Calhoun Area Metropolitan Transportation Study

FINAL

FY 2020-2023 Transportation Improvement Program (TIP)

Developed by the Calhoun Area Metropolitan Planning Organization (MPO)
March – June 2019

ADOPTED August 15, 2019
This document was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), the Calhoun Area Metropolitan Planning Organization (MPO) and its local governments in partial fulfillment of requirements in 23 USC 134 and 135, amended by FAST Act. Sections 1201 and 1202, December 2015. The contents of this document do not necessarily reflect the official views or policies of the US Department of Transportation.
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- Diane Runnells
- Sundae Ragland, ALDOT State Pedestrian and Bicycle Coordinator
- Sonya Baker, ALDOT Assistant Bureau Chief, Planning Studies
- Geneva Brown, ALDOT Assistant Region Engineer
RESOLUTION # 788

Calhoun Area Metropolitan Planning Organization (MPO)
Adopting the FINAL FY 2020-2023 Transportation Improvement Program (TIP)

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Section 1201 and 1202, December 2015); 42 USC 2000d-14, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, Title 23 CFR 450.316(a)(1) et al, requires that transportation projects in urbanized areas funded by the Federal Highway Administration and the Federal Transit Administration be included in a Transportation Improvement Program (TIP) and adopted annually by vote of the Calhoun Area metropolitan Planning Organization (MPO); and

WHEREAS, all public comments will be reviewed by the MPO and included in the final document; and

WHEREAS, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission (EARPDC), as staff to the MPO and in cooperation with the Bureau of Local Transportation, Alabama Department of Transportation, has prepared a Draft FY 2020-2023 Transportation Improvement Plan (TIP); now

THEREFORE, BE IT RESOLVED, by the Calhoun Area Metropolitan Planning Organization (MPO) Policy Committee that the same does hereby adopt the FINAL FY 2020-2023 Transportation Improvement Program (TIP).
Passed and adopted this the 15th day of August 2019.

Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEND:

Elizabeth Messick, Regional Planner
East Alabama Regional Planning and Development Commission
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1.0 Introduction
1.1 Purpose

The Metropolitan Planning Organization (MPO) of the Calhoun Area Transportation Study (CATS) is responsible for adopting a Transportation Improvement Program (TIP) every four years. The TIP is an important element of a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process. The TIP presents a four-year program for improvement in the various transportation systems located within the study area as identified in the Calhoun Area 2040 Long Range Transportation Plan (LRTP), the twenty-five-year plan for the CATS area. This plan can be found at www.earpdc.org. This plan provides the foundation for projects listed in the TIP. The TIP guides the Alabama Department of Transportation (ALDOT) in its annual allocation of funds for transportation improvements and becomes part of the State TIP.

The TIP is prepared under the direction of the MPO by the Planning Division of the East Alabama Regional Planning and Development Commission (EARPDC). The Commission is assisted by the federal Highway Administration (FHWA) and the ALDOT. Additionally, the EARPDC actively solicits the participation of citizens, affected public agencies, private transportation providers, and other interested individuals during development of the TIP.

The TIP also contains the Federal Transit Administration (FTA) Section 5307\(^1\) and Section 5210\(^2\) Public Transportation project funding for the Calhoun County urbanized area. Funding levels have been reviewed and approved by the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and finally the MPO Policy Committee. In addition, the MPO Policy Committee formally reviews and approves Transportation Alternatives Program (TAP) applications sponsored by jurisdictions within the study area. Funded TAP projects are listed in the TIP. For information purposes only, railroad crossing improvement projects scheduled under the State Safety Program are included in the TIP along with other selected projects scheduled for funding by the State.

1.2 MPO History

A Metropolitan Planning Organization (MPO) is created to carry out the transportation planning activities of a Metropolitan Planning Area (MPA). Each urbanized area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish an MPO (renewed by Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) in 2005, Moving Ahead for Progress in the 21\(^{st}\) Century (MAP-21) in 2012, and the Fixing Americas Surface Transportation (FAST) Act in 2015). MPOs are responsible for the continuing, cooperative, and comprehensive (3-C) transportation planning process for their particular urban area.

Urbanized areas are designated decennially by the US Census Bureau and are a reflection of urban growth, not political boundaries. For example, urban land uses in the Calhoun area extend outside of municipal boundaries into non-incorporated areas of the County. Therefore, the Calhoun Area MPO includes all the areas included in the member municipalities as well as portions of the un-incorporated communities of Saks, Cobb Town, Eulaton, Wellborn, Alexandria, Choccolocco, Cedar Springs and Pleasant Valley. The 2010

\(^1\) formerly Section 9
\(^2\) formerly Section 16(b)2
US Census indicated that the population of the Calhoun urbanized area had increased slightly from 75,840 in 2000 up to 79,796 in 2010. The Calhoun urbanized area encompasses un-incorporated portions of Calhoun County and the cities of Oxford, Hobson City, Anniston, Weaver and Jacksonville. Municipal boundaries of the City of Oxford extend into northern Talladega County; therefore, Commissioners from the Talladega County Commission have been invited to participate as non-voting members of the MPO Policy Committee.

Accordingly, MPOs are responsible for the transportation planning process in the entire urban area and not single political entities. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas which have coalesced but may have different land uses, travel patterns and densities. In short, transportation planning needs to be regional in scope because transportation systems cur across governmental boundaries. The MPO for the Calhoun area Transportation Study (CATS) signed its joint agreement concerning the transportation planning process with the ALDOT in 1975 (updated in 2007, 2015 and 2017), in accordance with the Federal Highway Act of 1962. The 1962 Act specified that urbanized areas (populations greater that 50,000) must develop a “3C transportation planning process”, a process that is comprehensive, cooperative, and continuing, for federal-aid projects approved after July 1, 1965. A new agreement stipulating the various duties and responsibilities of the parties involved was signed with ALDOT in May/June 2007, updated in February/March 2015, and updated again in February/March 2017. The MPO consists of the Policy (Voting) Committee, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC).

1.3 Regulations for the TIP

The FY 2020-2023 TIP has been developed in accordance with the FAST Act, as signed into law by President Obama on December 4, 2015. FAST Act is the most recent transportation legislation which amends, modifies, and adds to the existing 23 USC 134 and 135. This language establishes planning policy, defines MPO organizational structure, and delineates MPO and State responsibilities in the transportation planning process. Under this code, the law emphasizes not only the need for public involvement by the public and any interested parties, it requires fundamental procedures be developed and followed to ensure direct public access to information and the opportunity for input into the process. The metropolitan planning process promotes consistency between transportation improvement, state, and local planned land use change and economic development patterns.

Maps are included in the TIP in accordance with FAST Act requirements for visualization techniques to aid in project location and comprehension. Detailed project profile maps are included projects sponsored through the Calhoun Area MPO in Section 2.4.1, pages 35 - 57, of this document. In addition, a map of the urbanized area indicating the location of each MPO project is distributed during the public review period and is also included in Appendix 3.2, page 79.

3 Public Law 114-94
4 42 USC 2000d-1; 23 CFR 450 and 500; 40 CFR 51 and 93
5 section 1201(a) § 134(h)(E).
1.3.1 Consistency with other Plans

There are general and specific directions under the FAST Act for requirements of consistency. In revising 23 USC 134, Sec. 1201(a) §134(g)(3) states, “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area...or to coordinate its planning process, to the maximum extent practicable, with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area...”. TIP specificity is found in 1201(a)§134(j)(2)(C): “Each project shall be consistent with the long-range transportation plan...” The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134, and is to be found in 23 CFR 450.326.

The Calhoun Area MPO addresses this requirement by including early and ongoing consultation and collaboration with land use management and economic development agencies in the area and the inclusion of planning personnel from the local jurisdictions on the Technical Advisory Committee (TAC). Incorporating these key agencies and individuals in the transportation planning process permits broad acknowledgment of transportation planning and land use development activities at the local and regional level which can present opportunities for cooperation and coordination.

The spirit and intent of the FAST Act are clear. In accordance with Public Law 112-141 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multi-Modal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process and Environmental Plans

1.3.2 Conformity Determination (If Non-Attainment)

Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designed to attainment after 1990 to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations, or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The Calhoun Area MPO is neither in non-attainment now, nor is it anticipating non-attainment status in the near future. However, in the event of future non-attainment status, the additional planning and reporting required would add substantially to MPO budget needs.

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6 Sec. 1201
1.4 Scope of the Planning Process

Federal law establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The metropolitan planning process promotes consistency between transportation improvement and state and local planned growth and economic development patterns. MPOs shall provide for consideration of projects and tasks that meet the following ten planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce (or mitigate) the stormwater impacts on surface transportation.
10. Enhance travel and tourism.

1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Offices of Planning have jointly issued guidelines for three Planning Emphasis Areas (PEAs). The PEAs are topical areas for which the MPOs and States are expected to develop and identify work tasks for inclusion in their planning work programs and statewide planning and research work programs.

FAST Act Implementation – Transition to Performance Based Planning and Programming.

The Calhoun Area MPO will work closely with the Alabama Department of Transportation (ALDOT) to transition and adhere to Performance Based Planning and Programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance as documented in Resolution #761 adopted June 21, 2018. Furthermore, the Calhoun Area MPO adopted a set of Livability Principals and Indicators with Resolution #635 June 21, 2012. These have been included in the 2019 Public Participation Plan, the 2040 LRTP, the FY 19 Unified Planning Work Program (UPWP) and this document. Further action will be taken as Performance Measurement guidance is promulgated.

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7 Section 1201(a) 134(j)(2)
Models of Regional Cooperation – Promote cooperation across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.
The Calhoun Area MPO works closely with the Gadsden/Etowah MPO on issues of mutual interest to the region such as urban boundary issues, highway connections, provision of transit, bicycle planning and facilities, the US 431 corridor, and AL 77 improvements.

Ladders of Opportunity – Access to essential services as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.
The Calhoun Area MPO works closely with employees of the East Alabama Regional Planning and Development Commission (EARPDC), who administer the Areawide Community Transit System (ACTS) which provides both fixed route and ADA Para-Transit services to the urbanized area and rural portions of Calhoun County. In addition, both the MO and the EARPDC cooperate in the development and update of the Coordinated Public Transit and Human Services Transportation Plan for the region. Finally, further transportation connectivity gaps in access to essential services will be identified in the MPOs updates to the Bicycle and Pedestrian Plan and Long Range Transportation Plan (LRTP).

1.6 TIP PROCESS

The development of the TIP is a cooperative process among the cities of Anniston, Hobson City, Oxford, Weaver, Jacksonville; the Calhoun County Commission, as well as the East Alabama Regional Planning and Development Commission as this is the entity responsible for the management and eligibility of the Calhoun Area MPO. It takes several months for the TIP to go from the planning phase to its final form.

The first step is the TIP process is to review the previous TIP to determine if adjustments are necessary to deliver current projects. Then a preliminary list of projects is developed from the LRTP. Transportation staff, traffic engineers, and TAC member from the member jurisdictions agree on projects and ensure the total cost of projects are constrained to the amount available or anticipated funding. Following this, the draft TIP can be created and distributed for review and comment by the public and the MPO. At the end of the public comment period, public input and comments are documented and reviewed by the MPO. Lastly, the TIP is put into final form and provided to the MPO for final review and consideration for adoption. Please see the flow chart below for a graphic representation of the TIP process.
1.7 TIP Amendment Process and Criteria

FAST Act regulations include a provision for an administrative modification\(^8\) which includes the following definitions:

**Administrative modification** means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Plan (TIP), or Statewide Transportation Improvement Plan (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).

**Amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP including the addition or deletion of a project or a major change to a project cost, project/phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

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\(^8\) 23 CFR 450.104
The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the ALDOT have agreed that an amendment is a major STIP/TIP planned project revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source
- Adds a new project, or deletes a project that utilized federal fund from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
  - $5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects
  - $1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects
  - $750,000 for the county highway and bridge program
- Involves a change in the Scope of Work to a project(s) that would:
  - Result in an air quality conformity reevaluation
  - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed other federally-funded thresholds)
  - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project
  - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount

Approval by the MPO is required for Amendments. The MPOs may be more restrictive on amendment use for changes that result in cost increases. The Calhoun Area MPO elects to include amendments for changes that result in a cost increase of 20% or $1,000,000 whichever is less. A change that does not meet any of these criteria may be processed as an administrative modification by the MPO subject to ALDOT approval.

### 1.8 Public Participation Process

Public participation is encouraged for the development of the TIP. The public is invited to participate in all advertised meetings and hearings. The Calhoun Area MPO conducts all meetings in accordance with the provisions of the Alabama Open Meetings Act, passed into law October 1, 2005. The following public participation efforts are made as part of the TIP development process:

- **Citizens Advisory Committee (CAC)** – The CAC is comprised of citizens from each of the MPOs member governments. CAC members are charged with the responsibility of formal citizen review of transportation planning documents and the local transportation planning process. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee and the MPO Policy Board for review. Approval of the Draft and Final versions are voted on and recommendations are forwarded to the Policy Board.
• **Public Comment Period** – After the TIP is developed in Draft form, the public is invited to offer comments. To announce the TIP public comment period, several actions are taken: (1) a block ad is placed in the local newspaper of the largest circulations, (2) the EARPDC website will have information on the public meeting, the draft plan and the comment period under the Latest News and Calendar sections, and (3) flyers are mailed to local human service and health agencies, municipal libraries, other transportation providers, senior centers and public housing offices. The block ad announcement and flyers will have instructions on several ways to obtain a copy of the draft plan or information and how to access it on-line. Copies of the draft TIP will contain comment forms and can be picked up in the EARPDC lobby, mailed upon request, downloaded from the webpage. Digital copies of the draft TIP and comment form are placed on the EARPDC webpage.

