local government and intermodal transportation providers. The individuals representing the government jurisdictions involved in the C-PCTS planning process and other involved agencies shall comprise the Policy Committee Bylaws. The membership shall be enumerated in the Policy Committee Bylaws. The Policy Committee shall have the final authority in the matters of policy and plan adoption for the Columbus-Phenix City Transportation Study.
6. **IT IS FURTHER INTENDED**, that the committee known as the Technical Coordinating Committee (TCC) shall continue to function to assure the involvement of all operating departments, advisory agencies, and Multi-modal transportation providers concerned with, or affected by, the planning process and subsequent implementation of plans. The technical guidance and direction of the continuing Columbus-Phenix City Transportation Study shall be furnished by the TCC. The membership shall be enumerated in the Technical Coordinating Committee Bylaws.

7. **IT IS FURTHER INTENDED**, that the Citizens Advisory Committee (CAC) shall continue to function as a public information and involvement committee, and shall be representative of a cross-section of the communities. The CAC shall keep the Policy and the Technical Coordinating Committee informed of the communities perspective and shall provide information to the community about transportation policies and issues. The membership shall be enumerated in the Citizens Advisory Committee Bylaws.
8. **IT IS FURTHER INTENDED**, that the various committees meet at significant stages in the planning process in accordance with the bylaws adopted by each committee.
9. **IT IS FURTHER INTENDED**, that the Georgia Department of Transportation (GDOT), only to the extent that it may be bound by contracts which may hereafter be entered into, shall be responsible for the following:
 1. Provide available maps, aerial photographs, charts, and records as deemed necessary to maintain the study.
 2. Update and maintain travel simulation models for use in evaluating the metropolitan area's transportation needs. The models shall be the "official" C-PCTS models. The Department shall also provide the expertise and computer software for the above mentioned tasks.
 3. Make periodic reviews and evaluations of projected transportation needs; and revisions, when necessary, of the Multi-modal transportation plan.
 4. Aid the MPO in the preparation of planning oriented preliminary engineering, right-of-way, construction cost estimates, and certain transit, rail, aviation, and port records where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
 5. Provide the local agencies with current information concerning the status of planning and implementation of projects in the Columbus-Phenix City Multi-modal Transportation Plan.
 6. Enter into the cooperative process with all participating agencies, when the need for a major metropolitan investment is identified, to determine the extent of the analysis and define each agency's role in the development of the Major Investment Study (23 CFR 450.318).
 7. Enter into a cooperative process and coordinate with MPO participants an understanding of the development and amendment process for the State Transportation Improvement Program (STIP).
 8. Incorporate, with modification, the adopted C-PCTS Transportation Improvement Program into the State Transportation Improvement Program; and coordinate with the C-PCTS Transportation Plan in the development of the Statewide Transportation Plan.
 9. Annually certify, concurrently with the C-PCTS MPO, to the FHWA and the FTA that the C-PCTS planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable Federal laws.
10. Provide various types of traffic count data.

11. Provide other assistance as mutually agreed upon.

10. **IT IS FURTHER INTENDED**, that the Alabama Department of Transportation, only to the extent that it may be bound by contracts which may hereafter be entered into, shall be responsible for the following:

1. Provide available maps, aerial photographs, charts, and records as deemed necessary to maintain the study.
2. Aid the MPO in preparation of planning-oriented preliminary engineering, right-of-way cost, and construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
3. Provide the local agencies with current information concerning the status of planning and implementation of projects in the Columbus-Phenix City Multi-modal Transportation Plan.
4. Enter into the cooperative process with all participating agencies, when the need for a major metropolitan investment is identified, to determine the extent of the analysis and define each agency's role in the development of the Major Investment Study (23 CFR 450.318).
5. Incorporate, with modification, the adopted C-PCTS Transportation Improvement Program into the State Transportation Improvement Program; and coordinate with the C-PCTS Transportation Plan in the development of the Statewide Transportation Plan.
6. Annually certify, concurrently with the C-PCTS MPO, to the FHWA and the FTA that the C-PCTS planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable Federal laws.
7. Provide various types of traffic data.
8. Provide other assistance as mutually agreed upon.

11. **IT IS FURTHER INTENDED**, that the Columbus Department of Planning/Metropolitan Planning Organization (MPO), only to the extent that it may be bound by contracts, which may hereafter be entered into, shall be responsible for the following:

1. Prepare planning-oriented preliminary engineering, right-of-way and construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
2. Update and maintain maps showing existing and proposed land use, and make appraisals of actual land development in comparison with projections.
3. Review zoning and subdivision request in accordance with the C-PCTS Transportation and Land Use Plans.
4. Provide social and community development plans as may relate to transportation needs.

