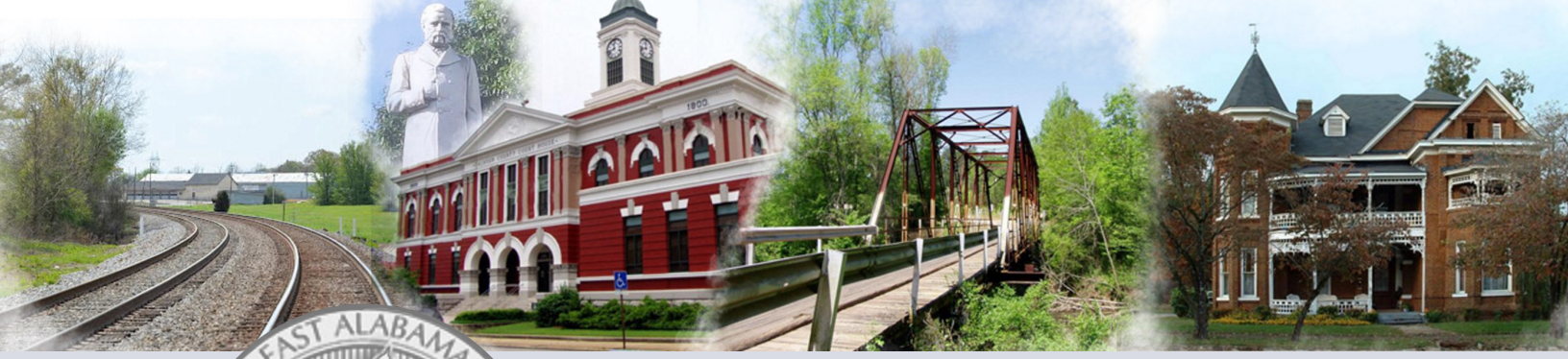

2045 Long Range Transportation Plan

Calhoun Area Metropolitan Planning Organization

October 2020

Prepared for:

EARPDC

East Alabama Regional Planning & Development Commission

Prepared by:

SKIPPER CONSULTING INC.

Calhoun Area Metropolitan Planning Organization (MPO)

FINAL

2045 Long Range Transportation Plan (LRTP)

This document is posted online at http://www.earpdc.org

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October 2020

CALHOUN AREA METROPOLITAN PLANNNING ORGANIZATION (MPO)

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STAFF TO THE MPO
Tyler Ferrell, Dir. of Planning & Developmnt.
Elizabeth (Libby) Messick, Regional Planner

CALHOUN AREA MPO

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Rodney McCain, PE, Assistant Engineer

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5 Vacancies

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Richard Robbins
1 Vacancy

ANNISTON ARMY DEPOT
Mike Matthews
Dustin Gillihan
1 Vacancy

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)
1 Vacancy

Note: Advisory Committees serve at the pleasure of the MPO and memberships may vary according to appointment practices and the ability of citizens to serve. Therefore, it would not be uncommon that the makeup of individual committees may vary between MPO approval of draft documents and final documents.

RESOLUTION # 810

Calhoun Area Metropolitan Planning Organization (MPO)
Adopting the FINAL 2045 Long Range Transportation Plan (LRTP)

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, the MPO has participated in the Interagency Consultation and Public Participation Process for the 2045 Long Range Transportation Plan as required under 23 CFR 450.322(g) and (i); and

WHEREAS, the East Alabama Regional Planning and Development Commission (EARPDC), as staff to the Calhoun Area MPO, and consistent with the above provisions and in cooperation with the Local Transportation Bureau of the Alabama Department of Transportation, has prepared a Final 2045 Long Range Transportation Plan; now

THEREFORE, BE IT RESOLVED, that the Calhoun Area MPO hereby adopts the FINAL 2045 Long Range Transportation Plan (LRTP) for the Calhoun Urban Area.

I hereby certify that the above is a true and correct copy of a resolution adopted by the Calhoun Area MPO Policy Committee at a meeting held on October 15, 2020.

Councilman Jeff Clendenning, Vice-Chairman
City of Weaver

ATTEST:

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

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Calhoun Area Metropolitan Planning Organization (MPO)
August 2020

Executive Summary

Federal regulations for metropolitan planning organizations require the development of a 20 year long range transportation plan of projects that "lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods." The long range transportation plans must: 1) identify current transportation needs; 2) forecast future transportation needs and; 3) establish strategies and projects that address the needs. [23 CFR 450.322(b)]

This plan updates the 2040 Long Range Transportation Plan (LRTP) out to year 2045. The Alabama Department of Transportation (ALDOT) established 2015 as the base year for this plan update. Accordingly, 2015 socioeconomic data and employee/business data purchased from USAinfo were utilized for the update. Calhoun Area MPO staff and the consultant reviewed land use maps and patterns for the municipalities and developed a 2015 base year model. Population and land use trends were projected out to 2045 and plugged into a 2045 version of the model. The model then indicates which road and street segments which would be congested or deficient in the future year. This results in a list of projects and improvements necessary to mitigate congestion in 2045.

Generally, the 2045 LRTP update indicates a continuation of existing land use patterns and congested areas similar to the 2040 plan. **2045 congested or deficient road segments include; south Quintard (AL 21) near the Norfolk Southern (NS) railroad overpass, a segment of AL 21 near Baltzell Gate and US 431 North through Alexandria.** The completion of the Eastern Bypass has helped relieve congestion along central AL 21 except during peak hours and has improved access to/from the McClellan area. **In general, a land use pattern of dispersal is continuing to leave low density and underutilized urban cores surrounded by low density residential suburbs. Trip times and average trip lengths are continuing to increase and job growth, while usually occurring near the major corridors, is stagnant.**

1.0 Introduction

1.1 Purpose

This report documents the year 2045 long-range transportation plan for the Calhoun Area Transportation Study. The purpose of the long-range transportation plan is to (1) identify current transportation needs, (2) forecast future transportation needs, and (3) establish strategies and projects that address the needs. The federal regulations (23 CFR Part 450.324) related to this topic state that the strategies and projects should "lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods." While the plan is required to consider all modes of transportation and transportation funding, the governing body, the Calhoun Area Metropolitan Planning Organization (MPO), only has oversight of federal highway and transit funds.

1.1.1 Laws and Regulations

The laws that require Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans are Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Section 450.324 specifically relates to the development of long-range transportation plans.

1.1.2 Scope of the Planning Process

The regulations require the transportation planning follow the 3C process which is continuous, cooperative, and comprehensive and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; and
10. Enhance travel and tourism." (23 CFR Section 450.306)

These factors are reflected in the vision statement, goals, strategies, and projects of this plan.

1.1.3 Planning Emphasis Areas (PEAs)

In March 2015, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Offices of Planning jointly issued guidelines for three Planning Emphasis Areas (PEAs). The PEAs are topical areas for which the MPOs and States are expected to develop and identify work tasks for inclusion in their planning work programs and statewide planning and research work programs.

FAST Act Implementation – Transition to Performance Based Planning and Programming. The Calhoun Area MPO will work closely with the Alabama Department of Transportation (ALDOT) to transition and adhere to Performance Based Planning and Programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance as documented in Resolution #761 adopted June 21, 2018. Furthermore, the Calhoun Area MPO adopted a set of Livability Principles and Indicators with Resolution #635 June 21, 2012. These were included in the FY 20-23 TIP, 2019 Public Participation Plan, the 2040 LRTP, the FY 19 Unified Planning Work Program (UPWP) and this document. Further action will be taken as Performance Measurement guidance is promulgated.

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

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

1.1.5 Consistency with Other Plans

There are general and specific directions under the FAST Act for requirements of consistency. In revising 23 USC 134, Sec. 1201(a) §134(g)(3) states, "The secretary shall encourage each

metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area…or to coordinate its planning process, to the maximum extent practicable, with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area…". TIP specificity is found in 1201(a)§134(j)(2)(C): "Each project shall be consistent with the long-range transportation plan…" The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134, and is to be found in 23 CFR 450.326.

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

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

1.1.6 Amendment Process

Amendments to formal planning documents containing project listings and funding will be carried out pursuant to sections of Title 23 Code of Federal Regulations (CFR) 450, applicable to road and highway projects under various Federal Highway Administration (FHWA) funding programs and those transportation projects and funding actions under Federal Transit Administration (FTA) programs.

While governing regulations are specific to the Long Range Transportation Plan (Metropolitan Transportation Plan, Regional Transportation Plan), the short range component of the Long Range, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP), the process is extended in Alabama to those plans with projects and funding presented in tabular or listed format, to include the Congestion Management Plan (CMP), the Bicycle and Pedestrian Plan, and the amended project listings of the Long Range and TIP documents under the Air Quality Conformity Process.

An amendment to the Long Range Plan, TIP, and STIP documents may take one of two forms: 1. Administrative Modification, or 2. Formal Amendment Process.

1. *An **Administrative Modification** is a minor change to project costs, funding sources, or project/phase start dates. Such minor changes or adjustments do not require public involvement activities, reestablishment of financial constraint, or, in areas of air quality nonconformity, confirmation of conformity determination. Amendments of this nature are generally conducted through coordination of ALDOT Bureau of Transportation Planning and Modal Programs staff and MPO staff to minimize plan modification and documentation activities and costs.*
2. *The **Formal Amendment** Process is a major change to project costs, design scope, funding amounts, project/phase start dates, or a revision approved and required in the MPO plans by the State as an adjunct to the its Public Involvement process. This process requires public notice, addition to MPO monthly meeting agendas, review by the public and MPO advisory committees, reviews by federal agencies, a vote by the MPO Policy Board, and an executed Resolution of adoption. The process criteria then, under which a formal amendment occurs, is when a plan or document:*
   a. *Adds a project*
   b. *Deletes a project*
   c. *Project costs exceed 20% of the original projected costs*
   d. *Changes a project start or completion date*
   e. *Changes the project design scope or termini description*

Amendments to Congestion Management Plans (TMAs only) and Bicycle Pedestrian Plans (now a formal plan in Alabama) are subject to the same processes as above. However, ALDOT will generally work with MPOs to make adjustments to these documents on a more informal basis in order to accommodate public involvement meetings and advisory committee scheduling.

1.2 MPO Structure

Transportation planning within the Calhoun study area falls under the auspices of the Calhoun Area Metropolitan Planning Organization (MPO). The Calhoun Area Transportation Study was created in 1976 upon execution of an agreement (updated in 2007) between the cities of Anniston, Oxford, Jacksonville, Hobson City, Weaver, Calhoun County, Talladega County, the East Alabama Regional Planning and Development Commission, and the Highway Department (now the Alabama Department of Transportation). The Metropolitan Planning Organization (MPO) is made up of the Policy Committee, the Technical Advisory Committee and the Citizens Advisory Committee. Following is a list of the policy committee voting members:

- the mayor and one council member of the City of Anniston
- the mayor and one council member of the City of Oxford
- the mayor and one council member of the City of Jacksonville
- the mayor and one council member of the City of Hobson City
- the mayor and one council member of the City of Weaver
- the Chairman and one commission member of the Calhoun County Commission
- the Executive Director of the East Alabama Regional Planning and Development Commission
- the East Central Region engineer of the Alabama Department of Transportation

This committee is in charge of all decision-making responsibilities relative to the transportation planning process in the Calhoun Study Area.

