

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

March 15, 2017

1. Call to Order
2. Introductions
3. Old Business
 - a. Review of CAC minutes from January 25, 2017
 - b. Approval of CAC minutes from January 25, 2017
 - c. CAC Appointments and Welcome of New Members
 - d. TBA
4. New Business
 - ✓ a. Review FY 16-19 TIP Update (Handout)
 - ✓ b. AL 21 Speed Study and Recommended Changes
 - ✓ c. Crash and Fatality Data for Calhoun County
 - ✓ d. ASCE Key Facts About Alabama Infrastructure
 - ✓ e. Article – Adapting Communities for Aging (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, January 25, 2017
10:00 a.m.

Those attending:

| | |
|-------------------|----------------|
| Jerry Lewallen | Weaver |
| Marshall Shaddix | Oxford |
| Jack Plunk | EARPDC / MPO |
| Dr. Mike Kimberly | Anniston |
| Jamie Etheredge | Jacksonville |
| Miller Parnell | Anniston |
| Dennis Reaves | Calhoun County |
| David Thompson | JSU |
| Chris Gann | Calhoun County |
| Nelson Coleman | Jacksonville |
| Buford Parker | Oxford |
| Brandon Freeman | Oxford |
| Phillip Keith | Anniston |
| Frank Thomas | Weaver |

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

OLD BUSINESS:

Minutes of the CAC meeting of November 16, 2016, were approved on a motion by Mr. Jamie Etheredge and seconded by Mr. David Thompson. Motion carried.

Chairman Reaves welcomed new member Mr. Buford Parker from Oxford and stated that Anniston, Calhoun County, Oxford and Hobson City still 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 opened the Public Meeting to Accept TIP Amendment Comments. Mr. Plunk gave the members a handout of information and maps to review and explained that on page 5 in the agenda packet describes the two amendments. The first amendment is changing the project termini for Resurfacing Church Ave. in Jacksonville to add more length to the project. The second is to add a new project Resurfacing I-20 which is an ALDoT project and will not involve any MPO funds. Mr. Plunk explained that there was a comment sheet on the back of the handout and CAC members can make comments anytime today and also that, the MPO would be excepting comments through February 15th.

Next, Chairman Reaves called for the Review of FY 16-19 TIP Update. Mr. Plunk gave the members a handout of the list of MPO projects to review. All projects highlighted in green have been authorized to move forward by the ALDoT. The projects in yellow are the projects that have been shifted from one FY to another with the additional 1% added to the allocation, projects highlighted in blue have had a recent up or down adjustment in allocation, and the projects highlighted in pink are ATRIP or ARRA funded. Mr. Plunk also discussed projects that have started construction or will be let in the next couple of months.

Chairman Reaves continued by calling for the discussion of AL 21 Speed Study and Recommended Changes. Mr. Plunk explained that on page 6 in the agenda packet is an article published in the Anniston Star on January 10th concerning the suggested speed limit changes for the City of Anniston after a speed study was completed in late 2016 by the ALDoT. The suggested speed limits are on Alabama 21, McClellan Boulevard, Quintard Avenue and portions of McClellan Veterans Parkway and U.S. 431. ALDoT recommends increasing the speed limit from 45 to 50 mph along Alabama 21 near the Baltzell Gate Road, and continuing that 50 mph speed limit until 25th Street, where the speed would increase from the current 35 mph to 45 mph along Quintard and through to the city limits. ALDoT also recommends increasing the speed along McClellan Veterans Parkway from 50 mph to 65 mph up until the top of the parkway's hill, just before its descent to the Henry Road intersection. No final decisions have been made at this time.

Next, Chairman Reaves called for the discussion of Rail Activity and Service. Mr. Plunk explained that there was an article from a local citizen on page 7 in the agenda packet titled "Dangerous crossings should be railroad's responsibility" which was published November 26th in the Anniston Star. The article states that there is a railroad crossing in the City of Oxford that has deteriorated to the degree that only the rail is exposed with hardware extending into the traffic path, thus creating hazards to vehicles. The resident, at the end of the article, says that Norfolk Southern should be required to immediately remove the railroad. Mr. Plunk said that he contacted Norfolk Southern to find out how much rail activity we did have in our area on the main NS corridor and on page 8 in the agenda packet is a copy of the email explaining our local rail activity.

Chairman Reaves continued with New Business by calling for the discussion of Adapting Communities for an Aging Population. Mr. Plunk gave the members an article to review.

OTHER BUSINESS:

Chairman Reaves called for discussion of Other Current Transportation Projects. Mr. Plunk briefly reviewed the status report of the current local ALDoT sponsored projects, which were included in the agenda packet on page 9 for review.

Chairman Reaves continued by calling for the report on Anniston Express and ADA Para-Transit Ridership. Mr. Plunk stated that on pages 10-11 in the agenda packet are graphs to review and explained that there was a total of 9,459 riders for December. For the ADA Paratransit Ridership for December; Anniston had 758 one-way trips, Jacksonville had 249 one-way trips, no trips for Weaver,

and Oxford had 164 one-way trips. For the Urbanized area 233 one-way trips and 232 one-way trips for the Rural area.

The next CAC meeting is scheduled for Wednesday, March 15, 2017, at 10:00 a.m. in the EARPDC 3rd floor Conference Room.

There being no further business, the public meeting was closed and the regular committee meeting was adjourned.

CAC Members - March 2017

| | Name | Telephone | Jurisdiction | Company or Interest |
|----|------------------------------------|----------------------|--------------------------------|--|
| 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 | Has Not Attended |
| 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 | Has Not Attended |
| 22 | George Salmon ✓ | 310-3298 | Calhoun County | New |
| 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, Vice Chair ✓ | 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 | Darryl League ✓ | 205 542-9764 | Oxford | New |
| 33 | Jack W. Brim ✓ | 831-5580 | Trucking Rep. | BR Williams Trcking |
| 34 | Brandon Freeman ✓ | 231-5900 | Oxford | Banker |
| 35 | Buford Parker ✓ | 831-3981 | Oxford | New |
| 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 | Citizen |
| 45 | Adam Hunter ✓ | 438-8918 | Weaver | Citizen |
| 46 | Jerry D. Lewallen ✓ | 453-5639 | Weaver | Citizen |
| 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 |

Bold = Need to be Replaced.