• **MPO Staff Consultation** – The public (including CAC members) is encouraged to contact Calhoun Area MPO staff to discuss issues, comments and concerns regarding the draft TIP, its development or proposed projects.

1.9 **Title VI**

The Calhoun Area MPO assures, through an annual certification, that no persons or Disadvantaged Business Enterprise (DBE) shall on the grounds of race, creed, sex, disability or national origin, be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination in Federally-assisted programs or projects. It is the goal of the Calhoun Area MPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. These ideals are included and outlined in the 2019 Public Participation Plan for Transportation Planning adopted by the MPO in February 2019 and available at the MPO webpage at: [www.earpdc.org/Programs/CalhounAreaMPO](http://www.earpdc.org/Programs/CalhounAreaMPO). All MPO and committee meetings are listed on the EARPEC website, announced by memos mailed to the members and the local media at least 7 days before the meeting, open to the general public and all meetings are conducted in handicapped accessible, smoke free locations. MPO projects and plans when formulated, are designed to pay attention to the existence, composition and distribution of minority population groups disadvantaged business enterprises in the project area.

Additionally, the Calhoun Area MPO has been compliant with the American with Disabilities Act (ADA) of 1990 and the Rehabilitation Act of 1973 (Section 504) since 2016. The MPO is compliant with all other Title VI laws, processes, and programs, including the following:

• **Civil Rights Act of 1964**, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program based on race, color, or national origin.
• 23 USC 324 which prohibits discrimination based on sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
• **Rehabilitation Act of 1973**, 29 USC 701 Section 504, which prohibits discrimination based on a disability, and in terms of access to the transportation planning process.
• **Americans with Disabilities Act of 1990** which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities
in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.

- **Executive Order 12898** or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health, or the environment will identify and avoid disproportionately high or adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.

- **Limited English Proficiency (LEP) Plan** which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Calhoun Area MPO has completed a Four Factor Analysis of the Calhoun Area Metropolitan Planning Area (MPO) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPO that may require MPO assistance in participating in the planning process. A Draft Limited English Proficiency (LEP) Plan has been developed and can be accessed at: www.earpdc.org/Programs/CalhounAreaMPO.

In order to further support the public participation goals of the Calhoun Area MPO, the public is encouraged to participate in the development of the Transportation Improvement Program (TIP). The FY 2020-2023 TIP process will include public involvement meetings designed to obtain input from the public concerning the TIP process in the Calhoun Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendix 3.6 of this document. All Calhoun Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment on these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at meetings they attend. The Transportation Planner at the Calhoun Areas MPO should be contacted to coordinate an address to any MPO committee and to obtain draft and final documents.

### 1.10 Livability Principles and Indicators

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

All planning tasks must be measured against these **Livability Principles** which are established by federal law and cannot be changed by the MPO:

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

MPOs are encouraged to employ or adapt following Livability Indicators they feel best reflects their local conditions/needs and that can be easily tracked over time, as well as presented in tables, charts or GIS mapping:

1. Percent change in households located within one-half (1/2) mile of transit service and/or percent change in non-auto (transit, walking, bicycling) trips
2. Percent change in housing costs per household; and/or percent increase in home ownership
3. Percent change in educational attainment; and/or percent decrease in unemployment
4. Percent change in in-fill projects; and/or percent increase in revitalization projects
5. Percent change in number of regional sustainable infrastructure projects; and/or change in number of regional preservation initiatives
6. Percent of households within one-half (1/2) mile of mixed-use destinations; and/or percent change in average trip times

1.11 Environmental Mitigation

MPOs are asked to consider the adverse environmental impact their project may have on both the human and natural environments. To this end, FAST Act required MPOs to discuss:

“...types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.”

To satisfy this requirement, the Calhoun Area MPO will, to the extent practicable, place greater emphasis on the environmental impact of federally funded transportation projects in the region. In addition, the Calhoun Area MPO will continue to develop and maintain relationships with state and local government/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

1.12 Climate Change

FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels and that consideration of potential long-range effects by and to the transportation network be addressed. To that end, FHWA requires the following excerpt be present in the TIP, LRTP, and other selected documents:

According to the FHWA report Integrating Climate Change into the Transportation
Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for most emissions.

Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel-efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.

In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increase in severe weather and extreme high temperatures. Long term transportation planning will need to respond to these threats.


Some effects are currently begin addressed through Air Quality Conformity Determination actions in areas that have been designated as National Ambient Air Quality Standards (NAAQS) non-conforming. The Calhoun Area MPO is neither in non-attainment status now nor is it anticipating non-attainment status in the near future. Therefore, no climate change measures are present in the TIP currently. However, in the future this may change either by an increase in ground-level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

1.13 Air Quality Planning

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the NAAQS. An MPO that has been determined to be in violation of the NAAQS is said to be in ‘non-attainment’ status. The Calhoun Area MPO is neither in non-attainment status nor is it anticipating non-attainment status in the near future. Therefore, no air quality mitigation measures are present in the TIP at this time at the project level. However, those MPOs in attainment have tasks established in the Unified Planning Work Program (UPWP) for training in NAAQS monitoring and possible outreach activities. Anticipated additional Climate Change and Greenhouse Gas requirements will have an effect outside the document production requirements that would include the TIP. Calhoun Area MPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House and Senate legislation likely to become the next transportation legislation.
1.14 Level of Effort (LVOE)

Transportation projects in the STIP/TIP which are referred to as Level of Effort (LVOE) projects represent projects that are not considered to be of appropriate scale for individual identification. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and or 40 CFR part 93. These projects are placed in the STIP/TIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan. The selected funding programs include:

- **Interstate Resurfacing Program**: lighting, sign and pavement rehabilitation
- **Non-Interstate Resurfacing Program (FM)**
- **County Allocation Funds**: Off-system bridges and STP non-urban
- **Safety Projects**: Hazard elimination, roadway or rail, high-speed passenger rail, seatbelt, blood alcohol content, etc.
- **Transportation Alternatives Program (TAP)**
- **Recreational Trails**: Funds transferred to ADECA
- **Federal Transit Programs**: 5307 urbanized, 5311 non-urban, 5310 elderly and disabilities, and 5339 buses and bus facilities (each transit program represents a different LOE category

Addition or deletion of individual LVOE projects are considered an administrative modification and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. The MPOs will be notified as soon as any specific projects within their urban areas are identified and selected and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

1.15 Financial Constraint

The FAST Act requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local match. As long as the local match funds are provided, the Calhoun Area MPO will receive federal funds in the sum of:

- $2,017,243 in fiscal year 2020
- $2,017,243 in fiscal year 2021
- $2,017,243 in fiscal year 2022
- $2,017,243 in fiscal year 2023

Federal funds will be combined with a 20 percent match from local funds for an annual total of:

- $2,521,554 in fiscal year 2020
- $2,521,554 in fiscal year 2021
- $2,521,554 in fiscal year 2022
- $2,521,554 in fiscal year 2023
The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governments. Those projects sponsored by the local governments in the MPO are used to determine if cost constraints have been met. Projects in the TIP must also be included in the State Transportation Improvement Program (STIP). Once ALDOT has approved the local TIP it is assumed that federal matching funds will be available for projects. The expenditure of all Federal Highway Funds is controlled by the State.

Financial constraint makes a further demand but on a more fundamental level. Documentation, whether developed from a database or desktop application, intended for use in planning documents such as the TIP, must include the sources or funding programs for all funds, dollar amounts, project identification numbers and termini descriptions, project phases to be funded, and the year of expected expenditure. All funding is done in ‘year of expenditure’ dollars. The objective, particularly with the TIP and beginning at the project level, is to establish where the money is coming from, what it is being spent on, and over what period of time.

1.16 Project Selection and Prioritization

Project selection begins in the development of the LRTP. The LRTP identifies local transportation needs on a long-term horizon by incorporating population, socioeconomic, and employment data into a local trip general model which shows where travel demand is expected to increase. The results of the trip generation model are one of the tools used to develop a list of specific roadway projects needed in the local area.

TIP projects are limited to those from the LRTP’s list of specific roadway projects, with few exceptions such as resurfacing and intersection improvement projects. TAC representatives from the MPOs member governments, with input from the public and other stakeholders, establish project selection and prioritization based on available funding and degree of local need. A major component of the project selection and prioritization process is ensuring financial constraint of the selected projects to available funding.

The list of TIP projects is then incorporated into the draft TIP and presented for review by the CAC and TAC. Again, public involvement is solicited and plays a key role in project selection. Finally, the TIP is provided to the MPO Policy Board for review, consideration and adoption.

1.17 Bicycle and Pedestrian Planning

The law states that “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and state.” Due consideration is defined by the FHWA as, “at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of all new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine...unless exceptional circumstances exist...and the decision not to accommodate them should be the exceptions rather than the rule.” – 23 USC 217. In general, exceptional circumstances are defined as;

1. Bicyclists and pedestrians are prohibited by law from using the roadway.
2. The cost of establishing bikeways or walkways would be excessively disproportionate (20 percent of the project cost) to the need or probable use.

3. Where scarcity of population or other factors indicate an absence of existing and future need.

All new projects will be considered for bicycle and pedestrian accommodations. In June 2019, the Calhoun Area MPO adopted a complimentary Bicycle/Pedestrian Plan with a slate of proposed bicycle and pedestrian projects. Further the Calhoun MPO schedules resurfacing and bridge projects, including crosswalk striping, Americans with Disabilities (ADA) compliant curb cuts and replacements, but traditionally these projects have not covered sidewalk construction or rehabilitation.

ALDOT Requirements

ALDOT received a written directive from FHWA – Alabama Division, June 12, 2009, that the MPOs must “include a policy statement that bicycle and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” This guidance was reinforced by a USDOT email broadcast March 17, 2010, in which recommendations were forwarded to state DOTs with regard to bicycle and pedestrian policy. These two directives effectively modified 23 USC 217 in implementing improvement using federal funds to state routes under ALDOT jurisdiction. This is now ALDOT bicycle and pedestrian policy and it carries over to the short-range TIP subset and new bicycle and pedestrian plans and updates. The MPO will comply with these provisions.

1.18 Safety Planning

Safety Planning has been addressed in Sec. 1.11 of the 2040 Long Range Transportation Plan. The FY 2019 Unified Planning Work Program indicates that the MPO staff working with the Technical Advisory Committee (TAC) of the MPO, will continue to identify fatalities, collect and maintain relevant data, evaluate facility performance, adopt a set of Safety Performance Measure Targets for the MPO, and establish strategies for the improvement of intermodal facilities in the urban area.

Any planned safety projects will be included in Table 2.4.11 and the MPO project profiles beginning at Section 2.4.1. These improvements will have been included based on need and the availability of federal funds within the next four years. These projects are subject to change, based upon the latest findings of the TAC, as well as any changes to the federal funding structure during the next four years.

1.19 Regionally Significant Projects

According to 23 CFR 450.14, a regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.32) that is on a facility which serves regional transportation needs (such as access to/from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc.) or transportation terminals as well as most terminals themselves and would normally be included in the modeling of a metropolitan area’s transportation network, including as a minimum, all principal arterial highways and
all fixed guide way transit facilities that offer a significant alternative to regional highway travel. Therefore, there is a requirement to include all regionally significant transportation project in the TIP regardless of funding source. Both state and federally funded projects are included in the ‘State Funded Projects’ and the ‘Systems Maintenance Projects’ tables, found in Chapter 2.0. At this time, the MPO has no knowledge of any private or public/private funded projects of regional significance in the area. All federal and state funded regionally significant projects are included in Section 2.4.16 and indicated in red on the TIP project map in Appendix 3.2, page 80 of this document.

1.20 **Freight Planning**

Freight is one of many factors that is included in the scope of the planning process. The FAST Act states the planning process “shall provide for consideration of projects and strategies that will...increase the accessibility and mobility of people and for freight...enhance the integration and connectivity of the transportation system, across and between modes, for people and freight...”. The Calhoun Area MPO does not have a separate freight plan at this time; however, freight planning is addressed within the 2040 LRTP. Calhoun Area MPO staff will also continue to include representatives of the freight industry to the CAC, TAC, and Policy committee meetings as well as seek out training and educational opportunities regarding freight transportation planning.

1.21 **Performance Measures and System Performance Report**

Pursuant to the MAP-21 Act enacted in 2012 and the FAST Act enacted in 2015, state Departments of Transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the FHWA and the FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This regulation implements the transportation planning and transportation performance management provisions of MA-21 and the FAST Act.

In accordance with The Planning Rule and the Alabama Performance Management Agreement between the ALDOT and the Alabama Transportation Planners Association (ATPA), ALDOT and each Alabama MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following.

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or

\[11 23 \text{ CFR 450.314}\]
adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

Per the Planning Rule and the Alabama Performance Management Agreement, the System Performance Report for the Calhoun Area MPO is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight/PM3 measures.

