

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

July 27, 2016

1. Call to Order
2. Introductions
3. Old Business
 - a. Review of CAC minutes from May 17, 2016
 - b. Approval of CAC minutes from May 17, 2016
 - c. CAC Appointments and Welcome of New Members
 - d. TBA
4. New Business
 - a. PUBLIC INVOLVEMENT MEETING - Formal Amendment to FY 16-19 TIP
 - b. Review FY 16-19 TIP Update (Handout)
 - c. MPO Projects Currently Under Construction
 - d. National Infrastructure Investment at 30 Year Low (Handout)
 - e. Global Shipping Routes to Change (Handout)
 - f. 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, May 17, 2016
10:00 a.m.

Those attending:

| | |
|---------------------|---------------------------|
| Jerry Lewallen - | Weaver |
| Marshall Shaddix - | Oxford |
| Lavoy Jordan - | Oxford |
| Jack Plunk - | EARPDC / MPO |
| Albertha Grant - | EARPDC Executive Director |
| Jamie Etheredge - | Jacksonville |
| Dr. Mike Kimberly - | Anniston |
| Dennis Reaves - | Calhoun County |
| Joan McKinney - | Anniston |
| Steve Akers - | Oxford |
| Richard Lindblom - | Jacksonville |
| Chris Gann - | Calhoun County |
| Patricia Green - | Hobson City |
| Dr. David West - | Calhoun County |
| Tommy Thompson - | Jacksonville |
| Shirley Miller - | Calhoun County |
| Robert Pyles - | Calhoun County |
| Adam Hunter - | Weaver |
| Lamar Sims - | Jacksonville |
| Jerome Freeman - | Calhoun County |
| Kyle Warmack - | Jacksonville |

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

OLD BUSINESS:

Minutes of the CAC meeting of March 23, 2016, were approved on a motion by Mr. Marshall Shaddix and seconded by Mr. Chris Gann. Motion carried.

Chairman Reaves asked if there were any new members present, then 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. The projects in yellow are the projects that have been shifted from one FY to another with the additional 1% added to the cost, projects highlighted in blue have had a recent adjustment in allocation, and the projects highlighted in pink are ATRIP or ARRA funded. The balance of funds is still low for FY 18, but the balance of funds is in a positive status. Mr. Plunk also discussed projects that have started construction or will be let soon.

Next, Chairman Reaves called for discussion of the Alabama 2015 Infrastructure Report Card from the American Society of Civil Engineers (ASCE). 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 grade of C-, with some infrastructure getting a D-. Mr. Plunk also gave the members a handout titled "State and Local Spending on Infrastructure is at 30-Year Low" from the Center On Budget and Policy Priorities. The graph started in 1945 and ended in 2014. Our highest spending year for infrastructure was around 1970. There was some discussion about the current state of infrastructure and its state of decay.

Chairman Reaves continued by calling for discussion of More on Roundabouts. Mr. Plunk gave the members a handout titled "Neighborhood Traffic Circles" from the Federal Highway Administration noting their application as traffic calming measures, and the use of small scale traffic circles or roundabouts.

Next, Chairman Reaves continued with New Business by calling for the discussion of Non-Motorized Transportation Pilot Program Report. Mr. Plunk gave the members a handout submitted by the Federal Highway Administration to report to the U.S. Congress on the Outcomes of the Nonmotorized Transportation Pilot Program SAFETEA-LU, for review. The four demonstration communities were taken from Columbia, MO, Minneapolis, MN, Sheboygan County, WI and Marin County, CA. All bicycle and pedestrian trips in the four pilots saw an average increase of 49% in the number of bicyclists and a 22% increase in the number of pedestrians between 2007 and 2010. For the communities in sum, bicycling mode share increased 36%, walking mode share increased 14%, and driving mode share decreased 3% between 2007 and 2010.

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 stated that there was a total of 9,338 riders for April. For the ADA Paratransit Ridership for

April; Anniston had 736 one-way trips, Jacksonville had 266 one-way trips, no trips for Weaver, and Oxford had 229 one-way trips. For the Urbanized area 396 one-way trips and 320 one-way trips for the Rural area.