5. Develop and maintain base and projected population, housing, employment, economic, vehicle and land use data by traffic zone and supply information as requested concerning special generators.
6. Make recommendations for revisions of the Columbus-Phenix City Multi-modal Transportation Plan to conform to new planning goals, objectives, policies, or developments.
7. Periodically review traffic zone boundaries and make appropriate recommendations to the Technical Coordinating Committee and cooperate with the Georgia Department of Transportation in revision of said boundaries.
8. Provide available maps, aerial photographs, charts, records, and directories to the extent possible.
9. Collect, analyze, and distribute traffic data such as traffic counts and accident rate to the public, governmental agencies, and other parties.
10. Prepare and publish as necessary, a fiscally constrained 20 Year Multi-modal Transportation Plan that leads to the development of an integrated inter-modal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least every five (5) years.
11. Prepare and maintain a financially balanced Four (4) Year Multi-modal Transportation Improvement Program (TIP), which will be updated annually.
12. Prepare an annual Unified Planning Work Program (UPWP) to document planning activities to be performed in the next fiscal year, in sufficient detail to indicate who will perform the work, the schedule for completion, and the products that it will produce.
13. Prepare Georgia Department of Transportation Planning Contract for approval by Council of the Columbus Consolidated Government. Prepare transportation quarterly reports and submit reimbursement request to Georgia and Alabama Department's of Transportation. Prepare an annual Performance Report for the comparison of established goals in the Unified Planning Work Program and completed work elements.
14. Compile, maintain, and document data on existing water, air, motor freight, and rail terminals, and transfer facilities.
15. Prepare and publish as necessary a Public Involvement Plan, which documents how the MPO will provide complete information, timely public notices, full public access to key decisions, and support early and continuing involvement of the public in the development of plans and TIP's; and meets the criteria specified in 23 CFR Part 450.
16. Cooperate with the Alabama and Georgia Department's of Transportation in the development and implementation of the MAP-21 management systems and the traffic monitoring system (23 CFR Part 500). The MPO will have the lead responsibility in the development of the C-PCTS Congestion Management Process.
17. Ensure that the Congestion Management Process, the Public Transportation Management System, and the Inter-modal Management System shall, to the extent appropriate, be part of the metropolitan transportation planning process; and that the results of the six individual management systems shall be considered in the development of the transportation plan and TIP.

18. Enter into the cooperative process with all participating agencies, when the need for a major metropolitan investment is identified, to determine the extent of the analysis and define each agency's role in the development of the Major Investment Study (23 CFR 450.318).
19. Annually certify, concurrently with the Georgia Department of Transportation and the Alabama Department of Transportation, to the FHWA and the FTA that the C-PCTS planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable Federal laws.

12. **IT IS FURTHER INTENDED**, that the Columbus Consolidated Government within its official jurisdiction be responsible for the following:

1. Maintain and keep current records of fiscal operations and abilities, administrative practices, and laws and ordinances that affect and concern transportation. A re-evaluation of these items shall be made at least every five (5) years and the results and recommendations, which could affect the C-PCTS program, will be coordinated with the Technical and Policy Committees.
2. When appropriate, provide funding for right-of-way acquisition and clearance that may be required for the C-PCTS construction projects and be the agent responsible for acquiring said right-of-way.
3. Aid the MPO in developing planning-oriented preliminary engineering, right-of-way, and construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
4. Prepare, maintain, and fund an annual budget for the MPO's operations.

13. **IT IS FURTHER INTENDED**, that Phenix City, Alabama within its official jurisdiction be responsible for the following:

1. Maintain and keep current records of fiscal operations and abilities, administrative practices, and laws and ordinances that affect and concern transportation. A re-evaluation of these items shall be made at least every five (5) years and the results and recommendations, which could affect the C-PCTS program, will be coordinated with the Technical and Policy Committees.
2. Maintain records of accidents occurring on the roads and highways by location and description, and maintain these files on a current basis and provide the data to the MPO for analysis and reports.
3. Aid the MPO in developing planning-oriented preliminary engineering, right-of-way, and construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
4. When appropriate, provide funding for right-of-way acquisition and clearance that may be required for C-PCTS construction and be the agent responsible for acquiring said right-of-way.