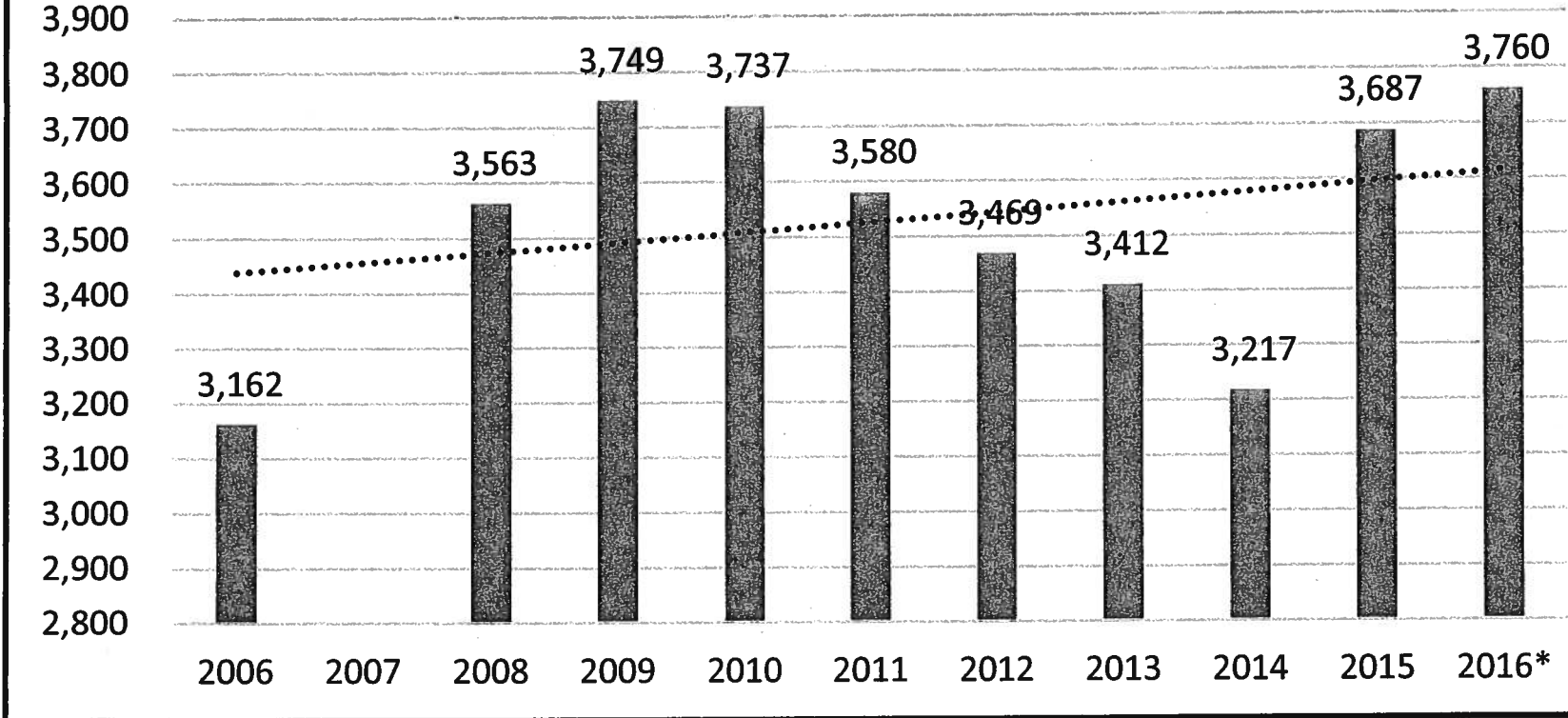
Calhoun County Crash, Fatality and Injury Data

| Year | Total | Fatalities | Injured | Urban | | | Rural | | |
|-------|-------|------------|---------|-------|------------|---------|-------|------------|---------|
| | | | | Total | Fatalities | Injured | Total | Fatalities | Injured |
| 2006 | 3,162 | 22 | | 1,830 | | | 1,332 | | |
| 2007 | | | | | | | | | |
| 2008 | 3,563 | 22 | | | | | | | |
| 2009 | 3,749 | 25 | 1,214 | 2,579 | 10 | 703 | 1,170 | 15 | 511 |
| 2010 | 3,737 | 16 | 1,193 | 2,724 | 5 | 787 | 1,013 | 11 | 406 |
| 2011 | 3,580 | 15 | 1,189 | 2,567 | 4 | 789 | 1,013 | 11 | 400 |
| 2012 | 3,469 | 8 | 1,233 | 2,482 | 3 | 859 | 987 | 5 | 374 |
| 2013 | 3,412 | 9 | 1,140 | 2,515 | 4 | 744 | 897 | 5 | 396 |
| 2014 | 3,217 | 13 | 1,074 | 2,275 | 7 | 683 | 942 | 6 | 391 |
| 2015 | 3,687 | 15 | 1,333 | 2,741 | 7 | 899 | 946 | 8 | 434 |
| 2016* | 3,760 | 26 | 1,374 | 2,768 | 6 | 904 | 992 | 20 | 470 |

*Un-official data as of 3/1/17

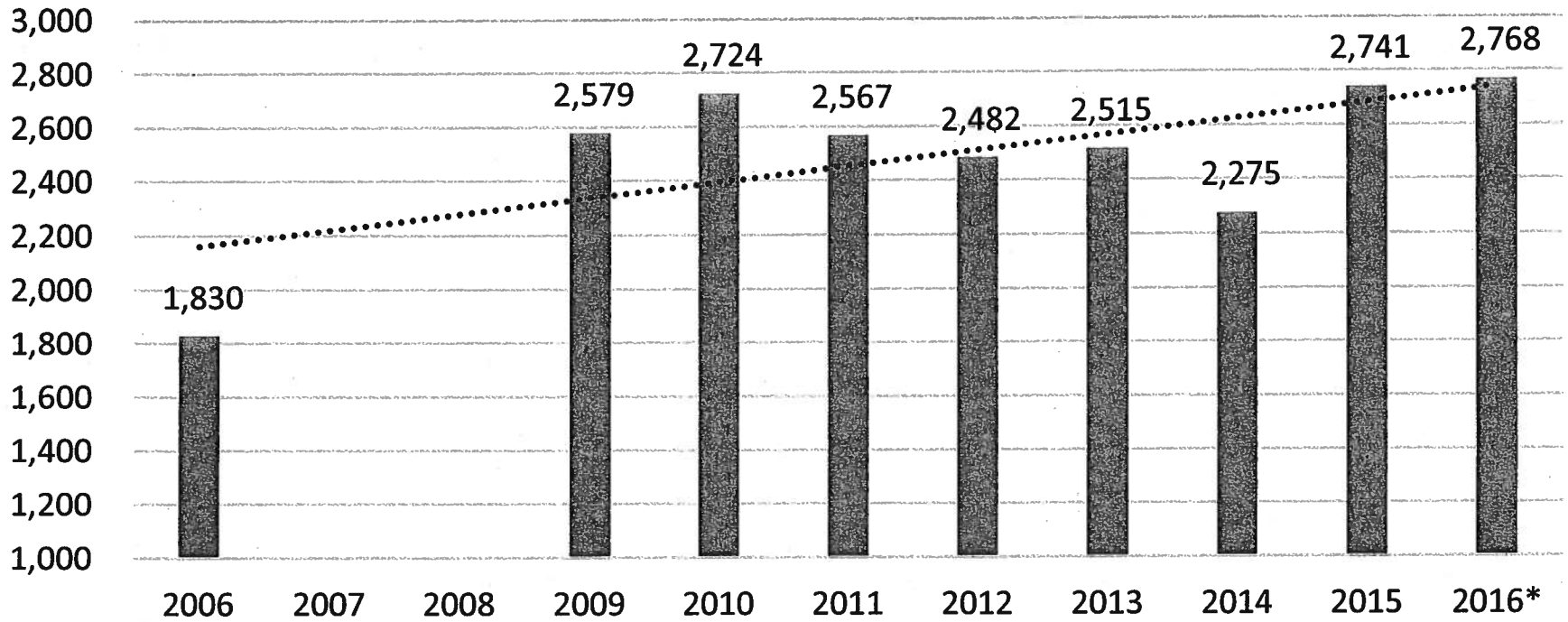
Source: ALDOT Crash Facts Reports 2007-2015

