

AGENDA

CITIZENS ADVISORY COMMITTEE

Of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

East Alabama Regional Planning and Development Commission 3rd Floor Conference Room

10:00 am

May 17, 2016

1. Call to Order
2. Introductions
3. Old Business
 - a. Review of CAC minutes from March 23, 2016
 - b. Approval of CAC minutes from March 23, 2016
 - c. CAC Appointments and Welcome of New Members
 - d. TBA
4. New Business
 - a. Review FY 16-19 TIP Update (Handout)
 - b. Alabama 2015 Infrastructure Report Card (Handout)
 - c. More on Roundabouts?
 - d. Non-Motorized Transportation Pilot Program Report (Handout)
 - e. TBA
5. Other Business
 - a. Other Current Transportation Projects
 - b. Anniston Express and ADA Para-Transit Ridership
 - c. Next CAC Meeting
 - d. TBA
6. Adjourn

MINUTES
CITIZENS ADVISORY COMMITTEE (CAC)
of the Calhoun Area Metropolitan Planning Organization (MPO)
Wednesday, March 23, 2016
10:00 a.m.

Those attending:

Richard Stubbs	Calhoun County
Marshall Shaddix	Oxford
Jerry Lewallen	Weaver
Jack Plunk	EARPDC / MPO
Jamie Etheredge	Jacksonville
Dr. Mike Kimberly	Anniston
Dennis Reaves	Calhoun County
Joan McKinney	Anniston
Steve Akers	Oxford
Richard Lindblom	Jacksonville
Chris Gann	Calhoun County
Mike Mathews	Anniston Army Depot
Dr. David West	Calhoun County
Tommy Thompson	Jacksonville
Joe Cunningham	Hobson City
Nelson Coleman	Jacksonville
Brandon Freeman	Oxford

The meeting was called to order by Mr. Dennis Reaves, Chairman.

OLD BUSINESS:

Minutes of the CAC meeting of January 27, 2016, were approved on a motion by Mr. Tommy Thompson and seconded by Dr. David West. Motion carried.

Chairman Reaves welcomed all the new members that were present. Chairman Reaves stated that Anniston, Oxford and Hobson City needed to fill vacant CAC positions, and asked that all members talk with their mayors to help fill the vacant positions.

NEW BUSINESS:

Chairman Reaves called for the Review of FY 16-19 TIP Update. Mr. Plunk gave the members a handout of the list of projects and balance of MPO funds to review. Several authorized projects are in the PE development stage and a couple more are in RoW, which are indicated in green. Hopefully a few more will let to CN on April 29th. He added that he was matching up the 9 digit project codes given by the ALDoT to the project list to get close out amounts and noticed that project #20

Alexandria/Jacksonville Rd. Resurface and #21 Frank Akers Rd. Resurface closed out under the amount allocated by the MPO. The amount allocated to project #20 was \$83,000 and it closed out at \$52,428. Project #21 was allocated \$621,000 and it closed out at \$463,494. Adding the difference between the two projects put \$188,000 back into the MPO balance of funds. In addition to that, Mr. Plunk stated that the ALDoT had notified him that the amount allocated to the MPO was going to increase by \$66,000 annually. He also explained that putting the additional funds into the balance of funds helped keep a positive balance, but the balance for FY 18 is still low, but much improved.

Next, Chairman Reaves called for the Review of ALDoT's Average Daily Traffic Counts (ADT's) and Truck Mix Data on the interstate highway system in Alabama. Mr. Plunk had a table in the agenda packet on page 5 for review. He stated that the traffic counts being shown are from 2006. Mr. Plunk also said that the traffic counts you see are from a 24 hour period, and that our segment of I-20 has the highest truck mix counts.

Chairman Reaves continued by calling for discussion of the Alabama 2015 Infrastructure Report Card. Mr. Plunk gave the members a handout titled "Report Card For Alabama's Infrastructure" to review. The report card from the ASCE is published every two years and grades several types of infrastructure. Once again, Alabama was given an overall G.P.A. of C-.

Next, Chairman Reaves continued with New Business by calling for the discussion of the CAC Satisfaction Survey. Mr. Plunk said that the results from the survey are on page 6 in the agenda packet for review. There was only 21 returned, which was 44% participation, but all twenty one responses were positive with only one suggestion regarding having the CAC meeting at 9:00 a.m. instead of 10:00 a.m.

Chairman Reaves continued by calling for the Special Presentation - All About Roundabouts. Mr. Plunk explained that on pages 7-9 in the agenda packet are bullet points and diagrams for review. He stated that roundabouts save time, gas, brakes, decreases pollution and more importantly improves safety by removing left turns and several conflict points. In a regular two lane intersection, there are 32 crossing conflict points. Installing a roundabout decreases conflict points to 8. Mr. Plunk also said that there is a copy of the resolution the CAC passed back in 2010 urging the local municipalities of the MPO to consider roundabouts as a solution at some intersections. Mr. Plunk then provided a series of handouts and information about roundabouts from; the USDOT, FHWA, and Roundabout USA.com. The CAC also received copies of newspaper articles about new roundabouts in Balwin County, Mobile County, Chattanooga, Montgomery and Danielsville, Georgia. Next, the CAC watched the FHWA video titled "Modern Roundabouts: A Safer Choice!". The video demonstrates how roundabouts work and features the Town of Carmel, Indiana with over 50 roundabouts!

Mr. Plunk explained that there is a handout in the agenda packet on page 11 explaining a TRB Webinar: Scalability of Roundabouts that is tomorrow, March 24th, 1:00 - 2:30 p.m. CST. The handout gives you a webinar outline and the learning objectives along with the locations that you can attend. This webinar is hosted by the Alabama Department of Transportation and the Alabama Local

Technical Assistance Program, so maybe the ALDoT and some of our municipalities will begin to see the benefits of roundabouts.

OTHER BUSINESS:

Mr. Plunk briefly reviewed the status report of the current local ALDoT sponsored projects, which were included in the agenda for review.

Chairman Reaves called for the report on Anniston Express and ADA Para-Transit Ridership. Mr. Plunk also gave the Anniston Express and ADA Para-transit Ridership. There were a total of 9,573 riders for February. For the ADA Paratransit Ridership for February; Anniston had 687 one-way trips, Jacksonville had 191 one-way trips, 4 for Weaver, and Oxford had 218 one-way trips. For the Urbanized area 465 one-way trips and 281 one-way trips for the Rural area.