14. **IT IS FURTHER INTENDED**, that Lee County, Alabama within its official jurisdiction be responsible for the following:

1. Assist the MPO with the gathering of planning, building, and land use information as it becomes necessary in order to update the plan for the study area.
2. Maintain zoning ordinances, subdivision regulations and other ordinances relating to streets and highways.
3. With assistance from the Alabama Department of Transportation, maintain records of accidents occurring on the roads and highways by location and description, and maintain these files on a current basis and provide the data to the MPO for analysis and reports.
4. With assistance from the Alabama Department of Transportation, aid the MPO in developing preliminary engineering and right-of-way construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
5. When appropriate, provide funding for right-of-way acquisition and/or construction of transportation improvements.

15. **IT IS FURTHER INTENDED**, that Russell County, Alabama within its official jurisdiction be responsible for the following:

1. Assist the MPO with the gathering of planning, building, and land use information as it becomes necessary in order to update the plan for the study area.
2. Maintain zoning ordinances, subdivision regulations and other ordinances relating to streets and highways.
3. With assistance from the Alabama Department of Transportation, maintain records of accidents occurring on the roads and highways by location and description, and maintain these files on a current basis and provide the data to the MPO for analysis and reports.
4. With assistance from the Alabama Department of Transportation, aid the MPO in developing preliminary engineering and right-of-way construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
5. When appropriate, provide funding for right-of-way acquisition and/or construction of transportation improvements.

16. **IT IS FURTHER INTENDED**, that Chattahoochee County, Georgia (The Unified Government of Cusseta-Chattahoochee County) within its official jurisdiction be responsible for the following:

1. Assist the MPO with the gathering of planning, building, and land use information as it becomes necessary in order to update the plan for the study area.
2. Maintain zoning ordinances, subdivision regulations and other ordinances relating to streets and highways.

3. With assistance from the Georgia Department of Transportation, maintain records of accidents occurring on the roads and highways by location and description, and maintain these files on a current basis and provide the data to the MPO for analysis and reports.
4. With assistance from the Georgia Department of Transportation, aid the MPO in developing preliminary engineering and right-of-way construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
5. When appropriate, provide funding for right-of-way acquisition and/or construction of transportation improvements.

17. **IT IS FURTHER INTENDED**, that Harris County, Georgia within its official jurisdiction be responsible for the following:

1. Assist the MPO with the gathering of planning, building, and land use information as it becomes necessary in order to update the plan for the study area.
2. Maintain zoning ordinances, subdivision regulations and other ordinances relating to streets and highways.
3. With assistance from the Georgia Department of Transportation, maintain records of accidents occurring on the roads and highways by location and description, and maintain these files on a current basis and provide the data to the MPO for analysis and reports.
4. With assistance from the Georgia Department of Transportation, aid the MPO in developing preliminary engineering and right-of-way construction cost estimates where applicable for projects in the Columbus-Phenix City Multi-modal Transportation Plan.
5. When appropriate, provide funding for right-of-way acquisition and/or construction of transportation improvements.

18. **IT IS FURTHER INTENDED**, that Fort Benning, Georgia either provide or assist the MPO Staff in gathering information and data relating to the planning process as may be necessary to insure that Fort Benning is adequately served by the C-PCTS. Such data includes but is not limited to employment, traffic, population and major streets or gate changes.

19 **IT IS FURTHER INTENDED**, that METRA, Columbus' public transportation provide and PEX, Phenix City's public transportation provider shall:

1. Make available to the Columbus Department of Planning any records, documents or information necessary to accomplish the transit department's planning objectives and the development of the Columbus-Phenix City Multi-modal Transportation Plan and the TIP.
2. Coordinate with the MPO and Alabama and Georgia Department's of Transportation in the development of the Public Transportation Management System and the Inter-modal Management System.

3. Enter into the cooperative process with all participating agencies, when the need for a major metropolitan investment is identified, to determine the extent of the analysis and define each agency's role in the development of the Major Investment Study (23 CFR 450.318).

20 IT IS FURTHER INTENDED, that:

1. The Study shall be a continuing, comprehensive, cooperative nature and that all planning decisions shall be reflective of and responsive to the needs and desires of the local communities as well as the programs and requirements of the Alabama Department of Transportation, the Georgia Department of Transportation and the U.S. Department of Transportation.
2. A reappraisal shall be made of the Study whenever there is a significant change in the community's goals and objectives, land use patterns, or travel characteristics or at least once every five (5) years.
3. The participating agencies shall cooperate in all phases of the Study. Adequate and competent personnel shall be assigned to insure development of adequate and reliable data.
4. All parties to this agreement shall have access to all information developed by the other agencies, including the right to make duplication thereof.