Total Crashes in Calhoun County



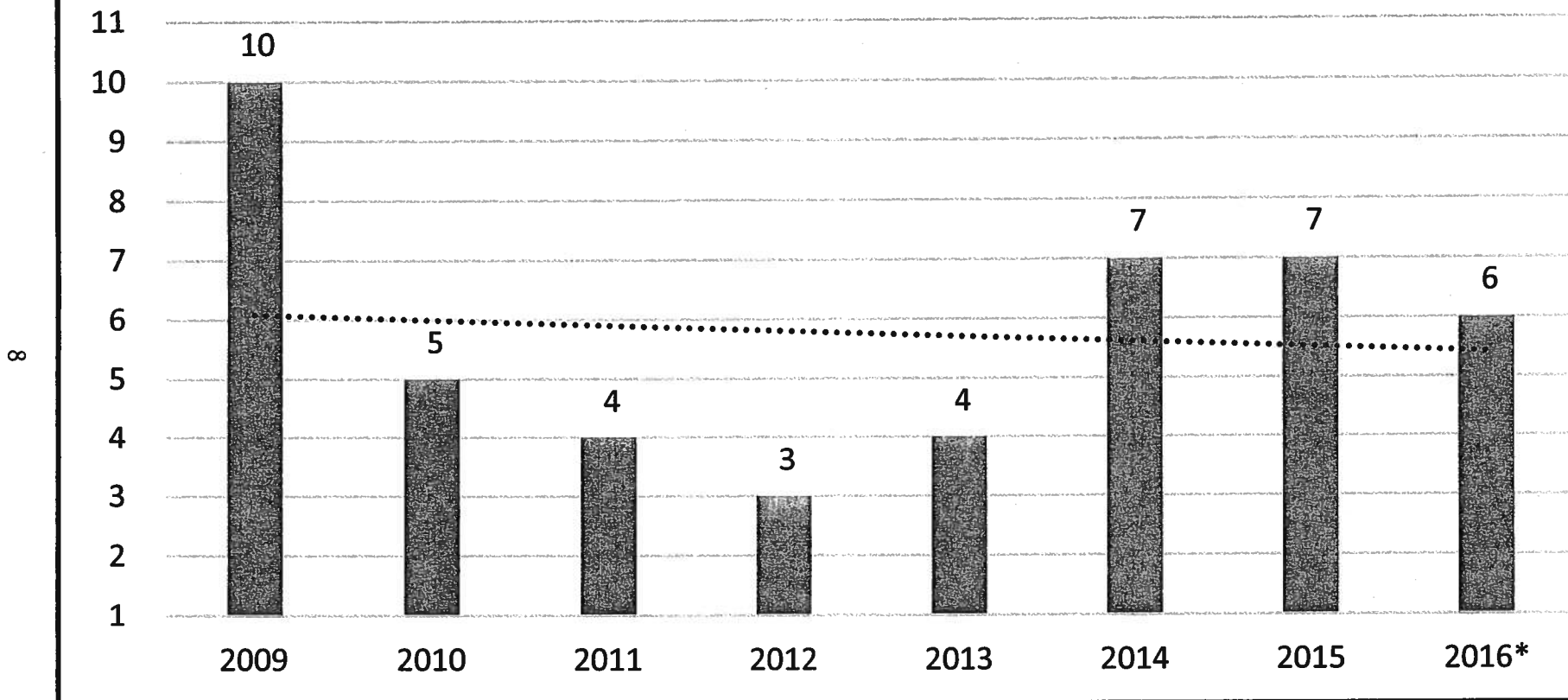
Source: ALDOT Crash Reports 2007-2015

Total Urban Crashes in Calhoun County



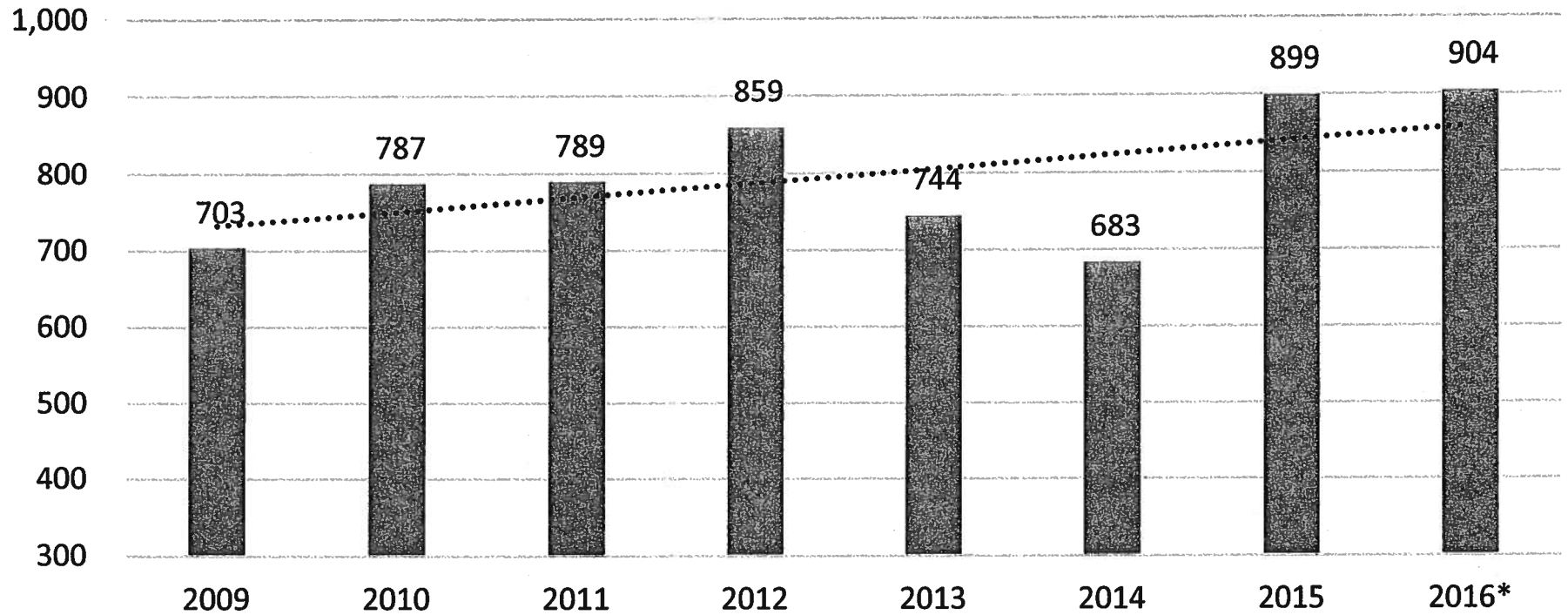
Source: ALDOT Crash Reports 2007-2015

Total Fatalities in Calhoun County Urban Area



Source: ALDOT Crash Facts Reports 2007-2015

Total Injuries in Calhoun County Urban Area



Source: ALDOT Crash Facts Reports 2007-2015

Key Facts About Alabama's Infrastructure

74 public-use airports in Alabama



\$75.79 million of unmet needs for its parks system

1,229 bridges (7.6%) are structurally deficient and Alabama spent \$76,211,249 on bridge capital projects in 2013



81.7 million short tons of cargo in 2014, ranking it #10 nationally

Alabama is the only state without a state dam safety program



3,194 miles of rail across the state, ranking #21 by mileage nationally

\$7.9 billion in drinking water infrastructure needs over 20 years



102,019 miles of public roads, with 2% in poor condition

19.7 trillion British thermal units of renewable energy produced, ranking #48 nationally



\$155 per motorist per year in costs from driving on roads in need of repair

13 sites on the National Priorities List



\$299 million gap in estimated school capital expenditures in Alabama

1,270 miles of inland waterways, ranking #6 nationally



8,717,476 annual unlinked passenger trips via transit systems including bus, transit, and commuter trains

16 miles of levees in Alabama in the National Levee Database



\$3.1 billion in wastewater infrastructure needs over 20 years

Find out more at www.infrastructurereportcard.org/Alabama

3/7/17

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 | Punch list |
| STPAA-HSIP-0004(542) | Resurface SR 4 (US 78) from MP 166.7 to MP 171.1 | Punch list |
| STPOA-0815(251) | Bicycle & Pedestrian Imp. at 14 th , 11 th , 18 th , and Cobb Ave. | Signs |
| ACOA59378-ATRP(010) | Signal Improvements in Jville Along SR 21 <u>at 10 intersections</u> | Pole submittal review Plan adjustments due to utilities |
| STPOA-0814(251) | Chief Ladiga Trail Resurfacing City of Weaver | Thermoplastic marking, truncated domes, & patch |