The next CAC meeting is scheduled for Wednesday, July 27, 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 | Miller Parnell | 236-0959 | Anniston | Appointed June 2016 |
| 6 | Dr. Mike Kimberly | 820-4933 | Anniston | CDC |
| 7 | Carlos Woodward | 282-5235 | Anniston | Has Not Attended |
| 8 | Telesa Stanford Allen | 473-4344 | 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 Cospers | 831-0511 | Oxford | Citizen |
| 37 | Marshall Shaddix | 831-0466 or 591-8225 | Oxford | Citizen |
| 38 | Lester Bolling | 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 Civilian 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 |

MPO Projects Let for Construction in 2016

1. Chief Ladiga Resurfacing – City of Weaver - \$202,822
2. Lenlock/Saks Road Intersection and Turn Lanes – Calhoun County Commission - \$1,212,770
3. Coffee (A) Street Resurfacing – City of Jacksonville - \$356,622
4. AL 21 Signal Replacement & Timing – City of Jacksonville – PE Only – approx.. \$1,800,000
5. Main St./Astor/Alex Rd./Cedar Springs Resurfacing – City of Weaver – PE Only – approx.. \$450,000
6. Bicycle/Pedestrian Improvements Clydesdale, 11th, 14th Street – City of Anniston - \$104,115
7. Bicycle/Pedestrian Improvements and Parking Racks 4th St., Noble, 14th, 11th, 18th and Cobb – City of Anniston - \$229,983
8. Lenlock Lane Resurfacing (US 431 to Anniston CL) – Calhoun County Commission - \$800,000

7/12/14

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 | Striping and Punch list | ✓ |
| STPOA-0204(515) | Resurface SR 204 from US 431 to MP 6.62 (West Point Rd.) | Started last week | ✓ |
| STPAA-HSIP-0004(542) | Resurface SR 4 (US 78) from MP 166.7 to MP 171.1 | Preconstruction this week | ✓ |
| STPOA-0815(251) | Bicycle & Pedestrian Imp. at 14 th , 11 th , 18 th , and Cobb Ave. | Should start soon | ✓ |
| STPOA-0815(252) | Bicycle & Pedestrian Imp. on Clydesdale Ave. | Awaiting Award | ✓ |
| ACOA59378-ATRP(010) | Signal Improvements in Jville Along SR 21 at 10 intersections | Preconstruction this week | ✓ |

| 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 | 8,838 |
| Jun | 6,323 | 6,620 | 7,609 | 9,326 | 10,234 | 9,781 | 10,747 | 10,449 | 9,745 |
| 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 | 85,093 |
| AVG/MO | 5,786 | 6,155 | 7,012 | 8,784 | 9,812 | 10,192 | 10,777 | 10,061 | 9,455 |

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 | 659 | 312 | 0 | 208 | 367 | 349 |
| June | 689 | 276 | 0 | 205 | 383 | 307 |
| July | | | | | | |
| August | | | | | | |
| September | | | | | | |

2016 Avg./Mo. ⁶⁵⁰²722 ¹⁹⁸⁹221 ¹⁷2 ¹⁸³⁵204 ³⁸⁶⁸430 ²⁷¹⁷302

A Formal Amendment
To the
FY 16-19 Transportation Improvement Plan

Calhoun Area Metropolitan Planning Organization (MPO)



Public Involvement Meeting
Wednesday, July 27th
10 am
EARPDC 3rd Floor Conference Room
1130 Quintard Ave., Suite 300
Anniston, AL 36202
(256) 237-6741
www.earpdc.org

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on an amendment to the FY 16-19 Transportation Improvement Plan (TIP).

DELETE

1. #100059412 (CN) ATRIP Bridge Replacement on Choctaw Street (CR 357) (BIN #1500), \$759,360
2. #100061926 (CN) Turn Lanes/Intersection/Bridges L. Smith Parkway (BIN #18333, 18334) ATRIP \$6,286,559

ADD

1. #100065750 (CN) Turn Lanes/Intersection/Bridges L. Smith Parkway (BIN #18333, 18334) \$7,000,000

Proposed changes for the TIP can be reviewed at any time previous to the meeting by visiting the commission website at: www.earpdc.org or during normal working hours at the offices of East Alabama Regional Planning Commission (EARPDC) at 1130 Quintard Ave., Suite 300, Anniston, AL.

