

# **AGENDA**

## **CITIZENS ADVISORY COMMITTEE**

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

**November 17, 2021**

10:00 am

1. Call to Order
2. Introductions
3. Old Business
  - a. Review and approval of CAC minutes from July 14, 2021 (pages 2-4)
  - b. October MPO Administrative Modifications and Resolutions (pages 5-13)
4. New Business
  - a. Chair and Vice Chair Elections
  - b. Review FY 20-23 TIP Update and November Administrative Modifications (pages 14-17)
  - c. Status report of ALDOT projects
  - d. Safety Observations (pages 18-22)
  - e. TBA
5. Other Business
  - A. CAC Vacancies (pages 23-24)
  - B. Anniston Express and ADA Para-Transit Ridership (pages 25-26)
  - C. Next CAC Meeting – January 19, 2022 (page 27)
  - D. TBA
6. Adjourn

**MINUTES**  
CITIZENS ADVISORY COMMITTEE (CAC)  
of the Calhoun Area Metropolitan Planning Organization (MPO)  
Wednesday, July 14, 2021  
10:00 a.m.

Those attending:

Bruce Britton	City of Oxford
Buford Parker	City of Oxford
Darryl League	City of Oxford
James Jenkins	City of Anniston
Johnnie Phillips	Town of Hobson City
Lem Burrell	City of Oxford
Miller Parnell, Vice Chair	City of Anniston
Phillip Keith	City of Anniston
Reuben Johnson	Calhoun County
Rodney Cox	Calhoun County
Tim Huddleston	Calhoun County
TL Thompson	City of Jacksonville

The meeting was called to order at 10:03 a.m. by Mr. Miller Parnell, Vice Chairman.

**OLD BUSINESS:**

Minutes of the CAC meetings from May 19, 2021, were approved on a motion by Mr. Tim Huddleston and seconded by Mr. Buford Parker. Motion carried.

Vice Chairman Parnell called for discussion of June 2021 Administrative Modifications and Resolutions. Ms. Messick explained that there was a list of modifications in the agenda packet to review that were discussed during the month of June to keep the members of the CAC up to date. There were three modifications that created changes to the TIP and one modification that did not create changes to the TIP spreadsheet in June. Ms. Messick also stated that there were two resolution adopted in June which were also included in the agenda packet.

**NEW BUSINESS:**

Vice Chairman Parnell called for the Review of FY 20-23 TIP Update and Administrative Modifications. Ms. Messick gave the members a copy of the current TIP. There were three administrative modifications that made changes to the TIP Spreadsheet and no administrative modifications that did not create changes to the spreadsheet.

Vice Chairman Parnell next called for discussion of Resolution No. 824. Ms. Messick explained this resolution is adopt the new and amended FTA performance measures and targets. The first set of targets are generated by FTA to reduce inventory of rolling stock that have met or exceed useful life benchmark by 15%, to reduce equipment over \$50k that has met or exceeded useful life benchmark by 10%, and to have no more than 20% of facilities rate below average. The safety performance measures are generated by our local transit. Demand response had a baseline and target of 0 fatalities, rate of fatalities, injuries, rate of injuries, safety events, rate of safety events, and mean distance between major mechanical failure. Fixed route had a baseline and target of 0 for fatalities, rate of fatalities, safety events, rate of safety events, and mean distance between major mechanical failure. Injury baseline was 1 with a rate of 4.77 and the target is 0 for both. A motion was made by Mr. Tim Huddleston to approve this amendment with **Resolution No. 824**, which was seconded by Mr. Darryl League. Motion carried.

Vice Chairman Parnell next called for discussion of Resolution No. 825. Ms. Messick explained this resolution is to adopt the FY22 Unified Planning Work Program or UPWP. This is a yearly budgeting plan for MPO planning funds. The draft plan was supplied as an additional handout and the budget breakdown for tasks and between municipalities were in the agenda packet. A motion was made by Mr. Buford Parker to approve this amendment with **Resolution No. 825**, which was seconded by Mr. Bruce Britton. Motion carried.

Vice Chairman Parnell next called for discussion of Status Report of ALDOT projects. Mr. Shane Brown had sent a report for the current construction projects which was included in the agenda packet. This report detailed the AL-144 resurfacing and safety widening has been accepted for maintenance. US-431 access management has median crossover removal and turn lane construction in progress; milling is in progress from Saks up to CR-109 and paving should begin in the next month to month and a half. For Baltzell and Lenlock, all concrete and drainage structures are complete, the signal work is in progress, and they will resume work on the bike trail on the 20<sup>th</sup> of the month. For Church Ave., construction of the inlet, ramps, and sidewalk will be completed within a couple of weeks as well as the retaining wall. Milling is scheduled to begin for this project by the end of the month.

Next, Vice Chairman Parnell continued by calling for discussion of Safety Observations. Ms. Messick explained that there was a list of previous observations in the agenda packet for review. The only update to report was to item number 23 which Mr. Toby Bennington has requested Lance Armbruster investigate traffic changes at this intersection to be able to determine a starting point. Mr. Bruce Britton brought forth a concern regarding Leon Smith and Friendship where speed limits are offset to be 35 on one side yet 45 on the other.