The Metropolitan Planning Organization Policy Committee receives input and advice from the Technical Advisory Committee (TAC). This committee consists of members who work in areas related to transportation planning and, who, in many instances work directly in some planning capacity such as city planning and engineering. This committee is vital to the success of the overall transportation planning process as these professionals are the individuals that must integrate the end product of their collective efforts into their own work responsibilities on a daily basis. This is also the first line of the decision-making responsibility in the planning process. The Technical Advisory Committee is made up of the following voting members:

- Public Works Director, City of Anniston
- Director of Planning and Economic Development, City of Anniston
- Street Superintendent, City of Oxford
- Mayor's Assistant, City of Oxford
- Street Department Representative, City of Oxford
- Planning, Development & Stormwater Director , City of Jacksonville
- Street Superintendent, City of Jacksonville
- a representative from the City of Hobson City
- Director of Public Works of the City of Weaver
- the Calhoun County Engineer
- the Calhoun County Assistant Engineer
- a representative of Jacksonville State University
- a representative from the Anniston Water Works
- a representative of the ALDOT Bureau of Transportation Planning and Modal Programs
- Assistant State Local Transportation Engineer of the Alabama Department of Transportation
- a representative of the region office of the Alabama Department of Transportation
- District Engineer of the Alabama Department of Transportation
- a representative of the Federal Highway Administration
- a representative of the Calhoun County Chamber of Commerce
- a representative of the Anniston Army Depot (AOD)
- City Planner of the City of Anniston

The Metropolitan Planning Organization (MPO) also receives input and advice from the Citizens Advisory Committee (CAC). The Citizens Advisory Committee is made up of approximately 43 citizens that live throughout the study area.

1.3 Study Area

There are two boundaries that are defined in a transportation study area, the urban area boundary and the study area boundary. The urban area boundary is defined largely by the U. S. Census Bureau. The study area boundary is defined by the Metropolitan Planning Organization (MPO) in cooperation with the Alabama Department of Transportation. The study area is defined as the urban area boundary plus the area that is projected to become urbanized within the next twenty years. Included in the Calhoun Area Transportation Study are the Cities of Anniston, Oxford, Jacksonville, Hobson City and Weaver plus unincorporated portions of Calhoun County and a small area in northern Talladega County as shown in Figure 1.1.

1.4 Public Involvement

The process of preparing the long-range transportation plan included several opportunities for input of public comments and comments by local elected officials. The process included input by these groups early in the planning process, as well as input regarding the entire long-range transportation plan in its draft stage. Opportunities for public review and comment and those public comments received are included in the Documentation Process in Appendix E.

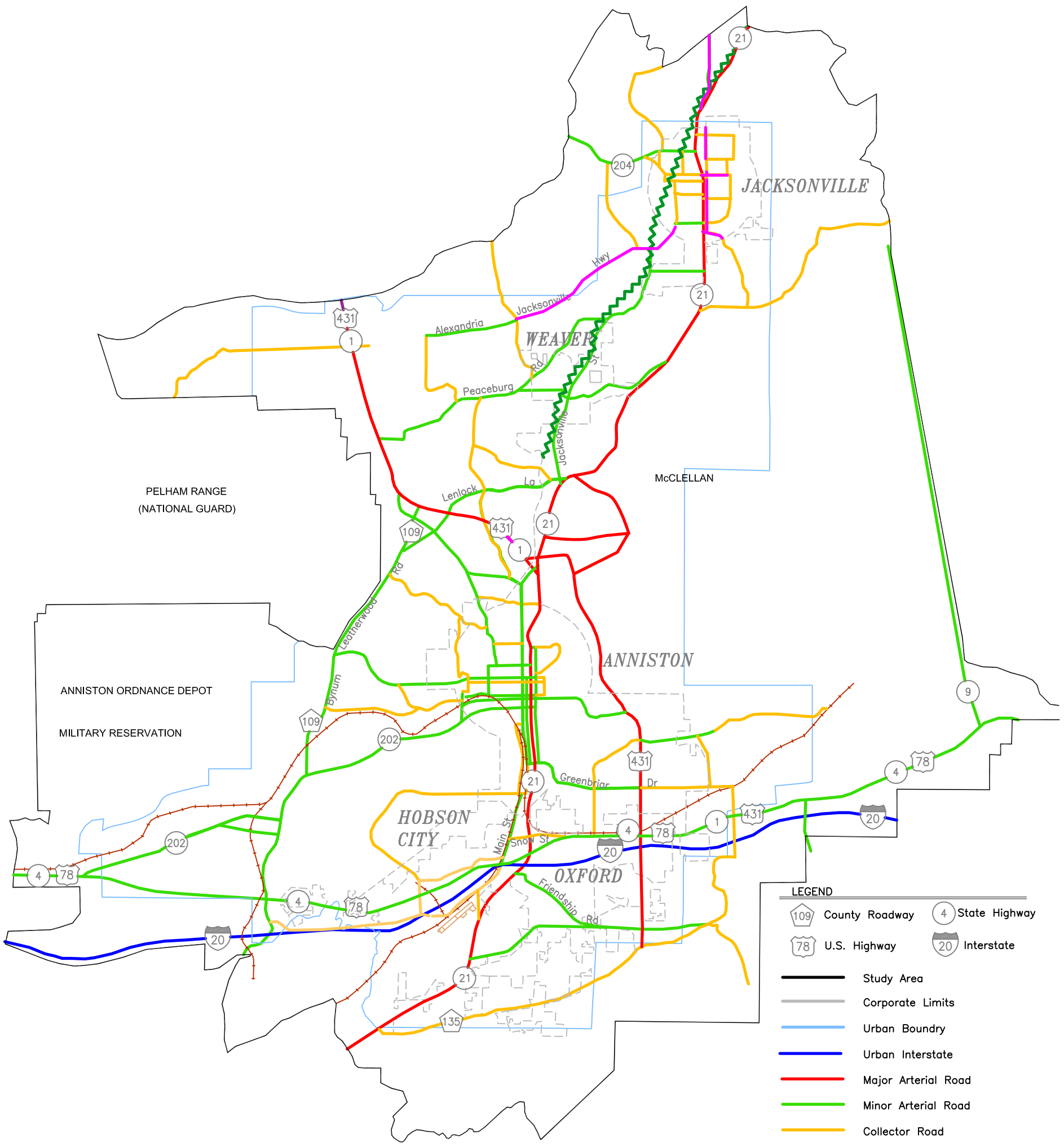
The current 2040 Long Range Transportation Plan (LRTP) was adopted in July 2014. Additional information on public involvement may be obtained by viewing the 2019 Public Participation Plan (PPP) on the MPO website at:
http://www.earpdg.org/Programs/CalhounAreaMPO.

1.5 Documentation Process

This project is an update of the current long-range transportation plan for the Calhoun study area. The current 2040 long-range transportation plan was adopted by the Metropolitan Planning Organization (MPO) in July 2014. The base year of the current long-range transportation plan was 2010 and the horizon year was 2040. Responsibility for transportation planning for the Metropolitan Planning Organization (MPO), including the long-range transportation plan, rests with the Transportation Planner of the East Alabama Regional Planning and Development Commission.

1.6 Title VI

The Calhoun Area MPO assures, through an annual certification, that no persons or Disadvantaged Business Enterprise (DBE) shall on the grounds of race, creed, sex, disability or national origin, be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination in Federally-assisted programs, when formulated, where designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project area. The Calhoun Area MPO will continue to comply with all applicable provisions of Title 23, 28, 29, 42 and 49 USC and regulatory CFR's.



North
not to scale

SKIPPER CONSULTING INC.

Study Area

Calhoun Area 2045 LRTP

July 2020

1.1 Figure

1.7 Environmental Justice

The Calhoun Area MPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment or services. This is of primary concern when considering adverse community impacts at the project level. All projects are reviewed by Calhoun Area MPO staff for possible community impacts prior to inclusion in the LRTP. The Calhoun Area MPO places flyers in areas where low-income households are known to exist in an effort to inform those persons of upcoming transportation meetings and inform them of the opportunity to be involved in the transportation planning process. Such meetings are subject to the provisions of the Alabama Open Meetings Act. Areas where low-income households are known to exist are listed in Appendix E (Public Comments).

1.8 Americans With Disabilities Act (ADA)

The Calhoun Area MPO seeks to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair accessibility, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The Calhoun Area MPO further encourages an active role in LRTP development and all transportation planning by the physically impaired through membership in the Citizens Advisory Committee (CAC).

1.9 Limited English Proficiency and Language Assistance Plan

The MPO will be guided by applicable provisions of FTA C 4702.1b in providing assistance to those with Limited English Proficiency. The LEP plan and Language Assistance Plan are attached to the Long Range Plan in Appendix C.

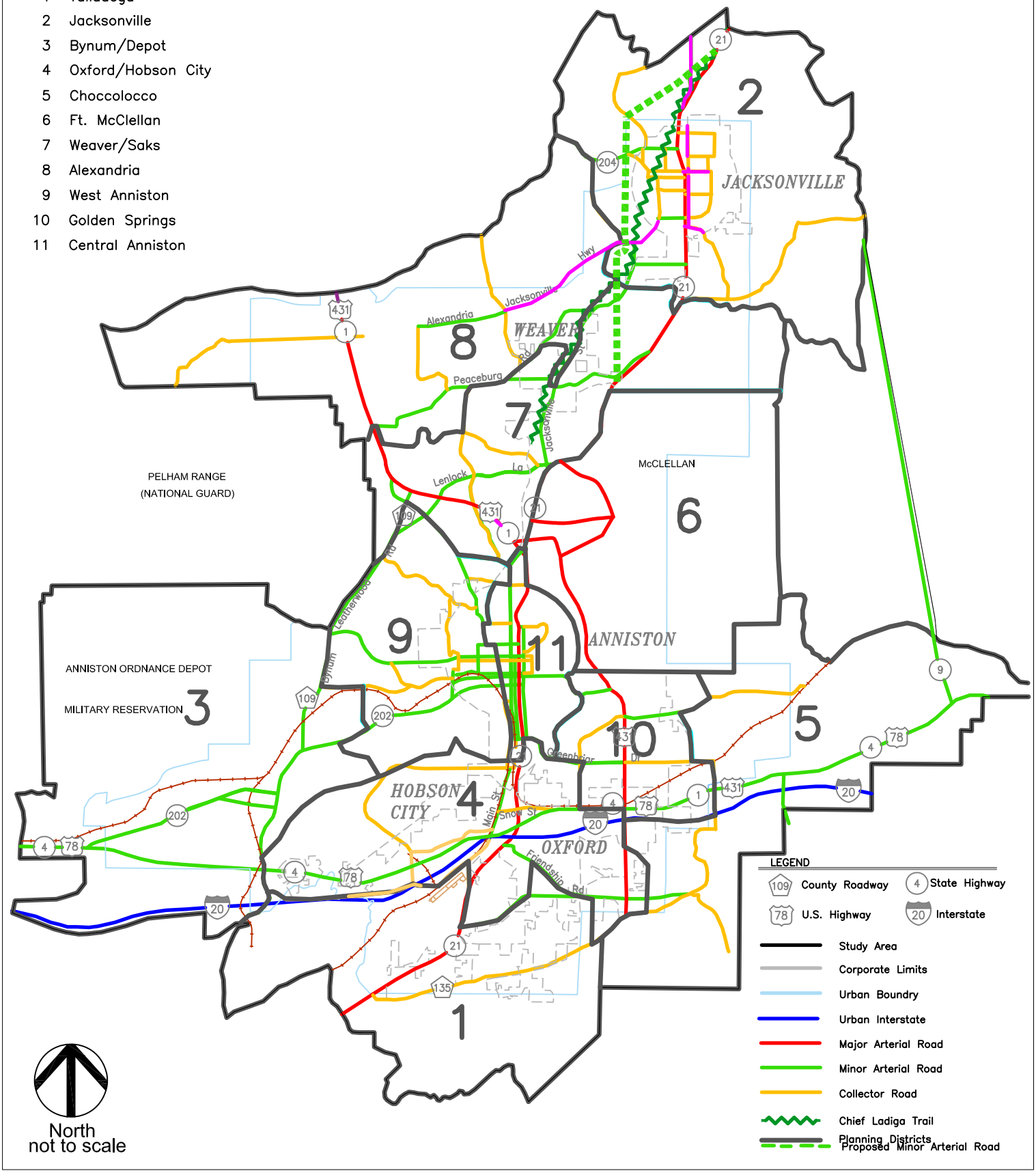
1.10 Planning Districts

In order to provide a higher-level summary of socioeconomic data and designate geographic areas to project future year socioeconomic data, the traffic analysis zone system shown in Figure 1.2 was aggregated into planning districts. Eleven planning districts were designated in the Calhoun study area. The planning districts are as follows:

Number	Name
1	Talladega
2	Jacksonville
3	Bynum/Depot
4	Oxford/Hobson City
5	Choccolocco
6	Fort McClellan
7	Weaver/Saks
8	Alexandria
9	West Anniston
10	Golden Springs
11	Central Anniston

PLANNING DISTRICTS

1 Talladega
2 Jacksonville
3 Bynum/Depot
4 Oxford/Hobson City
5 Choccolocco
6 Ft. McClellan
7 Weaver/Saks
8 Alexandria
9 West Anniston
10 Golden Springs
11 Central Anniston



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Planning Districts

Calhoun Area 2045 LRTP

June 2020

1.2 Figure

The boundaries of the eleven planning districts are shown in Figure 1.2. It should be noted that there is no area-wide correlation between planning district boundaries and corporate limits.