This document is a Memorandum of Understanding expressing the present intentions of the parties. Nothing contained herein shall require the undertaking of any act, project, study, analysis, or any other activity by any party until a contract for such activity is executed. Nor shall this document require the expenditure of any funds by any party until a contract authorizing such expenditure is executed.

However, nothing contained herein shall be construed to prohibit any party's undertaking any act, project, study, analysis, or any other activity, which the party is required by law or contract to undertake as part of any other program which fulfills some function shown herein as intended to be performed by the party undertaking such act, project, study, and analysis, or other activity.

In witness whereof, the parties hereto have executed this Memorandum of Understanding, this

3rd day of June 2014.

Columbus Consolidated Government, Columbus, Georgia


Mayor


Witness


Notary Public



EXECUTION AUTHORIZED

By Resolution No. 73-14


Clerk of Council

City of Phenix City, Alabama

Eddie N. Lowe
Mayor

Mark S.
Witness

Jackie W. Sanders
Notary Public

JACKIE D. SANDERS
Notary Public, AL State at Large
My Commission Expires June 02, 2014

Lee County, Alabama

Bill English

Commission - Chairman

Patricia Ham

Witness

Joey Roger Hundley

Notary Public



Russell County, Alabama


Commission - Chairman


Witness


Notary Public

MY COMMISSION EXPIRES **MAY 31, 2015**

The Unified Government of Cusseta-Chattahoochee County, Georgia

Donald Hester
Commission - Chairman → Vice

Supreme Woa
Witness

Lisa
Notary Public



Harris County, Georgia

J. Harry Lange
Commission - Chairman

[Signature]
Witness

Betty S Jarrett
Notary Public



Fort Benning, Georgia


Garrison Commander


Witness


Notary Public

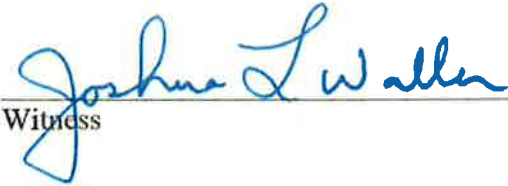


Recommended by:

Georgia Department of Transportation



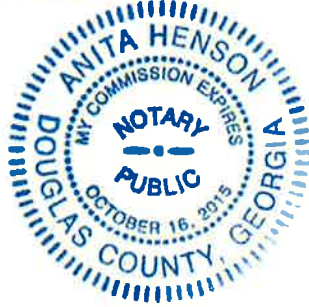
Director of Planning



Witness



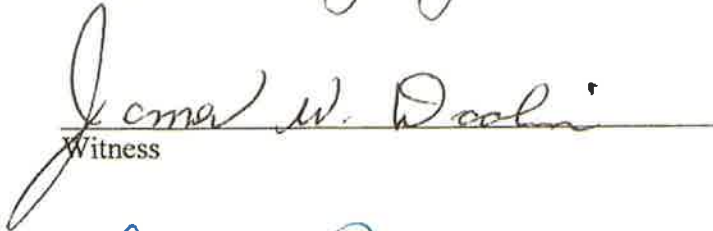
Notary Public



Recommended by:

Alabama Department of Transportation


Transportation Planning Engineer


Witness


Notary Public

**Donna Newman
Notary Public
State of Alabama
My Comm. Expires 8-5-2017**

Recommended by:

**Columbus Consolidated Government
Director, Department of Planning / Metropolitan Planning Organization**



Director



Witness



Notary Public *exp 3/20/16*



58-1097948

FEIN Number

ALABAMA PLANNING STUDIES

SPONSOR	DESCRIPTION
ALDOT	Statewide Bicycle and Pedestrian Plan https://www.dot.state.al.us/tpmpweb/mp/BicyclePedestrianPlan/index.html
ALDOT	Statewide Freight Plan https://www.dot.state.al.us/tpmpweb/mp/freightPlanning.html
ALDOT	Statewide Transportation Plan https://www.dot.state.al.us/tpmpweb/mp/swtp.html