| STPAA-NR13(948) | Curb Ramp Installations in Calhoun, Clay, Cleburne, Randolph, And Talladega Counties on SRs | Approximately 35% complete |
| STPAA-0202(523) | Resurface SR 202 from I 20 To CR 109 | Awaiting award |
| STPOA-7440(600) | Resurface & Drainage Imp. on Snow Street from SR 21 to US 78 In Oxford | Awaiting award |

| Fixed-Route Ridership | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | FY 08-09 | FY 09-10 | FY 10-11 | FY 11-12 | FY 12-13 | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 |
| Oct | 6,837 | 6,543 | 7,850 | 9,757 | 11,074 | 10,266 | 11,357 | 9,851 | 9,011 |
| Nov | 5,834 | 5,680 | 7,714 | 9,178 | 10,168 | 9,690 | 9,644 | 9,077 | 9,481 |
| Dec | 5,923 | 6,545 | 8,333 | 9,439 | 9,069 | 9,610 | 10,621 | 9,749 | 9,459 |
| Jan | 6,510 | 6,030 | 7,514 | 9,458 | 10,188 | 9,240 | 10,446 | 8,957 | 8,019 |
| Feb | 5,441 | 6,121 | 8,050 | 9,687 | 10,002 | 10,393 | 8,826 | 9,573 | 8,462 |
| Mar | 5,863 | 7,480 | 9,064 | 10,131 | 10,117 | 11,245 | 9,467 | 9,965 | |
| Apr | 5,990 | 7,108 | 8,245 | 9,466 | 10,261 | 11,463 | 9,872 | 9,338 | |
| May | 5,827 | 6,843 | 8,650 | 9,787 | 10,258 | 11,512 | 9,548 | 8,838 | |
| Jun | 6,620 | 7,609 | 9,326 | 10,234 | 9,781 | 10,747 | 10,449 | 9,745 | |
| Jul | 6,692 | 7,714 | 9,358 | 9,821 | 10,136 | 11,707 | 10,535 | 9,164 | |
| Aug | 6,088 | 8,282 | 11,080 | 11,209 | 11,488 | 12,075 | 10,275 | 10,241 | |
| Sep | 6,229 | 8,190 | 10,218 | 9,573 | 9,756 | 11,370 | 9,688 | 9,543 | |

12

2016 Avg./Mo.

728

237

1

200

410

303

ADA Paratransit Ridership

| Fiscal Year 2016-2017 | Anniston | Jacksonville | Weaver | Oxford | Section 5307 CC Urban | Section 5311 CC Rural |
|----------------------------------|-----------------|---------------------|---------------|---------------|----------------------------------|----------------------------------|
| October | 778 | 257 | 0 | 168 | 279 | 288 |
| November | 773 | 281 | 0 | 248 | 323 | 223 |
| December | 758 | 249 | 0 | 164 | 233 | 232 |
| January | 749 | 212 | 0 | 166 | 263 | 230 |
| February | 638 | 253 | 13 | 140 | 279 | 288 |
| March | | | | | | |
| April | | | | | | |
| May | | | | | | |
| June | | | | | | |
| July | | | | | | |
| August | | | | | | |
| September | | | | | | |