In addition, the MPO has scheduled a staff supported **Public Meeting** in order to answer questions and solicit public comments on;

Wednesday, July 27th
10 am
EARPDC Conference Room
1130 Quintard Avenue, Suite 300

This is a handicapped accessible building and room.

The public is invited to call, email or drop by the EAC offices anytime previous to the scheduled meeting during normal working hours to obtain a copy of proposed changes to the FY 16-19 TIP. Comments can be delivered to the EARPDC address or mailed to; TIP Amendment, PO Box 2186, Anniston, AL 36202, or by email to; jack.plunk@earpdc.org. Or for more information call or contact: Jack Plunk, Principal Planner at (256) 237-6741, fax (256) 237-6763, TDD (800) 548-2547 or jack.plunk@earpdc.org.

Should any member of the public require any special transportation or accommodation in order to attend on July 27th, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext.149, no later than 48 hours in advance of this meeting.

Please submit written comments to:

TIP Amendment
PO Box 2186
Anniston, AL 36202

Fax (256) 237-6763

Comments (Please mention the project number or its description):

Can you suggest better ways for public review or to solicit public comments?

Optional (Name): _____

City: _____

As Roads Crumble, Infrastructure Spending Hits a 30-Year Low

By Eric Pianin

February 25, 2016

Powered by Newsmax.

Last December Congress finally pushed through a \$305 billion, five-year highway and transit bill after years of delay and neglect of the nation's roads and infrastructure.

However, despite the celebration by lawmakers and state and local officials who have long sought the increased spending, the legislation was little more than a drop in the bucket when compared to the nation's overall infrastructure needs.

Related: Why Infrastructure Investment Is a No-Brainer Payoff

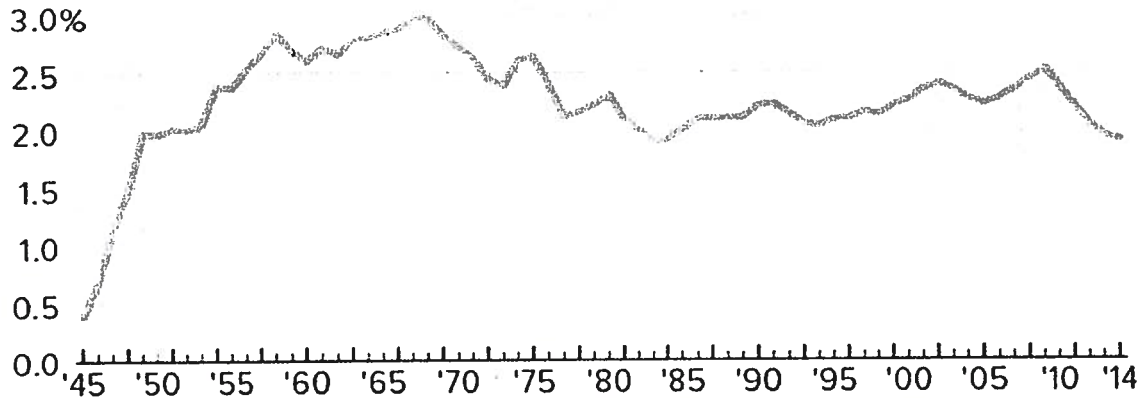
A new report this week by the Center on Budget and Policy Priorities warns that state and local spending on infrastructure – including schools and wastewater treatment plants as well as highways and bridges – is at a 30-year low. Total capital spending as a share of state GDP fell in all but five states and the District of Columbia between 2002 and 2013, with the largest drops in Nevada, Florida and Michigan.

According to the 2013 report card by the American Society of Civil Engineers, the U.S. has serious infrastructure needs of more than \$3.4 trillion through 2020, including \$1.7 trillion for roads, bridges and transit; \$736 billion for electricity and power grids; \$391 billion for schools; \$134 billion for airports; and \$131 billion for waterways and related projects.

THE FISCAL TIMES - 2/25/16

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.

CENTER ON BUDGET AND POLICY PRIORITIES | CBPP.ORG

A big part of the problem is that federal investment in infrastructure has dropped by half during the past three decades, from 1 percent to 0.5 percent of GDP, leaving more of the responsibility and finances to state and local governments.