### **OTHER BUSINESS:**

Vice Chairman Parnell called for discussion of CAC vacancies. Anniston has 8 vacancies, Jacksonville has 2, Oxford has 7, and Weaver has 1 vacancy. Mr. Dennis Reaves left a message for Ms. Messick the previous evening that he would no longer be able to serve on the committee. Mr. Johnnie Phillips reported that Mr. Joe Cunningham would also no longer be able to serve on the committee. Ms. Messick reported that election of committee chair and vice chair would occur at their next meeting in September.

Next, Vice Chairman Parnell called for the report on Urban Fixed Route and ADA Handicapped Transit Systems. Ms. Messick explained the ADA Paratransit Ridership for Anniston had 592 (decrease) one-way trips, Jacksonville had 126 (increase) one-way trips, 29 trips for Weaver (decrease), and Oxford had 190 (increase) one-way trips. For the Urbanized area 183 (increase) one-way trips and 107 (decrease) one-way trips for the Rural area. Fixed-route ridership had a total of 7,197 (increase) riders for the month of June.

Vice Chairman Parnell next called for discussion of the Glossary and Bylaws. Ms. Messick explained she included a glossary of acronyms commonly used in transportation as well as a copy of the bylaws were available as a handout.

Vice Chairman Parnell next called for discussion of the Anniston Bike Ped Implementation Plan and Design Manual Update. Ms. Messick reported the final drafts were included amongst the handouts and JRWA will also do a final report/presentation in September for the MPO as these plans were funded with MPO planning funds.

The next CAC meeting is scheduled for Wednesday, September 15, 2021 at 10:00 a.m. in the EARPDC 3<sup>rd</sup> floor Conference Room. It will continue to have a call-in/virtual option for those unable to attend in person.

There being no further business, a motion was made by Mr. Buford Parker and seconded by Mr. Darryl League to adjourn. The meeting was adjourned at 10:56 a.m.

## October 2021 Administrative Modifications

*That created changes on the TIP spreadsheet:*

1. #44 CN (100064897) Installation of a Roundabout at the Bynum Leatherwood Road (CR-109) and Old Gadsden Highway Intersection  
Current Funding: \$1,383,502.71  
~~Requested Funding: \$3,350.42~~  
~~Deauthorization of the CN of this project to Let at another time. Reduction of \$1,380,152.29~~  
-After speaking with Michael Hora at ALDOT, no federal funds are being used in the requested funding amount at the project is expected to be reauthorized in FY22. The current amount was moved to FY22 with a 1% increase for each year in anticipation of this move.  
-New funding amount: \$1,411,310.
2. #44 PE (100064896) Installation of a Roundabout at the Bynum Leatherwood Road (CR-109) and Old Gadsden Highway Intersection  
Current Funding: \$294,000  
Overrun amount in Federal funds: \$16,092  
-Total overrun amount: \$20,115; New Funding amount: \$314,115 to cover PE overrun

*That did not create changes on the TIP spreadsheet:*

1. #45 CN (100064899) Resurfacing Russell Drive from Russell Drive to Alexandria Road City of Weaver  
Old Target Start Date: February 25,2022  
New Target Start Date: March 25, 2022  
-Same FY. No changes needed.

**Resolution # 826**


**Increase CN Funds for Project #30 CN (100057407)  
Re-Configure Intersection SR-4 (US-78) at CR-186 (Barry Street)**

**WHEREAS**, the Calhoun Area Metropolitan Planning Organization (MPO) has adopted its FY 2020-23 Transportation Improvement Plan (TIP) on August 15, 2019 with Resolution #788; and

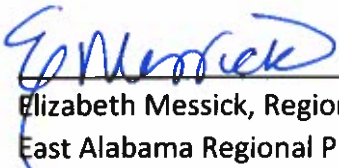
**WHEREAS**, the ALDOT has requested that the MPO allocate an additional \$1,328,813.96 in CN for project #30, Re-Configure Intersection SR-4 (US-78) at CR-186 (Barry Street).

Project Number	Current Allocation	New Allocation
100057407	<b>\$681,317.00</b>	<b>\$2,010,130.96</b>

**NOW THEREFORE, BE IT RESOLVED** that the Calhoun Area MPO, that the FY20-23 TIP be amended to change the allocations for the Calhoun County projects as indicated above. Passed and adopted this 21<sup>st</sup> day of October 2021.

  
\_\_\_\_\_  
Councilman Jeff Clendinning, <sup>vice</sup> Chairman  
Jay Jenkins  
City of Weaver  
Arreston

ATTEST:

  
\_\_\_\_\_  
Elizabeth Messick, Regional Planner  
East Alabama Regional Planning and  
Development Commission

**Resolution 827**  
**ALABAMA PERFORMANCE MANAGEMENT AGREEMENT**  
**23 CFR 450.314(h)**

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Calhoun Area MPO, hereinafter referred to as MPO, and the Areawide Community Transportation System (ACTS), hereinafter referred to as TRANSIT AGENCY;

**WHEREAS**, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

**WHEREAS**, the MPO, the STATE, and the TRANSIT AGENCY are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

**WHEREAS**, 23 CFR 450.314(h) requires that MPO, the STATE, and the TRANSIT AGENCY shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