Mr. Plunk explained that he has a conflict with the next CAC meeting, so the next CAC meeting is re-scheduled for Tuesday, May 17, 2016, at 10:00 a.m. in the EARPDC 3rd floor Conference Room.

There being no further business, the meeting was adjourned.

CAC Members - March 2016

	<u>Name</u>	<u>Telephone</u>	<u>Jurisdiction</u>	<u>Company or Interest</u>
1	Bob Jackson	237-4033	Anniston	Citizen
2	Ed Kimbrough	820-3455	Anniston	Citizen
3	Joan McKinney	235-3995	Anniston	Citizen
4	Carl Nuemann	403-6561	Anniston	Citizen
5	Andy Hatley	238-8528	Anniston	Resigned 11/21/14
6	Dr. Mike Kimberly	820-4933	Anniston	CDC
7	Carlos Woodward	282-5235	Anniston	Has Not Attended
8	Telesa Stanford Allen	472-4344	Anniston	Resigned 3/15/15
9	Marcus Boykin	453-3358	Anniston	Has Not Attended
10	John Wheeler	237-8279	Anniston	Resigned 11/24/14
11	Phillip Keith	283-3364	Anniston	Citizen
12	Judy Myers	835-5052	Anniston	Resigned 3/15/15
13	Kumira Lemon Mason	499-1399	Anniston	Citizen
14	Nelson Coleman	782-2829	Jacksonville	Citizen
15	David Thompson	782-5455	Jacksonville	JSU
16	Richard Lindblom	435-9582	Jacksonville	New
17	T L Thompson	435-6448	Jacksonville	JPD Chief
18	Lamar Sims	365-5633 or 453-7467	Jacksonville	New
19	Kyle Warmack	435-9483	Jacksonville	Citizen
20	Jamie 'Red' Etheredge	435-0023	Jacksonville	Citizen
21	Andrew Tyson	237-0444	Calhoun County	New
22	Floyd Treadway	435-6139	Calhoun County	Citizen
23	Shirley Miller	241-2825	Calhoun County	Citizen
24	Robert Pyles	831-6683	Calhoun County	Citizen
25	Dennis Reaves, Chairman	835-0714	Calhoun County	Citizen
26	Richard Stubbs	820-4155	Calhoun County	Citizen
27	Tim Huddleston	282-1566	Calhoun County	New
28	Charles J. Freeman	236-5607	Calhoun County	Citizen
29	Chris Gann	310-9841 or 237-4657	Calhoun County	New
30	Dr. David West	237-1621	Calhoun County	Citizen
31	Steve Akers	282-7816	Oxford	New
32	Bill Watson	236-5966	Oxford	Died August 2014
33	Jack W. Brim	831-5580	Trucking Rep.	BR Williams Trcking
34	Brandon Freeman	231-5900	Oxford	Banker
35	Bobby Spendlove	831-8312	Oxford	Died March 2015
36	Randy Cosper	831-0511	Oxford	Citizen
37	Marshall Shaddix	831-0466 or 591-8225	Oxford	Citizen
38	Lester Boiling	835-1844	Oxford	Has Not Attended
39	Robert Dark	831-4645	Oxford	Has Not Attended
40	Lavoy Jordan	831-4747 or 225-4747	Oxford	New
41	Vacant		Oxford	3 New Positions Based on 2010 Population Increase Have Not Been Filled.
42	Vacant		Oxford	
43	Vacant		Oxford	
44	Frank Thomas	454-4840	Weaver	New
45	Adam Hunter	438-8918	Weaver	New
46	Jerry D. Lewallen	453-5639	Weaver	New
47	Ray Read	235-4510	Anniston Army Depot	Has Not Attended
48	Mike Matthews	235-4148 or 310-0739	Anniston Army Depot	AOD Civillian Ex. Assistant
49	Len Hearron	240-3092	Anniston Army Depot	AOD Liason
50	Patricia Green	831-5068	Hobson City	Citizen
51	Joe L. Cunningham	831-7720	Hobson City	Citizen
52	Rev. Deborah Hunter	835-2571	Hobson City	Has Not Attended
53	Vacant	??	ALDoT Multi-Modal	ALDOT

Bold = Need to be Replaced.

REC'D 5/11/16

CURRENT CONSTRUCTION PROJECTS

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
NHF-0901(500)	Base and pave of Eastern Bypass from Lake Yahou to US 431	Tie in on 3 existing rdwys
STPOA-0204(515)	Resurface SR 204 from US 431 to MP 6.62 (West Point Rd.)	Begin date is June 1
STPAA-HSIP-0004(542)	Resurface SR 4 (US 78) from MP 166.7 to MP 171.1	Awaiting Award
ACOA58459-ATRP(009)	Resurface portions of Main St., Astor Ave., & Alexandria Road In Weaver	Awaiting Award
ACOA59378-ATRP(010)	Signal Improvements in Jville Along SR 21 at 10 intersections	Awaiting Award

Fixed-Route Ridership									
	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16
Oct	5,548	6,837	6,543	7,850	9,757	11,074	10,266	11,357	9,851
Nov	5,431	5,834	5,680	7,714	9,178	10,168	9,690	9,644	9,077
Dec	5,276	5,923	6,545	8,333	9,439	9,069	9,610	10,621	9,749
Jan	5,576	6,510	6,030	7,514	9,458	10,188	9,240	10,446	8,957
Feb	5,307	5,441	6,121	8,050	9,687	10,002	10,393	8,826	9,573
Mar	5,486	5,863	7,480	9,064	10,131	10,117	11,245	9,467	9,965
Apr	5,650	5,990	7,108	8,245	9,466	10,261	11,463	9,872	9,338
May	5,767	5,827	6,843	8,650	9,787	10,258	11,512	9,548	
Jun	6,323	6,620	7,609	9,326	10,234	9,781	10,747	10,449	
Jul	6,239	6,692	7,714	9,358	9,821	10,136	11,707	10,535	
Aug	6,407	6,088	8,282	11,080	11,209	11,488	12,075	10,275	
Sep	6,416	6,229	8,190	10,218	9,573	9,756	11,370	9,688	