At the same time, states have varied greatly on how much of their annual budgets they have been willing to invest in infrastructure – from as little as 3 percent to 4 percent of total state spending in California, Michigan and Vermont to as much as 9 percent in Alabama, Montana and Nebraska.

The new report, written by senior fellow Elizabeth McNichol, says that reversing the relentless decline in state investment in transportation, public buildings and other forms of vital infrastructure “is the key to creating good jobs and promoting full economic recovery,” especially at a time of improved economic conditions and historically low interest rates.

Related: The House Resorts to More Gimmicks to Pass \$325 Billion Highway Bill

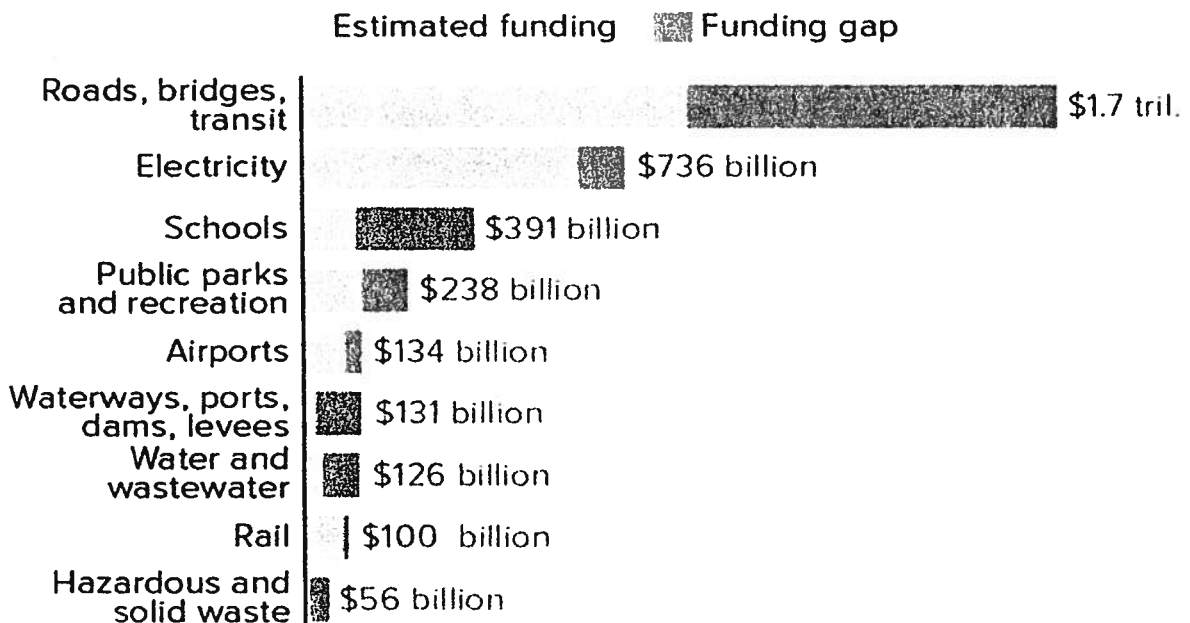
But instead of making the infrastructure investments essential to building a stronger economic recovery, the report says, many states have opted instead for cutting taxes and offering corporations tax subsidies in a “misguided approach to boosting economic growth.”

“Tax cuts will spur little to no economic growth and take money away from schools, universities, and other public investments essential to producing the talented workforce that businesses need,” the report contends. “This pattern of neglect of infrastructure by states — the primary stewards (along with their local government partners) of the nation’s infrastructure — has serious consequences for the nation’s growth and quality of life as roads crumble, school buildings become obsolete, and outdated facilities jeopardize public health.”

A handful of states are addressing the need for infrastructure investment. For instance, Connecticut and Washington have launched multi-year, multi-stage transportation improvement initiatives. And last year more than ten states, including Idaho and Georgia, raised their gas tax to fund road construction — something Congress has refused to do.

Public Infrastructure Has Been Neglected

Infrastructure needs, funded and unfunded, 2013-2020



Source: American Society of Civil Engineers 2013 Report Card for American Infrastructure and Failure to Act series, published 2011-2013

“But overall, states are cutting infrastructure spending as a share of the economy, the opposite of what is needed,” the CBPP report states.