1.21.1 Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures\(^\text{12}\) to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities,
2. Rate of fatalities per 100 million vehicle miles travelled (VMT),
3. Number of serious injuries,
4. Rate of serious injuries per 100 million VMT, and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated 5-year rolling average (2015-2019). Alabama statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods\(^\text{13}\). The Calhoun Area MPO adopted the Alabama statewide safety performance targets on June 21, 2018 with Resolution 762 and January 17, 2019 with Resolution 774.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

\(^{12}\) 23 CFR Part 490, Subpart B

\(^{13}\) https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>895</td>
<td>1,010</td>
<td>911</td>
<td>932</td>
</tr>
<tr>
<td>Rate of Fatalities (per 100 million VMT)</td>
<td>1.35</td>
<td>1.49</td>
<td>1.36</td>
<td>1.33</td>
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<tr>
<td>Number of Serious Injuries</td>
<td>8,542</td>
<td>8,369</td>
<td>8,139</td>
<td>8,469</td>
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<tr>
<td>Rate of Serious Injuries (per 100 million VMT)</td>
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<td>12.42</td>
<td>12.19</td>
<td>12.08</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>382</td>
<td>390</td>
<td>377</td>
<td>394</td>
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</table>

All Baseline Performance and Targets are Alabama statewide performances and targets on a 5-year rolling average.

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Calhoun Area FY 2020-2023 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Alabama Strategic Highway Safety Plan (SHSP), the Alabama HSIP, the current 2040 Alabama Statewide Transportation Improvement Plan (STIP), and the current Calhoun Area MPO 2040 LRTP.

- The Alabama SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Alabama. Existing highway safety plans are aligned and coordinated with SHSP, including (but not limited to) the Alabama HSIP, MPO and local agencies’ safety plans. The SHSP guides ALDOT, the Alabama MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Alabama.

- The ALDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- The ALDOT STIP summarizes the transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts.
across each investment program given anticipated transportation revenues.

- The Calhoun Area MPO 2040 LRTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2020-2023 TIP includes a number of key safety investments. A total of $4,382,180 has been programmed in the FY 2020-2023 TIP to improve highway safety; averaging approximately to $1,095,545 per year.

### 1.21.2 Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition\(^\text{14}\) and bridge condition\(^\text{15}\) for the National Highway Performance Program (NHPP). This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition,
2. Percent of Interstate pavements in poor condition,
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition,
4. Percent of non-Interstate NHS pavements in poor condition,
5. Percent of NHS bridges by deck area classified as in good condition, and
6. Percent of NHS bridges by deck area classified as in poor condition.

#### 1.21.2.1 Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metrics are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

#### 1.21.2.2 Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor

\(^{14}\) 23 CFR Part 490, Subpart C  
\(^{15}\) 23 CFR Part 940, Subpart D
condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

1.21.2.3 Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018 and runs through December 31, 2021. ALDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018 and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022 to December 31, 2025 with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of the calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets;
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

The Calhoun Area MPO adopted the ALDOT statewide PM2 targets on September 20, 2018 with Resolution 766. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by ALDOT.

On or before October 1, 2020, ALDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. ALDOT and the Calhoun Area MPO will have the opportunity at that time to revisit the four-year PM2 targets.
Table 2: Pavement and Bridge Condition/PM2 Performance and Targets

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Alabama Performance (Baseline)</th>
<th>Alabama 2-year Target</th>
<th>Alabama 4-year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Interstate pavements in good condition</td>
<td>N/A*</td>
<td>50.0%</td>
<td></td>
</tr>
<tr>
<td>% of Interstate pavements in poor condition</td>
<td>N/A*</td>
<td></td>
<td>5.0%</td>
</tr>
<tr>
<td>% of non-Interstate NHS pavements in good condition</td>
<td>79.9%</td>
<td>40.0%</td>
<td>40.0%</td>
</tr>
<tr>
<td>% of non-Interstate NHS pavements in poor condition</td>
<td>4.1%</td>
<td>5.0%</td>
<td>5.0%</td>
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<tr>
<td>% of NHS bridges (by deck area) in good condition</td>
<td>27.2%</td>
<td>27.0%</td>
<td>27.0%</td>
</tr>
<tr>
<td>% of NHS bridges (by deck area) in poor condition</td>
<td>2.0%</td>
<td>3.0%</td>
<td>3.0%</td>
</tr>
</tbody>
</table>

*For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures.

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2020-2023 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Alabama’s Transportation Asset Management Plan (TAMP), the current 2040 Alabama Statewide Transportation Plan (STIP), and the Calhoun Area 2040 Long Range Transportation Plan.

- MAP-21 requires ALDOT to develop a TAMP for all NHS pavements and bridges within the state. ALDOT’s TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of ALDOT’s statewide pavement and bridge condition targets.

- The ALDOT STIP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The Calhoun Area MPO 2040 LRTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards ALDOT’s statewide PM2 targets, the FY 2020-2023 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of $1,523,048 for bridges has been programmed in the FY 2020-2023 TIP to improve conditions; averaging approximately $380,762 per year. A total of $14,273,000 is available for NHS maintenance for pavement statewide; averaging approximately $3,568,250 per
year.

1.21.3 System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System\textsuperscript{16}, freight movement on the Interstate system\textsuperscript{17}, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program\textsuperscript{18}. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:
1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate system that are reliable

Freight Movement on the Interstate:
3. Truck Travel Time Reliability Index (TTTR)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:
4. Annual hours of peak hour excessive delay per capita (PHED)
5. Percent of non-single occupant vehicle travel (Non-SOV)
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction)

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Calhoun Area MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

1.21.3.1 System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80\textsuperscript{th} percentile) to a normal travel time (50\textsuperscript{th} percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people travelling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles travelled (VMT) on each segment is multiplied

\textsuperscript{16} 23 CFR Part 490, Subpart E
\textsuperscript{17} 23 CFR Part 490, Subpart F
\textsuperscript{18} 23 CFR Part 490, Subparts G and H
by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles travelled.

1.2.1.3.2 Freight Movement Performance Measures
The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th) percentile for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

1.2.1.3.3 PM3 Performance Targets
Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures the first performance period began on January 1, 2018 and will end on December 31, 2021. ALDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018 and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022 to December 31, 2025 with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021 respectively.

States establish targets as follows:
- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that area reliable – four-year targets; and
- Truck Travel Time Reliability – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

The Calhoun Area MPO adopted the ALDOT statewide PM3 targets on September 20, 2018 with Resolution 767. Table 3 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by ALDOT.

On or before October 1, 2020, ALDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018 to December 31, 2019. ALDOT and the Calhoun Area MPO will have the opportunity at that time to revisit the four-year PM3 targets.
Table 3: System Performance/Freight Movement Performance and Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Alabama Performance (Baseline)</th>
<th>Alabama 2-year Target</th>
<th>Alabama 4-year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of person-miles traveled on the Interstate system that are reliable</td>
<td>96.4%</td>
<td>96.4%</td>
<td>96.4%</td>
</tr>
<tr>
<td>% of person-miles traveled on the non-Interstate NHS that are reliable</td>
<td>N/A*</td>
<td>N/A*</td>
<td>93.6%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability Index</td>
<td>1.19</td>
<td>1.20</td>
<td>1.21</td>
</tr>
</tbody>
</table>

*For the first performance period only, baseline condition and 2-year targets are not required for the non-Interstate NHS reliability measure.

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2020-2023 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Alabama Statewide Freight Plan, the current 2040 STIP and the Calhoun Area 2040 LRTP.

- ALDOT’s Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Alabama’s highway freight mobility well into the future. The Plan identifies freight needs and the criteria Alabama will use to determine investments in freight and prioritizes freight across modes.

- The ALDOT STIP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The Calhoun MPO 2040 LRTP addresses reliability, freight movement, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards ALDOT’s statewide PM3 targets, the FY 2020-2023 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.

A total of $9,939,606 has been programmed in the FY 2020-2023 TIP to address system performance and truck time reliability; averaging approximately $2,484,902 per year.

1.21.4 Transit Asset Management (TAM) Plan
Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven
decisions, and has potential safety benefits.
At the time of this document, TAM targets were adopted by the Calhoun County MPO on April 19, 2018 with Resolution 759. In order to support ALDOT’s goal for this PM, the Calhoun Area MPO will continue to work with the Transit Advisory Board and the Areawide Community Transit System (ACTS) to ensure the following targets are supported.
The TAM is comprised of 3 individual targets.

1.21.4.1 Asset Category: Rolling Stock (Revenue Vehicles)
This Performance Measure target is for the percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB). These vehicles include vans, cutaway buses, body-in-chassis, and full-size buses.

1.21.4.2 Asset Category: Equipment (Non-Revenue Vehicles)
This Performance Measure target is for the percentage of non-revenue vehicles within a particular asset class that have met or exceeded their ULB. Equipment is defined as nonexpendable, tangible property, having a useful life of at least one year. ALDOT will inventory only FTA purchased equipment over $50,000.

1.21.4.3 Asset Category: Facilities
This Performance Measure target is for the percentage of facilities with a condition rating below 3.0 on an FTA Transit Economic Requirement Modal (TERM) Scale.

Table 4: Transit Asset Management Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2018 Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (Revenue Vehicles)</td>
<td>Reduce inventory by 10%</td>
</tr>
<tr>
<td>Equipment (Non-Revenue Vehicles)</td>
<td>Reduce by 10%</td>
</tr>
<tr>
<td>Facilities</td>
<td>No more than 20% of facilities rate less than average</td>
</tr>
</tbody>
</table>
2.0 Projects
2.1 MPO Portal Description

The MPO Portal is an internet-based system used by the ALDOT and the Alabama MPOs to develop and manage the local TIPs and the STIP. The ALDOT Comprehensive Project Management System (CPMS) is the basis for the information in the Alabama version of MPO Portal. Changes made by ALDOT to CPMS are automatically reflected in the MPO Portal system. The MPOs have the option to add local information for each project that is retained in the MPO Portal. Because the system is web-based, ALDOT and MPO employees can make changes from any computer with an internet connection. ALDOT and the MPOs use the reformatted reports to produce sections of the STIP and TIP.

2.2 Funding Category Descriptions

Surface Transportation Attributable Projects
Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities.

Other Surface Transportation Program Projects
Surface Transportation funding was discussed above. In addition, there are at least 37 different codes for fund sourcing under the category of Other Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, or other operational improvements. In, for example, coding of STPAA indicates Surface Transportation Program Any Area.

National Highway Systems/ Interstate Maintenance/ NHS Bridge Projects
The NHS includes the Interstate Highway System as well as other roads important to the nation’s economy, defense, and mobility. The NHS was developed by the DOT in cooperation with the states, local officials, and MPOs. This category now includes Interstate Maintenance activities as well as the NHS bridges.

Appalachian Highway Systems Projects
TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21 or the FAST Act. The category will remain in place until all program funds are expended and projects completed.

Transportation Alternatives Program (TA)
Transportation Alternatives (TA) in the FAST Act replaced TAP authorized under MAP-21. It is a set-aside of the Surface Transportation Block Grant (STBG) Program. 23 USC 213(b) should be reviewed carefully for eligible and ineligible applications under the TA provision, with particular attention to eligible project sponsors. Eligible activities under TA (truncated)\textsuperscript{19} include:

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects. Safe Routes and

\textsuperscript{18} 23 USC 213(b)

27
ADA projects are included here

• Conversion and use of abandoned railroad corridors
• Construction of turnouts, overlooks, and viewing areas
• Community improvement activities, such as:
  ▪ Control of outdoor advertising
  ▪ Preservation and rehabilitation of historic transportation facilities
  ▪ Vegetation management in rights-of-way
  ▪ Archaeological activities relating to project impacts mitigation
• Environmental mitigation activity, including pollution prevention and abatement, to:
  ▪ Address stormwater management and control, and water pollution prevention and abatement related to highway runoff
  ▪ Reducing wildlife mortality and maintain connectivity among habitats
• Recreational trails program\(^{20}\)
• Safe Routes to School program projects under 1404(f) of SAFETEA-LU
  ▪ Infrastructure-related
  ▪ Non-infrastructure-related
  ▪ Safe routes to school coordinator
• Planning, design, or construction of boulevards and other roadways in the Right-of-Way (RW) of former Interstate System routes or other divided highways

_Bridge Projects (State and Federal)_
This includes new facility construction and existing bridge repair and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

_State Funded Projects_
These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance, funds are either not available or cannot be used on a certain project type, or in which a state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

_Enhancement Projects_
This category was eliminated in MAP-21 with many of the activities covered under Enhancement now being covered under the Transportation Alternatives (TAP) program. The Enhancement projects category remains in place, however, because there is still funding available under this program, but the category will be taken down once funding is exhausted.

Enhancement activities no longer covered under TAP include (truncated):
• Safety and educational activities for pedestrians and bicyclists
• Acquisition of scenic easements or historic sites
• Landscaping and scenic beautification
• Historic preservation and rehabilitation, including railroad and canal facilities with some

\(^{20}\) 23 USC 206
exceptions (see section 101(a)(29)(E))

- Archaeological planning and research
- Establishment of transportation museums

**Transit Projects**
Local transit operators provide projects to the MPOs in priority order, which in turn are used to develop a four or five-year Transit Development Plan (TDP). Transit projects are required for the LRTP and TIP and typically appear in these documents as funding actions, carrying an ALDOT project number.

**System Maintenance Projects**
Roadway and bridge maintenance are provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a “99” code designation.

**Safety Projects**
Highway Safety Improvement Program (HSIP) comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and projects must be included in the plan.

**Other Federal and State Aid Projects**
This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

**High Priority and Congressional Earmark Projects**
High Priority Funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU and again in MAP-21 and the FAST Act. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, Congressional Earmark designation remains only because some projects under this designation have not been completed.