TOTAL	69,426	73,854	84,145	105,402	117,740	122,298	129,318	120,728	66,510
AVG/MO	5,786	6,155	7,012	8,784	9,812	10,192	10,777	10,061	9,501

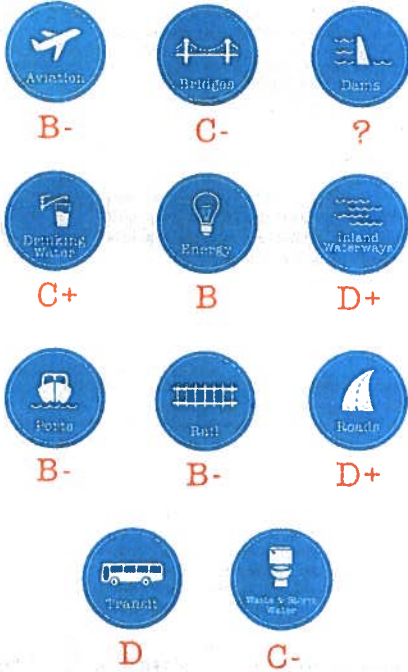
2015 Avg./Mo. 738 199 26 174 490 272

ADA Paratransit Ridership

Fiscal Year 2015-2016	Anniston	Jacksonville	Weaver	Oxford	Section 5307 CC Urban	Section 5311 CC Rural
October	846	164	4	174	483	299
November	646	171	4	177	373	252
December	713	205	2	179	501	262
January	733	165	1	209	402	293
February	687	191	4	218	465	281
March	793	239	2	236	498	354
April	736	266	0	229	396	320
May						
June						
July						
August						
September						

2016 Avg./Mo. ⁵¹⁵⁴736 ¹⁴⁰¹200 ¹⁷2 ¹⁴²²203 ³¹¹⁸445 ²⁰⁶¹294

ALABAMA GRADE SUMMARY



5 STEPS WE CAN TAKE NOW

- 1. KNOW OUR DAM SAFETY RISKS.** You have to inspect infrastructure to know the condition of it, and when it comes to dams, we're not doing a good job. In fact, we don't even know where all the high hazard dams in the state are. Let's find and inspect our dams before something happens.
- 2. IF WE DO THE MAINTENANCE, WE CAN AVOID STINKY BREAKS AND GETTING LOST IN POTHOLES.** Many of Alabama's homes have septic systems to treat their wastewater, but without being properly maintained they can ruin water supplies for a community. Not keeping up with road maintenance also has a cost. Those annoying potholes are costing every driver in Alabama \$300 or more each year to drive on rough roads!
- 3. BE SELF-SUFFICIENT AND INVEST IN ALABAMA'S FUTURE.** When it comes to rebuilding the oldest and most deficient infrastructure, our state shouldn't wait on anyone, especially Washington. Alabama has many infrastructure assets that are simply reaching the end of their life or stand in the way of keeping the economy growing. Let's leverage state funds to make investments that improve how we work and live.
- 4. WHEN WE DO WORK, LET'S PREPARE FOR THE FUTURE.** Damage from storms, floods, and other disasters can be minimized if our critical infrastructure is made more resilient. If we review and update the engineering requirements and then implement them over time, we can rebound quicker in a disaster and save hassle and costs in the future. Let's follow the scout model: be prepared.
- 5. KEEP UP WITH NEW TECHNOLOGY AND METHODS FOR INFRASTRUCTURE.** From sensors on infrastructure that alert engineers to issues to delivery models like rapid bridge replacement, innovations are happening with infrastructure. As a hub of construction and engineering firms and a nationally recognized workforce training program, Alabama can continue to collaborate and build cost effective, sustainable infrastructure using these tools.

INFRASTRUCTURE MATTERS

We all use infrastructure every day, but we rarely think about it. Whether you're driving across roads and bridges, taking a shower, or charging your cell phone, infrastructure affects everyone in Alabama. Infrastructure also impacts our businesses and helps move our economy, taking freight from ports to store shelves and taking workers to their jobs.

The bad news is that Alabama's infrastructure has some challenges that you should know about before it's too late to keep these systems from breaking down. Infrastructure deteriorates every single day as it ages, just as our bodies do, and many of these critical systems are reaching the end of their useful life. The effects of weather, wear-and-tear, and increased use from a growing population all take their toll on our infrastructure. Regular maintenance helps extend how long they can serve us, but without regular checkups the condition of our infrastructure is unknown, potentially placing thousands in harm's way.

While you may not think about infrastructure every day, Alabama's civil engineers do think about it because they've pledged to build it, maintain it, and keep the public safe. The Alabama Section of the American Society of Civil Engineers (ASCE) now provides a Report Card on Alabama's Infrastructure so every citizen and decision maker can understand how Alabama's infrastructure is doing. If you drive, if you fly, if you own a business, if you take a shower – this Report Card is for you.



AGING INFRASTRUCTURE IS ALL AROUND YOU

ABOUT THE GRADES

Infrastructure is graded based on eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation. ASCE grades on the following scale and defines these grades as:

A	90-100%	Exceptional
B	80-89%	Good
C	70-79%	Mediocre
D	61-69%	Poor
F	50% or Lower	Deteriorating
?	Data available is insufficient to provide a grade.	Incomplete

ABOUT ASCE-ALABAMA

As civil engineers, we are committed to improving Alabama's infrastructure. Founded in 1931, the Alabama Section of the American Society of Civil Engineers (ASCE) represents 1,600 civil engineers in Alabama. We understand that infrastructure is vital to our economy, health, and natural environment. With our commitment to serve and protect the public in mind, civil engineers from ASCE throughout the State graded each infrastructure category according to the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.

CONTACT US

- 800-548-ASCE (2723)
- REPORTCARD@ASCE.ORG
- WWW.INFRASTRUCTUREREPORTCARD.ORG/ALABAMA



HOW YOU CAN GET INVOLVED

- GET THE FULL STORY BEHIND THIS REPORT CARD AT WWW.INFRASTRUCTUREREPORTCARD.ORG/ALABAMA.
- FIND OUT THE CONDITION OF THE INFRASTRUCTURE NEAR YOU ON THE SAVE AMERICA'S INFRASTRUCTURE APP AVAILABLE ON ITUNES AND GOOGLEPLAY.
- ASK YOUR ELECTED LEADERS WHAT THEY'RE DOING TO MAKE SURE YOUR INFRASTRUCTURE IS RELIABLE FOR THE FUTURE. USE YOUR ZIP CODE TO FIND YOUR LIST OF ELECTED OFFICIALS AT WWW.INFRASTRUCTUREREPORTCARD.ORG/TAKE-ACTION.