**NOW, THEREFORE, BE IT RESOLVED**, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data:
  - a. The STATE will collect data used in developing statewide targets to meet the federal performance management requirements for highways<sup>1</sup> to include the following:
    - i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures<sup>2</sup>:
      1. Number of fatalities
      2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
      3. Number of serious injuries
      4. Rate of serious injuries per 100 million VMT
      5. Number of combined non-motorized fatalities and non-motorized serious injuries
    - ii. Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
      1. Percentage of pavements on the Interstate System in Good condition
      2. Percentage of pavements on the Interstate System in Poor condition
      3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
      4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
      5. Percentage of NHS bridge deck area classified in Good condition
      6. Percentage of NHS bridge deck area classified in Poor condition

<sup>1</sup> 23 CFR Part 490, National Performance Management Measures

<sup>2</sup> PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

- iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:
  - 1. Percent of Person-Miles traveled on the Interstate System that are Reliable
  - 2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
  - 3. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
  - 4. Annual hours of Peak-Hour Excessive Delay Per Capita
  - 5. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
  - 6. Total Emissions Reduction
  
- iv. Targets for assessing performance of **the Transit Asset Management (TAM) Plan** for the following performance measures<sup>3</sup>:
  - 1. Asset Category: Rolling Stock (All revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  - 2. Asset Category: Equipment (Non-revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  - 3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
    - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
  - 4. The TAM final rule requires that all TRANSIT AGENCIES that are recipients and sub recipients of 49 USC Charter 53 funds to develop a TAM Plan.
  - 5. TRANSIT AGENCIES that are a part of the Group (Statewide) TAM Plan will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
  - 6. TRANSIT AGENCIES and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
  - 7. The STATE and the MPO are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
  
- v. Targets for assessing performance of **the Public Transportation Agency Safety Plan (PTASP)** for the following performance measures (applicable to demand response/fixed route services)<sup>4</sup>:
  - 1. Fatality by Mode
    - a. Fatality Total
    - b. Rate of Fatalities (per vehicle revenue mile)
  - 2. Injuries by Mode
    - a. Injuries Total
    - b. Rate of Injuries (per vehicle revenue mile)
  - 3. Safety Events by Mode
    - a. Safety Event Total
    - b. Rate of Safety Events (per vehicle revenue mile)
  - 4. System Reliability by Mode
    - a. Miles between major mechanical failures
  - 5. The PTASP final rule requires that TRANSIT AGENCIES that are recipients and sub recipients of Urbanized Area Formula Grant Program under 49 USC 5307 develop safety performance targets within their Agency Safety Plan (ASP). Each TRANSIT AGENCY must provide the STATE and its respective MPOs its safety performance targets to assist the STATE and MPOs with capital program planning process.

<sup>3</sup> 49 CFR 625 and 630

<sup>4</sup> 49 CFR Part 673



6. STATE and MPOs are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality<sup>5</sup> will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
  - c. The STATE will make available, by request, the transportation performance data used in developing statewide highway and transit targets to the MPO and the TRANSIT AGENCY.
    - i. The STATE will make available the transportation performance data to the MPO and the TRANSIT AGENCY, by request only, when a statewide target is established or revised, per Section 2 of this agreement.
    - ii. Where possible and practicable, the STATE will make available performance data for each MPO planning area for purposes of tracking progress towards attainment of performance outcomes for each MPO Region's required System Performance Reports, per Section 4 of this agreement.
    - iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
    - iv. The MPO and the TRANSIT AGENCY shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO or the TRANSIT AGENCY, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO and the TRANSIT AGENCY shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO and the TRANSIT AGENCY. This indemnity is not limited by any insurance coverage required by this AGREEMENT.

<sup>5</sup> As determined through annual Applicability Determination: CMAQ Traffic Congestion and CMAP On-Road Mobile Source Emissions Measures, 23 CFR Part 490


- v. By entering into this agreement, the MPO and the TRANSIT AGENCY are not an agent of the STATE, its officers, employees, agents or assigns. The MPO and TRANSIT AGENCY are independent entities from the STATE and nothing in this agreement creates an agency relationship between the parties.
  - d. If the MPO and/or the TRANSIT AGENCY chooses to develop its own target for any highway and/or transit measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO or TRANSIT AGENCY target setting process.
2. Selection of transportation performance targets
- a. The STATE, the MPO and the TRANSIT AGENCY will establish or revise performance targets in coordination with each other.
    - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication. All parties agree that email communications shall be considered written notice for all portions of this agreement.
    - ii. The MPO and the TRANSIT AGENCY will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway and/or transit targets.
    - iii. If an MPO and/or the TRANSIT AGENCY chooses to set its own target, the MPO and/or the TRANSIT AGENCY will develop the target(s) in coordination with the STATE. The MPO and/or the TRANSIT AGENCY will provide the STATE with the opportunity to comment on performance targets no less than 30-days prior to adoption of targets.
  - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways and transit.
    - i. The STATE will provide written notice to the MPO and TRANSIT AGENCY when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO and /or the TRANSIT AGENCY (as applicable) must set a corresponding performance target.
    - ii. If the MPO and/or the TRANSIT AGENCY (as applicable) chooses to support the statewide target, the MPO and the TRANSIT AGENCY will provide written documentation to STATE that the MPO and the TRANSIT AGENCY agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
    - iii. If the MPO or the TRANSIT AGENCY chooses to set its own target, the MPO or TRANSIT AGENCY will provide the STATE written documentation that includes the target and the date the MPO or the TRANSIT AGENCY plans to adopt. Documentation will be provided no less than 30-days prior to the MPO or the TRANSIT AGENCY adoption of target (consistent with Section 2a).
  - c. Those MPOs currently in non-attainment or maintenance for air quality<sup>4</sup> and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non- attainment areas of ozone.
3. Reporting of performance targets
- a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration


(FTA) as applicable and in accordance with 49 CFR Part 625. Where possible and practicable, the STATE will provide information to the MPOs and TRANSIT AGENCY on the performance of targets.