1.11 Goals, Performance Measures and Targets

In 2012, the U.S. Congress established a performance management policy and national transportation goals with the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act required the U.S. DOT to develop performance measures and States to set targets and monitor progress. The subsequent regulations defined the performance measures and reporting procedures. The regulations also made MPOs responsible for setting targets and monitoring progress in urban areas.

Performance management is expected to transform the surface transportation system by focusing federal funding on national goals and continually monitoring progress. Improved decision making, accountability, and transparency are anticipated byproducts. Performance-based planning and project programming are the tools that will be used to achieve the national goals.

National Goals (Title 23 Section 150)

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair
3. Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System
4. System Reliability: To improve the efficiency of the surface transportation system
5. Freight Movement and Economic Vitality: To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with

transportation infrastructure development, ALDOT has adopted the Livability Principals and Indicators as a sustainability measurement against future actions.

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

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

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

1) Percent change in households located within one-half (1/2) mile of transit service, and/ or percent change in non-auto (transit, walking, bicycling) trips
2) Percent change in housing costs per household; and/or percent increase in home ownership
3) Percent change in educational attainment; and/or percent decrease in unemployment
4) Percent change in in-fill projects; and/or percent increase in revitalization projects
5) Percent change in number of regional sustainable infrastructure policies; and/or change in number of regional preservation initiatives
6) Percent of households within ½ mile of mixed-use destinations; and/or percent change in average trip times

A description of the principles and indicators can be found in Appendix D.

Performance Measures and System Performance Report

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

On May 27, 2016, the FHWA and the FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The

Planning Rule)11. This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

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

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

1.11.1 Highway Safety/PM1

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

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2020 and are based on an anticipated 5-year rolling average (2016-2020). Alabama statewide safety performance targets for 2020 are included in Table 1.1, along with statewide safety performance for the two most recent reporting periods. The Calhoun Area MPO adopted the Alabama statewide safety performance targets on June 21, 2018 with Resolution 762

and January 17, 2019 with Resolution 774.

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

Table 1.1
Highway Safety/PM1
System Conditions and Performance

Performance Measures	2012-2016 Baseline Performance	Calendar Year Targets 2020	2013-2017 Baseline Performance	Calendar Year Targets 2021
Number of Fatalities	895	964	911	961
Rate of Fatalities (per 100 million VMT)	1.35	1.35	1.36	1.364
Number of Serious Injuries	8,542	8,143	8,139	6,595
Rate of Serious Injuries (per 100 million VMT)	12.92	11.08	12.19	9.355
Number of Non-motorized Fatalities and Serious Injuries	382	384	377	366

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

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Calhoun Area 2045 LRTP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Alabama Strategic Highway Safety Plan (SHSP), the Alabama HSIP, and the current Alabama Statewide Transportation Improvement Plan (STIP).

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

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

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

- The Calhoun Area MPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards the approved highway safety targets, the 2045 Long-Range Transportation Plan (LRTP) includes several key safety investments. As of October 2020, 39 percent of the projects have a safety element.

1.11.2 Pavement and Bridge Condition/PM2

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

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

Pavement Condition Measures

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

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

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

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

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

Pavement and Bridge Targets

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

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2020, while the current four-year targets represent expected condition at the end of the calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year

and four-year targets;

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

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

The Calhoun Area MPO adopted the ALDOT statewide PM2 targets on September 20, 2018 with Resolution 766. Table 1.2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by ALDOT.

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

Table 1.2
Pavement and Bridge Condition/PM2
Performance and Targets

Performance Measures	Alabama Performance (Baseline)	2-year Target 2020	4-year Target 2022
% of Interstate pavements in good condition	N/A*	N/A*	50.0%
% of Interstate pavements in poor condition	N/A*	N/A*	5.0%
% of non-Interstate NHS pavements in good condition	79.9%	>40.0%	40.0%
% of non-Interstate NHS pavements in poor condition	4.1%	<5.0%	5.0%
% of NHS bridges (by deck area) in good condition	27.2%	≥27.0%	≥27.0%
% of NHS bridges (by deck area) in poor condition	2.0%	≤3.0%	≤3.0%

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 LRTP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Alabama's Transportation Asset Management Plan (TAMP) and the current 2040 Alabama Statewide Transportation Plan (STIP).

- MAP-21 requires ALDOT to develop a TAMP for all NHS pavements and

bridges within the state. ALDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of ALDOT's statewide pavement and bridge condition targets.

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

- The Calhoun Area MPO 2045 LRTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards ALDOT's statewide PM2 targets, the MPO 2045 LRTP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

To support progress towards the approved pavement and bridge performance targets, the 2045 Long-Range Transportation Plan (LRTP) includes several key maintenance investments. As of October 2020, 42 percent of the LRTP projects are bridge replacements and pavement resurfacing.

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

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

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate system that are reliable

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED)

5. Percent of non-single occupant vehicle travel (Non-SOV)
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction)

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

System Performance Measures

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

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

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

Freight Movement Performance Measures

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

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance

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

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets the current two-year and four-year targets represent expected performance at the end of calendar years 2020 and 2022 respectively.

States establish targets as follows:

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

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

The Calhoun Area MPO adopted the ALDOT statewide PM3 targets on September 20, 2018 with Resolution 767. Table 1.3 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by ALDOT.

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

Table 1.3
System Performance
Freight Movement Performance and Targets

Performance Measure	Alabama Performance (Baseline)	Alabama 2-year Target	Alabama 4-year Target
% of person-miles traveled on the Interstate system that are reliable	96.4%	96.4%	92.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	N/A	N/A	90.0%
Truck Travel Time Reliability Index	1.19	1.20	1.30

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 LRTP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Alabama Statewide Freight Plan, the current 2040 STIP and the Calhoun Area 2045 LRTP.

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

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

- The Calhoun MPO 2045 LRTP addresses reliability, freight movement, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the ALDOT statewide PM3 targets, the 2045 Long-Range Transportation Plan (LRTP) devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay. As of May 2019, 40 percent of the LRTP projects will improve operations, and 19 percent will increase capacity.

1.11.4 Transit Asset Management (TAM) Plan

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits.

At the time of this document, TAM targets were adopted by the Calhoun County MPO on April 19, 2018 with Resolution 759. In order to support ALDOT's goal for this PM, the Calhoun Area MPO will continue to work with the Transit Advisory Board and the Areawide Community Transit System (ACTS) to ensure the following targets are supported.

The TAM is comprised of 3 individual targets.

Asset Category: Rolling Stock (Revenue Vehicles)

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

Asset Category: Equipment (Non-Revenue Vehicles)

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

Asset Category: Facilities

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

Table 1.4
Transit Asset Management Targets

Performance Measure	2018	2020
% Rolling Stock (Revenue Vehicles) meet or exceed ULB	Reduce inventory by 10%	Reduce inventory by 5%
% Equipment (Over 50K) meet or exceed ULB	Reduce by 10%	Reduce by 10%
% of FTA-funded Facilities with conditions rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average	No more than 20% of facilities rate less than average

2.0 EXISTING TRANSPORTATION SYSTEM

2.1 Roadway Classifications and Descriptions

All transportation networks have some form of classification to categorize the hierarchy of movement in the system. The roadway network developed for the Calhoun study area was based on the functional classification system prepared by the Alabama Department of Transportation with assistance from the MPO. The components of this network are interstates, principal arterials, minor arterials, collectors and local streets. The distribution of mileage in these classifications was as follows:

Interstate	21.75 miles
Principal Arterials	58.61 miles
Minor Arterials	71.23 miles
Collector Roads	141.14 miles
Local Streets	581.37 miles
TOTAL	874.10 miles

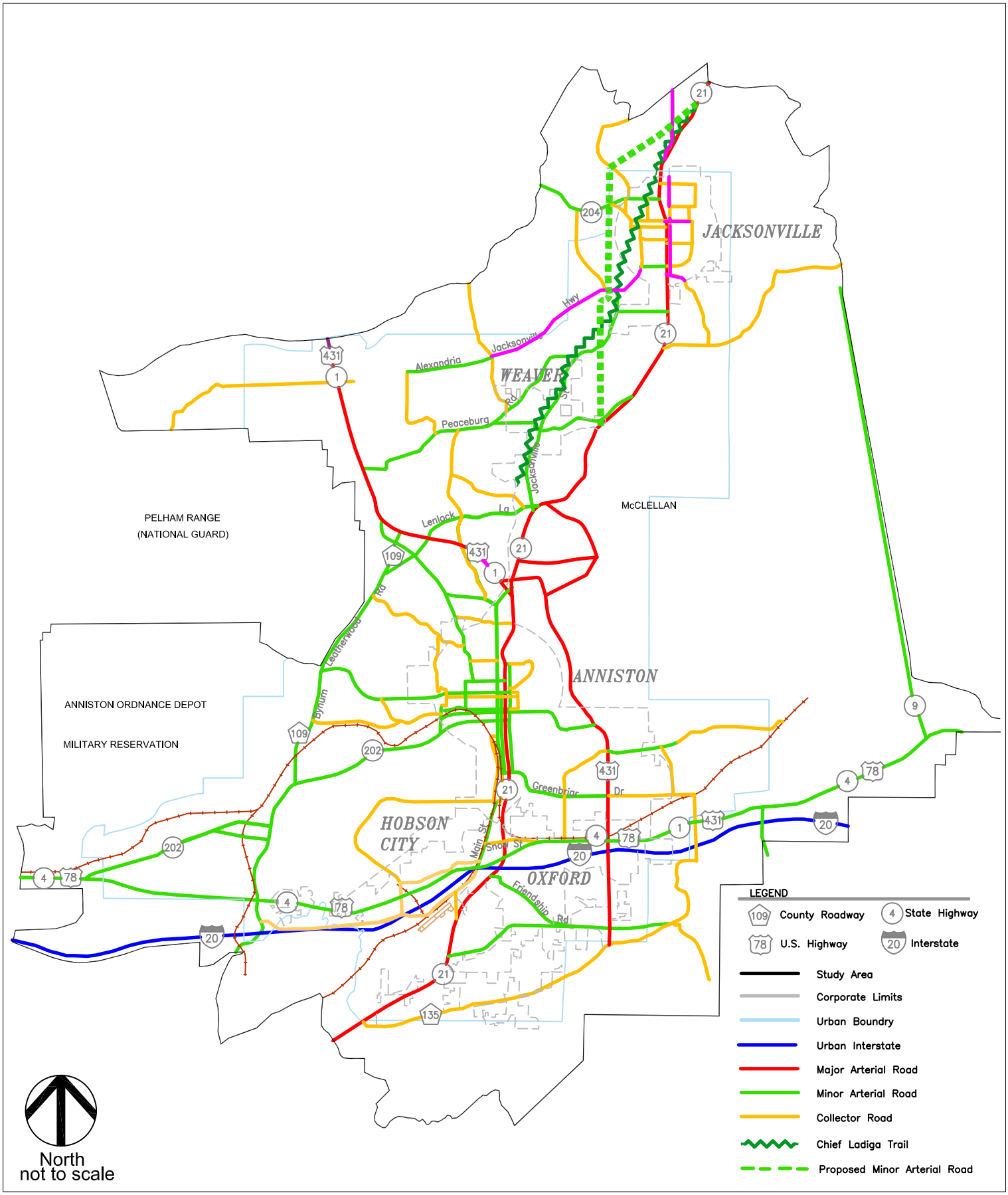
Each type roadway provides separate and distinct traffic service functions and is best suited for accommodating particular demands. Their designs also vary in accordance with the characteristics of traffic to be served by the roadway. The following is a brief description of each roadway type. The following roadways are classified in Figure 2.1 Functionally Classified Roadways

Interstates are divided highways with full control of access and grade separation at all intersections. The controlled access character of interstates results in high-lane capacities, enabling these roadways to carry up to three times as much traffic per lane as arterials. Interstates move traffic at relatively high speeds.