2015 REPORT CARD FOR ALABAMA'S INFRASTRUCTURE

THE 2015 REPORT CARD ON ALABAMA'S INFRASTRUCTURE GAVE THE STATE AN OVERALL G.P.A. OF C-. ALABAMA'S CIVIL ENGINEERS STUDIED 11 INFRASTRUCTURE CATEGORIES. OF THOSE 11, FOUR INFRASTRUCTURE CATEGORIES ARE IN GOOD CONDITION, SIX CATEGORIES RANGE FROM MEDIOCRE TO POOR CONDITION, AND ONE CATEGORY LACKED ENOUGH INFORMATION FOR A GRADE TO BE DETERMINED.

THE GOOD NEWS IS THERE ARE SOLUTIONS TO ALL THESE CHALLENGES, AND WE CAN RAISE ALABAMA'S INFRASTRUCTURE GRADES. BY LEARNING MORE TODAY ABOUT THE CONDITIONS OF THE INFRASTRUCTURE YOU USE EVERY DAY, YOU TOO CAN HELP RAISE THE GRADE.

B- ALABAMA HAS 80 PUBLIC USE AIRPORTS SERVING OVER 7,000 ALABAMA PILOTS STATEWIDE, AND 80% OF ALABAMA'S RESIDENTS LIVES WITHIN AN HOUR OF THE STATE'S 6 COMMERCIAL AIRPORTS.

Over the recent history, aggressive steps have been taken to correct safety issues, pavement surface conditions and runway length deficiencies throughout the state. Historically, airports have been well-funded based on the number of flyers enabling a focus on revenue producing facilities, and most of Alabama's aviation facilities boast excellent capacity with average and above facility conditions. However, funding is now slightly dropping so the focus must shift to ensure there is enough revenue to maintain existing facilities as well as to extend their lifespan. Also, about 21% of airports have potential obstructions such as trees, utility poles or terrain in their runway approach surfaces so airports should stay vigilant on these maintenance needs that keep pilots safe. Looking towards the future, Alabama has begun exploration of the management of UAVs and the implementation of new technologies such as NexGen.

? ONLY AN ESTIMATED 2% OF ALL KNOWN DAMS IN ALABAMA ARE BEING INSPECTED FOR SAFETY, MAINTAINED, AND HAVE EMERGENCY ACTION PLANS IN PLACE FOR USE IN THE CASE OF A FAILURE.

Alabama's known 2,200 dams that were built generations ago continue to age and the size of the population downstream of these dams continues to increase, placing more people and property at a greater risk. Only about 1 in 5 of identified high hazard potential dams receive inspections. Alabama is the only state left in the U.S. lacking a State Dam Safety Program and a full inventory of dams. The risk of not inspecting or monitoring dams leaves the statewide dam safety risk unknown and also blocks the state from fully leveraging federal funding to fix 2015 Report Card for Alabama's Infrastructure identified high hazard dams. Putting emergency action plans for known high hazard dam areas to use in the event of an impending dam failure are common sense safety measures. Alabama should enact a state Dam Safety Program to identify and prioritize repair of aging dams and reduce the risk of dam failure in the future.

C- ALABAMA'S 15,986 BRIDGES SPAN MORE THAN 485 MILES, TOGETHER STRETCHING LONGER THAN A TRIP BETWEEN MOBILE AND HUNTSVILLE.

About 8% of Alabama's bridges are classified as structurally deficient, and the situation is forecasted to worsen as the average age of Alabama's bridges climbs from 44 years now to the age of bridge retirement around 50. Over 2,600 (16%) bridges in Alabama are currently posted for reduced weight limits and many more are closed to all traffic, requiring some drivers to detour 12 miles on average. Roughly one in every six drivers will drive over a structurally deficient or functionally obsolete bridge every single day in Alabama. While about one-third of Alabama's bridges are maintained by the state two-thirds of Alabama's bridges are actually owned and maintained by local city or county governments. To keep up, Alabama could increase its gas tax while the prices are low to fix more bridges now and prevent getting a larger bill down the road.

C+ ALABAMA HAS MORE THAN 577 WATER DISTRIBUTION AND SUPPLY SYSTEMS THAT PROVIDE PUBLIC DRINKING WATER TO 90% OF THE STATE'S HOMES.

Alabama's 20-year need to provide safe drinking water using drinking water infrastructure, including pipes and cleaning plants, is estimated to cost almost \$8 billion, and the number of systems infringing safety standards is increasing. While the current water quality ranks in the top 10% nationally, the physical infrastructure is aged beyond its expected life. In fact, much of Alabama's drinking water infrastructure was put in place in the 60s, 70s, and 80s meaning that it will reach the end of its useful life at or near the same time. The state's Drinking Water State Revolving Fund provides for improvements and upgrades, but unfortunately, most systems do not have the financial capacity to borrow from the fund. For example, many of Alabama's rural areas have systems that need upgrades, yet a lack of a dense customer base where costs can be reasonably spread out drives up the cost per home. Without a source of funding to rebuild, today's resources are spent mostly on fixing leaks and limiting unbillable water rather than replacing damaged pipelines. A state fund that addresses these challenges could help change this outlook for this basic service.

B ALABAMA IS HOME TO DIVERSE, RELIABLE AND AFFORDABLE ENERGY RESOURCES AND PRODUCES MORE ELECTRICITY PER PERSON THAN MOST STATES TO POWER HOMES AND BUSINESSES.

Alabama is a heavy manufacturing state with the largest energy consumption sector being industrial users at 44% of total energy use. Today, the primary fuel for electricity generation in Alabama is natural gas, followed by coal and nuclear, then hydroelectric and other renewables. Alabama's extensive network of rivers and forests provide for economical hydroelectric power and biomass. In fact, Alabama ranks highly in the U.S. in renewable energy sources, most of which is generated by hydroelectric dams. Energy providers in Alabama are ready to meet the state's reliability challenges and the future energy needs. In order to continue providing safe, reliable and affordable energy, Alabama must continue to support research to maintain a diverse fuel mix and low energy cost, improve energy transmission and distribution infrastructure, promote development of new energy technologies, and implement cyber security measures for reliability and safety.