**Authorized Projects**
This is a category or listing of prior year projects that have been approved for federal funding by FHWA or FTA. Construction of these projects may begin with authorization. A prior year listing is required in the TIP.
2.3 **MPO Portal Report Format**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
<th>13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sponsor:</strong> CALHOUN COUNTY COMMISSION</td>
<td><strong>ALDOT Project ID:</strong> STPOA-0815</td>
<td><strong>Funding code and Federal Aid program number:</strong> STPOA-0815</td>
<td><strong>Project and funding type of the projects listed under this heading:</strong> Surface Transportation Attributable Projects</td>
<td><strong>Route and Termini description (from – to):</strong></td>
<td><strong>Scope or Phase of the Project:</strong> RW indicates Right-of-Way phase, CN is Construction, UT is Utility, and PE is Preliminary Engineering.</td>
<td><strong>Project Status:</strong> ‘P’ indicates Planning, ‘A’ is Authorized.</td>
<td><strong>Type of work being performed:</strong> Bridge Replacement.</td>
<td><strong>FY or Fiscal Year the work will be performed:</strong> 2020.</td>
<td><strong>This field is for an assigned Project Priority number</strong></td>
<td><strong>The year in which conformity must be carried out. This only applies to MPOs in Air Quality non-conformity or maintenance status.</strong></td>
<td><strong>Funding sources and the total project costs in Year of Expenditure (YOE).</strong></td>
<td><strong>Map ID, assigned to project maps and linked</strong></td>
</tr>
</tbody>
</table>

1. Sponsor, in this case, Calhoun County Commission. Sponsor must be entered by MPO staff.
2. ALDOT Project ID, a nine-digit identifying number within CPMS (Comprehensive Project Management System).
3. Funding code and Federal Aid program number, in this case STPOA-0815.
4. Project and funding type of the projects listed under this heading, in this case Surface Transportation Attributable Projects.
5. Route and Termini description (from – to).
6. Scope or Phase of the Project. RW indicates Right-of-Way phase, CN is Construction, UT is Utility, and PE is Preliminary Engineering.
8. Type of work being performed, in this example Bridge Replacement.
9. FY or Fiscal Year the work will be performed. In this example, 2020.
10. This field is for an assigned Project Priority number
11. The year in which conformity must be carried out. This only applies to MPOs in Air Quality non-conformity or maintenance status.
12. Funding sources and the total project costs in Year of Expenditure (YOE).
2.4 Project Listings

The following project tables are listed by funding source and then by project number.
### 2.4.1 Surface Transportation Attributable Projects

<table>
<thead>
<tr>
<th>Sponsor: CALHOUN COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Family ID</td>
</tr>
<tr>
<td>10142</td>
</tr>
<tr>
<td>10142</td>
</tr>
<tr>
<td>40174</td>
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<td>10142</td>
</tr>
<tr>
<td>10142</td>
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<td>44523</td>
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### Totals By Sponsor

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<tr>
<th>Sponsor: CITY OF ANNISTON</th>
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<tr>
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<tr>
<td>20731</td>
</tr>
<tr>
<td>44537</td>
</tr>
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</table>

| Totals | Federal | $3,724,620 | ALL Funds | $4,660,904 |
## 2.4.1 Surface Transportation Attributable Projects

<table>
<thead>
<tr>
<th>Project Family ID</th>
<th>Project Number (FANCER)</th>
<th>Project Description</th>
<th>Project Length (miles)</th>
<th>STS</th>
<th>Project Type</th>
<th>FY</th>
<th>Map ID</th>
<th>Project Priority</th>
<th>Conform Year</th>
<th>Federal</th>
<th>Estimated Total Cost</th>
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<tbody>
<tr>
<td>44337</td>
<td>100070209 STPOA 0316</td>
<td>BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY</td>
<td>0.00</td>
<td>CN P</td>
<td>SIDEWALK</td>
<td>2023</td>
<td>0.00</td>
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<td>$146,517</td>
<td>$30,026</td>
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<td>44338</td>
<td>100070241 STPOA 0220</td>
<td>BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1075 FT</td>
<td>0.00</td>
<td>PE P</td>
<td>SIDEWALK</td>
<td>2021</td>
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<td>BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1075 FT</td>
<td>0.30</td>
<td>CN P</td>
<td>SIDEWALK</td>
<td>2022</td>
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<tr>
<td>44340</td>
<td>100070244 STPOA 0316</td>
<td>BICYCLE LANE STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET</td>
<td>1.50</td>
<td>PE P</td>
<td>SIDEWALK</td>
<td>2020</td>
<td>0.00</td>
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<td>$4,444</td>
<td>$0</td>
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<td>BICYCLE LANE STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET</td>
<td>0.00</td>
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<td>2021</td>
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**Totals By Sponsor**

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<th>ALL Funds</th>
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<td>$629,934</td>
<td>$776,943</td>
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**Sponsor:** CITY OF JACKSONVILLE

<table>
<thead>
<tr>
<th>Project Family ID</th>
<th>Project Number (FANCER)</th>
<th>Project Description</th>
<th>Project Length (miles)</th>
<th>STS</th>
<th>Project Type</th>
<th>FY</th>
<th>Map ID</th>
<th>Project Priority</th>
<th>Conform Year</th>
<th>Federal</th>
<th>Estimated Total Cost</th>
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<tbody>
<tr>
<td>44189</td>
<td>100084688 STPOA 0316</td>
<td>RESURFACING CHURCH AVENUE FROM 11TH STREET TO SR-21</td>
<td>3.35</td>
<td>CN P</td>
<td>RESURFACING</td>
<td>2020</td>
<td>64068.000</td>
<td>EXEMPT NA</td>
<td>$1,527,720</td>
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<tr>
<td>44299</td>
<td>100070167 STPOA 0316</td>
<td>RESURFACING ON HENRY ROAD AND COUNTRY CLUB DRIVE SOUTHWEST TO THE JACKSONVILLE CITY LIMITS</td>
<td>0.00</td>
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<td>RESURFACING</td>
<td>2020</td>
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<td>RESURFACING ON HENRY ROAD AND COUNTRY CLUB DRIVE SOUTHWEST TO THE JACKSONVILLE CITY LIMITS</td>
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<td>100070228 STPOA 0316</td>
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**Totals By Sponsor**

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33
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### 2.4.1 Surface Transportation Attributable Projects

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<td>RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEPHA DRIVE</td>
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<td>P</td>
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<tr>
<td>CITY OF WEAVER</td>
<td>100064899</td>
<td>40175</td>
<td>RESURFACE RUSSELL DRIVE FROM ALEXANDRIA ROAD TO PEACOBURG ROAD CITY OF WEAVER</td>
<td>0.66</td>
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<td>P</td>
<td>RESURFACING</td>
<td>2020</td>
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<td>$408,744</td>
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2019 CALHOUN AREA MPO
2.4.1 Surface Transportation Attributable Projects
Resurface Russell Drive from Alexandria Road
to Peaceburg Road, Weaver
CN # 100064899

LEGEND
Highway Functional Classification
- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Federal Aid Boundary - 2012
- Study Area - 2012
- Resurface Russell Drive

Prepared By East Alabama Regional Planning and Development Commission 2019
2019 CALHOUN AREA MPO
2.4.1 Surface Transportation Attributable Projects
Resurface Roy Webb Rd. from Alabama Hwy 21 to Foster West Rd
PE # 100070229
CN # 100070230

Scale

Prepared By East Alabama Regional Planning and Development Commission 2019
2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Coldwater Mountain/Mulberry St to Legarde,
Bicycle/Pedestrian multi-use path construction
PE # 100070241
CN # 10007242

LEGEND
Highway Functional Classification
- Interstate
- Principal
- Proposed Principal
- Minor Arterial
- Proposed Minor
- Major Collector
- Minor Collector

Federal Aid Boundary -
Coldwater Mountain/Mulberry St to Legarde,

Prepared By East Alabama Regional Planning and Development Commission 2019
### 2.4.2 Other Surface Transportation Program Projects

| Sponsor | ALDOT |

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<th>Federal State Other</th>
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<tr>
<td>45010</td>
<td>102009204</td>
<td>Resurfacing Traffic Strife 2 ft Safety Widening and Bridge Guard Rail Retrofit on SR-144 From The St Clair County Line (MP 17.173) To 0.15 Miles West of SR-1 (MP 20.537)</td>
<td>6.30</td>
<td>FM</td>
<td>P</td>
<td>Preventative Maintain Minor Rehab With Safety Widening</td>
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<td>59004.000</td>
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**Totals by Sponsor**

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| Sponsor | TBD |

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<tr>
<td>29124</td>
<td>100061403</td>
<td>Replace Bridge Bin 305152 SR 9 over Southern RR 1.6 Miles N of SR-9 (MP 0.76) Near Ron City (SL/JFF=43.1, Stat#:0 2001 MBRAP List)</td>
<td>0.26</td>
<td>PE</td>
<td>P</td>
<td>Bridge Replacement</td>
<td>2020</td>
<td>0.000</td>
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**Totals by Sponsor**

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### 2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

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<tr>
<td>42045</td>
<td>100067230 IM 1020 ( )</td>
<td>RESURFACING (OPEN GRADED FRICTION COURSE) 120 FROM THE CALHOUN COUNTY LINE MP 123.403 TO THE SR-48 INTERCHANGE MP 205.504</td>
<td>11.23</td>
<td>ON</td>
<td>P</td>
<td>PREVENTATIVE MAINTENANCE LEVEL 1</td>
<td>2023</td>
<td>67230.000</td>
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<td>45010</td>
<td>100068530 NH 0001 ( )</td>
<td>RESURFACING AND TRAFFIC STRIPE ON SR-1 (US-431) FROM THE END OF SR-1 (US-431) BYPASS (MP 233.248) TO 0.118 MILE NORTH OF SR-144 (MP 242.169)</td>
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<td>PAVEMENT MINOR REHABILITATION</td>
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**Totals By Sponsor**

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### 2.4.4 Appalachian Highway System Projects

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### 2.4.5 Transportation Alternatives

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#### Totals By Sponsor

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#### Totals By Sponsor

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60
### 2.4.6 Bridge Projects

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### 2.4.7 State Funded Projects

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### 2.4.8 Enhancement Projects

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### 2.4.9 Transit Projects

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#### Totals By Sponsor

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**Totals By Sponsor:**

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## 2.4.9 Transit Projects

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## 2.4.10 System Maintenance Projects

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## 2.4.11 Safety Projects

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### 2.4.12 Other Federal and State Aid Projects

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2.4.13 Congestion Mitigation and Air Quality Projects

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### 2.4.14 High Priority and Congressional Earmark Projects

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### 2.4.15 Authorized Projects

<table>
<thead>
<tr>
<th>Sponsor: CALHOUN COUNTY COMMISSION</th>
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<tbody>
<tr>
<td>Program</td>
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<tr>
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<tr>
<td>USAN</td>
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<table>
<thead>
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<th>Sponsor: CITY OF ANNISTON</th>
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<tr>
<td>Program</td>
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<td>---------</td>
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<td>USAN</td>
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<table>
<thead>
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<td>Program</td>
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<td>---------</td>
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<td>ANME</td>
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<table>
<thead>
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<tr>
<td>Program</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>USAN</td>
</tr>
<tr>
<td>Program</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>FTA9</td>
</tr>
<tr>
<td>FTA9C</td>
</tr>
<tr>
<td>FTA9</td>
</tr>
<tr>
<td>RPTO</td>
</tr>
<tr>
<td>FTA3C</td>
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<tr>
<td>RPTO</td>
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<tr>
<td>FTA9C</td>
</tr>
<tr>
<td>UMTAC</td>
</tr>
<tr>
<td>FTA9C</td>
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2.4.16 Locally Funded Regionally Significant Projects

Regionally significant projects are transportation projects, other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in the EPA’s transportation conformity regulation, that is on a facility which serves regional transportation needs. Examples of these would be those providing access to and from the area outside the region; major activity centers in the region; major planned developments, such as new retail malls, sports complexes, or employment centers; or transportation terminals. These facilities would normally be included in the modelling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

This section includes any transportation projects that were paid for with local funds that have a regional impact. For example, roads built to a new shopping center could be listed in this section.