Arterials are important components of the total transportation system. They serve as feeders to the interstate system as well as major travel ways between land use concentrations within the study area. Arterials are typically roadways with relatively high traffic volumes and traffic signals at major intersections. The primary function of arterials is moving traffic. Arterials provide a means for local travel and land access.

Collectors provide both land service and traffic movement functions. Collectors serve as feeders between arterials as well as provide access to the local streets. Collectors are typically lower volume roadways that accommodate short distance trips.

Local Streets sole function is to provide access to the land uses that are immediately adjacent to the roadways. These streets are not included in the computer network for this project.



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Functionally Classified Roadways

2.1 Figure

Calhoun Area 2045 LRTP

July 2020

2.2 Regional Access Routes

The Calhoun Study Area is served by an interstate highway (I-20), two U. S. highways (U. S. Highway 78 and U. S. Highway 431), and three state highways (Alabama Highway 21, Alabama Highway 202, and Alabama Highway 204). These highways offer both north-south and east-west regional access. Interstate 20 allows excellent access to both Birmingham and Atlanta. The following is a description of the major roadways within the study area.

Interstate 20 is a limited access interstate highway with a six-lane cross section. Interstate 20 enters the eastern border of the study area and exits the western border. Within the study area, I-20 has four interchanges: U. S. Highway 431, Golden Springs Road, Alabama Highway 21, and Coldwater Road. The posted speed limit along I-20 is 70 mph.

U. S. Highway 431 (Alabama Highway 1) is a two, four, and six lane principal arterial roadway. It enters the study area at the southern border, follows the Anniston Eastern Bypass and exits the study area at the northern border. The posted speed limit along U.S. Highway 431 is 35-65 mph.

U. S. Highway 78 (Alabama Highway 4) is a two, three and four lane minor arterial roadway. It enters the study area at the eastern border and exits the study area at the western border. The posted speed limit along U.S. Highway 78 is 35-55 mph. U.S. Highway 78 provides parallel regional access to Interstate 20 through the study area.

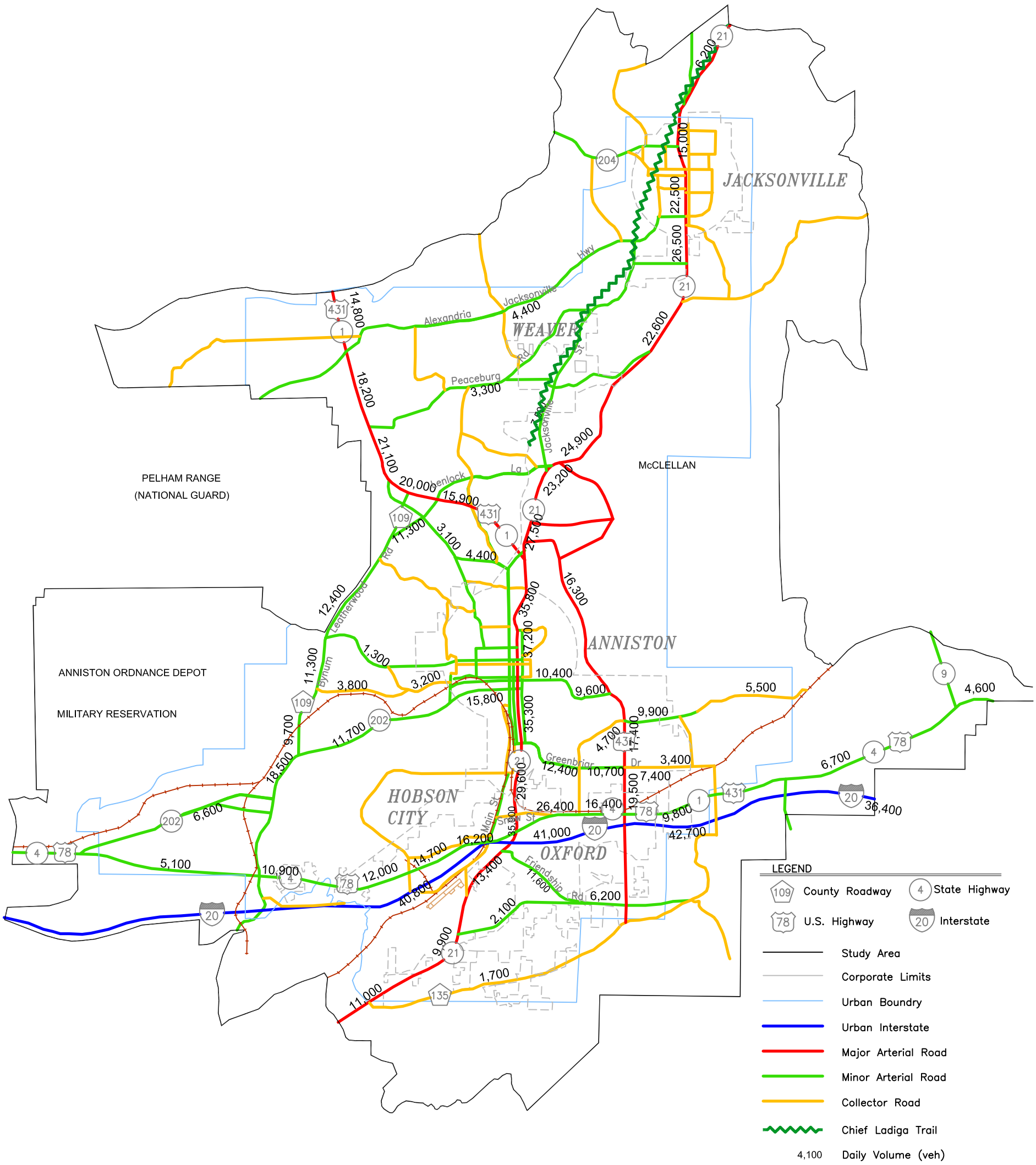
Alabama Highway 21 is a two, four and six lane principal arterial roadway. It enters the study area in the extreme southern portion of the study area and extends through the northern section of the study area. The posted speed limit along Alabama Highway 21 is 35-65 mph.

Alabama Highway 202 is a two and four lane minor arterial roadway that enters the study area at the western border and terminates at its intersection with S. R. 21/ U. S. Highway 431 in downtown Anniston. The posted speed limit along Alabama Highway 202 is 35-55 mph.

Alabama Highway 204 is a two lane minor arterial roadway that extends from U.S. Highway 431 to S. R. 21 in Jacksonville The posted speed limit along Alabama Highway 204 is 35 - 55 mph.

2.3 Existing Traffic Volumes

Traffic volumes, as indicated by traffic counts at various locations on the roadway network, reflect current travel patterns and how well the network is serving the travel demand. The traffic counts are collected throughout the study area annually by ALDOT. Existing average annual daily traffic counts, which were conducted in 2015, are shown in Figure 2.2.



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2015 ADT Traffic Volumes

Calhoun Area 2045 LRTP

July 2020

2.2 Figure

2.4 Roadway Network Evaluation

Roadway networks are evaluated by comparing the traffic volumes along each facility to the roadways capacity. Roadway capacity is defined as the ability of the facility to accommodate traffic. Service flow volume is the level of traffic flow (vehicles per day) that can be accommodated at various levels of service. The current level of service scale (LOS), as developed by the Transportation Research Board in the latest edition of the *Highway Capacity Manual*, ranges from a level of service A to a level of service F. Abbreviated definitions of each level of service are as follows:

Level of Service A	Free traffic flow
Level of Service B	Reasonably free flow
Level of Service C	Stable traffic flow
Level of Service D	High-density stable traffic flow
Level of Service E	Capacity level traffic flow
Level of Service F	Forced or breakdown traffic flow

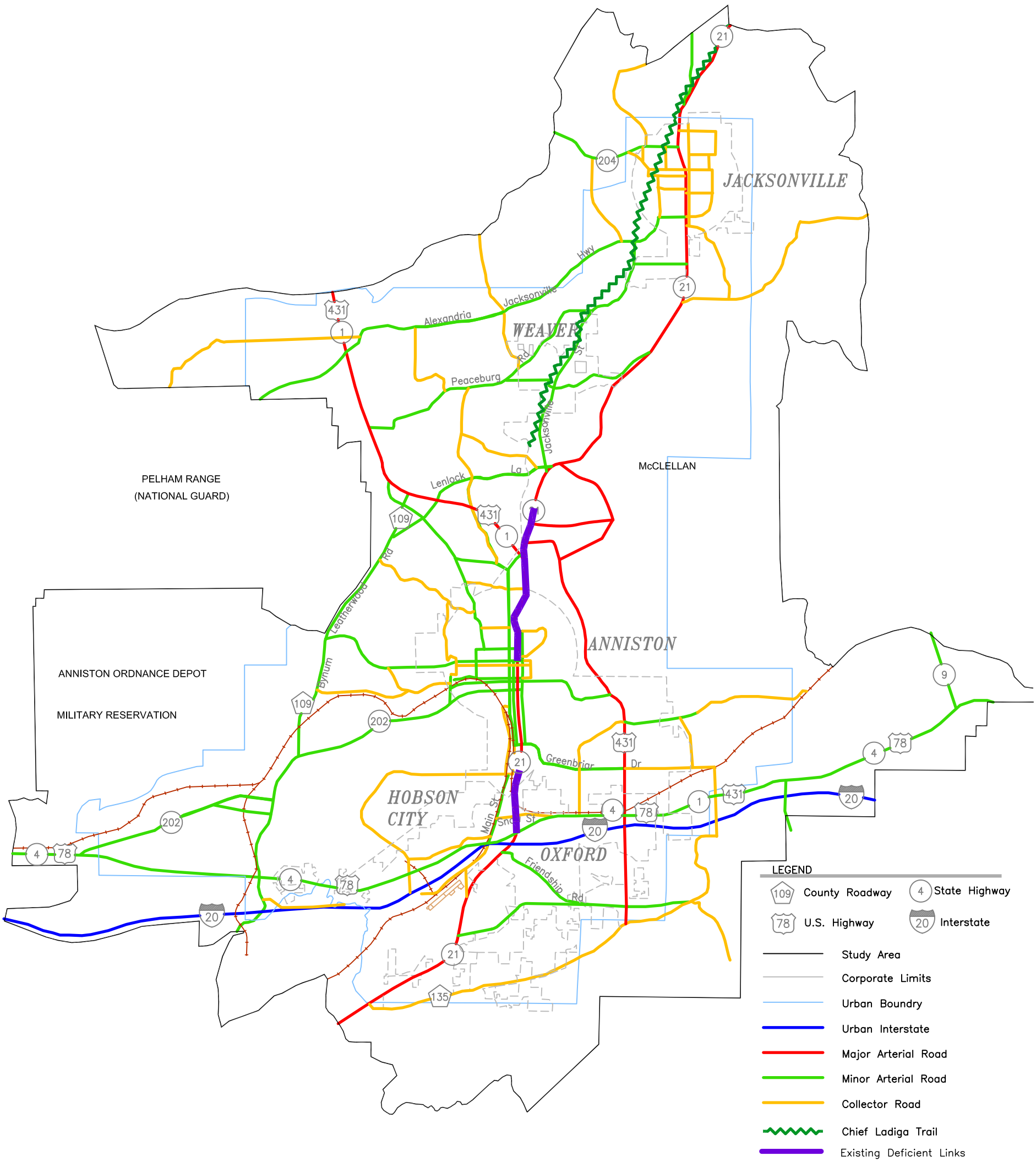
As a general rule, desired operation of a roadway should be no lower than level of service C. Level of service D may be acceptable under certain circumstances. A level of service E or F is considered unacceptable.