D+ ALABAMA HAS ONE OF THE LARGEST INLAND WATERWAY SYSTEMS IN THE COUNTRY WITH 16 NAVIGATIONAL LOCKS ON SIX RIVERS ALLOWING FREIGHT TO MOVE IN AND OUT OF THE U.S.

Most of the locks and dams supporting this system were built in the 1950s and 60s and are operating past their design service life of 50 years and have reached, or exceeded, their capacity to efficiently and safely ship goods from inland port facilities to the Port of Mobile and beyond. The Coffeeville Lock and Dam on the Tombigbee River was observed to have a throughput of 10 million tons in 2013, which would take more than 390,000 semi-tractor trailer trucks to move. However, the lock and dam also records vessel delay rates and durations in excess of 90% and 150 hours, respectively. Throughout the system, funding is depleted and a backlog of even high-priority projects is the norm. Alabama locks and dams play a critical role in the inland waterway and transportation system, and not addressing the current capacity, aging, and funding issues facing them will adversely impact the economics and growth of the region and nation.

B- ALABAMA'S SINGLE DEEP WATER PORT AT MOBILE, ON THE GULF OF MEXICO IS 12TH LARGEST IN THE U.S. BY VOLUME.

In addition, Alabama also has several non-seaside, inland ports that move critical commodities for industry. The Port of Mobile moves about 55 to 60 million tons of cargo per year through the port. Over the past 15 years, the Alabama State Port Authority has spent \$800 million on shoredside improvements. Alabama's most anticipated project is dredging the ship channel to the currently authorized depth and width to fully utilize Port of Mobile's capacity ahead of the Panama Canal expansion. Alabama's ports receive little funding from state investment but instead have a combination of funding from their customers, the U.S. Army Corps of Engineers Civil Works Program, and the federal Water Resources Reform and Development Act providing for construction and maintenance projects.

D+ ALABAMA DRIVERS TRAVEL 65 BILLION MILES EVERY YEAR ON 102,200 MILES OF PUBLIC ROADS.

Travel has increased more than 50% since 1990, and recently, the Alabama Department of Transportation (ALDOT) rated almost 50% of the interstate and state highways fair, poor, or very poor showing that maintenance must be a priority. While state-maintained streets and highways only account for 11% of the total roadways, these roads carry 60% of total travel statewide. Congestion costs, accidents, and poor roads now cost Alabama drivers over \$3 billion each year taking \$300 or more per year out of each driver's wallet depending on where they live. As travel increases over the next 20 years, 17% of the state's roadways are expected to be affected by congestion. The recent \$1 billion, three-year Alabama Transportation Rehabilitation and Improvement Program (ATRIP) to improve Alabama's roads was sorely needed to begin to fix the most critical projects. While ATRIP is a good start, an increase in funding would allow for needed improvements and tackle highway conditions that left unchecked will lead to increased costs for drivers and hinder economic development in the state.

B- ALABAMA'S 3,194 MILES OF RAIL NETWORK TRANSPORT BOTH FREIGHT AND PASSENGERS INTO AND OUT OF THE STATE.

Alabama is ranked 21st in the nation for total rail miles by state. Larger Class I railroads, like BNSF, CSXT, CN/IC and Norfolk Southern, and Amtrak own and operate 72% of Alabama's track mileage, Class II or "regional" railroad (Alabama and Gulf Coast Railway) account for 8%, while the smallest Class III or "short-line" railroads account for the remaining 20%. Alabama ranks in the top 15 states nationally in many freight use categories for commodities carried by rail, with coal being the top commodity. Amtrak's Crescent is the only passenger rail service in Alabama, currently running daily along an east-west corridor, making stops in Anniston, Birmingham and Tuscaloosa, and carrying about 60,000 passengers per year.

D ALABAMA IS ONE OF THE FEW STATES THAT DOES NOT PROVIDE STATE CAPITAL TO FOSTER PUBLIC TRANSIT OPTIONS, WHICH PUSHES MOST OF THE STATE TO RELY ON PERSONAL TRANSPORTATION. YET ALABAMA DOES HAVE 14 PUBLIC TRANSIT PROVIDERS, INCLUDING 6 KEY TRANSIT SYSTEMS.

For Alabama's transit bus fleet, proper and timely maintenance is key to extending the useful life of bus transit services and to keep ridership up. While most agencies are keeping up with maintenance by using fare revenue, large capital costs like bus replacements can be challenging. In fact, over half of Birmingham's transit vehicles are nearing the end of their useful lives. However, some positive additions are moving forward like the onboarding of 30 new Flyer Excelsior Buses using natural gas to the MAX bus system. While transit access isn't widespread, right-sized transit in certain areas is proving to be useful in Alabama communities, and many Alabama transit systems deserve credit for serving far more riders on their budgets when compared to other transit services nationwide.

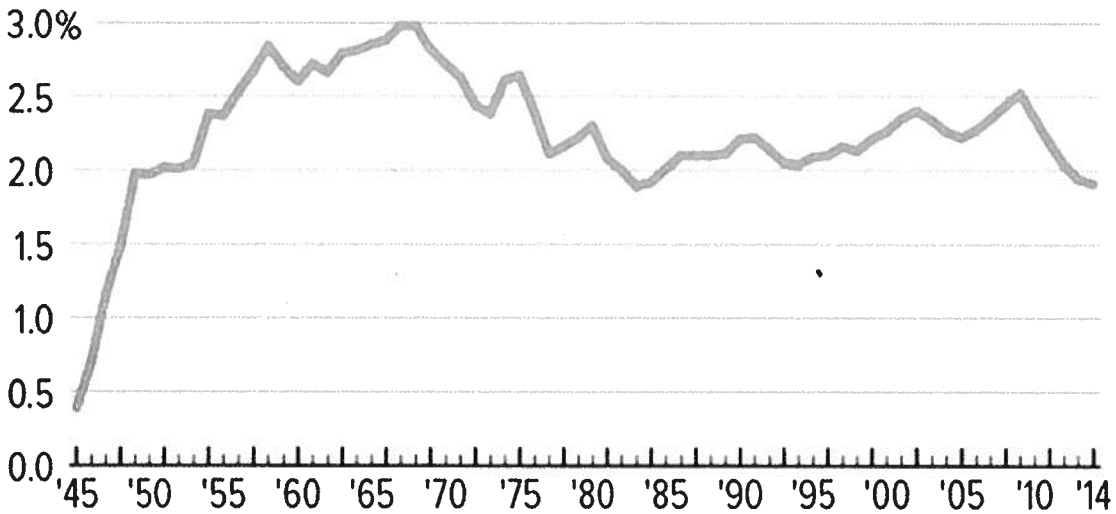
C- ALABAMA'S STORMWATER AND 250 WASTEWATER UTILITY SERVICE PROVIDERS COLLECT, TREAT, REUTILIZE OR DISCHARGE SEWERAGE AND STORMWATER ACROSS THE STATE.