Related: Infrastructure Now, or Apologize for It Forever

In an interview on Wednesday, McNichol praised Congress for finally beginning to address the infrastructure crisis, but described last year’s legislation as only a modest step.

“I would say it is a step in the right direction, but there’s a lot more that needs to be done,” she said. “And state and local governments are the key players here. They own 93 percent of public non-defense buildings and structures.”

Overhaul may change

The Anniston Star

global trade routes

BY PATRICK J. MCDONNELL AND NATALIE KITROEFF

Los Angeles Times

PANAMA CITY — The colossal freighter, guided by a pair of tugboats that looked like gnats in comparison, eased toward the entrance of the Panama Canal, the storied passageway traversed more than a million times since its debut more than a century ago.

This time, however, expectation hovered in the steamy air. Hundreds of workers in hard hats and multicolored safety vests gathered to watch as the MN Baroque glided toward a new set of locks.

"This is a major advance not just for Panama, but for the world," said Xionara Martinez, 43, a cement worker and mother of two who was among the spectators applauding and taking photos with their cellphones.

Gigantic carriers such as the MN Baroque — more than 50 yards wide and three football fields in length — have never fit through the Model T-era passage, constructed well before the emergence of supersize cargo ships. But that is about to change.

The test of the new locks this month offered a glimpse into the canal's future, which begins today with the inauguration of a deeper, wider Panama Canal that can handle twice as much cargo.

The \$5.4-billion project, nine years in the making, is aimed at boosting the competitiveness of the 50-mile shortcut between the Atlantic and the Pacific and maintaining its ability to generate billions of dollars a year for the Central American nation.

"We knew for a long time we had to think about expanding, otherwise we would lose relevancy in the world," said Ilya R. Espino de Marotta, who oversees the project for the Panama Canal Authority, an autonomous agency of the government of Panama. "We were being maxed out."

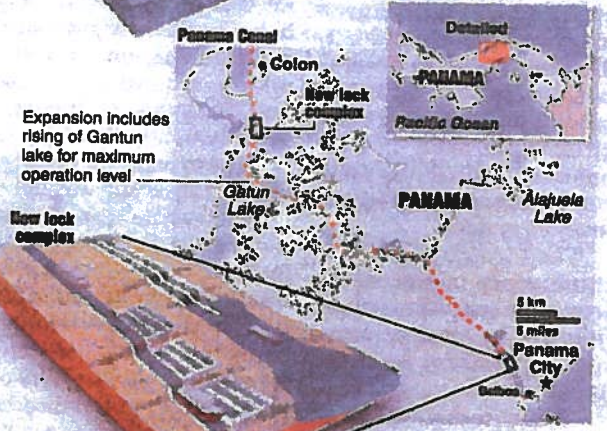
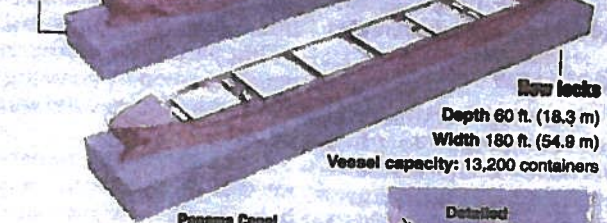
The upgrades have implications far beyond Panama. It could reshape world trade routes, opening new markets for commodities from South Ameri-

Panama Canal expansion

The \$5.25 billion expansion is expected to double the canal's capacity, tap new markets and cut global maritime costs by an estimated \$8 billion a year.

Comparing old and new canal locks

Existing locks
Depth 42 ft. (12.8 m)
Width 110 ft. (33.5 m)
Vessel capacity about 5,000 containers



Comparing container ships

The size ship that can pass through the Panama Canal now compared to the new size in 2014

Current length 965 ft. (294 m)



New length 1,200 ft. (366 m)



Current width 106 ft. (32 m)



Current draft 39 ft. (12 m) deep



New width 160 ft. (49 m)

New draft 50 ft. (15 m) deep



Source: AP Canal De Panama, Hotbra University, U.S. Army, Ft. Lauderdale Sun-Sentinel, Los Angeles Times Graphic: Tribune News Service

ca, pushing back against competition from the Suez Canal and shifting how goods enter the United States.