- i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
    - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
    - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
    - iv. Through TRANSIT AGENCY's self-certification process, National Transit Database (NTD) annual submissions, and FTA's Review Process for the TAM and PTASP.
  - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
  - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.
  - b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
  - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after , and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2018, for TAM.
  - d. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after July 20, 2021, for PTASP.
5. A collection of data for the State Asset Management plans for the NHS:
  - a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.
6. This agreement will be periodically review and will be updated and/or terminate as to the applicable federal law.


**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by those officers and officials duly authorized to execute same, and to be effective on the date hereinafter stated as the date of its approval by the Governor of Alabama.

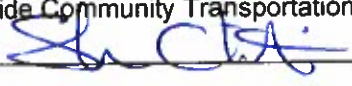
ATTEST:

By:   
Title: Senior Planner  
MPO Coordinator

Calhoun Area MPO  
BY:   
Title: VICE CHAIRMAN

ATTEST:

By:   
Title: Principal Highway  
Services Coordinator

Areawide Community Transportation System (ACTS):  
BY:   
Title: Project Director

This agreement has been legally reviewed and approved as to form and content.

By: \_\_\_\_\_  
William F. Patty  
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
Bradley B. Lindsey, P.E.  
State Local Transportation Engineer

\_\_\_\_\_  
Edward N. Austin, P.E.  
Chief Engineer

STATE OF ALABAMA, ACTING BY  
AND THROUGH THE ALABAMA  
DEPARTMENT OF TRANSPORTATION

The foregoing Agreement is hereby  
executed in the name of the  
State of Alabama and signed  
By the Governor on the \_\_\_\_\_ day of  
\_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
John R. Cooper  
Transportation Director

\_\_\_\_\_  
Kay Ivey  
Governor, State of Alabama

**Resolution # 828**

**Amend the 2045 Long Range Transportation Plan (LRTP) and 2020-2023T Transportation Improvement Plan (TIP) to include 100074029 CN for Project #33 Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.)**

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

**WHEREAS**, Title 23 CFR 450.322, the metropolitan transportation planning process requires the development of a metropolitan transportation plan with a minimum 20-year horizon, includes long and short-range strategies for an integrated transportation network, requires review every five years (four years in air quality non-attainment or maintenance areas), requires approval of the MPO Policy Committee, and the effective date of approval by the Alabama Department of Transportation, the Federal Highway Administration and the Federal Transit Administration; and

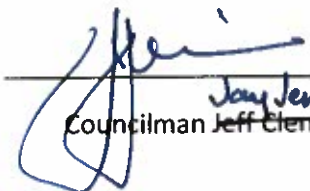
**WHEREAS**, Title 23 CFR 450.316(a)(1) et al, requires that transportation projects in urbanized areas funded by the Federal Highway Administration and the Federal Transit Administration be included in a Transportation Improvement Program (TIP) and adopted annually by vote of the Calhoun Area metropolitan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

**WHEREAS**, the Calhoun Area Metropolitan Planning Organization (MPO) has adopted its 2045 Long Range Transportation Plan (LRTP) on October 15, 2020 with Resolution #810 and FY 2020-23 Transportation Improvement Plan (TIP) on August 15, 2019 with Resolution #788

**WHEREAS**, the Calhoun Area MPO wishes to amend the 2045 LRTP and 2020-2023 TIP to include 100074029 CN for the Chief Ladiga Trail – Anniston +/- 5.8 mi (Cane Creek to 4<sup>th</sup> Street) in order to be compliant with project listing. The original project did not include CN when it was originally added to previous LRTPs and TIPs. The addition of this project will not include additional MPO funds. Instead, any leftover funds from the PE or RW of the project will be transferred into CN as it becomes available.

**NOW THEREFORE, BE IT RESOLVED** that the Calhoun Area MPO, that the 2045 LRTP and FY20-23 TIP be amended to add the project as indicated above.

Passed and adopted this 21<sup>st</sup> day of October 2021.

  
Jay Jenkins, Vice  
Councilman Jeff Clendinning, Chairman  
City of Weaver  
Anniston

ATTEST:

  
Elizabeth Messick, Senior Planner  
East Alabama Regional Planning and  
Development Commission