Additionally Alabama has about 850,000 onsite septic wastewater treatment systems. 25% of these are presently failing, which creates water quality concerns like bacteria in ground water. Overall, about 65% of the collection system infrastructure in Alabama has reached the end of its useful life resulting in broken, cracked, clogged, and disjointed pipes. The health of wastewater and stormwater infrastructure is essential to the state's water quality, and it's become clear the existing infrastructure no longer keeps up with the increased development initiatives. Due to lack of adequate personnel and resources, maintenance operations are almost entirely reactionary to breaks and sewer overflows. Estimates for the waiting repair and maintenance known to be required on existing stormwater and wastewater systems across the state is about \$6 to \$10 billion. A recent survey reports that more than 1 in 3 utility providers statewide have rate structures inadequate to cover their operating expenses, making it impossible to replace aging infrastructure, fund new improvements and develop proactive asset management programs.

INFRASTRUCTUREREPORTCARD.ORG/ALABAMA

State and Local Spending on Infrastructure Is at 30-Year Low

State and local capital spending as a share of gross domestic product, 1945-2014



Source: U.S. Bureau of Economic Analysis. Based on BEA gross investment which includes spending on structures, equipment, and software.

**Report to the U.S. Congress on the Outcomes of the
Nonmotorized Transportation Pilot Program
SAFETEA-LU Section 1807**

April 2012

**Submitted by the Federal Highway Administration
With the Assistance of the U.S. Department of Transportation's
Volpe National Transportation Systems Center**

Columbia, MO



Minneapolis, MN



Sheboygan County, WI



Marin County, CA

- New plans and studies funded through NTPP will continue to improve nonmotorized transportation into the future.
- Education and training for local planners, engineers, and elected officials has helped to institutionalize nonmotorized planning and projects into the future.
- Expanded transportation options for all segments of the population, prioritizing access to schools, shopping, transit, and other community centers.

The remainder of the Executive Summary provides an overview of the four pilot communities, the program investments, evaluation results, and lessons learned.

Table 1: Pilot Communities

Pilot Community	Population	Project Name	Key Community Characteristics
Columbia, Missouri	108,500	Getabout Columbia	<ul style="list-style-type: none"> • College town; large institutional employers (university, medical, and insurance)
Marin County, California	252,409	WalkBikeMarin	<ul style="list-style-type: none"> • Topography is a major challenge with smaller towns situated in valleys separated by steep ridges, limited connecting roadways • Pilot target area focused on eastern, urbanized corridor, including 11 cities and towns
Minneapolis, Minnesota	382,578	Bike Walk Twin Cities	<ul style="list-style-type: none"> • Largest and most diverse population of the pilot communities and most densely developed • Relatively flat, extreme winter weather • Pilot area includes primary city and portions of adjacent municipalities
Sheboygan County, Wisconsin	115,507	NOMO	<ul style="list-style-type: none"> • Largest land area of the pilot communities • Limited prior experience with nonmotorized transportation • 15 townships, 10 villages, 3 cities • Manufacturing remains a significant employment sector

Program Investments

The NTPP funding provided an opportunity for pilot communities to make significant investments in walking and bicycling infrastructure and education.

As shown in Figure 1, program-wide, the vast majority of total program funds (89.2 percent) have been spent on infrastructure, with the next highest share (7.9 percent) spent on outreach, education, and marketing programs. The remaining funds have been spent on bicycle parking (2.1 percent) and planning (0.8 percent). In addition to funding infrastructure and non-infrastructure projects, the communities set aside funds for evaluation, communications support, and program administration. Combined, the four communities spent approximately \$1.6 million on evaluation, \$2.1 million on communications support, and \$6 million on program administration. The Federal Highway Administration (FHWA) also contributed approximately \$360,000 of its own research funds to support NTPP evaluation.

Program Planning and Implementation

- Comprehensive bicycle/pedestrian plans and street design policies provide advantages
- Leveraging funds expands program impact
- Nonmotorized programs must combine capital and programmatic investments

Building Capacity

- Projects and outreach efforts must be culturally and generationally appropriate
- Education and training for engineers and local staff provide long-term benefit
- Exposure to best practices leads to breakthroughs
- Local examples help build public support

Stakeholders and Partnerships

- Broad public education and outreach create better understanding of program goals
- NTPP provides opportunities to build relationships with local employers
- Early support from local officials benefits projects through entire process
- New inter-agency and intra-agency connections highlight common goals

Research and Evaluation

- WG collaboration leads to new evaluation approaches
- Evaluation highlights importance of both community-wide and project-level approach
- Institutionalized location counts are significant
- Count data provide basis to measure community-wide results

Continuing the Progress

Programs like NTPP reflect the ability of nonmotorized investments to transform communities, improving quality of life, by expanding safe and healthy travel options. The findings from NTPP demonstrate the importance of nonmotorized transportation and how these transportation modes can enrich communities. In March 2010, the U.S. Department of Transportation (DOT) released a *Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* which stressed the importance of building safe and convenient multimodal transportation systems. The findings from the NTPP affirm the words of the *Policy Statement*:

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

1. Program Introduction

This Report to Congress summarizes the progress and initial results of the Federal Highway Administration's (FHWA) and the four pilot communities' participation in the Nonmotorized Transportation Pilot Program (NTPP) from its inception through August 2011. Section 1807 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), P.L. 109-59, established the NTPP in August 2005. Over the span of 4 years, the legislation provided approximately \$25 million⁴ in contract authority for each of the NTPP's four pilot communities (Columbia, Missouri; Marin County, California; Minneapolis, Minnesota; and Sheboygan County, Wisconsin) "to construct ... a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers."