At stake is how imports will reach a vast swath of the American heartland, running from Chicago and south along the Mississippi River, stretching as far west as Dallas. Because bigger ships will now fit through the canal, some analysts predict that more ships will dock on the East and Gulf coasts, diverting business from the nation's two busiest ports — Los Angeles and Long Beach.

"People have been scratching their heads and sharpening their pencils ever since the Panamanians announced they would construct a new canal," said Jock O'Connell, an international trade advisor at Beacon Economics, a Los

Angeles research company. "After all this time we still don't have a definitive sense of what will happen."

One of the world's greatest public works projects, the original canal, built by the U.S. and completed in 1914, was a feat of engineering and perseverance that cost the lives of thousands of workers, many from malaria or yellow fever during an earlier effort by the French.

The overhaul is its own epic story. Workers blasted a new four-mile access channel on the Pacific side and conducted massive dredge operations to expand the existing routes.

The 16 new sluice gates — the doors of the new locks that raise and lower ships in and out of the canal — were made in Italy and arrived stacked on barges. The gates, each weighing thousands of tons and soar-

ing more than 100 feet in the air, were then installed into grooves with the help of remote-controlled vehicles resembling giant skateboards.

"Getting the gates fabricated and brought here was an extremely delicate part of the whole process," said Giuseppe Quarta, the lead engineer with Salini Impreglò, the Italian company that is part of the consortium that designed and constructed the locks.

The opening follows years of studies, cost overruns and work stoppages. Eight workers died in construction accidents. More than 6,000 birds, reptiles and amphibians were relocated. Blasting unearthed a 16th century Spanish dagger, arrowheads, and fossils of monkeys, horses, camels and a long-extinct creature known as a "bear dog."

The improvements essentially add a "third lane" to the waterway and are expected to dramatically reduce traffic jams.

More important, the canal can now accept the massive, so-called neo-Panamax ships. In the nautical shipping world, bigger has come to mean cheaper, with reduced labor and fuel costs.

The waterway will accept titanic cargo ships, with containers stacked almost 15 stories high, or massive tankers filled with grain, liquefied natural gas or other cargo. The maximum load is nearly three times as big as it used to be.

The change could have a dramatic effect on world shipping — and in particular on how goods arrive in the world's most prosperous market.

Currently 37 percent of all shipments to the United States arrive at the ports of Los Angeles or Long Beach, primarily from East Asia, across the Pacific. Many of those goods are sent to the middle of the country on trains or trucks.

The southern California ports have seen their market share decline slightly during the last decade

as more consumer items from Asia are being sent the other way around the world through the Suez Canal to ports on the East Coast.

The expansion of the Panama Canal offers another way to get massive ships to those ports. That has important implications not only for the Suez Canal but also for the ports of Los Angeles and Long Beach.

To send goods to the Midwest from Asia, it is generally cheaper to use the canal route to the East Coast and the Gulf states, because the cargo travels fewer miles on costly rail and truck routes.

Ports on the East Coast and the Gulf of Mexico — including New York, Miami and Houston — have been frantically gearing up.

They have deepened their harbors, expanded rail lines and installed massive cranes. The Port Authority of New York and New Jersey spent more than \$1 billion to raise the level of the Bayonne Bridge to allow the big ships to pass under the roadway.

"It's not like we didn't know it was coming," said Bethann Rooney, assistant director of port commerce for the Port Authority. "We have done our homework."

That could be bad news for the southern California ports.

A study last year by the Boston Consulting Group and C.H. Robinson, a logis-

tics and transportation outfit, estimated that the canal expansion could lead to as much as 10 percent of container traffic between East Asia and U.S. ports moving to the East Coast by 2020.

"They are taking jobs away from southern Californians that today handle that cargo for the rest of the country," said Paul Bingham, a trade economist with Economic Development Research Group Inc., a consulting firm in Boston. "If you lose that cargo, the income doesn't go to Californians, it goes to those other ports."

If port officials in southern California are worried, they are not letting on.

"I do think there is some small risk, a low single digit risk, that some volume will divert," said Jon Slangerup, the chief executive of the port of Long Beach. "We may lose a little bit of business there."

There are reasons to believe the effects will be limited.