UPWP – COMMENTS

**FY 2018 Unified Planning Work Program (UPWP)
FHWA Comments**

MPO: Columbus

Section / Page	FHWA Comments	MPO's Response
Overall Comments		
	<p>FHWA is continuing its efforts to aid MPOs in consistency and producing the best planning products possible for all of its constituents. Documentation is the key to showcasing the MPO's good work, accountability, and that the MPO is a good steward of the allocated funds. The UPWP document should provide your constituents with an understanding of what the MPO's plans, objectives, and goals are for the received funding. Documentation is what will provide a comprehensive clear view of the MPO's overall activities performed in the previous FY, and proposed for the new FY. Documentation improvements that have been made to the UPWP documents is noticeable; but consistency throughout the draft FY 2018 UPWP is not thoroughly shown. Some areas provide good details while others are general and provide no specifics, and is previously stated information. The use of general (vague and previously stated) information should be eliminated. Gear all data towards specifics, details, and dates for Previous Work; and as much detail as possible for the Project Descriptions and Products. Some Product and Project Description statements are very general, and mostly previously stated information. And the Previous Work is not reflecting the data stated.</p> <p>The Federal language should be listed when stating Federal legislation, policies, and/or regulations.</p> <p>Ensure the Planning Factors Matrix and Objectives and Goals Performance Measures Matrix is included with the updated draft.</p>	
C-PCTS Map		

	Label the map accordingly as it is referenced on page 1.	
Table of Contents		
	<p>Ensure the Table of Contents coincides with the document numbering (A-E) of the Topics.</p> <p>Revise the Table of Contents to change the Sub-Element number for 3.2 to the correct # 3.1.</p> <p>The Sub-Elements' name shown should match what is within the body of the document: 4.7, 4.13.</p> <p>Sub-Element 4.11 should be the MTP, formerly LRTP; this should be change throughout the document as well.</p>	
Planning Priorities:		
	The FY 2018 priorities for the MPO cannot be clearly determined. If connectivity is one of those areas, then it should be clearly listed as such.	
Planning Factors		
Page 7	1 st sentence under Metrics needs rewording.	
Page 8	<p>Objective 6: A brief definition for Complete Streets should be stated to ensure the constituents are aware of what it entails.</p> <p>Planning Factor #9: Correct the language ...reduce or mitigate storwater impacts...</p> <p>Planning Factor #10: Objective #1, 2, 7, and possibly 3; readers may not be knowledgeable on what the referenced projects are; it would be good to add a brief descriptive statement.</p>	
Planning Emphasis Areas		
	<p>There is not a FAST Act Implementation; this should be removed.</p> <p>Access to Essential Services is a part of Ladders of Opportunity. The placement of the statement regarding this under PEAs is not clear.</p> <p>PBPP is now a requirement. Rewrite #1.</p> <p>Rewrite or remove the statement regarding performance</p>	

	<p>measures and indicators; performance measures should be put in place.</p> <p>Correct the language - Access to Essential Services/Ladders of Opportunity: <u>Access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.</u></p>	
UPWP Tasks / Sub-Elements		
Page 12	Correct the numbering for 3.2, 4.2, and 4.13; change LRTP to MTP.	
Previous Work		
<p>Administration – 1.2</p> <p>1.3</p> <p>Public Involvement 2.1</p> <p>2.2</p>	<p>Provide specifics, details, and dates/time frame for all work products and/or tasks completed for FY 2017.</p> <p>Only specifics were provided for some of the stated activities. If the activities are continuous annually, there are still activities specific to the particular FY that should be stated accordingly; a general statement is not sufficient.</p> <p>Only general information is provided for some of the work; provide dates of the work program budget, and submitted invoices.</p> <p>A glossary is not provided; spell out AMPO.</p> <p>Some general information is stated. An assumption will be made that all the attended meetings were transportation related. But nothing is stated to show activities or goals to reach out to the traditionally underserved and minority communities to increase their knowledge, participation and involvement. Community outreach and education is about reaching all communities, and beyond the usual participants; it includes educating others including minority communities and those with disabilities, and getting them involved and participating in the transportation process.</p> <p>General data provided. Provide dates and/or a timeline; state the project and the affected community.</p>	

2.3	General information; provide specifics for the applicable FY. Provide more details and/or specifics for the activities' relevancy to FY 2017.	
3.1	What type of projects were tracked and the timeframe? What work did the staff actually perform on the socio-economic data for 2017?	
3.4	Information below the traffic analysis is just general information; it should be more specific. State the purpose for the monitoring of the listed data and the time period; what is the proposed commercial development?	
4.4	Statement tells what the staff will continue to do, not what work the staff actually did perform.	
4.5	What was the time period of the survey, and the date of the drawing? Add the year for the Ride Columbus event; when were or will the bike lanes be added to 13 th street? When did the staff work with the Path Foundation on the multi-use trail and what work did the staff actually perform?	
4.7	What projects were added, completed, or deleted that warranted an update to the project map, and when was it updated?	
Project Description		
2.1	No new information is stated to provide an indication that new or additional activities will be done to expand community involvement. What efforts will be made to include underserved communities; what are the unconventional meetings and activities?	
2.2	What are the bench-marking goals or when will they be developed (previous data)?	
Appendix		
	Add the following: Most recent Self-Certification.	