The purpose of the NTPP as stated in Section 1807 is "to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities." The legislation also calls for the Secretary of Transportation to "develop statistical information on changes in motor vehicle, nonmotorized transportation, and public transportation usage in communities participating in the program and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment."

Finally, the legislation calls for two reports to be submitted to Congress: an interim report and a final report. The Interim Report was submitted on January 9, 2008.⁵ This is the Final Report.

The NTPP offers the opportunity to learn more about the extent to which a suite of coordinated, integrated infrastructure projects and educational or promotional programs can yield shifts in travel behaviors and use of different modes of transportation. In particular, the goal of NTPP is to identify and fund the types of infrastructure projects and educational programs that demonstrate significant increases in the amount of bicycling and walking, along with related safety, environmental, and health benefits.

Program Management

To respond to the legislation, the FHWA and the pilot communities created a Working Group (WG) composed of representatives from the administering agencies in each of the communities, FHWA, the U.S. Department of Transportation's Volpe National Transportation Systems Center (Volpe Center), Rails-to-Trails Conservancy (RTC), the Marin County Bicycle Coalition, and the Centers for Disease Control and Prevention (CDC). The WG first met in the fall of 2005 and has held regular teleconferences and annual meetings to discuss progress and challenges and coordinate efforts across the pilot communities. The WG also created an Evaluation Subgroup to resolve technical issues and implement a common methodology for data collection and analysis.

WG Annual Meetings have addressed issues such as:

- 1) Development of a structure to work together collectively as a program, not as individual projects.
- 2) Challenges of measuring and documenting mode shift and best practices in data collection.
- 3) Small scale/low impact project implementation challenges.
- 4) Challenges and best practices for design and implementation of innovative facilities and programs.
- 5) Optimal management of and synergies between investments in infrastructure and marketing/promotion/education.

⁴ Since the expiration of SAFETEA-LU on September 30, 2009, the NTPP received additional funds through SAFETEA-LU extensions in Fiscal Year 2010.

⁵ The Interim Report to Congress can be found at: <http://www.fhwa.dot.gov/environment/bikeped/ntpp/index.htm>.

FINAL FY 16 - 19 TIP UPDATE

CALHOUN AREA MPO

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)
SURFACE TRANSPORTATION PROGRAM (STP)

Project ID	Project Description	Type	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
			Work											
1	Anniston/Jacksonville Road (Sky High Dr. to south Dr. at JHS) PHASE ONE - Cty & Jville segment - 2.07 miles Project Deleted May/2014 (PE & UT Included both Phases 1 and 2) CLOSED OUT May, 2015	PE RW UT CN	456,570 691,080 0			0				1,467,489				
2	Anniston/Jacksonville Road (S. Weaver CL to Sky High Dr.) Project Deleted May/2014 PHASE TWO - City of Weaver segment - 2.0 miles CLOSED OUT May 2015	PE RW UT CN												
3	Resurface Chief Ladiga Trail w/Sidewalk Connection #100062150 City of Weaver #100062151	PE CN							23,000			202,822		
4	Signal Upgrade (AL 21/Baltzell Gate Rd.) #100047013 ARRA \$ Re-assigned to Frank Akers Rd. #100047014	PE CN						63,146				134,530		
5	Signal Upgrade (AL21/Lenlock Lane) #100047015 #100047016	PE CN						30,529				150,801		
6	McIntosh Road Re-Alignment (PE funded by Calhoun County) (L. Smith Pkwy to CC Road) #100054924 #100054925 PE - Developed by the County Eng. Dept. #100054926	PE RW UT CN							880,663			531,696	454,445	
7	Lenlock/Saks Road Intersection & Turn Lanes #100051023 #100051025 #100051024 #100051026	PE RW UT CN			102,000				286,350	0		1,212,770		
8	AL 21 Signal Coordination - Oxford (Snow Street to Plaza Lane) CN - Funded by the ALDOT - c. 2010 COMPLETE	PE CN		105,000										
9	AL 21 Access Management - Oxford (Snow St. to Plaza Lane) CN - Funded by the ALDOT - c. 2011 COMPLETE	PE CN		480,000										
10	Signal Timing/Coordination (38 Intersections) City of Anniston CN - Funded by the City of Anniston PE is COMPLETE	PE CN			162,000									
11	Snow Street Drainage & Resurfacing (AL 21 to US 78) #100052524 #100063101 #100052525	PE RW CN		60,000		60,000				562,000		1,520,403		
12	Greenbrier Road Safety Improvements #100054928 COMPLETE	PE CN			72,000						1,567,723			
13	Summerall Gate Road - Resurface (End of new section to Traffic Circle) #100054930 COMPLETE	PE CN				98,748			684,642					
14	Alexandria/Jacksonville Rd. - Resurface (Jville CL to McClellan Rd.) PE - Developed by the County Eng. Dept.	PE RW UT CN											1,400,000	
15	Greenleaf St. SW ReCon (AL 21 to Alex/Jville Hwy) #100037167 COMPLETE	CN		1,774,000					377,980					
16	Replace Bridge #3753 Eulaton Pike Road ARRA Funded COMPLETE	CN		0										
17	Friendship Road Resurface #100051015 COMPLETE	PE		18,400										
18	Jville Chief Ladiga Trail Resurface #100051021 COMPLETE	PE		15,000										
19	Hillyer Robinson Ind. Pkwy -Resurface #100037238 COMPLETE	CN			545,540									
20	Alexandria/Jacksonville Rd. - Resurface (Francis St. to Bear Blvd.) #100040658 ARRA COMPLETE	CN			52,428									
21	Frank Akers Rd. - Resurface #100037261 COMPLETE	CN			463,494									
22	Jville Chief Ladiga Trail Resurface #100055327 COMPLETE	CN			173,655									
23	64th Street Bridge Replacement - #6204 PE - Dev. By Calhoun County Eng. Dept.	PE RW UT CN												35,850 23,409