There are no Locally Funded Regionally Significant Projects at this time.
3.0 Appendices
### 3.1 Abbreviations and Acronyms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
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<td>A</td>
<td>Authorized Project</td>
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<td>ACTS</td>
<td>Areawide Community Transit System</td>
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<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADEM</td>
<td>Alabama Department of Environmental management</td>
</tr>
<tr>
<td>AHSP</td>
<td>Appalachian Highway System Project</td>
</tr>
<tr>
<td>ALDOT</td>
<td>Alabama Department of Transportation</td>
</tr>
<tr>
<td>APA</td>
<td>American Planning Association</td>
</tr>
<tr>
<td>APBP</td>
<td>Association of Pedestrian and Bicycle Professionals</td>
</tr>
<tr>
<td>ATPA</td>
<td>Alabama Transportation Planners Association</td>
</tr>
<tr>
<td>BRPL</td>
<td>Bridge Replacement</td>
</tr>
<tr>
<td>CAC</td>
<td>Citizens Advisory Committee</td>
</tr>
<tr>
<td>CARE</td>
<td>Critical Analysis Reporting Environment</td>
</tr>
<tr>
<td>CATS</td>
<td>Calhoun Area Transportation Study</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
</tr>
<tr>
<td>CN</td>
<td>Construction</td>
</tr>
<tr>
<td>COG</td>
<td>Council of Governments</td>
</tr>
<tr>
<td>COOP</td>
<td>Continuity of Operations Plan</td>
</tr>
<tr>
<td>CPMS</td>
<td>Comprehensive Project Management System</td>
</tr>
<tr>
<td>CTSP</td>
<td>Community Traffic Safety Program</td>
</tr>
<tr>
<td>DBE</td>
<td>Disadvantaged Business Plan</td>
</tr>
<tr>
<td>DRI</td>
<td>Developments of Regional Impact</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>EARPDC</td>
<td>East Alabama Regional Planning and Development Commission</td>
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<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>FANBR</td>
<td>Federal Aid Number</td>
</tr>
<tr>
<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act (Replaces MAP-21)</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year</td>
</tr>
<tr>
<td>GHG</td>
<td>Greenhouse Gas</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographical Information System</td>
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<tr>
<td>HSIP</td>
<td>Highway Safety Improvement Plan</td>
</tr>
<tr>
<td>IMNT</td>
<td>Interstate Maintenance</td>
</tr>
<tr>
<td>IREG</td>
<td>Interstate Regular</td>
</tr>
<tr>
<td>IRI</td>
<td>International Roughness Index</td>
</tr>
<tr>
<td>JARC</td>
<td>Job Access and Reverse Commute</td>
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<td>LEP</td>
<td>Language Assistance Plan</td>
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<td>LOTTR</td>
<td>Level of Travel Time Reliability</td>
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<td>LRTP</td>
<td>Long Range Transportation Plan</td>
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<td>LVOE</td>
<td>Level of Effort</td>
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<tr>
<td>MAIN</td>
<td>Maintenance Project</td>
</tr>
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<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century</td>
</tr>
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<td>MPA</td>
<td>Metropolitan Planning Area</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>NHF</td>
<td>National Highway Fund</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
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</table>
NHSP  National Highway System Project
NAAQS  National Ambient Air Quality Standards
Non-SOV  Non-single Occupant Vehicle
P  Planned Projects
PE  Preliminary Engineering
PEAs  Planning Emphasis Areas
PHED  Peak Hour Excessive Delay
PIO  Public Information Officer
PL  Planning funds
PM  Performance Measure
PPP  Public Participation Plan
PSR  Present Serviceability Rating
RFQ  Request for Qualifications
RTC  Rails-to-Trails Conservancy
RW  Right-of-Way
SAFETEA-LU  Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Section 5307  Urban Transit Funding
Section 5310  Elderly and Handicapped Transit Funding
Section 5311  Non-urban (Rural) Transit Funding
Section 5339  Bus Replacement and Bus Facilities (Replaces Sec. 5309)
SHSP  State Highway Safety Plan
SPR  Statewide Planning and Research
STAT  State Program
STATC  State Program – Contract Construction
STATS  State Program – Special Aid
STBG  Surface Transportation Block Grant
STIP  State Transportation Improvement Program
STP  Surface Transportation Program
STPAA  (Any Area)
STPOA/STOA  (Urban Area <200,000)
STPPA  (State)
STPRH/STPHS  (Safety)
STPSA  (Any Hazard)
STPTE/STTE  (Enhancement)
TAB  Transit Advisory Board
TAC  Technical Advisory Committee
TAM  Transit Asset Management
TAMP  Transportation Asset Management Plan
TAP  Transportation Alternatives Program
TD  Transportation Disadvantaged
TDP  Transit Development Plan
TEA-21  Transportation Equity Act for the 21st Century
TIP  Transportation Improvement Program
TR  Transit
TSM  Traffic Safety Management
TTTR  Truck Travel Time Reliability
UABC  Urban Extension
UPWP  Unified Planning Work Program
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<th>UT</th>
<th>Utilities</th>
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<tr>
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<td>United States Code</td>
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<tr>
<td>VMT</td>
<td>Vehicle Miles Travelled</td>
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3.2 Calhoun Area MPO Study Area Map

Source: Calhoun Area MPO Staff
3.3 Financial Documentation
### 3.3.1 ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan

Calhoun Area MPO

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<thead>
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<th>2023</th>
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<td><strong>Surface Transportation Attributable Projects</strong></td>
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<td>$3,213,890</td>
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<td><strong>Other Surface Transportation Program Projects</strong> (includes Bridge projects not on NH System)</td>
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<th>2023</th>
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<td><strong>National Highway Performance Program</strong> (APD, IM, Bridge projects on NH System)</td>
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<td><strong>Appalachian Highway System Projects</strong></td>
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## Bridge Projects

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## State Funded Projects

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## Enhancement Projects

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<th>2023</th>
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## Transit Projects

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<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
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## System Maintenance Projects

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<td>State Funds Available for Programming Statewide (Total Funds)</td>
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<td>Percentage Programmed in the MPO Area (Total Funds)</td>
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## Safety Projects

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<tbody>
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<td>Funds Available for Programming Statewide (Federal Funds Only)</td>
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### Other Federal and State Aid Projects

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<th>2023</th>
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<tbody>
<tr>
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<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
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### Congestion Mitigation and Air Quality Projects - Birmingham Area Only

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<tbody>
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<td>Carryover From Previous Year (Federal Funds Only)</td>
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### High Priority and Congressional Earmark Projects (Money still available)

This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor.

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<th>2021</th>
<th>2022</th>
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### 3.3.2 Urban Area Funds Report

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<th>PROJECT DESCRIPTION</th>
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<td>100047015</td>
<td>TRAFFIC SIGNAL IMPROVEMENTS AT THE INTERSECTION OF LENLOCK LANE AND SR-21 IN THE</td>
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<td>100048494</td>
<td>RESURFACING, STRIPING, AND DRAINAGE IMPROVEMENTS ON MOUNTAIN STREET NE FROM SR</td>
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<td>05/31/2019</td>
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<td>100048280</td>
<td>BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BRIDGE IN #1125 CITY OF OXFORD</td>
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<td>100048030</td>
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**TOTALS FOR FISCAL YEAR 2019**

- Prior FY Carryover: **$4,581,116**
- Authorized Projects: **$1,603,320**
- Unobligated Balance: **$4,858,252**

**TOTALS FOR FISCAL YEAR 2020**

- Prior FY Carryover: **$4,648,090**
- Authorized Projects: **$0**
- Unobligated Balance: **$6,627,133**

**TOTALS FOR FISCAL YEAR 2021**

- Prior FY Carryover: **$3,351,823**
- Authorized Projects: **$0**
- Unobligated Balance: **$5,579,366**
## URBAN AREA FUNDING AVAILABILITY REPORT

### ANNISTON

**PROJECT NO:**

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### TOTALS FOR FISCAL YEAR 2022

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<td>$2,017,243</td>
<td>Planned Projects</td>
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<td>Remaining Balance</td>
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<td>Total Project Funds</td>
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### TOTALS FOR FISCAL YEAR 2023

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<td>Total Project Funds</td>
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3.3.3 Internal FY20-23 TIP Spreadsheet

CALHOUN

Draft FY20-23 TIP as of July 17, 2019

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**CALHOUN**

**Draft FY20-23 TIP as of July 17, 2019**

**ALL FUNDS AVAILABLE (FD = LOCAL MATCH)**

**SURFACE TRANSPORTATION PROGRAM (STP)**

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<td>54</td>
<td>Resurfacing Highway from S921 to the City Limits</td>
<td>Jacksonville</td>
<td>Pending</td>
<td>PE</td>
<td>85,641</td>
<td>481,020</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Resurfacing George Douthit Dr from S9-21 to Briarwood Place SW</td>
<td>Jacksonville</td>
<td>Pending</td>
<td>CN</td>
<td>206,059</td>
<td>1,261,118</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Balzay Connector Multi-use path</td>
<td>Anniston</td>
<td>Pending</td>
<td>PE</td>
<td>12,600</td>
<td>770,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>Coldwater Mountain/Malvern Bk St. to Legarde, multi-use path</td>
<td>Anniston</td>
<td>Pending</td>
<td>CN</td>
<td>32,600</td>
<td>140,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Access to Oxford Bk Lane, S Mobile and Chestnut</td>
<td>Anniston</td>
<td>Pending</td>
<td>PE</td>
<td>5,500</td>
<td>44,600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| PROGRAMMED | 2,966,778 | 5,270,992 | 1,324,076 | 3,479,404 | 8,201,743 | 5,206,826 | 1,683,929 | 3,609,605 |
| APPORTIONMENT | 2,182,759 | 2,345,095 | 2,403,701 | 2,521,554 | 2,521,554 | 2,521,554 | 2,521,554 | 2,521,554 |
| CARRYOVER | 9,461,046 | 8,888,026 | 6,678,129 | 7,718,953 | 6,702,451 | 1,078,642 | 1,030,170 | 1,872,985 |
| AVAILABLE | 11,043,804 | 10,549,121 | 9,942,085 | 10,181,756 | 9,220,104 | 8,540,186 | 8,566,924 | 4,394,549 |
| BALANCE | 8,563,026 | 6,786,129 | 7,718,053 | 6,702,451 | 1,026,642 | 1,035,370 | 1,872,095 | 784,394 |

87
3.4 Livability Indicators

As a measure of sustainability of the Livability Principals, the MPO will provide the following Livability Indicators:

1. Percent change in households located within one-half mile of fixed route transit routes and/or percent change in non-auto (transit, walking, bicycling) trips

<table>
<thead>
<tr>
<th>Transit Type</th>
<th>Households</th>
<th>% Households</th>
<th>Est. Population</th>
<th>% Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTS</td>
<td>11,287</td>
<td>35</td>
<td>26,882</td>
<td>34</td>
</tr>
<tr>
<td>Gamecock Express*</td>
<td>4,157</td>
<td>82</td>
<td>10,539</td>
<td>84</td>
</tr>
</tbody>
</table>

Calhoun Area 2010 Population = 79,796
Estimate of 2010 Urban Households = 32,015
*Jacksonville only data
Source: ESRI Comm. Analyst/US Census

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workers 16+</td>
<td>19,729</td>
<td>20,631</td>
<td>23,684</td>
</tr>
<tr>
<td>Car/truck/van commuters</td>
<td>18,485</td>
<td>19,555</td>
<td>na</td>
</tr>
<tr>
<td>Solo drivers</td>
<td>15,824</td>
<td>17,418</td>
<td>20,602</td>
</tr>
<tr>
<td>Carpool commuters</td>
<td>2,460</td>
<td>2,137</td>
<td>2,026</td>
</tr>
<tr>
<td>Public transit commuters</td>
<td>156</td>
<td>148</td>
<td>89</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>25</td>
<td>36</td>
<td>na</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>0</td>
<td>31</td>
<td>na</td>
</tr>
<tr>
<td>Walkers</td>
<td>642</td>
<td>341</td>
<td>na</td>
</tr>
<tr>
<td>Other commuters</td>
<td>156</td>
<td>144</td>
<td>342</td>
</tr>
<tr>
<td>Work from home</td>
<td>265</td>
<td>366</td>
<td>408</td>
</tr>
<tr>
<td>Mean travel time to work</td>
<td>18</td>
<td>22</td>
<td>21</td>
</tr>
</tbody>
</table>

na = data not available
2. Percent change in housing costs per household and/or percent increase in home ownership
Percent of household income spent on housing and transportation = 56%
(Anniston/Oxford Metro Area) — source: Housing and Transportation Affordability Index —
Center for Neighborhood Technology

<table>
<thead>
<tr>
<th>Percent Change in Home Ownership</th>
<th>Anniston/Oxford Metro Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000</td>
</tr>
<tr>
<td>Total housing units</td>
<td>51,322</td>
</tr>
<tr>
<td>Occupied units</td>
<td>45,307</td>
</tr>
<tr>
<td>Owner occupied</td>
<td>32,856</td>
</tr>
<tr>
<td>Owner with mortgage</td>
<td>na</td>
</tr>
<tr>
<td>Owner owned</td>
<td>na</td>
</tr>
<tr>
<td>Renter occupied units</td>
<td>12,451</td>
</tr>
<tr>
<td>Vacant units</td>
<td>6,015</td>
</tr>
<tr>
<td>Vacant units for rent</td>
<td>na</td>
</tr>
<tr>
<td>Vacant units for sale</td>
<td>na</td>
</tr>
</tbody>
</table>

Source: 2010 Census Table DP1 and 2010 General Housing Summary File 1

<table>
<thead>
<tr>
<th>Median Monthly Housing Costs</th>
<th>Calhoun County</th>
</tr>
</thead>
<tbody>
<tr>
<td>With Mortgage</td>
<td>1,003</td>
</tr>
<tr>
<td>Without Mortgage</td>
<td>309</td>
</tr>
</tbody>
</table>

Source: City-data.com; *ACS; **census.gov
3. Percent change in educational attainment and/or percentage decrease in employment

<table>
<thead>
<tr>
<th>Educational Attainment of 25+ year olds (%)</th>
<th>Anniston/Oxford Metro Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000</td>
</tr>
<tr>
<td>High School or Higher</td>
<td>73.9</td>
</tr>
<tr>
<td>Bachelor's Degree or Higher</td>
<td>15.2</td>
</tr>
</tbody>
</table>

Source: City-data.com, ACS 1-year estimate

<table>
<thead>
<tr>
<th>Unemployment Rate</th>
<th>Anniston/Oxford Metro Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>April Data</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<tr>
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<td></td>
</tr>
</tbody>
</table>