3696

1252

13

886

1377

1261

2017 Avg./Mo.

739

250

3

177

275

252

13

| | | | 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 | | | | | | | | | |
| | COMPLETE | 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 | PE | | | | 872,225 | | | | | | | | |
| | COMPLETE | CN | | | | | | | | | 50,084 | | | |
| 28 | AL 21 Signal Upgrade/Timing - Jacksonville #100057397 | PE | | | | | 150,000 | | | | | | | |
| | | UT | | | | | | | | 0 | | | | |
| | CN is ATRIP Funded | CN | | | | | | | | | 0 | | | |
| 29 | L. Smith Blvd/Friendship Rd. - Roundabout #100057400 | PE | | | | | | | | | | 69,448 | | |
| | | RW | | | | | | | | | | | 45,830 | |
| | | UT | | | | | | | | | | | 115,542 | |
| | | CN | | | | | | | | | | | | 770,628 |
| 30 | Barry Street/US 78 - Reconfigure Intersection #100057404 | PE | | | | | 50,000 | | | | | | | |
| | | RW | | | | | | | | | | | 114,563 | |
| | | UT | | | | | | | | | | | 114,747 | |
| | | CN | | | | | | | | | | | 669,073 | |
| 31 | Whites Gap Road SE - Resurface (Jville to Whites Gap Rd.) #100057409 | PE | | | | | | | | | | | | |
| | COMPLETE | CN | | | | | | | 329,330 | | | | | |
| 32 | Cedar Springs Rd. - Resurface (Alex/Jville Rd. to Cedar Springs Dr.) #100057410 | PE | | | | | | | | | | | | |
| | COMPLETE | CN | | | | | | | 694,275 | | | | | |
| 33 | Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.) #100063226 | PE | | | | | | | | 302,000 | | | | |
| | | RW | | | | | | | | | | | 517,726 | |
| 34 | Main St./Astor Ave./Alex Rd./Cedar Springs Rd. - Resurface - Weaver #100063207 | PE | | | | | | 62,796 | | | | | | |
| | COMPLETE | CN | | | | | | | | | | | | |
| 35 | Noble St./4th Street Intersection Imp. & Resurface #100065455 | PE | | | | | | | | 81,387 | | | | |
| | | RW | | | | | | | | | | | 32,320 | |
| | | UT | | | | | | | | | | | 8,080 | |
| | | CN | | | | | | | | | | | 252,833 | |
| 36 | Bicycle/Pedestrian Improvements - Clydesdale, 11th & 14th St. #100063209 | PE | | | | | | | | 128,334 | | | | |
| | COMPLETE | CN | | | | | | | | | 104,115 | | | |
| 37 | Bicycle/Pedestrian Improvements - 4th St., Noble, 14th, 11th, 18th & Cobb Ave. #100063211 | PE | | | | | | | | 63,853 | | | | |
| | COMPLETE | CN | | | | | | | | | 229,988 | | | |
| 38 | Intersection Lighting AL 202/CR 109 #100064881 | PE | | | | | | | | | 40,000 | | | |
| | UNDER CN | CN | | | | | | | | | | 348,500 | | |
| 39 | Mountain St. NE - Resurface (AL 21 to Eighth Ave. NE) #100064883 | PE | | | | | | | | | | 41,065 | | |
| | | CN | | | | | | | | | | 378,483 | | |
| 40 | Church Avenue - Resurface (11th St. NE to AL 21) #100064885 | PE | | | | | | | | | | 118,686 | | |
| | | CN | | | | | | | | | | | 1,104,814 | |
| 41 | Airport Rd. Replace Bridge BN #011215 (at Coldwater Ck.) #100064887 | PE | | | | | | | | | | 227,250 | | |
| | | RW | | | | | | | | | | 10,000 | | |
| | | UT | | | | | | | | | | 75,000 | | |
| | | CN | | | | | | | | | | | 900,000 | |
| 42 | 9th Street & Caffey Drive - Resurface (AL 78 to Barry St.) #100064891 | PE | | | | | | | | | | | 60,526 | |
| | | CN | | | | | | | | | | | | 403,508 |
| 43 | Lenlock Lane - Resurface (US431 to Anniston Cl) #100064895 | PE | | | | | | | | | | | | |
| | UNDER CN | CN | | | | | | | | 800,000 | | | | |
| 44 | Bynum Leatherwood/Gadsden Hwy Intersection Improvements #100064896 | PE | | | | | | | | | | | 170,000 | |
| | | CN | | | | | | | | | | | | 675,000 |
| 45 | Russell Drive - Resurface (Alexandria Rd. to Peaceburg Rd.) #100064898 | PE | | | | | | | | | | 48,028 | | |
| | | 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 | 3,081,396 | 7,637,317 | 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 | 5,824,975 | 370,417 | 156,464 |
| 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 | 8,007,734 | 2,553,176 | 2,339,223 |
| BALANCE | 733,699 | 142,223 | 6,113,425 | 6,909,869 | 8,031,744 | 8,911,066 | 5,761,711 | 6,723,612 | 5,824,975 | 370,417 | 156,464 | 430,828 |

- 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

The All-Ages City

Can we design the perfect city for getting old?

STORY BY Edward McClelland - July 28, 2014 - www.nextcity.org

Proximity to toilet paper.

That's how Zachary Benedict, a partner at MKM Architecture + Design in Fort Wayne, Indiana, measures a neighborhood's walkability, and therefore, its suitability to the senior citizens he believes will be the salvation of Indiana's small towns and cities. "What neighborhood do you know has toilet paper in walking distance?" Benedict asked at TEDxFortWayne in 2012, waving his arm. "You NEED that to live." It's something many of his peer architects rarely consider. But Benedict is convinced that will soon have to change. **Over the next 15 years, 10,000 Americans will turn 65 every single day.** By 2030, 20 percent of the U.S. will be senior citizens, compared to 13 percent today. Cities will have to adapt, not just to a growing population of elderly, but to the baby boomers' idea of what it means to be elderly, which is already proving to be different than previous generations' ideas. Forget about bringing Bob Dylan to the nursing home — AARP has found in study after study that baby boomers want many of the same things as millennials. **They want to be mobile and social, with easy access to bus stops, grocery stores, parks, pharmacies and hospitals.** It's not just a matter of taste, but a practical necessity. The average senior outlives his or her driver's license by six to 10 years, said Rodney Harrell, director of livable communities for AARP. Those who can afford it are moving into cities while those who stay put in the suburbs are demanding their neighborhoods urbanize — a demand Benedict believes such suburbs ignore at their peril. "I can't rectify my brain how they survive without dealing with this issue," he said.