Line	Description	Project ID	Phase	Start	End	PE	RW	UT	CN	Other	Total
24	Mountain St. NW - Resurface (AL 21 to Old Gadsden Road) #100054941	#100054941	COMPLETE			38,457					
25	Coffee (A) Street - Resurface (AL 21 to Alex/Jville Rd.) #100043808	#100043808				14,426				430,200	
26	Gardner Dr. SE - Resurface (Vann to Church St.) #100054945	#100054945	COMPLETE						33,507		
27	Edith Ave. - ReCon/Widen (Caffey Dr. to MLK, Jr. Dr.) #100054921	#100054921	COMPLETE							195,916	
28	AL 21 Signal Upgrade/Timing - Jacksonville #100057397	#100057397								150,000	
										0	
										0	
29	L. Smith Blvd/Friendship Rd. - Roundabout #100057400	#100057400									69,448
											45,830
											115,542
											770,628
30	Barry Street/US 78 - Reconfigure Intersection #100057404	#100057404								50,000	
											113,429
											113,611
											669,073
31	Whites Gap Road SE - Resurface (Jville to Whites Gap Rd.) #100057409	#100057409	COMPLETE							329,330	
32	Cedar Springs Rd. - Resurface (Alex/Jville Rd. to Cedar Springs Dr.) #100057410	#100057410	COMPLETE							694,275	
33	Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.) #100063226	#100063226								202,000	
											512,600
34	Main St./Astor Ave./Alex Rd./Cedar Springs Rd. - Resurface - Weaver #100063207	#100063207								62,796	
35	Noble St./4th Street Intersection Imp. & Resurface #100063208	#100063208								81,387	
											32,000
											8,000
											250,330
36	Bicycle/Pedestrian Improvements - Clydesdale, 11th & 14th St. #100063210	#100063210								128,334	
											204,115
37	Bicycle/Pedestrian Improvements - 4th St., Noble, 14th, 11th, 18th & Cobb Ave. #100063211	#100063211								63,853	
											229,983
38	Intersection Lighting AL 202/CR 109 #100064881	#100064881									30,000
											350,000
39	Mountain St. NE - Resurface (AL 21 to Eighth Ave. NE) #100064883	#100064883									40,659
											378,483
40	Church Avenue - Resurface (11th St. NE to G. Douthit Dr.) #100064885	#100064885									118,686
											1,104,814
41	Airport Rd. Replace Bridge BN #011215 (at Coldwater Ck.) #100064887	#100064887									225,000
											10,000
											75,000
											900,000
42	9th Street & Caffey Drive - Resurface (AL 78 to Barry St.) #100064891	#100064891									60,526
											403,508
43	Lenlock Lane - Resurface (US431 to Anniston CL) #100064895	#100064895									800,000
44	Bynum Leatherwood/Gadsden Hwy Intersection Improvements #100064896	#100064896									170,000
											675,000
45	Russell Drive - Resurface (Alexandria Rd. to Peaceburg Rd.) #100064898	#100064898								47,553	
											396,723

PROGRAMMED APPORTIONMENT CARRYOVER AVAILABLE BALANCE	1,147,650	2,452,400	1,624,000	1,064,480	826,116	1,219,093	5,248,830	1,037,574	7,571,453	3,117,413	2,396,712	1,908,395
Authorized to Proceed	2,026,824	1,860,924	2,012,431	1,860,924	1,947,991	2,098,415	2,099,475	2,099,475	2,182,759	2,182,759	2,182,759	2,182,759
Moved from one FY to another FY	6,486,334	733,699	5,724,994	6,113,425	6,909,869	8,031,744	8,911,066	5,761,711	6,823,612	1,434,918	500,264	286,311
Funded by ATRIP or ARRA	8,513,158	2,594,623	7,737,425	7,974,349	8,857,860	10,130,159	11,010,541	7,861,186	9,006,371	3,617,677	2,683,023	2,469,070
New Project or Allocation Change	733,699	142,223	6,113,425	6,909,869	8,031,744	8,911,066	5,761,711	6,823,612	1,434,918	500,264	286,311	560,675

Dec. '09 ALDOT Reduces FY 08 Carryover to \$589,959 and Reduces FY 09 Allocation to \$1,488,739.

March '10 ALDOT Restores \$4,466,217 in Fed Funds & Increases FY 10 MPO Fed Allocation to \$1,609,945.

March '11 ALDOT Reduces FY 12-15 allocation to FY 09 Level of \$1,488,739.

August '12 ALDOT Increases Annual Allocation by \$69,654 up to \$1,558,393.

August '13 ALDOT Increases FY 13 Fed Funds by \$120,339 up to \$1,678,732.

May '14 Delete Ann/Wvr/Jville Rd. Project and Pay ALDOT \$1,467,489 for expended funds.

June '14 Confirm Eulaton Road Bridge 100% Paid by ARRA - Restore \$322,686 back to MPO balance.

December '15 Allocations Revised as per Final Costs for Three MPO projects - Res. #704

March '16 ALDOT Increase Fed Allocation by \$66,627 up to \$1,746,207.

SIGN-IN SHEET

CITIZENS ADVISORY COMMITTEE

Of the
CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

10:00 am
May 17th, 2016

NAME CITY EMAIL

Gay Lash	Weaver	
Mike Kimberly	WVIA	
John E. Clark	ETC/MPO	
Marshall Sherrill	Oxford	
Larry Jordan	Oxford	
Patricia Green	Wahler City	
Shirley Miller	Calhoun Co.	
Robert A. Pyle	Calhoun Co.	
Richard Lindholm	Jacksonville	
Janie Etheredge		
CHRIS GANN	CALHOUN CO.	
Dennis Reaves	Cal Co	
Tommy Stump	Jacksonville	
Steve AKERS	OXFORD	

SIGN-IN SHEET

CITIZENS ADVISORY COMMITTEE

Of the
CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

10:00 am
May 17th, 2016

<u>NAME</u>	<u>CITY</u>	<u>EMAIL</u>
Adam Hunter	Weaver	adam.hunter@tylerunion.com
Joan McKinney	Annaiston	
L Sims	Jacksonville	lsims@cheatbank.com
Jerome Freen	C.C.	
Kyle Wessner	Juille	
Alberta Grant	EAC	
Doni Ward	County	