The methodology used to evaluate roadway segment capacity in this project was an analysis relating roadway classification, number of lanes, levels of service, and daily service volumes. The estimated 24-hour capacities of the facilities included in the area network are shown in Table 2.1. Figure 2.

Table 2.1
ALDOT Approved Capacities

Link Type	Functional Classification	Number of Lanes	Daily Capacity
11	Freeways	4	68,000
12		6	102,000
13		8	136,000
14		10	170,000
21	Expressways	4	50,000
22		6	75,000
23		8	100,000
31	Divided Principal Arterials	2	22,000
32		4	33,900
33		6	50,000
34		8	73,600
35	Undivided Principal Arterials	2	17,800
36		4	31,000
37		6	45,800

Link Type	Functional Classification	Number of Lanes	Daily Capacity
38		8	63,100
41	Divided Minor Arterials	2	21,000
42		4	31,900
43		6	45,600
44		8	
45	Undivided Minor Arterials	2	17,800
46		4	27,400
47		6	
48		8	
51	Divided Collectors	2	20,800
52		4	28,500
53		6	42,000
54	Undivided Collectors	2	16,600
55		4	26,200
56		6	38,700
61	One-Way Principal Arterials	2	17,100
62		3	25,600
63		4	
71	One-Way Minor Arterials	2	14,100
72		3	19,500
73		4	26,000
81	One-Way Collectors	2	11,300
82		3	15,600
83		4	20,800
91	One-Way Ramps	1	9,000
92		2	18,000
93		3	27,000
98	Time Barriers		
99	Centroid Connectors	2	14,000



North
not to scale

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Existing Deficient Links

Calhoun Area 2045 LRTP

June 2020

2.3 Figure

2.5 Public Transit

Public transit is provided by the Area wide Community Transportation System (ACTS), a fixed route system with a complementary Americans Disability Act (ADA) demand response service. The system is funded by the City of Anniston and a Section 5307 grant from the Federal Transit Administration (FTA). The grant is administered by the East Alabama Regional Planning and Development Commission and the system is operated under a contract with Anniston Limousine. The cities of Oxford and Weaver and the Town of Hobson City contribute monthly fees for the service.

The ACTS operates four routes East, West, North and South, Monday through Friday 7:00 am until 6:00 pm. The system has an average daily ridership of ± 350 passengers per day, with the majority of riders residing in the City of Anniston. The West route is the most utilized with an average daily ridership of 125 passengers per day followed by the North route with 105 passengers per day and the East route with 50 passengers per day. The ACTS fixed route transit system vehicles have SportsRack 'Type 2' bicycle carriers and provides access to the Chief Ladiga Trail on its North route in Weaver and serves the Amtrak station on its West, South and East routes. The cities of Anniston, Jacksonville and Weaver sponsor ADA paratransit service for citizens with disabilities, through a separate demand response service. This is a curb to curb service that is provided on a prearranged basis. Figure 2.4 illustrates the transit routes within the study area.

2.5.1 Urban Transit

Current 5307 Urban Transit project include normal and annual administrative and operations activities and the annual vehicle re-placement schedule of 2 buses and 2 vans each calendar year. The 5307 Urban Transit operations funding level is $980,000 of which $490,000 are federal funds and the remaining $490,000 is provided by local funding. Operational expenses are shared 50/50 by federal and local sources. Federal sources fund 80 percent of capital costs with the remaining 20 percent provided through local matching funds. Table 2.2 includes estimates for urban transit funding over the planning period.

Once a passenger disembarks from public transit it is important that they are able to access the surrounding area on foot safely. As a result, a Sidewalk Gap Survey was conducted to determine the area's inventory and deficiencies of the sidewalk network. Please refer to Figure 2.5 which illustrates the sidewalks in the study area.

Jacksonville State University (JSU) has established the Gamecock Express (GE) fixed route system within the City of Jacksonville and the JSU campus, which crosses/connects with the Chief Ladiga Trail at several points. The Gamecock Express provides several continuous routes within the campus and City depending on the time of year and is open to both students and citizens of Jacksonville. All vehicles have been outfitted with SportRacks (2) bicycle carriers and fares are included in tuition for students and are waived for local citizens.

2.5.2 Rural Transit

The 5311 Rural Transit program is a curb-to-curb demand response transit service for the rural areas of Calhoun County and utilizes ADA equipped vehicles. One way trips on the ACTS rural system are generated in the rural area and attracted to destinations in the urban area, however almost all rural trips are two way eventually returning the passenger to their place of residence in the rural area of the county. The ACTS rural transit services are offered M-F 7 am to 5pm and Saturday 10am to 5pm. Rural transportation is available to those who live outside the city limits of Oxford, Hobson City, Anniston, Weaver, Jacksonville and Piedmont. The Cities are considered urban areas and since Anniston has a 'fixed route' service, rural transportation does not serve points within the city limits. Average ridership for the rural transit system in Calhoun County is about 160 passengers per month. The 5311 Rural Transit operation funding level (for all counties participating) is $420,000 of which $210,000 is federal and the remaining $210,000 is provided by local funding sources. Rural transit operation expenses are funded 50/50 federal/local and capital costs are shared 80/20 with the federal portion being 80%. Table 2.2 includes estimates of rural transit funding over the planning period.

Table 2.2
Transit Projects

ID	Description	FY	Funding Level	Type	Est. Cost
100063896	Sec. 5307 Anniston Transit Operating Funds	2021	$980,000	Federal/Local	$24,500,000
100063902	Sec. 5307 Anniston Capital Vehicle Replacement	2021	$245,000	Federal/Local	$6,125,000
100063899	Sec. 5307 Anniston Transit Preventive Maintenance	2021	$90,000	Federal/Local	$2,250,000
100063905	Sec. 5307 Anniston Capital Support Equipment/Facilities	2021	$10,000	Federal/Local	$250,000
100064033	Sec. 5311 Calhoun County Transit Operating Asst.	2021	$420,000	Federal/Local	$10,500,000
100064036	Sec. 5311 Calhoun County Transit Admin. Asst.	2021	$80,000	Federal/Local	$2,000,000
100064039	Sec. 5311 Calhoun County Transit Capital for FY 2010	2021	$200,000	Federal/Local	$5,000,000
100064042	Sec. 5311 Calhoun County Capital Support Equipment/Facilities	2021	$10,000	Federal/Local	$250,000

2.6 Pedestrian and Bicycle Facilities

The Calhoun Study Area is served by the Chief Ladiga Trail, the premier rail trail in the State of Alabama, following former CSX and Norfolk Southern corridors. The trail enters the study area at its northern boundary and runs parallel to Alabama 21 for approximately 12 miles to its current terminus in Woodland Park which is located in north Anniston. The Chief serves pedestrians,

bicyclists, wheelchairs, strollers and inline skaters. In addition to the Chief Ladiga, Coldwater Mountain Bike Trail serves the area. There are several spur trails in the Jacksonville area that connects to the Chief. Additionally, sharrows have been installed on several streets in Jacksonville.

The Chief Ladiga Trail runs through the campus of Jacksonville State University (JSU) and the town of Jacksonville. Over the last several years the City of Jacksonville has established a Bicycle Advisory Committee (JBAC) which has advocated for bicycle friendly improvements throughout the City. The City and the JBAC or accommodating businesses have installed custom or conventional bicycle parking racks at;

- City Square (2)
- Jacksonville Municipal Library
- East Ladiga Street Farmers Market
- Fast Food or Pharmacies (5)

During the last few years, the City of Jacksonville and the JBAC have installed share-the-road signs on various streets including;

- Forney Avenue NW
- Mountain Street NW
- Mountain Street NE
- Church Avenue
- Whites Gap Road SE
- Gardner Dr. SE
- Greenleaf Street SW
- Alexandria Road SW
- West Francis Street
- George Douthit Drive SW

In addition, the JBAC and the City have applied Sharrow symbols throughout the City on various streets, usually in conjunction with nearby share-the-road signs and sometimes stand alone. Sharrow symbols have been installed on several streets including;

- Church Avenue
- Mountain Street NW and NE
- Forney Avenue
- Park Avenue
- James Hopkins Road

The City of Anniston is taking steps to extend the Chief Ladiga Trail another ± 5 miles to the Amtrak Multi-modal station. It is slowly acquiring the necessary right-of-way for this extension. With funding assistance through the Calhoun Area MPO, the City of Anniston has completed; the *Coldwater Mt. Bicycle Trail Connection Technical Study* in August 2012, a *Chief Ladiga Trail Extension Feasibility Study* in January 2013, and the *Anniston Bicycle and Pedestrian Program*

technical study in July 2013. The City has applied for Transportation Alternatives Program (TAP) funds to fund Phase One improvements and connections in the central business district which will include striping for bicycle lanes, signage and bicycle parking racks. As of the date of this plan no facilities have yet been constructed.

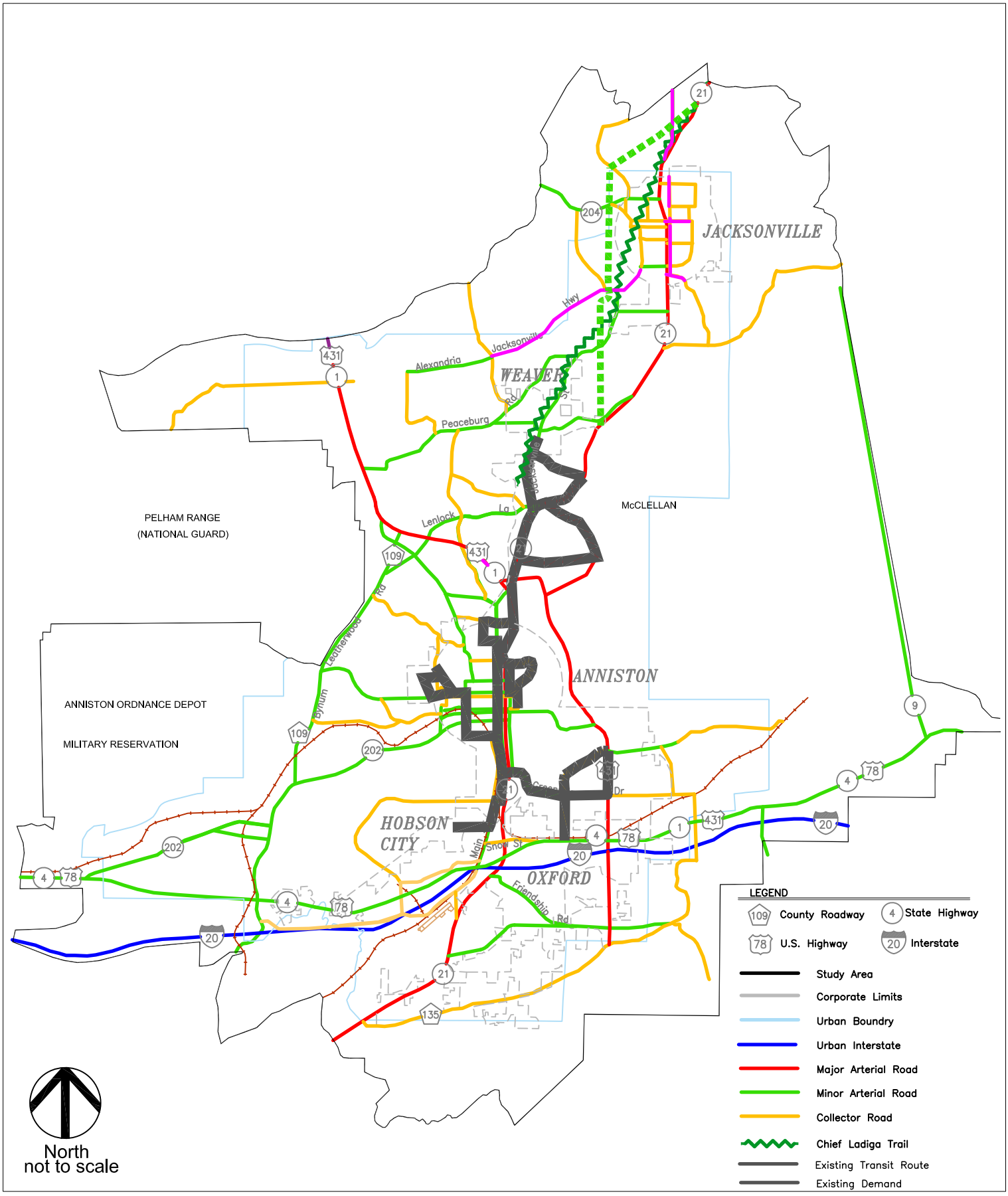
Sidewalks in the urbanized area are most generally located in the historic central business districts and become less frequent in nearby residential areas developed after the 1950s and 1960s. Figure 2.5 illustrates existing sidewalks adjacent to the functionally classified road system. Several noticeable gaps in the existing network are found in West Anniston along the path of the unused rail corridor locally known as the 'N line'. Further analysis of pedestrian issues can be found in Section 9.2 Pedestrian Facilities. Finally, sidewalk extensions/connections are desirable and are further illustrated in excerpts from the *Calhoun Area 2012 Bicycle and Pedestrian Plan* found in Appendix B.