Nowhere is this work more critical than in Indiana, where the population is aging faster than the rest of the country. Between now and 2040, Indiana's population will grow by 15 percent. The state's population of residents 65 and older will grow by 90 percent. Those converging demographic trends put Indiana squarely in the crosshairs of one of the largest migratory shifts in American history — one that the state needs to get out ahead of now.

"Brain-drain people are moving to knowledge centers. Seniors are moving to places they can age in place," Benedict said. "We need to understand that, because it matters to the survival of our communities that you can compete in a migratory shift like that."

Although it has a big city at its center, Indiana is the quintessential small-town state, a land of county seats whose skylines are defined by limestone courthouses, and whose social calendars are filled with pig roasts and classic car rallies. (John Mellencamp's song "Small Town" was inspired by his hometown of Seymour, Indiana.) Benedict grew up in Kendallville, pop. 10,000, and studied architecture at Ball State, in Muncie. After college, he got a job at MKM, and found himself working with a retirement community that wanted to build a \$20 million "internal Main Street" for its campus on the outskirts of a small town. Planners imagined an ice cream parlor, a movie theater and a beauty salon all within the private community.

"We saw a rendering of it, and it was like Main Street Disneyland, but literally two to three miles away from an actual historic downtown that had struggling vendors and mom-and-pop shops,"

he recalled. "Twenty million dollars in a small Indiana town? That'd be more of a development package than the community's seen forever."

Benedict was struck with an insight. **Instead of bringing Main Street to retirement communities, why not bring retirement communities to Main Street?** Instead of lamenting Indiana's overabundance of seniors as mortal proof of the state's brain drain, why not look at them as an **opportunity** to bring life back to the small towns and cities that many of them abandoned when they moved to the suburbs to raise their children? Zachary Benedict can't fathom a future for suburbs and small cities that do not adapt to meet needs of aging baby boomers.

At his TEDxFortWayne talk, which was titled "Synaptic Networks," Benedict flashed a slide of a classic Midwestern small town, with two- and three-story buildings from the era of William McKinley where "we all went to this central area for stuff: milk, eggs, hammers, gossip, camaraderie." Then he clicked to a slide of a highway interchange, a map of nerves cast in concrete and asphalt.

"We traded this for this," he remarked. "But 80 million people in this country are too young, too old, or too poor to drive. They don't see this as a viaduct. They see this as a Berlin Wall, an impediment. We have to understand what these marginalized populations are, and what they need. If we can raise the quality of life for those individuals, we raise the quality of life for everyone."

Designing for a Lifetime

Atlanta urban planner M. Scott Ball is the author of *Livable Communities for Aging Populations: Urban Design for Longevity*. He and Benedict, along with colleague Philip Stafford, the sixty something director of Indiana University's Center on Aging and Community, are part of growing cohort of urbanists thinking about how communities can prepare for the coming "**silver tsunami**," as they call the demographic shift.

Ball ranks New York City, Atlanta and the state of Indiana among the leaders in the nascent movement to age-proof cities, which he sees as an "opportunity to rethink American urban form." The specifics of how to do this look different in every community.



Carolyn Allen, left, a 69-year-old widow who has suffered two strokes, is shown with roommate Marcia Rosenfeld, who owns the apartment in Brooklyn, New York, where Allen lives. The two women are roommates thanks to a home-sharing program run by the New York Foundation for Senior Citizens, a nonprofit agency. (AP Photo/Kathy Willens)

In 1992, Ball's hometown of Atlanta passed the nation's first "**visitability ordinance**," mandating that **certain new single-family homes have 32-inch wide doors, a zero-step entrance and first-floor bathroom walls reinforced to support grab bars**. The regulations were designed to aid the physically handicapped, but have since been copied by areas with large senior populations, including St. Petersburg, Florida and Pima County, Arizona. Meanwhile in New York City, there is a significant senior population that

can't afford to leave their rent-controlled apartments for new senior-friendly housing, so city officials designated three neighborhoods with large senior populations — East Harlem, the Upper West Side and Bedford-Stuyvesant — as “Aging Improvement Districts,” setting aside senior hours at a public pool, providing chairs to neighborhood businesses and making public-housing laundromats more accessible. Other cities such as Seattle are changing zoning codes to allow smaller “mother-in-law cottages” to pop up in the yards of single-family homes, creating an affordable option for aging relatives. Back in Indiana, solutions have been found in direct assistance grants and still other interventions from City Hall. Huntington, Indiana is best known as the hometown of former Vice President Dan Quayle, the first baby boomer to hold national office. Quayle is now a senior citizen, but he moved to Arizona long ago. The city he left behind has struggled economically, with a stagnant population, an 11 percent unemployment rate, and a below-average per capita income. During the recession, Huntington was hit with more than 200 foreclosures, and the supermarket serving the city's downtown closed its doors.

In 2012, the city began its rebound. Seniors factored heavily into the plan. Through a \$662,000 **Communities for a Lifetime** grant from the state, Huntington offered help to elderly residents who didn't want to move to nursing homes or retirement communities outside of the city's borders. For low-income homeowners over 55 years old, the city offered grants to retrofit houses with the walk-in showers, porch ramps and wheelchair-sized doors they would need once aging made daily life more difficult. Benedict was hired to write a prospectus for a “**Lifetime Community District.**” Working with a social service agency, he interviewed seniors about their needs, and conducted a **streetscape analysis that recommended replacing old brick sidewalks with concrete and constructing a trail for walking and biking.** It also laid out a plan for reconfiguring an intimidating five-way intersection that's an obstacle to pedestrians. The goal is to link the neighborhood with Huntington's business district, **which can be reached on foot in 10 minutes.** Benedict's toilet paper analogy sold the city on the vision.

“It's so simple, it's brilliant,” said Bryn Keplinger, Huntington's director of community development and redevelopment. “That is a staple of life.”

Lee and Barb Trainer are two of the Huntington newcomers to benefit from the strategy. The couple moved to Huntington after raising a family in the nearby countryside. Lee, 67, has been through sextuple-bypass heart surgery, and can no longer walk up a flight of stairs without becoming winded. Barb, 63, suffers from Parkinson's disease and limps after a knee replacement.

“Too big of a yard to take care of, and the country roads, that winter, those drifts, we wouldn't have made it,” Barb says. “We love the country, but when you get older, you have to move into town. It's a lot easier to get around, and if I have to walk, I can walk to the grocery store.”