*Preliminary
Source: US Bureau of Labor Statistics; data extracted June 18, 2018

4. Percent change in in-fill products and/or percent increase in revitalization projects

<table>
<thead>
<tr>
<th>LRTP Year</th>
<th>% of LRTP Projects to Improve Existing Facilities</th>
<th>% Transit funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2035</td>
<td>72</td>
<td>7</td>
</tr>
<tr>
<td>2040</td>
<td>85</td>
<td>13</td>
</tr>
</tbody>
</table>
5. Percent change in the number of regional sustainable infrastructure and/or change in number of regional preservation initiatives

<table>
<thead>
<tr>
<th>City</th>
<th>Plan Updates Since 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Comprehensive</td>
</tr>
<tr>
<td>Anniston</td>
<td></td>
</tr>
<tr>
<td>Jacksonville</td>
<td>2016</td>
</tr>
<tr>
<td>Oxford</td>
<td>2016</td>
</tr>
<tr>
<td>Hobson City</td>
<td>2000</td>
</tr>
<tr>
<td>Weaver</td>
<td></td>
</tr>
</tbody>
</table>

Source: EARPDC and City websites

6. Percent of households within one-half mile of mixed-use destinations and/or percent change in average trip miles

<table>
<thead>
<tr>
<th>City</th>
<th>Households Within One-Half Radius of Town Center</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Anniston</td>
<td>380</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>945</td>
</tr>
<tr>
<td>Oxford</td>
<td>437</td>
</tr>
<tr>
<td>Hobson City</td>
<td>464</td>
</tr>
<tr>
<td>Weaver</td>
<td>386</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>City</th>
<th>Mean Commuting Time to Work (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
</tr>
<tr>
<td>Anniston</td>
<td>16.5</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>15.7</td>
</tr>
<tr>
<td>Oxford</td>
<td>18.1</td>
</tr>
<tr>
<td>Hobson City</td>
<td>-</td>
</tr>
<tr>
<td>Weaver</td>
<td>21.2</td>
</tr>
<tr>
<td>Calhoun County</td>
<td>-</td>
</tr>
</tbody>
</table>

na = data not available

Source: 1990 Census cp-2-2, 2000 SF4 Qt P23 and ACS 5 year estimate 2006-2010 Selected Economic Characteristics
3.5 MPO Self Certification – TIP/STIP MOU
Resolution # 782
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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


(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 C.F.R. part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 C.F.R. 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 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;


(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


Calhoun Area Metropolitan Planning Organization

[Signature]

Jerry Parris
Printed Name

MPO Chair
Title

5/16/19
Date

Alabama State Department of Transportation

[Signature]

John R. Cooper
Printed Name

Director
Title

7/25/2019
Date
TABLE OF CONTENTS

Section
1.1 PURPOSE
1.2 AUTHORITY
1.3 SCOPE
1.4 REFERENCES
1.5 FEDERAL CERTIFICATION REQUIREMENTS
1.6 CERTIFICATION PROCESS & QUESTIONS
1.1 PURPOSE

This chapter provides guidance to the Alabama Department of Transportation for the certification of the metropolitan transportation planning process conducted by ALDOT.

1.2 AUTHORITY

FAST Act https://www.fhwa.dot.gov/fastact/

23 U.S.C. (United States Code) 134 (k)(5)

49 U.S.C. 5303 (k)(5)

23 C.F.R. (Code of Federal Regulations) 450.334

1.3 SCOPE

Federal law and regulation require ALDOT and the MPOs to jointly certify the transportation planning process for the metropolitan area concurrent with the submittal of the entire TIP to the FHWA and the FTA as part of the STIP approval at least every four years. This chapter is intended for use by ALDOT and MPO staff to assist them in carrying out the self-certification requirements.

1.4 REFERENCES

23 U.S.C. 134 ....................................................... (Metropolitan Planning)
42 U.S.C. 2000d et seq. ............................. (Title VI of the Civil Rights Act of 1964)
42 U.S.C. 7504 and 7506(c) and (d) ............ (Transportation Air Quality Conformity)
49 U.S.C. 5303 .................................................. (Metropolitan Planning)
Section 1101(b) of the FAST Act ................ (Disadvantaged Business Enterprises)
23 C.F.R. 450 ................................................... (Metropolitan Planning)
49 C.F.R. Part 26 .............................................. (Disadvantaged Business Enterprises)
49 C.F.R. 27 ........................................................ (Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
49 C.F.R. 37 ........................................................ (Transportation Services for Individuals with Disabilities)
49 C.F.R. 38 ........................................................ (Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

1.5 Self-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:
(1) The metropolitan planning requirements identified in 23 U.S.C. 134 and 49 U.S.C. 5303;

(2) 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 C.F.R. Part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. 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 FAST Act (Public Law 114-94) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;


(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 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and


1.6 Certification PROCESS & Questions

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide preliminary results of the certification. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

The list of questions provided below identifies those minimum tasks that an MPO shall do in order to be fully certified. If the answer to one of the questions below is negative and if the problem cannot be corrected prior to the signing of the joint certification statement, ALDOT has the option of granting conditional certification and including corrective action in the joint certification statement. The corrective action should include a date by which the problem must be corrected. This list is intended to be as comprehensive as possible; however, it is possible that some requirements may have been overlooked and will need to be added at a later date.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] Yes

2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] NA

3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] Yes

4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] Yes

5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] Yes

6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] NA

7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] Yes

8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] Yes

9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
   - Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. Yes
   - Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions. Yes
   - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2). This will be addressed in the 2045 LRTP
• Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2). This will be addressed in the 2045 LRTP.

• Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. Yes

• Include a financial plan that showed the public and private revenue sources that could reasonably be expected. Yes

• Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. Yes

• Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters. Yes

• Indicate as appropriate proposed transportation and transit enhancement activities. Yes

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)?

• Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan; Yes

• Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors); Yes

• Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d). This will be addressed in the 2045 LRTP.

• Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d). This will be addressed in the 2045 LRTP.

• Include operational and management strategies to improve the performance of existing transportation facilities; Yes

• In TMA areas, consider the results of the congestion management process; NA

• Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs; Yes

• Describe the proposed improvements in sufficient detail to develop cost estimates;
Yes
- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities; Yes
- Include pedestrian walkway and bicycle transportation facilities; Yes
- Include transportation and transit enhancement activities; Yes
- Include a financial plan that demonstrates how the adopted transportation plan can be implemented Yes
- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA’s transportation conformity regulations (40 C.F.R. part 93, subpart A). Yes

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] Yes

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT’s Local Transportation Bureau? [23 C.F.R. 450.324 (c)] Yes

13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] Yes

14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.326 (a)] Yes

15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] Yes

16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] Yes

17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] Yes

18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] Yes

19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] Yes

20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] Yes
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] Yes

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] Yes, it is available on the East Alabama Regional Planning and Development Commission website: earpdc.org.

23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who 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? [23 C.F.R. 450.308 (c)] Yes

24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] Yes the UPWP documents all planning activities and document development to be funded through Title 23 USC and the Federal Transit Act.

25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] Yes

26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] NA

27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] Yes

28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] Yes

29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] Yes

Section (2): The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? NA

2. How does the MPO’s UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? NA

100
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? **NA**

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **NA**

Sections (3), (4), and (7) through (10): The prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; the Americans with Disabilities Act; the Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)] **Yes**

2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)] **Yes**

3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13] **Yes**

4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT’s procedure? [23 C.F.R. 200.9 (b)(3)] **Yes**

5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)] **Yes**

6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)] **Yes**

7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? **Yes**

8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? **Yes**

9. Do the MPO’s contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? **Yes**

10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] **Yes**

11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] **Yes**
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] Yes

13. Have all the local governments included within the MPO’s study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. Yes, see next page for status of transition plans.

Section (5): Section 1101(b) of the FAST Act regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan? Yes, within our UPWP and TIP/Title VI Plan

2. Does the MPO track DBE participation? Yes

3. Does the MPO report actual payments to DBEs? Yes

4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? Yes


1. Has the MPO implemented an equal employment opportunity program? Yes, within our UPWP and TIP/Title VI Plan

450.334 Self-certifications and Federal certifications.
Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT’s Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO’s project folder.
<table>
<thead>
<tr>
<th>MPO Municipality</th>
<th>ADA Transition Plan Status</th>
<th>Year of Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anniston</td>
<td>Complete</td>
<td>2015</td>
</tr>
<tr>
<td>Hobson City</td>
<td>Complete</td>
<td>2016</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>Complete</td>
<td>2016</td>
</tr>
<tr>
<td>Oxford</td>
<td>Complete</td>
<td>2015</td>
</tr>
<tr>
<td>Weaver</td>
<td>Complete</td>
<td>2015</td>
</tr>
<tr>
<td>Calhoun County</td>
<td>Complete</td>
<td>2016</td>
</tr>
<tr>
<td>Talladega County</td>
<td>Complete</td>
<td>2015</td>
</tr>
</tbody>
</table>

All municipality ADA transition plans can be found on the EARPDC website (earpdc.org) in the MPO Documents Section.
MEMORANDUM OF UNDERSTANDING
Alabama Department of Transportation
Statewide Procedures for FY 2020 - 2023 TIP/STIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation’s Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, AL DOT statewide and Interstate programs.

Definitions

- **Administrative Modification** means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- **Amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- **Change in Scope** is a substantial alteration to the original intent or function of a
programmed project; (e.g., change project termini or the number of through-traffic lanes).

- **Cooperating Agencies** include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.

- **Financially Constrained (Fiscal Constraint)** means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.” [23 CFR 450.104]

- **Fiscal Constraint Chart (FCC)** is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a done project, or multiple projects, that net out to zero.

- **Level of Effort (LVOE)** is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the exempt project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.

- **New Project** is a project that is not programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.

- **Obligated projects** mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.

- **Planning Partner** may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.

- **Project Selection** means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]

- **Public Participation Plan (PPP)** is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the underserved, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site:  http://www.dot.state.al.us/ltweb/planning/MPOWebsites.html.

- **Revision** means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification." [23 CFR 450.104]

- **Statewide-managed Program (Statewide Program)** includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.

- **Statewide Transportation Improvement Program (STIP)** means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]

- **Transportation Improvement Program (TIP)** means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR450.104]

**What is a Transportation Improvement Program (TIP) and what is a Statewide Transportation Improvement Program (STIP)?**

The TIP consists of the approved MPO projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs). The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

**TIP/STIP Administration**

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently-approved STIP. If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP
revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to
acknowledge the relative significance, importance, and/or complexity, of individual programming
actions. Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324,
permits the use of alternative procedures by the cooperating parties, to effectively manage
actions encountered during a given STIP cycle. The regulations require that any alternative
procedures be agreed upon, and such alternative procedures be documented and included in
the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] for
each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure
(YOE), and maintain the estimated total cost of the project, which may extend beyond the four
years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s),
shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the
individual MPO, and must correspond to the adopted provisions of the MPO Public Participation
Plans. A reasonable opportunity for public review and comment shall be provided for significant
revisions to the TIPs and STIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air
quality significant project in a nonattainment or maintenance area, a new air quality conformity
determination will be required, if deemed appropriate by the Interagency Air Quality Consultation
Group (IAC). If a new conformity determination is necessary, an amendment to the Long Range
or Regional Transportation Plan (project listings only), shall be developed and approved by the
MPO. The modified conformity determination would then be based on the amended LRTP
conformity analysis, and public involvement procedures, consistent with the existing PPP, would
be required.

If the August Redistribution of Federal Highway Funds adds, advances, or adjusts federal
funding for a project, the MPOs and other Planning Partners will be notified of the Administrative
Modification by ALDOT.

Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some
language within those regulations to make clear the understanding between the agreeing
parties. For full application of the CFRs, visit definitions for Amendment, Administrative
Modification, and Revision on p. 1. Revisions are not applicable to authorized project scopes.

An Amendment is a major STIP/TIP planned project revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line
  item, exceeds the thresholds listed below, and excludes those federally-funded statewide
  program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project
  phase(s), or decreases a current project phase that utilizes federal funds, where the
revision exceeds the following thresholds:
*$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
*$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
*$750,000 for the county highway and bridge program.

- Involves a change in the Scope of Work to a project(s) that would:
  *Result in an air quality conformity reevaluation.
  *Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
  *Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
  *Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a bimonthly cycle. Non-routine amendments requested by the State Transportation Director or the Joint Highway committee can be performed at any time.

Approval by the MPO (or cooperative effort with an RPO) is required for Amendments. The MPO/RPO must then request ALDOT Central Office approval, using the electronic Financial Constraint Chart (FCC) process. An FCC must be provided (in Excel format), which summarizes previous actions, the requested adjustments, and after the changes, an updated TIP. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

All revisions shall be identified and grouped as one action on an FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP four-year cycle, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase, in the second period of the respective Long Range Transportation Plan.

An Administrative Modification is a minor STIP/TIP revision that:
- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.
The initial submission and approval process of the Statewide Transportation Improvement Program (STIP), will establish federal funding for Level of Effort (LVOE) project groups. *Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications.*

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project.*

Administrative Modifications do not require federal approval. ALDOT and the Planning Partner will work cooperatively to address and respond to any FHWA or FTA comments. FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

**Level of Effort Funding Categories**

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the *exempt project* classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of it originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.
Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT’s Comprehensive Project Management System (CPMS/MPO Portal).

Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modifications the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

STIP/TIP Financial Reporting

At the end of each quarter, ALDOT will provide each MPO or Planning Partner with a STIP/TIP financial report of actual federal obligations and state encumbrances for highway, bridge, and transit programs in the respective Metropolitan Planning Areas. At the end of the federal fiscal year, the ALDOT report card can be used by the Planning Partners as the basis for compiling information, in order to meet the Federal Annual Listing of Obligated Projects requirement. The STIP/TIP Financial Report, provided to FHWA and FTA, will also include performance measures as allowed under the Project Approval and Oversight Agreement a Partnership between the Federal Highway Administration Alabama Division and the Alabama Department of Transportation, applicable to LVOE and to include:

- The total percent of STIP/TIP construction projects advanced to be ran quarterly

A summary report detailing this information will be provided at the end of the federal fiscal year.