There are also sidewalks along non classified roads in the area with the highest concentrations being in the downtown areas and oldest neighborhoods. Figure 2.5 illustrates the current sidewalk deficiencies in the study area. There are recreational walking facilities located at: the Golden Springs Community Center, Washington Park, LaGarde Park, Ezell Park, and Oxford Civic Center. Table 2.3 includes estimates for pedestrian and bicycle funding over the planning period.

Table 2.3
Pedestrian and Bicycle Projects

Description	FY	Funding Level	Type	Est. Cost
Construct a multi-use path along Baltzell Gate Rd from SR 21 to west of Federal Way	2021	$201,000	Federal/Local	$201,000
Construct a multi-use path along SR 202 from Coldwater Mountain/Mulberry St. to Legarde Ave	2021	$197,000	Federal/Local	$197,000
Stripe bicycle lane along South Noble St from Chestnut St to Fourth St.	2021	$51,000	Federal/Local	$51,000
Construct sidewalk and pedestrian bridge along Forney Ave from Mountain St to Street Ave	2021	$218,000	Federal/Local	$218,000
Construct sidewalks and ADA curb cuts along Main St from East Fourth Street to Snow St, along Snow St from Main St to Choccolocco St and along Choccolocco St from McCain St to Snow St in Oxford	2021	$480,000	Federal/Local	$480,000

The *2019 Calhoun Area Bicycle Pedestrian Plan* is available in Appendix B.



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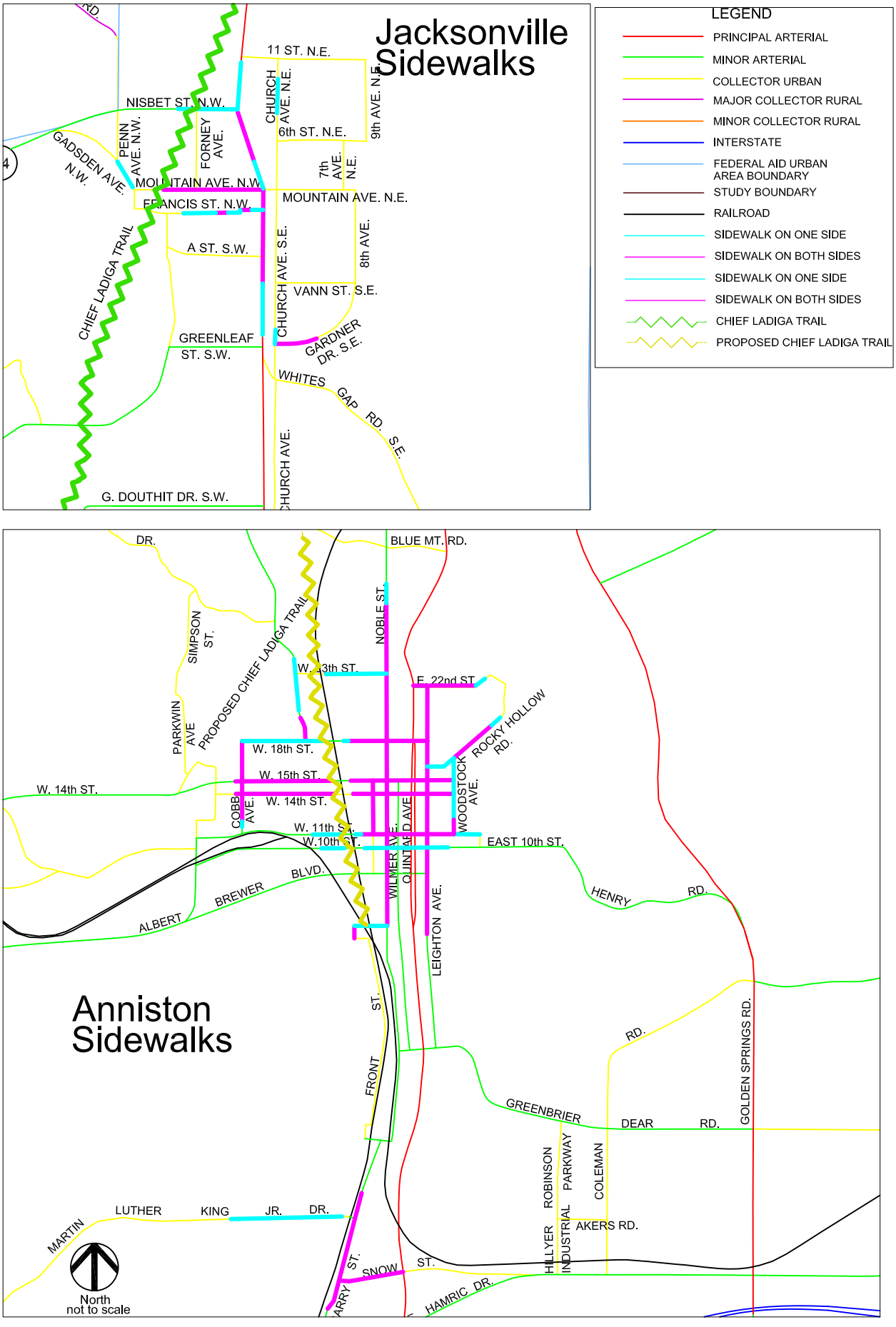
Existing Transit Routes

2.4 Figure

Calhoun Area 2045 LRTP

June 2020



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Sidewalk Gap Study

Calhoun Area 2045 LRTP

June 2020

2.5 Figure

2.7 Freight Component (All Modes)

The urbanized portion of Calhoun County has various freight options. Primary freight modes in the urban area are trucks and rail. Approximately 13 trucking and shipping firms are located in the area, offering numerous types of service and nationwide coverage. There are approximately 8 large shippers/manufacturers in the area and 3 transportation brokers. The Norfolk Southern railroad runs multiple trains each day and provides rail service to the area along its main line which connects to New Orleans and New York. The Anniston Regional Airport is available for freight and general aviation needs.

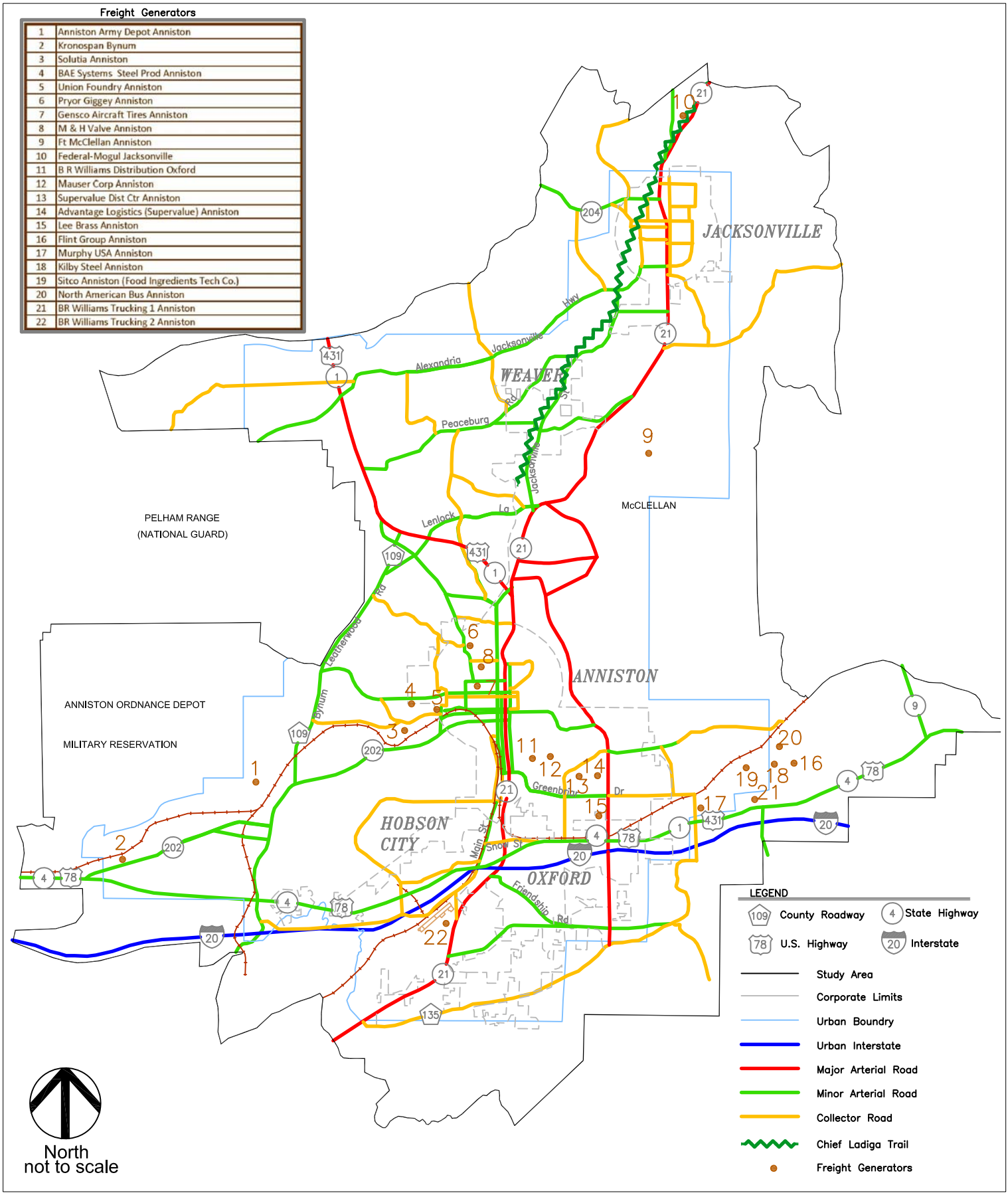
The trucking industry has the biggest impact on freight movement in the Calhoun study area. A survey of 25 local shippers and large manufacturers was completed in December 2019. A meeting was held with members of the Alabama Trucking Association (ATA) and local shipper representatives to develop projects that would improve the movement of freight throughout the Calhoun study area. A list of short term inexpensive and long term expensive projects was developed. Several short term projects have been completed or incorporated into existing projects. A few long term projects required ALDOT to purchase right-of-way and these more expensive projects will be addressed as improvements are made on the adjacent roadway. Projects that were thought to have the most impact on freight movement in the Calhoun study area are as follows:

- restrict Quintard Avenue to local delivery truck only.
- Improve the intersection of Greenbrier Road and Golden Springs Road
- Complete improvements to CR 109 (Western Bypass) from AL 202 to US 431

There is an extensive freight intermodal system in the Calhoun area. Included in this system is the Norfolk-Southern Railway, which has approximately 36 trains a day through the area. Ten major truck lines have terminal facilities in the study area. Several of the industrial sites in the area, as well as the Anniston Army Depot are intermodal facilities. These sites are both truck-to-train and train-to-truck facilities. There are two tank farms in the study area. One tank farm is a pipeline-to-truck facility and the other is a rail-to-truck facility. The pipeline-to-truck facility transports natural gas and the rail-to-truck facility transports liquid petroleum. Both tank farms are located on Alabama Highway 78 East in Oxford. Freight Generators for the Calhoun Area are illustrated in Figure 2.6.