The Trainers were fortunate to qualify for a Communities for a Lifetime grant and will soon install a walk-in shower to replace a bathtub whose low wall has become a challenge to step over. They're also getting double-pane windows to reduce their heating bills, a new back door and a re-shingled roof. Outside the house, the old brick sidewalk was torn up and replaced with easier-to-manage cement, and the street corners were smoothed out with curb cuts.

“That was real important, because we had a brick sidewalk,” Barb says. “We had grass growing in it, and it dipped. I couldn't shovel it if I wanted to.” Both believe it will not only extend the life of their house, it will extend their lives in the house.

“Hopefully, this will be our last place we live,” Lee says. “I’m not planning on moving,” Barb agrees.

Across town from the Trainer’s residential neighborhood, downtown Huntington has become a magnet for senior citizens. The Hotel La Fontaine has housed senior apartments for decades. But four years ago, a 35-unit building called Central Living opened in a converted elementary school — an apt symbol of the baby boom’s progression and the demographic shift Indiana is undergoing. Now developers are about to break ground on another **apartment building for seniors, Park Lofts**. The 60-unit development will replace a shuttered YMCA and the old offices of Our Sunday Visitor, a Catholic publication. Two new shops are also catering to the over-65 crowd: Antiquology, an antique store with a soda fountain and a penny-candy counter, and the New Huntington Theatre, a converted movie house that is currently mounting a dinner theater production of “The Sound of Music.”

With the senior population rapidly growing, Huntington’s mayor, Brooks Fetters, recently began holding periodic **Downtown Roll-Arounds**, during which officials try to navigate the streets in walkers and wheelchairs. After some tough rides at the last roll-around, the city installed a new ramp at the parking lot where the farmers’ market is held, so wheelchair users no longer have to navigate the street. Local officials are also discussing legalizing golf carts for use on city streets. The Mayor is thrilled to see the new life downtown — and not at all surprised to see it being generated from baby boomers.

“Boomers are controllers of their destiny,” said Fetters, a former funeral director. “They don’t want anyone telling them what to do. They’ve always been wired that way. They’re used to options. They’re used to customization. They’re going to believe they truly can control old age and death. The difference between the American and European approach to death — Americans think death is optional. Baby boomers are the same way.”

No Gates

Two days before his 65th birthday, Philip Stafford took a walk along the **B Line**, a stretch of old railbed that’s been converted into a **walking and biking path** running through the heart of Bloomington, past the Indiana University campus and the courthouse square. Stafford was participating in a walk audit of his hometown, part of an active living workshop whose goal was to make Bloomington a city where anyone can get along without a car.

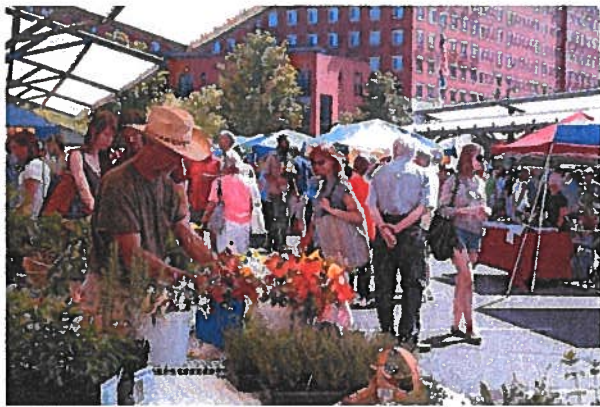
Stafford saw the asphalt path as the main drag for a senior living center he envisions just north of downtown Bloomington. According to a site plan for a Bloomington Lifetime Community District (drawn up by Benedict’s MKM Architecture + Design), it would include an **apartment building, with retail and offices on the lower floor**, a senior care campus, and a community garden. There’s already a grocery store across the street, and a **bus stop** a block away. “Twenty percent of people over 65 don’t drive,” Stafford explained.

Stafford has spent his entire career thinking about the problems of the elderly. A native of Hobart, in northwestern Indiana’s Calumet Region, he came to Bloomington at 22 to earn a master’s degree in sociology. Originally he intended to study Amazonia, but ended up writing his thesis on growing old in the small town of Bloomfield, 10 miles southwest of Bloomington. After that, he worked with older adults at a hospital and a community mental health center.

Fifteen years ago, he joined the faculty of Indiana University, where he directs the Center on Aging and Community, which conducts research on how the elderly can remain independent and engaged in their surroundings. Stafford also authored the book *Elderburbia: Aging With a Sense of Place in America*. In it, he declared that “the old Sun City, gated-community model of old age may be on the way out,” replaced by the “aging in community” movement, in which seniors remain where they’ve lived their entire lives, or retire to multi-generational environments.

“I’ve always been interested in this stuff,” he said. “When I was in junior high school, I used to go around with my tape recorder to older people in the neighborhood, because I was interested in their stories. I had an older woman across the street. I used to sit on the porch swing with her. Her name was Mrs. Culberston, and she was a direct descendant of Daniel Boone. I thought, ‘This is really cool.’”

As director of the Center on Aging and Community, Stafford came up with the concept for Indiana’s Communities for a Lifetime program. He first pitched it to his local state senator as a bill establishing a state commission to designate and support elder-friendly communities. The bill never passed, but the idea was picked up by the state’s Housing and Community Development Authority — which used Stafford’s research to develop priorities for the program, and hired him to work with the winning communities: Huntington, Linton and Valparaiso.



The farmers market in Bloomington is one of the attractions that Phillip Stafford believes makes the city ideal for seniors seeking a walkable, safe community. (photo credit: Visit

But it may be Bloomington’s bid for seniors that is the most influential. There, in the quaint university town, two retirees, Marion Sinclair and Janet Greenblatt, who met at IU in the 1960s, are planning the state’s first co-housing development. The **co-housing movement**, which originated in Denmark, aims to create instant neighborhoods, **where small groups of people live in small, affordable houses and share resources, such as tools, gardens and dining areas.** Its ambition is nothing short of changing the way people conceive of community, work and family. “You get a whole community,” said Sinclair. “The design facilitates social interaction. A benefit for a senior would be if somebody becomes ill, the other residents would become suspicious and check on them.” It’s a uniquely baby boomer approach to senior living with a golden-years echo of 1960s communes. Sinclair now lives in a 2,200-square-foot house in Bloomington, but is looking forward to downsizing. Greenblatt spent 40 years working at the Agency for Health Care Research and Quality in Washington, D.C., but wants to retire to her college town, where she can enjoy concerts at one of the nation’s leading music schools and enjoy the university’s other offerings. “I always felt it would be the best place to live, even when I was 20 years younger,” Greenblatt said. “Especially now, when you have health problems, it’s a great place to live.”