While it may be cheaper to send Asia-made goods to the Midwest through the expanded canal, it is faster to send them through Los Angeles or Long Beach. For time-sensitive products coming from China and elsewhere, marginal savings in shipping costs may not outweigh the advantage of products reaching the market more expeditiously, experts said.

| | | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|----|---|----|------|------|--------|---------|---------|--------|---------|---------|---------|---------|-----------|---------|
| 24 | Mountain St. NW - Resurface (AL 21 to Old Gadsden Road) #100054941 | PE | | | 38,457 | | | | | | | | | |
| | COMPLETE | CN | | | | | 430,200 | | | | | | | |
| 25 | Coffee (A) Street - Resurface (AL 21 to Alex/Jville Rd.) #100043808 | PE | | | 14,426 | | | | | | | | | |
| | | CN | | | | | | | | | 356,622 | | | |
| 26 | Gardner Dr. SE - Resurface (Vann to Church St.) #100054945 | PE | | | | 33,507 | | | | | | | | |
| | COMPLETE | CN | | | | | 195,916 | | | | | | | |
| 27 | Edith Ave. - ReCon/Widen (Caffey Dr. to MLK, Jr. Dr.) #100054921 | CN | | | | 872,225 | | | | | 50,084 | | | |
| 28 | AL 21 Signal Upgrade/Timing - Jacksonville #100057397 | PE | | | | | 150,000 | | | | | | | |
| | CN is ATRIP Funded | UT | | | | | | | | 0 | | | | |
| | | GN | | | | | | | | | 0 | | | |
| 29 | L. Smith Blvd/Friendship Rd. - Roundabout #100057400 | PE | | | | | | | | | | 69,448 | | |
| | #100057401 | RW | | | | | | | | | | | 45,830 | |
| | #100057402 | UT | | | | | | | | | | | 115,542 | |
| | #100057403 | CN | | | | | | | | | | | | 770,628 |
| 30 | Barry Street/US 78 - Reconfigure Intersection #100057404 | PE | | | | | 50,000 | | | | | | | |
| | #100057405 | RW | | | | | | | | | | 114,563 | | |
| | #100057406 | UT | | | | | | | | | 113,611 | | | |
| | #100057407 | CN | | | | | | | | | | 669,073 | | |
| 31 | Whites Gap Road SE - Resurface (Jville to Whites Gap Rd.) | PE | | | | | | | | | | | | |
| | PE - Dev. By Calhoun County Eng. Dept. #100057409 | CN | | | | | | | 329,330 | | | | | |
| 32 | Cedar Springs Rd. - Resurface (Alex/Jville Rd. to Cedar Springs Dr.) | PE | | | | | | | | | | | | |
| | PE - Dev. By Calhoun County Eng. Dept. #100057410 | CN | | | | | | | 694,275 | | | | | |
| 33 | Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.) #100063226 | PE | | | | | | | | 302,000 | | | | |
| | #100060694 | RW | | | | | | | | | | 517,726 | | |
| 34 | Main St./Astor Ave./Alex Rd./Cedar Springs Rd. - Resurface - Weaver | PE | | | | | | 62,796 | | | | | | |
| | CN Funded by ATRIP 08-03-05 | GN | | | | | | | | | | | | |
| 35 | Noble St./4th Street Intersection Imp. & Resurface #100063207 | PE | | | | | | | | 81,387 | | | | |
| | Includes Resurface Noble St. (AL202 to 4th St.) #100065455 | RW | | | | | | | | | | 32,320 | | |
| | #100065454 | UT | | | | | | | | | | 8,080 | | |
| | #100063208 | CN | | | | | | | | | | 252,833 | | |
| 36 | Bicycle/Pedestrian Improvements - Clydesdale, 11th & 14th St. #100063209 | PE | | | | | | | | 128,334 | | | | |
| | #100063210 | CN | | | | | | | | | 104,115 | | | |
| 37 | Bicycle/Pedestrian Improvements - 4th St., Noble, 14th, 11th, 18th & Cobb Ave. #100063211 | PE | | | | | | | | 63,853 | | | | |
| | (CN Includes \$25k for Bicycle Parking Racks) #100063212 | CN | | | | | | | | | 229,983 | | | |
| 38 | Intersection Lighting AL 202/CR 109 #100064881 | PE | | | | | | | | | 30,000 | | | |
| | #100064882 | CN | | | | | | | | | | 353,500 | | |
| 39 | Mountain St. NE - Resurface (AL 21 to Eighth Ave. NE) #100064883 | PE | | | | | | | | | 40,659 | | | |
| | #100064884 | CN | | | | | | | | | | 378,483 | | |
| 40 | Church Avenue - Resurface (11th St. NE to G. Douthit Dr.) #100064885 | PE | | | | | | | | | | 118,686 | | |
| | #100064886 | CN | | | | | | | | | | | 1,104,814 | |
| 41 | Airport Rd. Replace Bridge BN #011215 (at Coldwater Ck.) #100064887 | PE | | | | | | | | | 225,000 | | | |
| | #100064888 | RW | | | | | | | | | | 10,000 | | |
| | #100064889 | UT | | | | | | | | | | 75,000 | | |
| | #100064890 | CN | | | | | | | | | | | 900,000 | |
| 42 | 9th Street & Caffey Drive - Resurface (AL 78 to Barry St.) #100064891 | PE | | | | | | | | | | | 60,526 | |
| | #100064892 | CN | | | | | | | | | | | | 403,508 |
| 43 | Lenlock Lane - Resurface (US431 to Anniston CL) | PE | | | | | | | | | | | | |
| | PE - Dev. By Calhoun County Eng. Dept. #100064895 | CN | | | | | | | | | 800,000 | | | |
| 44 | Bynum Leatherwood/Gadsden Hwy Intersection Improvements #100064896 | PE | | | | | | | | | | | 170,000 | |
| | (Add lanes and Signal) #100064897 | CN | | | | | | | | | | | | 675,000 |
| 45 | Russell Drive - Resurface (Alexandria Rd. to Peaceburg Rd.) #100064898 | PE | | | | | | | | | 47,553 | | | |
| | Authorized for Classification Oct. 13, 2015 #100064899 | CN | | | | | | | | | | 396,723 | | |