## November 2021 Administrative Modifications

*That created changes on the TIP spreadsheet:*

1. #53 CN (100070228) Traffic Signal Upgrades at SR-202 (Albert P Brewer Highway) and North Hunter Street  
Current Funding: \$134,791.35  
Requested Funding: \$125,025.51  
-Reason for Request: adjust contract prices
2. #30 UT (100057406) Reconfigure Intersection SR-4 (US-78) at CR-186 (Barry Street)  
Moved to FY22  
-Increased by 1% for FY change.  
-Previous funding amount \$118,224. New funding amount \$119,406
3. #60 PE (100070244) Bicycle Lane, Striping and Possible 2 ft shoulder Widening along South Noble Street  
Moved to FY22  
-Increased by 1% for FY change  
-Previous funding amount \$5,611. New funding amount \$5,667
4. #4 CN (100047014) Signal Upgrade SR-21 at Baltzell Gate Road  
Current Funding: ~~\$543,257.08~~ Admin Mod January 2021 Requested Funding: \$574,112  
Requested Funding: \$642,878.45  
-Less than 20% increase from previous admin mod amount. Increased by \$68,766.45.
5. #6 UT (100054925) McIntosh Rd. Improvements and Re-Alignment  
Current Funding: \$52,475  
Requested Release of \$1,690 total funds  
New Funding Amount: \$50,785
6. #6 CN (100054926) McIntosh Rd. Improvements and Re-Alignment  
Current Funding: \$1,443,985.52  
Requested Addition of \$1,690 total funds from UT  
New Funding Amount: \$1,445,674.72
7. #5 CN (100047016) Traffic Signal Improvements at the Intersection of Lenlock Lane and SR-21 in the City of Anniston  
Current Funding: \$311,264.89  
Requested Funding: \$320,056.58  
-Increase CN Z231 funds; less than 20% increase; no resolution needed
8. #5 PE (100054601) Traffic Signal Improvements at the Intersection of Lenlock Lane and SR-21 in the City of Anniston

Current Funding: \$43,148.25

Requested Funding: \$47,488.68

-Increase PE L20E funds; less than 20% increase; no resolution needed

*That did not create changes on the TIP spreadsheet:*

1. #54 CN (100070230) Resurfacing on CR-19 (Roy Webb Road) from SR-21 to Foster West Road

Old Target Start Date: September 30, 2022

New Target Start Date: January 28, 2022

-Same FY. No change needed.

**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF November 8, 2021**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)

SURFACE TRANSPORTATION PROGRAM (STP)

Authorized to Proceed

PE Preliminary Engineering

Moved from one FY to another FY

RW Right of Way

Funded by ATRIP or ARRA

UT Utilities

New Project or Allocation Change

CN Construction

	Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
3	Resurface Chief Ladiga Trail w/Sidewalk Connection City of Weaver	100062151	Weaver	COMPLETE	CN	276,000							
4	Signal Upgrade at SR-21 / Baltzell Gate Rd. (ARRA \$ Re-assigned to Frank Akers Rd.)	100047014	Anniston		CN					642,878			
5	Signal Improvements at Lenlock / SR-21	100047016	Anniston		CN				320,057				
6	McIntosh Rd. Improvements and Re-Alignment	100054925	Calhoun County		UT		50,785						
		100054926	Calhoun County	COMPLETE	CN		1,445,675						
7	Lenlock/Saks Road Intersection & Turn Lanes	100051026	Calhoun County	COMPLETE	CN	1,459,613							
11	Snow Street Drainage Improvements & Resurfacing	100052525	Oxford	COMPLETE	CN		2,237,834						
14	Alexandria-Jville Rd. Resurface from McClellan Rd. to Cedar Springs Rd.	100064930	Calhoun County		CN				538,117				
23	64th Street Bridge Replacement (BIN 6204) (PE developed by County Eng.)	100054937	Calhoun County		RW								
		100054938			UT								
		100054939			CN								
25	Coffee (A) Street - Resurface from SR-21 to Alexandria Rd.	100043808	Jacksonville	COMPLETE	CN	334,248							
30	Barry Street/US 78 - Reconfigure Intersection	100057404	Oxford		PE								
		100057405			RW				989,149				
		100057406			UT							119,406	
		100057407			CN							2,010,131	
33	Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.)	100060694	Anniston		RW			522,903					
33	Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.)	100074029			CN								
35	Noble/4th St. Intersection Improvements	100063208	Anniston		CN				879,462				
36	Bike/Ped Improvements at 10th, Clydesdale, & 11th	100063210	Anniston		CN	43,874							
37	Bike/Ped Improvements at 14th, 11th, and Cobb Ave. (CN Includes \$25k for Bicycle Parking Racks)	100063212	Anniston		CN	229,983							
38	Intersection Lighting at SR-202/Bynum Leatherwood	100064881	Calhoun County	COMPLETE	PE	24,000							
		100064882		COMPLETE	CN		328,607						
39	Mountain St. NE Resurface from SR-21 to 8th Ave	100064883	Jacksonville		PE		48,716						
		100064884			CN				771,051				
40	Church Ave Resurface from 11th St to SR-21	100064885	Jacksonville		PE				118,686				
		100064886			CN						1,719,506		
41	Airport Rd. Bridge Replacement @ Coldwater Creek (BIN 11215)	100064887	Oxford		PE			340,890					
		100064888			RW							10,510	
		100064889			UT								79,614
		100064890			CN								
43	Lenlock Lane Resurface from US-431 to Anniston CL (PE developed by County Eng.)	100064895	Calhoun County	COMPLETE	CN	686,407							
44	Bynum Leatherwood/Old Gadsden Rd Roundabout	100064896	Calhoun County		PE			314,115					
					CN							1,411,310	
45	Russell Dr. Resurface from Alexandria Rd to Peaceburg Rd.	100064898	Weaver		PE			47,553					
		100064899			CN							509,492	
46	4-lane Greenbrier Rd. to Golden Spring Rd. cost overruns Resolution 733	100008423	Anniston	COMPLETE	CN		533,835		119,894				
47	Wilmer, Greenbrier to G Street, cost overruns Anniston		Anniston		PE		1,977						
		100047017		COMPLETE	CN		51,532						
48	Friendship Road Widening and Bridge Replacement Phase I	100070247	Oxford		PE					311,264			
		100070248			RW							329,150	
		100070249			UT							323,165	
		100070250			CN								1,515,107
49	Friendship Road Widening and Bridge Replacement Phase II	100070253	Oxford		PE					349,181			
		100070254			RW							195,171	