	Stakeholders' comments with applicable MPO responses (FHWA, FTA, GDOT, etc).	
--	--	--

Lynda Temples

From: Doolin, Jim <doolinj@dot.state.al.us>
Sent: Monday, April 10, 2017 4:20 PM
To: Lynda Temples
Cc: Lian Li (lian.li@dot.gov); Baker, Sonya; Williams, J.S. (Steve); Fair, Bryan; Doolin, Jim
Subject: FY-2018 UPWP comments

Ms. Temples:

I have enclosed your FY-2018 UPWP comments for your corrections from ALDOT, FHWA and FTA.

FHWA comments:

Columbus-Phenix City MPO Draft FY2018 UPWP
FHWA Alabama Division Comments
April 5, 2017

1. Metric under **Goal: An accessible transportation system** on page 7, Dial-A-Ride ridership per year. METRA has recently expanded service and **will be have numbers** before PCC meeting. Words highlighted in yellow do not make any sense and need to be corrected.
2. The word "Detection" used in the sentence "This can be done by creating watersheds, **detection** ponds, etc." under **Improve the resiliency and reliability of the transportation system and reduce mitigation storm** on page 8, needs to be changed to "Det

ALDOT Comments:

* Page numbers are pdf page numbers not document page numbers

- Page 4. TECHNICAL COORDINATING COMMITTEE (Voting)
Pre-Construction Engineer should be (Matt Leverette ALDOT Southeast Region) **instead of Tyler Ashmore.**

- Page 5. Technical Coordinating COMMITTEE (Advisory)

- Vance Beck, District Manager, **Southwest** Region- Montgomery Area, Alabama
DOT (Should be Southeast Region)

- **Dr. Emmanuel C. Oranika, Trans. Metropolitan Planning Administrator, Alabama DOT**
(Should be Sonya Baker Assistant Bureau Chief Metropolitan Planning and Transit Alabama DOT)

- Page 18. Item 3. B. bullet 2 (word **carries** should be carriers)

- Page 27. Project Description bullet (Last sentence doesn't read correctly- is should be in)

- Page 68. Appendix Bylaws Article II - Voting Members **Division 4 Engineer** - Alabama Department of Transportation (Should be Southeast Region Engineer).

- Page 69. Advisory Members (Non-Voting) (Transportation Planning Engineer to Assistant Bureau Chief Metropolitan Planning and Transit Alabama DOT)
- Page 73. Technical Coordinating Committee - Advisory Members (Non-Voting)
 Alabama Department of Transportation
 Assistant Bureau Chief Assistant Bureau Chief Metropolitan Planning and Transit Alabama DOT)
 Preconstruction Engineer, Division 4 to Preconstruction Engineer, Southeast Region

STATE Planning Studies are required to be added to your FY-2018 UPWP. Also if Phenix City have any Studies they need to be listed.
 Be sure to list the links to these studies.

Statewide Bicycle and Pedestrian
 Plan...<https://www.dot.state.al.us/tpmpweb/mp/BicyclePedestrianPlan/index.html>
 Statewide Freight Plan...<http://www.dot.state.al.us/tpmpweb/mp/freightPlanning.html>
 Statewide Transportation Plan - <https://www.dot.state.al.us/tpmpweb/mp/swtp.html>

See attached comments for the Phenix City UPWP.

- Policy Committee Listing – the DOT representative on the Advisory Committee will change from Randy Stroup, but we don't have a name yet.
- Technical Committee Listing – the DOT representative on the Advisory Committee will change from Emmanuel Oranika, but we don't have a name yet.
- Item 5.5 isn't matching up between the tasking and the table, "Fiscal Year 2018 Source of Funds."
- Item 1.6 isn't matching up between the tasking and the table, "Fiscal Year 2018 Source of Funds."
- On the Table, "Fiscal Year 2018 Source of Funds," that footnote at the bottom is cut off.
- Exhibit 4 – MPO and State Share, one has been transposed.
- Make sure to include tasking for ADA Transition Plans if applicable.
- I'm not sure what conversations you have had with Jim and Vic in the past about Livability Indicators. My understanding is that FHWA has some specific information that needs to be included, but Jim can provide more information on that.
- Include 5314 funds if you are using them.
- There are three studies that the State is doing, plus your own, that should be listed as a separate sheet in the back of the UPWP
 - The List of Planning Studies should include; previous year studies, current year studies, proposed studies and any study associated with an active project. The list should identify the: Sponsor, Description, Type of study (e.g. Corridor, Bike/Ped) and if the study is current, proposed or a past study. (See previously provided example, also Huntsville's MPO is a good example)*

PL-FHWA/FTA

- FTA wants us to have this text in the column for FHWA funds
- Is there any carryover here? Our FHWA is mandating that carryover be broken out by task.
 If there is any consultant funding that has be listed in a separate column on your funding table

Please make changes or corrections and e-mail back to my office for review and approval.