| PROGRAMMED | 1,147,650 | 2,452,400 | 1,624,000 | 1,064,480 | 826,116 | 1,219,093 | 5,248,830 | 1,137,574 | 4,230,246 | 6,391,031 | 2,396,712 | 1,908,395 |
|---------------|-----------|-----------|-----------|-----------|-----------|------------|------------|-----------|-----------|-----------|-----------|-----------|
| APPORTIONMENT | 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 |
| CARRYOVER | 6,486,334 | 733,699 | 5,724,994 | 6,113,425 | 6,909,869 | 8,031,744 | 8,911,066 | 5,761,711 | 6,723,612 | 4,676,125 | 467,853 | 253,900 |
| AVAILABLE | 8,513,158 | 2,594,623 | 7,737,425 | 7,974,349 | 8,857,860 | 10,130,159 | 11,010,541 | 7,861,186 | 8,906,371 | 6,858,884 | 2,650,612 | 2,436,659 |
| BALANCE | 733,699 | 142,223 | 6,113,425 | 6,909,869 | 8,031,744 | 8,911,066 | 5,761,711 | 6,723,612 | 4,676,125 | 467,853 | 253,900 | 528,264 |

- Authorized to Proceed
- Moved from one FY to another FY
- Funded by ATRIP or ARRA
- New Project or Allocation Change

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
July 27th, 2016

NAME CITY EMAIL

Richard Stubbs

Calhoun County

Marshall Street

Oxford

Mike Limbady
ANNISTON

Joe Lovell

Weaver

Dennis Reaves

Cal Co.

Steve Akers

OXFORD

Jack E. Cook

ETC/MPO

Miller Farnell

Anniston

Ed Kimbrough

Anniston

Lavo Y Jordan

Oxford

CHRIS GANN

CAL. CO.

Tommy Thompson

JACKSON

Samie Fetheredge

Joe Cook

Hopson City

Henry Mullinax

OXFORD, AL

Philip G. Smith

Anniston

Hold Interests

Jacksonville

SIGN-IN SHEET

CITIZENS ADVISORY COMMITTEE

Of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

10:00 am

July 27th, 2016

NAME

CITY

EMAIL

Brenda

Oxford