**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF November 8, 2021**

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UT Utilities

New Project or Allocation Change

CN Construction

	Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
		100070255			UT							191,622	
		100070257			CN								
50	Friendship Road Widening and Bridge Replacement Phase III	100070259	Oxford		PE					150,748			
		100070262			RW							109,503	
		100070269			UT							107,510	
		100070271			CN								
51	Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville) (PE by County Eng.)	100070224			CN					725,341			
52	Whites Gap Rd and Whites Gap Rd SE - Resurfacing (PE developed by County Eng.)	100070226	Calhoun County		CN						1,113,827		
53	AL Hwy 202/Hunter St. - Signal Upgrade	100070695	Calhoun County		PE					30,300			
		100070228	Calhoun County		CN						125,025		
54	Roy Webb Rd. - Resurfacing (PE developed by County Eng.)	100070230	Calhoun County		CN							978,786	
55	Eulation Gate Rd. - Resurfacing (PE developed by County Eng.)	100070232	Calhoun County		CN								390,227
56	Resurfacing Henry Road from SR 21 to the City Limits	100070197	Jacksonville		PE						88,179		
		100070198			CN							641,640	
57	Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	100070203	Jacksonville		PE							212,715	
		100070208			CN								1,100,503
58	Baltzell Gate Connector Multi-use path	100070238	Anniston		PE								
		100070239			CN								
59	Coldwater Mountain/Mulberry St. to Legarde, multi-use path	100070241	Anniston		PE								
		100070242			CN								
60	Anniston to Oxford Bike Lane; S Noble and Chestnut	100070244	Anniston		PE							5,667	
		100070245			CN							45,333	
	Hillyer Robinson Ind. Parkway Safety Improvements overrun - CLOSED	100054927		CLOSED	PE						22,512		
		100054928		CLOSED	CN					4,147			
	Resurfacing CR-187 (Friendship Rd) From CR-193 (Boiling Spring Rd) to SR-21	100054996		CLOSED	PE					24,468			
	Frank Akers		Anniston	CLOSED	PE						17,200		
	PROGRAMMED					3,054,124	4,698,961	1,344,147	3,617,730	2,238,327	3,086,250	7,201,113	3,085,452
	APPORTIONMENT					2,182,759	2,266,095	2,363,956	2,463,701	2,521,554	2,540,505	2,540,505	2,540,505
	CARRYOVER					9,694,529	8,823,163	6,390,297	7,410,106	6,256,078	6,539,305	5,993,560	1,332,952
	AVAILABLE					11,877,287	11,089,258	8,754,253	9,873,808	8,777,631	9,079,810	8,534,065	3,873,457
	BALANCE					8,823,163	6,390,297	7,410,106	6,256,078	6,539,305	5,993,560	1,332,952	788,005

## MPO CAC Safety Observations

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
1	Oxford	Bynum Blvd/Hwy 202 Intersection	Incorporate a light at this intersection to see it better at night	09/19/18	7/8/20	✓	✓	Oxford will add streetlights at this intersection as a city project. ALDOT and power company are looking into ways to power the lights. *Solar may be approved by ALDOT for this location as it may be a while before Alabama Power gets power to the intersection. The City of Oxford is hoping to add this as an MPO project in the TIP*	OPEN
6	Anniston	Henry Road intersection at the Bypass	Addition of street lighting	11/14/18	11/13/19	✓	✓	Anniston is working with Alabama Power. Process has started.	OPEN
12	Anniston/Oxford	US-78 east of the 431 bypass	Widening to 3 lanes	07/17/19	08/25/20	✓	✓	This suggestion would be a major undertaking. Has been placed on the long-range plan.	OPEN
13	Anniston	Choccolocco Rd	Widening to 3 lanes from intersection with 431 to Robertson Rd.	07/17/19	08/25/20	✓	✓	*Incoming sub-division development may increase traffic along this road. * Has been added to the LRTP for widening to the City Limits.	OPEN
15	Calhoun County	Saks Road @ 43rd street	Road is narrow, school buses make wide turns at this intersection, difficult for 2 cars to pass, school children walk in the ditch (photos)	07/24/19	06/1/20	✓	✓	Widening: This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP. School children: <del>TAP applications are being accepted until May 15.</del>	OPEN