With six units sold, Bloomington Cohousing plans to break ground this fall. Half of the charter residents will be senior citizens, because the intent is to build a 25-unit, intergenerational community. The prices will range from \$140,000 for a 450-square-foot footprint, to \$200,000 for an 862-square-foot footprint. Bloomington architect Mark Cornett is designing each house with a

porch ramp and three-foot-wide doorways, so owners can continue living there even if they use wheelchairs. (Cornett puts **three-foot-wide doors** on all his houses, to make them lifelong dwellings.) Residents will share a lawnmower, a garden, a common house with a dining room, a playroom and a library, and chicken coops with 30 laying hens. “For that price, you get a whole lot more than your house,” Sinclair says.

Bloomington Cohousing was unanimously approved by the city council. To Stafford, the enthusiasm for co-housing speaks to the potential for a return to the type of neighborhood in which Stafford grew up, with young and old living under the same roof and on the same block, and an end to the “age segregation” he deplores. “The economy will force more intergenerational living,” he predicts. “Back in the Depression, everybody had a boarder living with us, or a grandparent. In a lot of ways, it’s *deja vu*. We’re returning to the traditional model of community.”

Now that Stafford is himself over 65, he believes he understands what senior citizens are looking for in a retirement community. And he thinks Bloomington — a college town with 600,000 living alumni — can compete with the Sun Belt. He plans to retire there himself and recently installed a roll-in shower in his 1840s farmhouse, a fix he hopes will keep him there for another 20 years.

Our features are made possible with generous support from [The Ford Foundation](#)

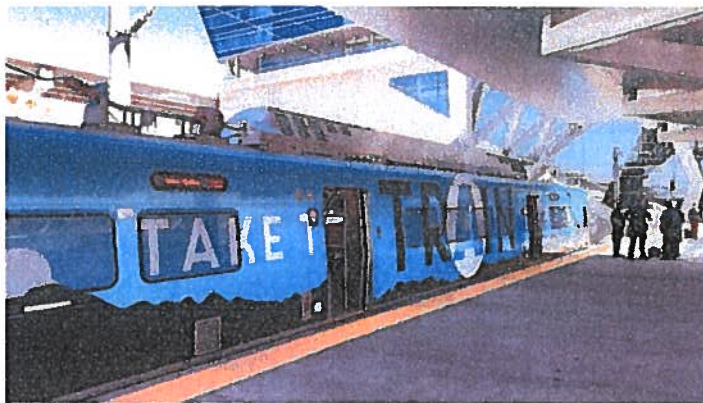


*Edward McClelland was born in Lansing, Mich. His book *Nothin' But Blue Skies: The Heyday, Hard Times and Hopes of America's Industrial Heartland* was released in May 2013 by Bloomsbury Press and was inspired by seeing the Fisher Body plant across the street from his old high school torn down.*

Denver's New Commuter Train to the Plane Achieves Record Ridership

Ridership on the electrified A Line, which opened to great fanfare on Earth Day, reached a weekday average of 16,910 as of June 5. The 23-mile line operates from Union Station to Denver International Airport. Not all is perfect though.

June 18, 2016, 7am PDT | [Irvin Dawid](#) - From Planetizen



The [University of Colorado A Line](#) "enjoys an on-time performance average of 89 percent, said [Dave Genova](#), Regional Transportation District's general manager," writes [Monte Whaley](#), *Denver Post* reporter covering transportation. "And overall ridership during its sixth week of operation — from May 30 to June 5 — hit a new weekday average of 16,910."

Genova admitted there were "things we did not see in testing. And I'm not satisfied with our performance as it is," he said. The **record ridership** makes the 23-mile line the 11th busiest commuter rail line in the U.S., just after the 83-mile [UTA Frontrunner](#) commuter line that opened in 2008, according to March 2016 data from the American Public Transportation Association [via Wikipedia](#).

Ridership would appear to be influenced by passenger traffic at DIA, which [surged in April](#). However, some [Regional Transportation District](#) (RTD) board members are nonetheless concerned about operation problems which have surfaced, writes Whaley. For the second time since service began on April 22, [lightning strikes halted service](#) for about two hours on June 13.

Grade Crossings

While the A Line has some of the operating features of heavy rail, such as operating [frequency](#), [hours of operation](#), and level boarding, not all [grade crossings are separated](#), and that can create problems when power is lost, such as during lightning strikes. "RTD workers are still at 10 train crossings along the A-Line route to make sure [gates](#) are working properly, said RTD spokesman Nate Currey [on June 13].

More [extensive problems at the crossings](#), which are also used by Union Pacific Railroad, particularly with the crossing gates, were detailed by Whaley and *Denver Post* staff writer John Aguilar last month.

Positive Train Control

"RTD board chair [Tom Tobiassen](#) said the new technology being used on the A-Line — including [Positive Train Control \(PTC\)](#) to prevent derailments or collisions — is a challenge to implement," [wrote](#) Whaley and Aguilar. "We are the only transit agency that has Positive Train Control built into its system, everybody is watching what we do," Tobiassen said [May 10]. "Everybody is going to learn a lot from this."

Extra costs incurred at the grade crossings appear to be borne by [Denver Transit Partners](#), the private partner in RTD's successful [Eagle P3 Project](#), the nation's first full [public-private partnership](#) for transit. Past posts on the A Line are [here](#), [here](#), and [here](#).

Look for RTD's second commuter line, the 6-mile, Northwest [B Line](#) from Union Station to Westminster Station, to begin service on July 25, 2016.
Hat tip to [Annie Dawid](#).

SIGN-IN SHEET

CITIZENS ADVISORY COMMITTEE

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

10:00 am

March 15th, 2017

NAME CITY EMAIL

Richard Stubbs

Calhoun County

Joe [Signature]

Dr Mike Kimberly
 Joe E. [Signature]

Anniston
 EAC/MPO

Dennis Reaves
 LavoY Jordan

Cal Co
 Oxford

Steve AKERS

OXFORD

new
 & George Salmon

Jacksonville

Philly Heath

Anniston

Richard Huddleston

Jacksonville

Miller Darnell

Anniston

Ruford Parker

OXFORD

CHRIS GANN

CAL. CO.

Tommy Thompson

JULIA

Emie Ethredge

.

David Thompson

JSU

Don West

Calhoun

Tim Huddleston

Calhoun Co

Anniston
 James
 Jenkins