If you have any questions, please call me.

Thank you,

James W. Doolin

James (Jim) Doolin
Senior Transportation Planner
Alabama Department of Transportation
Bureau of Transportation Planning and Modal Programs
Metropolitan Planning Section
Phone Number: 334-242-6097
Work Cell: 334-850-0931
Email: doolinj@dot.state.al.us

**FY 2018 Unified Planning Work Program (UPWP)
Revised FHWA Comments**

MPO: Columbus

Section / Page	FHWA Comments	Revised FHWA Comments
Overall Comments	<p>FHWA is continuing its efforts to aid MPOs in consistency and producing the best planning products possible for all of its constituents. Documentation is the key to showcasing the MPO’s good work, accountability, and that the MPO is a good steward of the allocated funds. The UPWP document should provide your constituents with an understanding of what the MPO’s plans, objectives, and goals are for the received funding. Documentation is what will provide a comprehensive clear view of the MPO’s overall activities performed in the previous FY, and proposed for the new FY. Documentation improvements that have been made to the UPWP documents is noticeable; but consistency throughout the draft FY 2018 UPWP is not thoroughly shown. Some areas provide good details while others are general and provide no specifics, and is previously stated information. The use of general (vague and previously stated) information should be eliminated. Gear all data towards specifics, details, and dates for Previous Work; and as much detail as possible for the Project Descriptions and Products. Some Product and Project Description statements are very general, and mostly previously stated information. And the Previous Work is not reflecting the data stated.</p> <p>The Federal language should be listed when stating Federal legislation, policies, and/or regulations.</p> <p>Ensure the Planning Factors Matrix and Objectives and Goals Performance Measures Matrix is included with the updated draft.</p>	<p>Some descriptions of work performed are still vague and/or not descriptive enough, and reads as a copy of previously stated information. This does not lend itself to showing that work was performed for the applicable FY (this applies to continuous annual tasks also). The Previous Work should be driven by and a reflection of the Project Description and the Product detailed in each Tasks. This does not appear to be the case with all tasks. This data is updated in the applicable FY Quarterly Reports which should be a good source of information to copy from.</p> <p>Task 4.4: Previous Work statement needs to be rewritten.</p> <p>Task 4.5: Work performed should not be charged to different tasks funding. Data regarding the survey and the bike contest should be removed from Previous Work; it is also stated in Task 2.3.</p> <p>NPRM Matrix: A notation should be added to identify what the “*” represents.</p> <p>Exhibit 4: The description of technical and accounting classifications was not</p>

		found in the Appendix as stated. There are some minor grammar errors that may be resolved with a complete Grammar and Spell Check.
C-PCTS Map		
	Label the map accordingly as it is referenced on page 1.	
Table of Contents		
	Ensure the Table of Contents coincides with the document numbering (A-E) of the Topics. Revise the Table of Contents to change the Sub-Element number for 3.2 to the correct # 3.1. The Sub-Elements' name shown should match what is within the body of the document: 4.7, 4.13. Sub-Element 4.11 should be the MTP, formerly LRTP; this should be change throughout the document as well.	
Planning Priorities:		
	The FY 2018 priorities for the MPO cannot be clearly determined. If connectivity is one of those areas, then it should be clearly listed as such.	
Planning Factors		
Page 7	1 st sentence under Metrics needs rewording.	
Page 8	Objective 6: A brief definition for Complete Streets should be stated to ensure the constituents are aware of what it entails. Planning Factor #9: Correct the language ...reduce or mitigate storwater impacts... Planning Factor #10: Objective #1, 2, 7, and possibly 3; readers may not be knowledgeable on what the referenced projects are; it would be good to add a brief descriptive statement.	
Planning Emphasis Areas		
	There is not a FAST Act Implementation; this should be removed.	