2.7.1 Trucking

A survey of 25 local trucking/freight companies in December 2019 found that approximately 18 companies were operating in the urban area ranging in size from 2 employees to 220 employees. The survey along with the 2017 Alabama Statewide Freight Plan resulted in a list of short term and long term projects to improve freight movement in the area. These firms offer a variety of options including, less-than-truckload, truckload, flat bed, ocean-going-container, dry or liquid bulk tanker and refrigerated (reefer) shipping. Additionally, there are 8 large manufacturers with significant freight shipping activity. Other firms located outside of the area offer service to the areas other numerous commercial, retail and manufacturing businesses.



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Freight Generators

2.6 Figure

Calhoun Area 2045 LRTP

June 2020

2.7.2 Railroad

Norfolk Southern Railway Company (NS), a Class 1 railroad, provides rail freight service in the area along the main line which is generally oriented in a southwest to northeast direction through the area. Approximately 36 trains each day pass through the urbanized area of Calhoun County. Most of the line is double tracked with several parallel switching and storage track segments located in central Anniston. NS operates approximately 21,000 route miles in 22 states and the District of Columbia and serves every major container port in the eastern US. NS traffic flow and speed is inhibited by several miles of single track through the Talladega National Forest with numerous curves.

2.7.3 Airport

The Calhoun urbanized area is served by a general aviation airport operated by the City of Anniston. The airport has the capability to service corporate aircraft and large commercial aircraft. It also provides service to military aircraft that land in conjunction with the Anniston Army Depot. The airport is an A139 certificated facility with a 7,000 foot lighted runway oriented E/W 50 and 230 degrees with ILS approach capability. It has approximately 32,000 annual operations and over 500,000 square feet of paved apron and seal coated ramp. This airport is FAA Designated C-III (up to 118' wingspan) and it can accommodate dual wheel aircraft up to 620,000 pounds. The Anniston Regional Airport provides hangers, tie downs, flight instruction, 100LL and Jet-A fuel.

2.7.4 Pipelines

Three pipelines are located through the area. They are oriented in an E/W direction and are located adjacent to and parallel to Interstate 20 through the area. According to the National Pipeline Mapping system they are operated by Colonial Pipeline Co. and Plantation Pipeline Co. both of Alpharetta, Georgia, and Southern Natural Gas Co. of Birmingham, AL. These pipelines carry non-HVL product and natural gas. A pipeline/truck transfer facility is located on Hwy 78 East in Oxford. Colonial Pipeline's Oxford Station is located off of Friendship Road in Oxford.

2.8 Passenger Modal System

The Modal System consists of sites providing linkages between one or more modes of transportation. In a true modal system, the performance or use of one mode will affect another. The passenger intermodal system should provide an efficient, safe, and convenient process to move one person or numbers of people. Passenger intermodal involves the movement of people or goods using two or more modes of transportation, the same as freight intermodal movement. These modes can be classified as motorized and non-motorized. The motorized can further be broken down into automobile or transit (bus, taxi or train), and non-motorized to pedestrian or bicycle. Transit facilities in the area include Amtrak that provides service to the area twice each day. Intercity bus service in the Calhoun area is provided by Greyhound. The local transit system provides access to the Chief Ladiga Trail in Weaver and both the Amtrak and Greyhound terminals.

2.9 Regionally Significant Projects

According to 23 CFR 450.14, a *regionally significant project* means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.326) that is on a facility which

serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals) as well as most terminals themselves and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. Therefore, there is a requirement to include all regionally significant transportation projects regardless of funding source. At this time, the MPO has no knowledge of any private or public/private funded projects of regional significance in the area.

3.0 SOCIOECONOMIC DATA

The interrelationship between land use and a transportation system is used to determine the demand for travel on a roadway network. Each land use (residential, retail, non-retail, etc.) generates and attracts traffic dependent on the nature of the development and the amount of land developed. In order to identify this demand for travel, inventories of existing land uses must be accomplished. This information is used in conjunction with the physical location of the adjacent land uses, constraints of the roadway network and other related factors to develop the interrelationship between land use and the transportation system.

3.1 Base Year (2015) Socioeconomic Data

Each traffic analysis zone within the study area was inventoried to determine the existing primary land use within its boundary. Factors used to characterize land use within each TAZ are listed below:

- Households
- Mean Income of Households
- Retail Employment
- Non-Retail Employment
- School Enrollment

There were 33,661 households inventoried within the study area in 2015. The average mean income for these households was $40,753. There were 17,966 retail jobs and 36,844 non-retail jobs reported within the study area in 2015. There were 26,576 persons enrolled in school within the study area in 2015. It should be noted that the household and mean income data is collected at the location of the home. The employment data is collected at the work site, and the school enrollment is collected at the school site.

3.2 Socioeconomic Data Forecast

The generation of future traffic is based on a forecast of the socioeconomic data used to develop the base year model. The target year for this plan update calls for a long-range forecast to 2045. The East Alabama Regional Planning and Development Commission prepared the data forecast using historic trends in development patterns and census figures. Other considerations included the density of development in each TAZ and the suitability of vacant land for development in each TAZ. The socioeconomic forecasts were projected to the planning district level and then refined to the TAZ level. The base year and forecast year study area totals for each data variables are shown in the following: Table 3.1.

Table 3.1
Socioeconomic Forecasts

Data Variable	2015	2045	% Change
Households	33,661	35,613	5.8%
Mean Income	$40,753	$40,753	0.0%
Retail Employment	17,966	19,195	6.8%
Non-Retail Employment	36,844	40,476	9.8%
School Enrollment	26,576	26,287	-1.1%

It should be noted that the mean income was assumed to remain constant over the 30-year period. It is fully recognized that there will be a significant increase in income in most, if not all, of the traffic analysis zones through the year 2045. However, most of this increase in income will be the result of inflation and not increased buying power. It can be assumed that income growth due to inflation does not yield a corresponding change in the number of trips generated by a household. The trip generation rates used in this model are based on 2015 income data. Therefore, in order to discount the effects of inflation and eliminate the need for adjustments to the trip generation rates, it was decided to hold mean income by traffic analysis zone constant.

4.0 Environmental Considerations

4.1 Environmental Mitigation and Climate Change

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

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

To satisfy this requirement, the Calhoun Area MPO will, to the extent practicable, place greater emphasis on the environmental impact of federally funded transportation projects in the region. Environmental mitigation is discussed in Appendix F.

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

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

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

> *In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increase in severe weather and extreme high temperatures. Long term transportation planning will need to respond to these threats.*
>
> *Introduction to Integrating Climate Change into the Transportation Planning Process – Federal Highway Administration,*

Final Report, July 2008.

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

4.2 Air Quality Conformity

The Clean Air Act (CAA), codified as Title 42 of United States Code (USC) Section 7401, and implemented by the Environmental Protection Agency (EPA) under Title 40 of Code of Federal Regulations (CFR), Parts 51 and 93, establishes tolerance standards on ground-level and atmospheric pollutants and provides for corrective mitigation measures when area monitor readings exceed allowable levels. Air quality in Alabama, as in other states, is adversely affected by pollutant emissions from automobile and truck exhaust systems, and this condition is exacerbated by congestion on urban roadways. This connection between automobile/truck emissions, traffic congestion, and increasing pollutant levels is well established and acknowledged by EPA, Federal Highway Administration (FHWA), and other agencies.

Common pollutants include ozone (O_3) and particulate matter 2.5 ($PM_{2.5}$), among others, and the EPA standards, which determine tolerance violations, are known as the National Ambient Air Quality Standards (NAAQS). Standards are typically established for ground-level ozone in terms of parts per billion (ppb) and for particulate matter, in tons per day. A violating pollutant is measured by a monitoring station in 1-hour and 8-hour increments for a given year to arrive at allowable averages.

Title 40 CFR Part 93 provides the rules and regulations for Air Quality Conformity, stating the procedures and requirements necessary by states and local governments to reach conformity, and Titles 23 and 49 of USC are interpreted through the Federal Highway Administration's (FHWA) 23 CFR 450 to insure conformity compliance is carried through in local planning by the MPO's and other transportation agencies.

Conformity, as commonly defined, is *a process which ensures federal funding and approval goes to transportation activities that are consistent with our air quality goals.* The US Department of Transportation cannot fund, authorize, or approve federal actions to support projects that do not conform to Clean Air Act requirements governing the current National Ambient Air Quality Standards (NAAQS). At the very heart of Air Quality Conformity is the requirement that projects are included in a *conforming* and fiscally constrained transportation plan (Long Range Plan) and a similarly constrained short range program, a Transportation Improvement Program (TIP).

States are required to establish State Implementation Plans (SIP), providing air quality goals for transportation plans and programs. The SIP, as set forth in 23 CFR 450.104, will generally state *that transportation activities will not cause new air quality violations, worsen existing conditions, or*

delay timely attainment of the air quality standards. This then, describes the heart of the conformity process.

SIPs are established for the various pollutants monitored in a given area, as required by CAA. Each pollutant is assigned an allowable emission ceiling, referred to as the emissions "budget." This becomes the highest level of emissions allowed under a Long Range Transportation Plan or TIP, while demonstrating attainment of standards. It is against the budgets that readings from monitoring stations are measured to determine whether an area or county is non-conforming and thus must begin the mitigation process. Failing to meet conformity rules or exceeding emissions budgets can have varying outcomes, most of them unpleasant. They may include the loss of federal funding, projects underway can be halted, federal permits can be denied, and projected projects can be frozen in place, any of which can seriously and immediately impact a road network. For any and all of those reasons, it is essential that immediate steps are taken by the affected MPO to begin the Air Quality Conformity Determination process.

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

5.0 TRANSPORTATION MODELING PROCESS

5.1 Travel Demand Models

Travel demand models are developed to predict future traffic on the street and highway system. The models are initially developed using estimates of existing socioeconomic data to duplicate travel for the base year, which, for this study was 2015. How well the model simulates the base year is taken as an indication of how well it will predict future travel. If the model cannot produce traffic volumes similar to those observed on existing streets and highways, then the model is reevaluated and adjustments are made. The process of building and modifying the model to simulate base year travel is called calibration. This adjustment or calibration process continues until the model is adequately simulating base year traffic conditions. After the model is calibrated, forecasts for the future year socioeconomic data are used as input into the model to predict future travel demand.

Roadway travel demand in the study area was analyzed using a standard travel demand modeling process. The standard modeling process is defined by a four-step analysis procedure:

Step 1	Trip Generation
Step 2	Trip Distribution
Step 3	Mode Split
Step 4	Assignment

As the standard transportation demand modeling process in the State of Alabama deals only with private transportation, (i.e., not public transit), Step #3, mode split, is ignored.