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
17	Calhoun County	Bynum Leatherwood Rd./Morrisville Road intersection	Turn lane needed for the landfill entrance	10/28/19	07/8/20	✓	✓	This issue is being investigated. A possible resolution has been presented to the County Commissioner.	OPEN
18	Calhoun County	Bynum Leatherwood Road/Eulaton Gate	Extend turn lane/deceleration lane on the Southbound side of Bynum Leatherwood from Eulaton Gate to begin at Hutto Hill Road. This will allow adequate stacking for ANAD workers during morning entry times and allow egress for travelers heading south towards SR202	1/14/20	7/8/20	✓	✓		OPEN
21	Anniston/ALDOT	10 <sup>th</sup> and Quintard intersection	Left turn signal timing seems short. Traffic backs up at this light.  Could turn lane length be increased	5/20/20	07/08/20	✓	✓	The signals from 8 <sup>th</sup> to 21 <sup>st</sup> are on a coordinated system, so if timing is added to one light, then the entire system would need to be retimed. The City of Anniston has asked ALDOT to evaluate the feasibility of extending the turn lane at this intersection as it is an ALDOT maintained road. Reached out to Shane ? any further updates.  Branton Cole to follow up	OPEN
23	Anniston	431/Greenbriar intersection or Greenbriar/Quintard intersection	Turning signalization duration for SB traffic is short	3/17/21	6/22/21	✓	✓	Toby Bennington has asked Lance Armbruster to look into changes in traffic volume at this intersection	OPEN
24	Oxford	Leon Smith and Friendship Rds	Speed limits are offset where one side is 35 and other is 45	7/14/21					OPEN

## CLOSED ITEMS

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
2	Talladega County /ALDOT (I-20 ROW)	I-20 east bound exit at Hwy 202	Reduce sight limitation from exiting the I-20 east bound exit ramp	09/19/18	11/14/18	✓		<b>Out of MPO Jurisdiction;</b> Referred to Talladega County Engineer then forwarded to ALDOT; ALDOT to consult with traffic engineer	CLOSED
3	Mixed Calhoun County/ Talladega County	On SR-21 between the Choccolocco Creek bridge and existing 65 mph in Munford/ Talladega County	increase the speed limit <del>to 65?</del>	09/19/18	06/12/19	✓	✓	Safety concerns regarding intersections along SR-21. Investigation ongoing for better lighting conditions and safety from residential areas intersecting with this road. Increasing speed would contradict safety concerns along this route.	CLOSED
4	Mixed Calhoun County, Oxford	Between Hardees on Hwy 202 to Coldwater	increase the speed limit <del>to 65?</del>	09/19/18	06/12/19	✓	✓	Safety concerns regarding intersections along Hwy 202 (See item #1). Also, Anniston investigating moving speed decrease towards area for Coldwater mountain/bike facility on 202 bike safety. Increasing speed would contradict safety concerns along this route.	CLOSED
7	Jacksonville	SR-21	Make manhole covers and curb gutters the same height as the new existing surface	11/14/18	06/12/19	✓	✓	Risers will be put in. They have been purchased. Mayor Smith will follow up. Shannon Jones with ALDOT stated this will be addressed with a surface job punch list item and should start the week of Jan 9 <sup>th</sup> , 2019. This punch list item is complete.	CLOSED
8	Oxford	Bynum Blvd.	Increase speed limit on the 4-lane to more than current 45 mph	11/14/18	4/16/20	✓	✓	Mr. Denney will talk to the Mayor and Police Chief. Suggestion had been posed in the past and had been opposed. Discussion of speed limit options and where have begun. Will need to discuss with police chief and bring to City Council. Ordinance passed February 11 to increase speed limit to 55 mph from Turner Rd. to HWY 202 – new speed limit signs installed	CLOSED

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
9	Weaver	1 <sup>st</sup> Baptist Church	Sidewalk rehabilitation	01/16/19	02/05/19	✓	✓	Mr. Theo Smart inquired if there were any plans to rehabilitate the currently torn sidewalk in front of the 1 <sup>st</sup> Baptist Church in Weaver. Mayor Willis was only aware of the issue after last month's meeting. There are no plans at this time.	CLOSED
10	Anniston	202/Quintard intersection	Look into timing of light; traffic backs up	03/21/19	06/27/19	✓	✓	Jay Jenkins has reported this issue to the public works department. Upon inspection of the signal cabinet, an issue was identified and addressed. The signal timing is now functioning as intended.	CLOSED
11	Anniston	Ossington Ave.	Safety study/Traffic calming measures for residents	07/17/19	09/11/20	✓	✓	ALDOT and FHWA concurrence to classify Ossington/Coxwell as minor collector.	CLOSED
14	Anniston	Russell Avenue	Widening road to include shoulder	07/17/19	09/09/20	✓	✓	This road is residential and not on the classified system and therefore would be unavailable for MPO funding.	CLOSED
16	Anniston	4 <sup>th</sup> /Noble Intersection	Light timing seems long for this intersection	09/18/19	11/13/19	✓	✓	The City of Anniston has investigated the timing at this light and it is functioning correctly.	CLOSED
19	Anniston	West-bound 431 exit ramp and SR-21 intersection	Difficulties merging at this intersection. Mainly traffic coming to a complete stop at bottom of the ramp	1/15/20	05/22/20	✓	✓	There are no measures that could help assist with merging traffic at this intersection. This is a very common occurrence at similar "off ramp" intersections.	CLOSED
20	Jacksonville	White's Gap Rd./SR-21 intersection	Signalization at the intersection	2/25/20	11/19/20	✓	✓	Signalization of this intersection denied previously due to proximity to other signalized intersections. Jacksonville has requested a warrant study. ALDOT signal warrant study found no signal warranted.	CLOSED
22	Oxford	Western terminus of Bynum Blvd.	Increase speed limit from 45 to 55	7/15/20	10/07/20	✓	✓	Police Chief opposed to increase of speed limit. Oxford City Engineer will do a study. Speed limit increase not justified/warranted.	CLOSED
23	Anniston/ ALDOT	21 exit from the 431 Bypass	Signage for food and gas locations off the bypass	7/15/20	09/16/20	✓	✓	This type of signage only available for interstates. CAC to draft letter to City of Anniston and Chamber of Commerce to appeal for some type of signage/billboard.	CLOSED