	<p>Access to Essential Services is a part of Ladders of Opportunity. The placement of the statement regarding this under PEAs is not clear.</p> <p>PBPP is now a requirement. Rewrite #1. Rewrite or remove the statement regarding performance measures and indicators; performance measures should be put in place.</p> <p>Correct the language - Access to Essential Services/Ladders of Opportunity: <u>Access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.</u></p>	
UPWP Tasks / Sub-Elements		
Page 12	Correct the numbering for 3.2, 4.2, and 4.13; change LRTP to MTP.	
Previous Work		
<p>Administration – 1.2</p> <p>1.3</p> <p>Public Involvement 2.1</p>	<p>Provide specifics, details, and dates/time frame for all work products and/or tasks completed for FY 2017.</p> <p>Only specifics were provided for some of the stated activities. If the activities are continuous annually, there are still activities specific to the particular FY that should be stated accordingly; a general statement is not sufficient.</p> <p>Only general information is provided for some of the work; provide dates of the work program budget, and submitted invoices.</p> <p>A glossary is not provided; spell out AMPO.</p> <p>Some general information is stated. An assumption will be made that all the attended meetings were transportation related. But nothing is stated to show activities or goals to reach out to the traditionally underserved and minority communities to increase their knowledge, participation and involvement. Community outreach and education is about reaching all communities, and beyond the usual participants; it</p>	

	<p>includes educating others including minority communities and those with disabilities, and getting them involved and participating in the transportation process.</p>	
2.2	<p>General data provided. Provide dates and/or a timeline; state the project and the affected community.</p>	
2.3	<p>General information; provide specifics for the applicable FY. Provide more details and/or specifics for the activities' relevancy to FY 2017.</p>	
3.1	<p>What type of projects were tracked and the timeframe? What work did the staff actually perform on the socio-economic data for 2017?</p>	
3.4	<p>Information below the traffic analysis is just general information; it should be more specific. State the purpose for the monitoring of the listed data and the time period; what is the proposed commercial development?</p>	
4.4	<p>Statement tells what the staff will continue to do, not what work the staff actually did perform.</p>	
4.5	<p>What was the time period of the survey, and the date of the drawing? Add the year for the Ride Columbus event; when were or will the bike lanes be added to 13th street? When did the staff work with the Path Foundation on the multi-use trail and what work did the staff actually perform?</p>	
4.7	<p>What projects were added, completed, or deleted that warranted an update to the project map, and when was it updated?</p>	
Project Description		
2.1	<p>No new information is stated to provide an indication that new or additional activities will be done to expand community involvement.</p> <p>What efforts will be made to include underserved communities; what are the unconventional meetings and activities?</p>	
2.2		

	What are the bench-marking goals or when will they be developed (previous data)?	
Appendix		
	Add the following: Most recent Self-Certification. Stakeholders' comments with applicable MPO responses (FHWA, FTA, GDOT, etc).	

**CERTIFICATION
OF THE
COLUMBUS-PHENIX CITY MPO**

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Columbus-Phenix City Metropolitan Planning Organization (C-PCMPO), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - UPWP
 - The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
 - The UPWP provides funding for the professional development of MPO staff.
 - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
 - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
 - LRTP
 - The LRTP incorporates a minimum 20-year planning horizon.
 - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - The LRTP is fiscally constrained.
 - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
 - All of the Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
 - CMP (applies to TMAs)*
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.
 - List of Obligated Projects*
- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

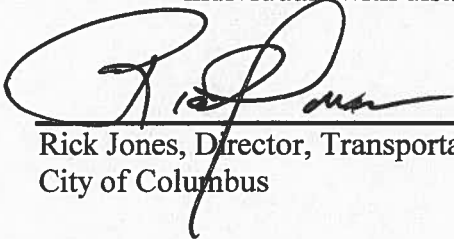
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST-Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

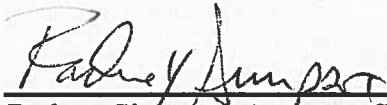
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments



Rick Jones, Director, Transportation Planning Division
City of Columbus

5/21/17

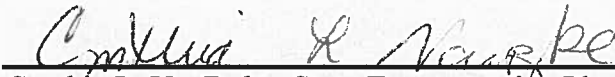
Date



Radney Simpson, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

6/2/17

Date



Cynthia L. VanDyke, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

6-5-17


Date

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Metropolitan Planning Organization for the Columbus-Phenix City Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Columbus-Phenix City
Metropolitan Planning Organization



Signature

Teresa Tomlinson
Printed Name

PCC Chairman/Mayor of Columbus
Title

November 15, 2016
Date

Alabama
State Department of Transportation


Signature

John R. Cooper
Printed Name

Transportation Director
Title

12/2/16
Date