As each MPO TIP is adopted, this MOU will be included with the TIP documentation. The MPO or Planning Partner may choose to adopt an MOU that will clarify how the MPO or Planning Partner will address TIP revisions. In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document. If an MPO elects to set more stringent procedures, then ALDOT, FHWA, and FTA will adhere to the more restrictive procedures.
The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

We, the undersigned hereby agree to the above procedures and principles.

Mark D. Baittett
Division Administrator
Federal Highway Administration

Yvette H. Baxley
Regional Administrator
Federal Transit Administration

John R. Cooper
Director
Alabama Department of Transportation

5/16/2019
Date:

5-16-19
Date:

4/8/19
Date:
3.6 Public Review and Comment Documentation

An initial review of the Draft FY 20-23 has been completed by the Citizens Advisory Committee on July 17, 2019.
0 comments were received.
The public comment period was between July 17 and July 31.
All comments were reviewed by the MPO before adopting the Final FY 20-23 TIP and are included in this document.
Good morning Libby,

Please find attached a proof for you to review. Even with the font change, I had to bump the size up to a 2 x 5. Cost is $200. Let me know if you have any questions or if you see any changes that need to be made.
Do you have a PO#?

Thank you,

Kim Jenkins | Multi Media Consultant
kjenkins@annistonstar.com
cell: 256.282.8101 | office: 256.235.9215
The Anniston Star
visit us online annistonstar.com

From: Kim Jenkins <kjenkins@annistonstar.com>
Sent: Wednesday, June 12, 2019 4:31 PM
To: 'Elizabeth Messick' <elizabeth.messick@earpdc.org>
Subject: RE: Block ad needed for July 1, 2019 print

Libby,

I'll schedule for Sunday, June 30th and send a proof for you to review as soon as possible.

Thank you!

Kim Jenkins | Multi Media Consultant
kjenkins@annistonstar.com
cell: 256.282.8101 | office: 256.235.9215
The Anniston Star
visit us online annistonstar.com
From: Elizabeth Messick <elizabeth.messick@earpdc.org>
Sent: Wednesday, June 12, 2019 4:28 PM
To: Kim Jenkins <kjenkins5@gmail.com>
Cc: Kim Jenkins <kjenkins@annistonstar.com>
Subject: RE: Block ad needed for July 1, 2019 print

Thanks Kim.
That sounds good.
Out of the two, I'd prefer Sunday June 30th, please.

 Libby Messick
Regional Planner
East Alabama Regional Planning and Development Commission
PO Box 2186
Quintard Tower, Suite 300
1130 Quintard Ave.
Anniston, AL 36202
Phone: 256.237.6741

From: Kim Jenkins <kjenkins5@gmail.com>
Sent: Wednesday, June 12, 2019 4:26 PM
To: Elizabeth Messick <elizabeth.messick@earpdc.org>
Cc: Kim Jenkins <kjenkins@annistonstar.com>
Subject: Re: Block ad needed for July 1, 2019 print

Libby, we can size this to fit a 2x4 with the reduced font size. Cost would be $160.
I just realized you requested to run this July 1 which is a Monday. Would you like to run Sunday, June 30th instead or Wednesday July 3rd.

Thank you,

Kim Jenkins
Anniston Star
256 282 8101

On Wed, Jun 12, 2019, 3:56 PM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Thanks Kim,

What about if the font is a bit smaller? I've modified the ad a tiny bit.

Thanks!

 Libby Messick
Regional Planner
East Alabama Regional Planning and Development Commission
Hi Libby,

Cost to run this size is $320. Let me know if you would like to proceed and I will send you a proof.

Thank you,

Kim Jenkins
Anniston Star
256 282 8101

On Wed, Jun 12, 2019, 11:25 AM Kim Jenkins <kbjenkins5@gmail.com> wrote:

Hi Libby,

I'll send you a quote as soon as possible.

Thank you,
Kim Jenkins  
Anniston Star  
256 282 8101  

On Wed, Jun 12, 2019, 11:09 AM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:  

Good morning!  

Please see the attached block ad for a public meeting for the Calhoun Area MPO.  
I would like to request a quote for this ad to be printed Monday July 1st.  
Please feel free to contact me at this email or at 256-237-6741.  

Thanks!,  

Libby Messick  
Regional Planner  
East Alabama Regional Planning and Development Commission  
PO Box 2186  
Quintard Tower, Suite 300  
1130 Quintard Ave.  
Anniston, AL 36202  
Phone: 256-237-6741
Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the Draft FY 2020 – 2023 Transportation Improvement Plan (TIP). The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately $25 million toward projects over the four-year period. A copy of the updated Draft FY 20-23 TIP and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies of the Draft FY 20-23 TIP will also be available for review and comment at a public meeting scheduled for:

Wednesday July 17th
4 - 6 pm
EARPDC 3rd floor Conference Room
1130 Quintard Avenue
Anniston, AL 36202

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPDC – ADA Coordinator, Dawn Landholm at (256)237-6741 at least 72 hours in advance of the meeting. Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address above, faxed to (256)237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.

For more information contact: Libby Messick, Regional Planner at (256)237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Anniston, AL 36202, or elizabeth.messick@earpdc.org.
AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization

June 12, 2019
10:00 a.m.

1. Call to Order

2. Review and approval of minutes from May 8, 2019

3. Old Business
   A. Resolution 785: Reclass Ossington Ave from May 2019

4. New Business
   A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
   B. Resolution 786: Requested Funding Changes for PE Projects #4 and #5
   C. Resolution 787: Adoption of 2019 Bicycle Pedestrian Plan
   D. Draft UPWP
   E. Status report of ALDOT projects
   F. Safety Observations
   G. Draft TIP Public Meeting – July 17, 4 – 6 pm
   H. TAB

5. Next TAC Meeting – July 10, 2019

6. Adjourn
AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
June 20, 2019
10:00 a.m.

I. Call to Order

II. Verification of Quorum

III. Recognition of Guests

IV. Old Business
   A. Review and approve minutes from May 16, 2019
   B. Resolution 785: Reclass Ossington Ave from May 16, 2019
   C. TBA

V. New Business
   A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
   B. Resolution 786: Requested Funding Changes for PE Projects #4 and #5
   C. Resolution 787: Adoption of 2019 Bicycle Pedestrian Plan
   D. Draft UPWP
   E. CAC Appointments
   F. Safety Observations
   G. TBA

VI. Other Business
   A. Status Report on Other Local Projects from ALDOT
   B. ALDOT Public Meeting – Thursday, July 11, 4 – 6 pm
   C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
   D. Draft TIP Public Meeting – Wednesday, July 17, 4 – 6 pm
   E. Comments or Issues from Member Jurisdictions or Attendees
   F. TBA

VII. Next MPO Meeting – Thursday, July 18, 2019

VIII. Adjourn
PROOF OF PUBLICATION

STATE OF ALABAMA
CALHOUN COUNTY

Personally appeared before me Phillip A. Sanguinetti, who being duly sworn, makes oath that he is President of THE ANNISTON STAR, a daily newspaper published in Anniston, Alabama, and that the attached notice ran as follows:

Dates: June 30, 2019
Description: 2x5 FY2020-23 Notice of Public Meeting

P.O.#54549
Job# 8002702881
Art# 825100
Order# 270588
Price #200

Signature
Phillip A. Sanguinetti

Sworn to and subscribed to before me this date:

Signature
Pennie Davis

Notarized
My Commission Expires 10/24/2020
No mt of’ rankings

Consolidating policy concerning lists

Every couple of months, someone releases a list that puts Anniston or Talladega among the worst places to live, or among the cities with the most crime, or among the cities with the lowest test scores, etc.

Earlier this year, Talladega, for instance, was listed as the state’s worst place to live in Alabama.

Another list names Anniston one of the “most dangerous” cities in America.

That list was published and promoted by a company that sells home security systems. Can you see how it might help sales to tell potential customers how dangerous their cities are?

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the Draft FY 2020 – 2023 Transportation Improvement Plan (TIP). The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately $5.8 million toward projects over the four-year period. A copy of the updated Draft FY 2020-2023 TIP and comment form can be reviewed prior to the meeting at the EARPC website at www.earpc.org or picked up at the EARPC office during normal working hours. Copies of the Draft FY 2020-2023 TIP will also be available for review and comment at a public meeting scheduled for:

Wednesday, July 17th
4 - 6 pm
EARPC 3rd floor Conference Room
1130 Quintard Avenue
Anniston, AL 36202

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPC – ADA Coordinator, Dawn Landham at (256) 557-5741 at least 72 hours in advance of the meeting.

Public comments can be dropped off at the EARPC office, mailed to the EARPC address above, faxed to (256) 557-5741, or emailed to elizabeth.messick@earpc.org. All public comments will be reviewed by the MPO and included in the final plan document.

DMZ today

BY PETER BAKER
The New York Times

OSAKA, Japan — President Donald Trump and North Korea’s iron-fisted leader, Kim Jong Un, will meet this morning. The summit is a signal of détente, but also of a very serious deal between two very different nations.

In a post on Twitter, the president said, “We’ll be there, put on a feisty act for theater. The deal is the deal.”

The summit will be held in the Demilitarized Zone between North and South Korea.

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPC – ADA Coordinator, Dawn Landham at (256) 557-5741 at least 72 hours in advance of the meeting.

Public comments can be dropped off at the EARPC office, mailed to the EARPC address above, faxed to (256) 557-5741, or emailed to elizabeth.messick@earpc.org. All public comments will be reviewed by the MPO and included in the final plan document.
Calhoun Area MPO Updates

- Bicycle-Pedestrian Plan Update
  A final document is complete but on hold due to potential issues with facilities on state routes. As soon as these issues are resolved the document will be back on the agenda for adoption by the MPO. In the meantime, the current document can be found on the MPO website at www.earpdc.org. A huge thank you to all involved in the planning and processing of the Bike-Ped Plan!

- FY 20-23 Transportation Improvement Program (TIP)
  The MPO is responsible for adopting a Transportation Improvement Program (TIP) which presents a 4-year program for improvements in the various transportation systems located within the Calhoun Area Transportation Study. The draft document will be available for review at the beginning of the month until July 31st. The draft TIP and comment forms will be available at the EARPDG front desk and on the website. A public meeting will be held Wednesday, July 17th from 4-5 pm.

- June MPO Project Changes
MPO Documents

Authorized Project List for the Calhoun Area MPO – Fiscal Year 2018

The Federal Highway Administration (FHWA) requires MPOs to publish a list of projects that were authorized in the previous fiscal year and involved federal highway or transit funds. A project is considered authorized when a funding contract has been completed. The authorized project list includes those projects funded in the fiscal year 2018, which ran from October 1, 2017, through September 30, 2018.

DRAFT Transportation Improvement Program Fiscal Years 2020-2023

The Transportation Improvement Program (TIP) is a short-range four-year schedule of a prioritized list of transportation improvement projects. The TIP consists not only of MPO projects sponsored by the local jurisdictions, but also related projects funded by and through several funding sources including ALDOT, the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the State Safety Program, the Federal Railroad Administration, special Congressional earmarks or demonstration projects, and others.

The TIP is updated every 4 years and amended as necessary between updates. A public meeting for the Draft FY 2020-2023 TIP will be held Wednesday, July 17 from 4-6 pm in the 2nd-floor conference room at 1130 Quinwand Avenue, Anniston.

Long Range Transportation Plan – 2040

The purpose of the Long Range Transportation Plan (LRTP) is to coordinate the metropolitan long-range transportation planning for the Calhoun Area MPO. This document identifies transportation improvements such as capacity building, operations, and maintenance projects that will be needed over the next 25 years.

The LRTP planning process must also include citizen and public official involvement and participation as well as a financial plan. The LRTP is updated every 5 years and amended as needed between each update.

Bicycle and Pedestrian Plan 2019

In November 2003, the MPO developed and adopted its first Bicycle and Pedestrian Plan for the area. This plan identifies potential pedestrian and bicycle facility improvement projects and policies. The MPO is currently updating the Bicycle and Pedestrian Plan 2012.