24	Oxford	21 SB between I-20 and 78	Traffic stacking between Grace St and 78 on SB lanes of 21. Signalization timing issue?	3/17/21	04/15/21	✓	✓	New signals and lights have been installed at the intersections in question. Timing issues should be corrected with this new installation	CLOSED
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Name	Jurisdiction	% Attendance FY21	Last Attended Meeting
Ed Kimbrough	Anniston	60%	05.19.2021
Miller Parnell★	Anniston	100%	07.15.2021
Phillip Keith	Anniston	40%	07.15.2021
James Robert Jenkins	Anniston	60%	07.15.2021
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
Vacant	Anniston		
David Thompson	Jacksonville	40%	05.19.2021
Richard Lindblom	Jacksonville	0%	01.15.2020
TL Thompson	Jacksonville	40%	07.15.2021
Jamie 'Red' Etheredge★	Jacksonville	40%	05.19.2021
Jarrold Simmons	Jacksonville		Appointed 11.08.21
Matthew Boone	Jacksonville		Appointed 11.08.21
Vacant	Jacksonville		
Rodney Cox	Calhoun County	40%	07.15.2021
George Salmon	Calhoun County	60%	05.19.2021
Theodore Smart	Calhoun County	60%	05.19.2021
Edward Sturkie	Calhoun County	20%	03.17.2021
Tim Huddleston★	Calhoun County	60%	07.15.2021
Reuben Johnson	Calhoun County	100%	07.15.2021
Chris Gann	Calhoun County	0%	01.15.2020
Dr. David West	Calhoun County	40%	05.19.2021
Reggie Stewart	Calhoun County	60%	05.19.2021
Vacant	Calhoun County		
Darryl League★	Oxford	20%	07.15.2021
Buford Parker	Oxford	80%	07.15.2021
Lem Burrell	Oxford	80%	07.15.2021
Lavoy Jordan	Oxford	60%	03.17.2021
Bruce Britton	Oxford	60%	07.15.2021
Terry Parker	Oxford	20%	03.17.2021

Name	Jurisdiction	% Attendance FY21	Last Attended Meeting
Vacant	Oxford		
Vacant	Oxford		
Vacant	Oxford		
Vacant	Oxford		
Vacant	Oxford		
Vacant	Oxford		
Vacant	Oxford		
Frank Thomas	Weaver	0%	09.18.2019
Rick Robins*	Weaver	60%	05.19.2021
Vacant	Weaver		
Mike Matthews	Army Depot	20%	01.20.2021
Dustin Gillihan	Army Depot	0%	none
Kevin Ashley	Army Depot	0%	09.16.2020
Regina Jones	Hobson City	0%	07.15.2020
Johnnie Phillips, Jr.	Hobson City	80%	07.15.2021
Vacant	Hobson City		

\*indicates Membership Subcommittee volunteer for their municipality



### Fixed-Route Ridership

	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22
Oct	9,851	9,011	9,560	9,993	8,871	5,541	7,679
Nov	9,077	9,481	9,225	8,504	7,665	5,425	
Dec	9,749	9,459	8,205	8,082	7,596	5,266	
Jan	8,957	8,019	7,510	8,239	7,614	5,177	
Feb	9,573	8,462	8,960	7,800	7,262	4,773	
Mar	9,965	9,707	9,493	8,979	7,185	5,512	
Apr	9,338	8,240	8,942	9,045	4,285	6,263	
May	8,838	9,900	9,502	8,774	5,141	6,498	
Jun	9,745	9,977	9,905	7,993	5,852	7,197	
Jul	9,164	8,971	8,820	8,626	6,160	7,836	
Aug	10,241	10,511	10,617	9,314	6,111	7,771	
Sep	9,543	9,280	8,607	7,868	5,923	8,019	

2021 Avg./Mo.      619                      114                      51                      160                      112                      117

<b>ADA Paratransit Ridership</b>						
<b>Fiscal Year 2021-2022</b>	<b>Anniston</b>	<b>Jacksonville</b>	<b>Weaver</b>	<b>Oxford</b>	<b>Section 5307 CC Urban</b>	<b>Section 5311 CC Rural</b>
October	613	118	20	156	103	100
November						
December						
January						
February						
March						
April						
May						
June						
July						
August						
September						
2022 Avg./Mo.	613	118	20	156	103	100

**Fiscal Year 2022 Meeting Dates**

<u>TAC</u>	<u>CAC</u>	<u>MPO</u>
13 October		21 October
10 November	17 November	18 November
8 December		16 December
12 January	19 January	20 January
9 February		17 February
9 March	16 March	17 March
13 April		21 April
11 May	18 May	19 May
8 June		16 June
13 July	20 July	21 July
10 August		18 August
7 September	14 September	15 September