A goal of the Bicycle/Pedestrian plan is to increase safety and quality-of-life as well as ensure that non-motorized transportation is established as a part of the transportation network. Projects and policies in the Bicycle/Pedestrian Plan can be funded by or through several options including the general fund of the local jurisdiction, Transportation Enhancement Program grants, National Recreational Trails (NRT) grant program or allocation of MPO funds.
<table>
<thead>
<tr>
<th>Organization</th>
<th>Address 1</th>
<th>Address 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department of Conservation and Natural Resources</td>
<td>4101 Hwy 21 N</td>
<td>Oxford, AL 36203</td>
</tr>
<tr>
<td>Kid One Transport</td>
<td>PO Box 360943</td>
<td>Beckwood Manor</td>
</tr>
<tr>
<td>Jacksonville Health and Rehab</td>
<td>410 Wilson Dr. SW</td>
<td>424 Main Street</td>
</tr>
<tr>
<td></td>
<td>Jacksonville, AL 36265</td>
<td>Oxford, AL 36203</td>
</tr>
<tr>
<td>Calhoun-Cleburne Mental Health</td>
<td>PO Drawer 2205</td>
<td>Calhoun County Health Department</td>
</tr>
<tr>
<td></td>
<td>Anniston, AL 36202</td>
<td>3400 McClellan Blvd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anniston, AL 36201</td>
</tr>
<tr>
<td>Family Services Center of Calhoun County</td>
<td>PO Box 2649</td>
<td>Hobson City Senior Center</td>
</tr>
<tr>
<td></td>
<td>Anniston, AL 36202</td>
<td>610 MLK Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hobson City, AL 36201</td>
</tr>
<tr>
<td>Jacksonville Senior Center</td>
<td>501 Alexandria Rd. SW</td>
<td>Beverly Health Care</td>
</tr>
<tr>
<td></td>
<td>Jacksonville, AL 36265</td>
<td>PO Box 3408</td>
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<tr>
<td></td>
<td></td>
<td>Oxford, AL 36203</td>
</tr>
<tr>
<td>Health Services Center</td>
<td>608 MLK Drive</td>
<td>Weaver Senior Center</td>
</tr>
<tr>
<td></td>
<td>Hobson City, AL 36201</td>
<td>406 Anniston St.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weaver, AL 36277</td>
</tr>
<tr>
<td>Jacksonville Community Center</td>
<td>501 Alexandria Rd. SW #A</td>
<td>Community enabler Developer</td>
</tr>
<tr>
<td></td>
<td>Jacksonville, AL 36265</td>
<td>104 E F Street.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anniston, AL 36201</td>
</tr>
<tr>
<td>Community Against Pollution Concern</td>
<td>1521 Cobb Ave.</td>
<td>Friendship Community Center</td>
</tr>
<tr>
<td></td>
<td>Anniston, AL 36201</td>
<td>2930 Friendship Rd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Oxford, AL 36203</td>
</tr>
<tr>
<td>Alabama Department of Human Resources</td>
<td>415 W 11th St.</td>
<td>Interfaith Ministries, Inc</td>
</tr>
<tr>
<td></td>
<td>Anniston, AL 36202</td>
<td>1431 Gurnee Ave.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anniston, AL 36201</td>
</tr>
<tr>
<td>Alabama Department of Human Resources</td>
<td>Calhoun County Alabama Chamber of</td>
<td>Alabama Quality Healthcare</td>
</tr>
<tr>
<td></td>
<td>Commerce</td>
<td>1330 Quintard Ave.</td>
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<tr>
<td></td>
<td>Anniston, AL 36202</td>
<td>1316 Noble St</td>
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<tr>
<td></td>
<td></td>
<td>Anniston, AL 36201</td>
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<tr>
<td></td>
<td></td>
<td>Calhoun County Habitat for Humanity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>22 W 10th St.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anniston, AL 36201</td>
</tr>
</tbody>
</table>

Mailed July 2, 2019
United Way of East Central Alabama
1505 Wilmer Ave.
PO Box 1122
Anniston, AL 36202

Ms. Annette Rainge
Calhoun County Veterans Service Office
PO Box 643
Anniston, AL 36202

Health Services Center
608 MLK Drive
PO Box 1392
Anniston, AL 36202

West Anniston Foundation
800 Clydesdale Ave.
Anniston, AL 36201

Disabled American Veterans (DAV)
1810 Noble St.
Anniston, AL 36201

Calhoun Veterans Service Office
1702 Noble Street, Suite 109
Anniston, AL 36202

Community Foundation of NE AL
PO Box 1826
Anniston, AL 36202

Health Services Center
1302 Noble St.
Anniston, AL 36202

Be Latino Corporation
PO Box 8394
Anniston, AL 36202

AL Regional Medical Center (SOBRA)
331 E 8th St.
Anniston, AL 36207

Committee on People with Disabilities
1105 Woodstock Ave.
Anniston, AL 36207

CST of Jacksonville
1610 Pelham Rd. S
Jacksonville, AL 36265

Oxford Public Library
110 E. 6th Street
Oxford, AL 36203

Carver Branch Library
722 W. 14th St.
Anniston, AL 36201

Jacksonville Public Library
280 Pelham Rd. S
Jacksonville, AL 36263

126
AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization

July 10, 2019
10:00 a.m.

1. Call to Order

2. Review and approval of minutes from June 12, 2019

3. Old Business
   B. TBA

4. New Business
   I. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
   J. Future Years Fiscal Constraint (TIP spreadsheet)
   K. Resolution 787: Increase Funds for Baltzell Gate
   L. Resolution 788: Adopting the DRAFT FY 2020-2023 TIP
   M. Resolution 789: Adopting the Final FY 2020 UPWP
   N. Status report of ALDOT projects
   O. Safety Observations
   P. Draft TIP Public Meeting – July 17, 4 – 6 pm
   Q. TAB

5. Next TAC Meeting – August 7, 2019

6. Adjourn
AGENDA

CITIZENS ADVISORY COMMITTEE
of the
CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

July 17, 2019
10:00 am

1. Call to Order

2. Introductions

3. Old Business
   a. Review and approval of CAC minutes from May 15, 2019
   b. Review June 2019 Administrative Modifications and Resolutions
   c. TBA

4. New Business
   a. Review FY 16-19 TIP Update and Administrative Modifications
   b. Resolution 785: Reclass Ossington Ave to minor collector
   c. Resolution 787: Increase Funds for Baltzell Gate
   d. Resolution 788: Adopting the DRAFT FY 2020-2023 TIP
   e. Resolution 789: Adopting the Final FY 2020 UPWP
   f. Status report of ALDOT projects (handout)
   g. Safety Observations
   h. Draft TIP Public meetings – July 17, 2019 4-6 pm
   i. TBA

5. Other Business
   A. Anniston Express and ADA Para-Transit Ridership
   B. CAC Vacancies
   C. Updates from Bicycle-Pedestrian Plan
   D. Next CAC Meeting – September 18, 2018
   E. TBA

6. Adjourn
## SIGN-IN SHEET

Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

July 17, 2019 – 10:00 a.m.

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tim Huddleston</td>
<td>256-235-1566</td>
<td><a href="mailto:tim@huddleston.com">tim@huddleston.com</a></td>
</tr>
<tr>
<td>T. L. Thompson</td>
<td>256-235-3191</td>
<td><a href="mailto:popthompson@cabero.net">popthompson@cabero.net</a></td>
</tr>
<tr>
<td>Miller Parnell</td>
<td>256-453-0388</td>
<td><a href="mailto:munford60@yahoo.com">munford60@yahoo.com</a></td>
</tr>
<tr>
<td>Kimberly Mike</td>
<td>256-689-1316</td>
<td></td>
</tr>
<tr>
<td>Theodore Smyrlt</td>
<td>256-241-2943</td>
<td><a href="mailto:tsmirlt@calhouncounty.org">tsmirlt@calhouncounty.org</a></td>
</tr>
<tr>
<td>Chris Gunn</td>
<td>256-237-4657</td>
<td><a href="mailto:cgunn@calhouncounty.org">cgunn@calhouncounty.org</a></td>
</tr>
<tr>
<td>James Jenkins</td>
<td>256-831-4665</td>
<td><a href="mailto:jamesjenkins2000@yahoo.com">jamesjenkins2000@yahoo.com</a></td>
</tr>
<tr>
<td>Richard Lindblom</td>
<td>256-435-9582</td>
<td><a href="mailto:richard.lindblom88@gmail.com">richard.lindblom88@gmail.com</a></td>
</tr>
<tr>
<td>Jerry Castle</td>
<td>256-821-7720</td>
<td>Hobson City</td>
</tr>
<tr>
<td>Dennis Reaves</td>
<td>256-835-0714</td>
<td></td>
</tr>
<tr>
<td>Darryl League</td>
<td>205-542-9764 GM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>256-236-2812</td>
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</tbody>
</table>
**SIGN-IN SHEET**

Draft FY 2020-2023 Transportation Improvement Program (TIP)

East Alabama Regional Planning and Development Commission Conference Room

July 17, 2019 4:00 – 6:00 p.m.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>EMAIL ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Libby Messer</td>
<td>EARPPC IMPO</td>
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COMMENT FORM
Calhoun Area Metropolitan Planning Organization
DRAFT FY 20-23 Transportation Improvement Program

Name: __________________________________ Address: ________________________________________

State: ______ Zip Code: ________ Email: _____________________________________________

Interest in Calhoun Area MPO (circle all that apply):

- Property Owner Within MPO Area
- Public Official
- Local Business Owner
- Citizen
- Other __________________________________________

How did you hear about this meeting (circle all that apply):

- Newspaper Ad
- Social Media
- Local Meeting
- Flyer
- Other __________________________________________

Please provide any comments you may have concerning the Formal Amendments. Please specify the city in which the project(s) you are commenting on. (Please Print and Use Back if Needed):

______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________

Please return this completed form to the Calhoun Area MPO by July 31, 2019:
Mrs. Elizabeth (Libby) Messick, MPO Coordinator
P.O. Box 2186
Anniston, Alabama 36202
Phone: 256-237-6741; Fax: 256-237-6763
Email: elizabeth.messick@earpd.org
I. Call to Order

II. Verification of Quorum

III. Recognition of Guests

IV. Old Business
   A. Review and approve minutes from June 20, 2019
   B. Tabled: Resolution 785: Reclass Ossington Ave from May 16, 2019
   C. TBA

V. New Business
   A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
   B. Resolution 787: Increase Funds for Baltzell Gate
   C. Resolution 788: Adopting the DRAFT FY 2020-2023 TIP
   D. Resolution 789: Adopting the Final FY 2020 UPWP
   E. CAC Appointments
   F. Safety Observations
   G. TBA

VI. Other Business
   A. Status Report on Other Local Projects from ALDOT
   B. Report on Urban Fixed Route and ADA Handicapped Transit Systems
   C. Comments or Issues from Member Jurisdictions or Attendees
   D. TBA

VII. Next MPO Meeting – Thursday, July 15, 2019

VIII. Adjourn
<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>EMAIL ADDRESS &amp; PHONE NO.</th>
<th>Email Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liddy Messick</td>
<td>EARPD-MPO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Hayes</td>
<td>ALDOT</td>
<td></td>
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</tr>
<tr>
<td>Steven Calay</td>
<td>ALDOT</td>
<td></td>
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<tr>
<td>Chase Rich</td>
<td>ALDOT</td>
<td></td>
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</tr>
<tr>
<td>Toby Bennigton</td>
<td>COA</td>
<td></td>
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</tr>
<tr>
<td>Mark Stephens</td>
<td>JACKSONVILLE</td>
<td></td>
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</tr>
<tr>
<td>Jana Monday</td>
<td>CDG</td>
<td></td>
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</tr>
<tr>
<td>Michael Hosch</td>
<td>CALHOUN Co.</td>
<td></td>
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</tr>
<tr>
<td>Rodney McLean</td>
<td>CALHOUN Co.</td>
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</tr>
<tr>
<td>Kevin Hall</td>
<td>Amazon Air Depot</td>
<td></td>
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<tr>
<td>Fredm W Dunne</td>
<td>Opheat</td>
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</table>
## SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
July 18, 2019 – 10:00 a.m.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>EMAIL ADDRESS &amp; PHONE NO.</th>
<th>Email Notices</th>
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</thead>
<tbody>
<tr>
<td>Shavon Jones</td>
<td>ALDOT</td>
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AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
August 15, 2019
10:00 a.m.

I. Call to Order

II. Verification of Quorum

III. Recognition of Guests

IV. Old Business
   A. Review and approve minutes from June 20, 2019
   B. TBA

V. New Business
   A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
   B. Tabled: Resolution 785: Reclass Ossington Ave from May 16, 2019
   C. Tabled: Resolution 787: Increase Funds for Baltzell Gate from July 18, 2019
   D. Resolution 788: Adopting the FINAL FY 2020-2023 TIP
   E. Tabled: Resolution 789: Adopting the FINAL FY 2020 UPWP from July 18, 2019
   F. Resolution 790: Increase funds for Project #5: Lenlock Signal 100047016
   G. Resolution 791: Adopting the FINAL 2019 Bicycle-Pedestrian Plan
   H. CAC Appointments
   I. Safety Observations
   J. TBA

VI. Other Business
   A. Status Report on Other Local Projects from ALDOT
   B. ATRIP II
   C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
   D. Comments or Issues from Member Jurisdictions or Attendees
   E. TBA

VII. Next MPO Meeting – Thursday, September 19, 2019

VIII. Adjourn
## SIGN-IN SHEET

**Calhoun Area Metropolitan Planning Organization (MPO)**

East Alabama Regional Planning and Development Commission Conference Room  
August 15, 2019 – 10:00 a.m.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>EMAIL ADDRESS &amp; PHONE NO.</th>
<th>Email Notices?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Libby Messick</td>
<td>EARPOC MPO</td>
<td>(205) 936-7689</td>
<td>Yes</td>
</tr>
<tr>
<td>Joe Meads</td>
<td>SAIN ASSOC.</td>
<td><a href="mailto:joemeads@sain.com">joemeads@sain.com</a></td>
<td></td>
</tr>
<tr>
<td>James Harris</td>
<td>Jacksonville</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Hosch</td>
<td>Calhoun Co.</td>
<td></td>
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</tr>
<tr>
<td>Tim Popwell</td>
<td>AL. DOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jeff Chandler</td>
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**SIGN-IN SHEET**

Calhoun Area Metropolitan Planning Organization (MPO)
East Alabama Regional Planning and Development Commission Conference Room
August 15, 2019 – 10:00 a.m.

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