The Alabama Department of Transportation has adopted a transportation demand modeling package known as Cube Voyager, developed by Citilabs, for use in modeling in the State of Alabama. Cube Voyager performs the various steps required in the modeling process. The following sections address the modeling process in more detail.

5.2 Roadway Network

The network file is an abstract, computerized representation of the actual roadway network. The network file is created by transferring a roadway map to a form that can be processed by the computer program. The roadway network includes all roadways that are classified as a collector or higher grade. At each intersection node numbers are assigned. These node numbers are used to define individual links in the roadway network. The length, carrying capacity, and average speed of each link in the network is coded as part of the roadway network description. TAZs are connected to the roadway network by imaginary lines through which the trips produced in or attracted to each TAZ may gain access to the roadway system. This entire abstract description of the actual roadway network is coded, entered into the computer, and becomes the network file for the study area.

5.3 Traffic Analysis Zones

The study area is divided into individual cells called traffic analysis zones (TAZ). A traffic analysis zone is defined as a subdivision of a study area of homogeneous land use within a distinct border

for the compilation of land use and traffic generation data. The TAZ system developed by the Calhoun Area MPO was employed for this analysis. A total of 121 zones are included within the study area boundary. TAZ structure is illustrated in Figure 5.1 and socio-economic data by TAZ is included in Appendix E.

5.4 Trip Generation

The trip generation program translates estimates of the socioeconomic data into numbers of trips. Given estimates of the socioeconomic data for a TAZ, the trip generation program predicts the number of trips that will be produced by that TAZ and the number of trips that will be attracted to that TAZ from all other TAZs in the study area. (See pp. 8 and 9). To perform trip generation, the relationships between observed travel and the socioeconomic data are defined through the use of mathematical equations and ratios. To determine the total number of trips that a TAZ may produce or attract, the number of households or employees within that TAZ are multiplied by the appropriate trip generation rate. Using this process productions and attractions are produced for each TAZ.

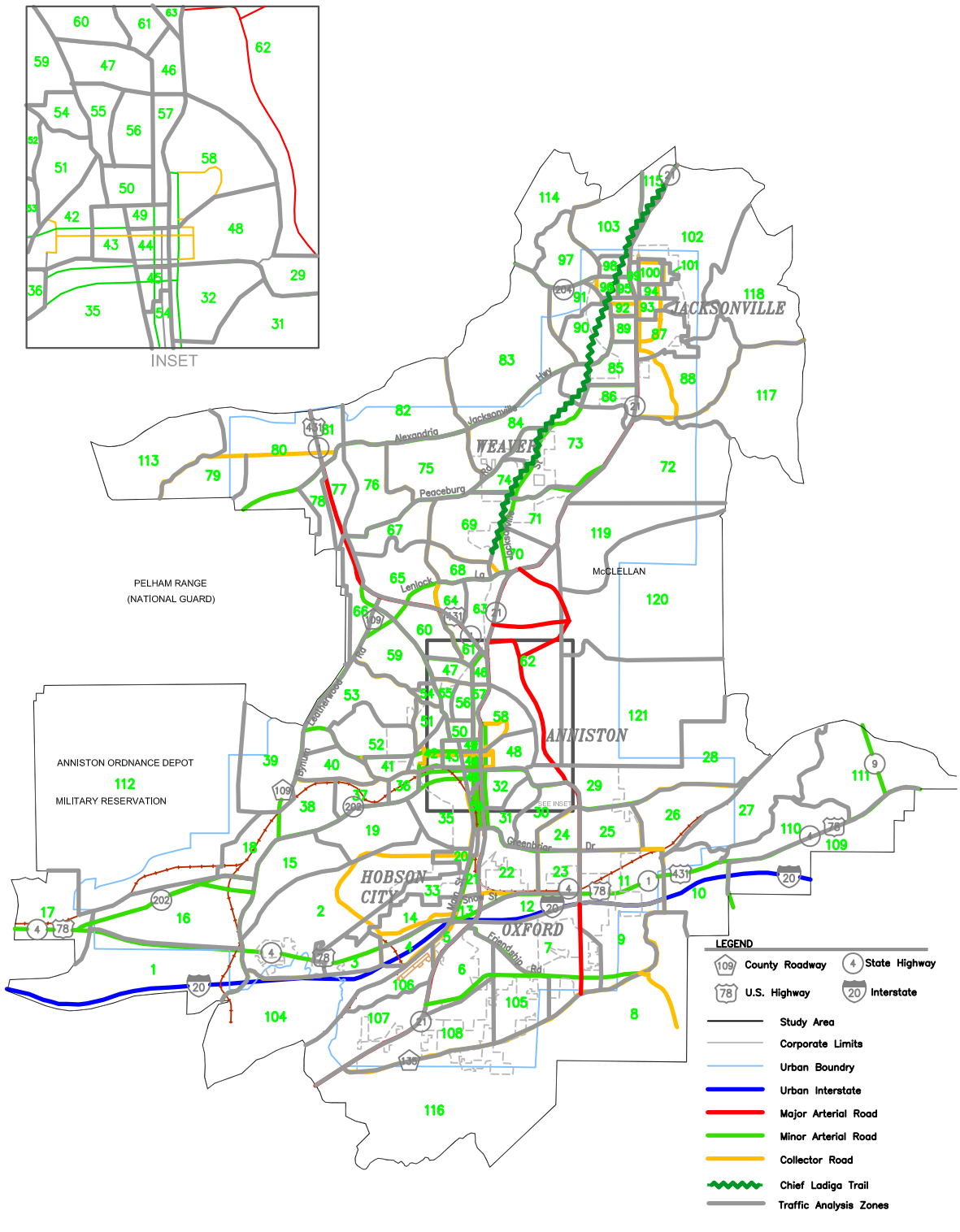
The Alabama Department of Transportation has developed a stand-alone program to be used to calculate productions and attractions on a per-traffic analysis zone basis. The purpose of the program is to take seven data files prepared by the user to calculate productions and attractions by zone for each of six trip purposes. The seven data files which must be supplied by the user are:

1. automobile ownership by income range
2. trip generation rate by household by automobile ownership by income range
3. trip purpose percentages
4. trip attraction rates
5. socioeconomic data set
6. percent external-external trips to total trips for five classifications of roadways
7. external zone numbers, counts, and road types

The trip generation program produces production and attraction data files for six trip purposes. These six trip purposes are:

Trip Purpose 1	Home Base Work (HBW)
Trip Purpose 2	Home Base Other (HBO)
Trip Purpose 3	Non-Home-Based (NHB)
Trip Purpose 4	Truck-Taxi (T-T)
Trip Purpose 5	Internal-External (I-E)
Trip Purpose 6	External-External (E-E)

The Alabama DOT trip generation program calculates productions and attractions using the socioeconomic data set and the data files containing the automobile ownership and trip rate



North
not to scale

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Traffic Analysis Zones

Calhoun Area 2045 LRTP

July 2020

5.1 Figure

information. Calculation of productions is a three-step process. First, the number of households in the zone are subdivided into four automobile ownership groups (0, 1, 2, 3+) according to the percent included in the automobile ownership file. The income of the zone is used to choose the line of the automobile ownership file to use. Second, the number of households in the zone, previously divided into automobile ownership categories, are multiplied by trip rates to generate productions. Once again, the income of the zone is used to select the line of the trip generation file to be used in the calculation. Third, the productions are divided into the six trip purposes according to the data in the trip purpose percentage file.

Trip attractions are calculated in a one-step process. The trip attraction file contains factors by which to multiply data from the socioeconomic data file to produce trip attractions for the various trip purposes.

The trip generation program allows for the input of external zone counts, roadway types, and percent external-external trips to produce internal-external and external-external production and attraction files.

The trip generation program requires six income ranges. The income ranges selected for use in the State of Alabama are shown below.

$0 - $9,999
$10,000 - $19,999
$20,000 - $29,999
$30,000 - $39,999
$40,000 - $49,999
$50,000 +

The automobile ownership curve is a four-by-six matrix. The columns represent the four automobile ownership categories (0, 1, 2, 3+). The rows represent the six income ranges. The data in each cell of the matrix represents the percent of households in the income range which own that number of automobiles. Each row of the matrix sums to 100%.

Table 5.1 shows the automobile ownership curve for the Calhoun study area.

The trip generation curve is also a four-by-six matrix. The four columns are the automobile ownership categories and the six rows are the income ranges. The data in each cell of the matrix represents the trips per household in the income range which own that number of automobiles.

Table 5.2 shows the trip generation rate curve for the Calhoun study area.

Table 5.1
Trip Production Cross-Classification
Matrix #1 - Automobile Ownership Curve

Income Range	Automobile Ownership			
	0 Autos	1 Auto	2 Autos	3+ Autos
$0 - $9,999	34.3%	47.2%	13.7%	4.9%
$10,000 - $19,999	8.2%	51.5%	31.2%	9.1%
$20,000 - $29,999	3.1%	32.1%	46.9%	17.8%
$30,000 - $39,999	1.1%	19.9%	52.1%	26.9%
$40,000 - $49,999	0.5%	11.9%	51.2%	36.5%
$50,000 +	0.0%	4.2%	40.1%	55.7%

Table 5.2
Trip Production Cross-Classification
Matrix #2 - Trip per Household Curve

Income Range	Automobile Ownership			
	0 Autos	1 Auto	2 Autos	3+ Autos
$0 - $9,999	0.304	2.583	4.179	4.874
$10,000 - $19,999	0.646	4.103	5.508	6.201
$20,000 - $29,999	1.192	5.533	6.384	7.108
$30,000 - $39,999	2.381	10.319	11.112	12.483
$40,000 - $49,999	1.242	8.298	9.088	9.991
$50,000 +	0.593	8.693	9.766	10.330

The trip purpose percent file is a four-item file that contains the percent of total trips that are: home base work, home base other, non-home base and truck and taxi. The first three trip purposes must add to 100%. The trip purpose shares for the Calhoun study area are shown below.

Home Base Work (HBW)	22%
Home Base Other (HBO)	53%
Non-Home Base (NHB)	25%
Truck-Taxi (TT)	15%

The trip attraction file is an eleven-item file that contains factors to multiply against the socioeconomic data file to produce trip attractions. The eleven attraction factors and associated weights are shown below.

Home Base Work per Employee	1.230
Home Base Other per Household	0.700
Home Base Other per Student	0.580
Home Base Other per Retail Employee	5.540

Home Base Other per Non-Retail Employee	1.240
Non-Home Base per Household	0.350
Non-Home Base per Retail Employee	3.160
Non-Home Base per Non-Retail Employee	0.620
Truck-Taxi per Household	0.210
Truck-Taxi per Retail Employee	1.940
Truck-Taxi per Non-Retail Employee	0.380

Internal-external attractions at each internal zone are calculated by a ratio of the total employment in each internal zone to the total internal-external productions at the external zones.

A methodology separate from the Alabama Department of Transportation trip generation program was used to determine internal-external productions and external-external productions and attractions for each external zone.

Total base year productions and attractions for each of the six trip purposes are shown in Table 5.3.

Table 5.3
2015 Base Year Productions and Attractions

Trip Purpose	Productions	Attractions
Home Base Work	50,687	50,687
Home Base Other	122,110	122,110
Non-Home Base	57,599	57,599
Truck-Taxi	34,559	34,559
Internal-External	78,248	78,248
External-External	38,340	38,340
Total	381,543	381,543

5.5 Trip Distribution

After trip generation has been completed, the productions and attractions for each TAZ are calculated. Trip distribution is the process by which the trips originating in one TAZ are distributed to other TAZs throughout the study area as seen in Figure 5.1. The output from trip distribution is a set of tables called trip tables that show travel flow between each pair of zones.

The method used to distribute trips throughout the Calhoun study area was the gravity model. In the gravity model, the number of trips between two areas is directly proportional to the amount of activity in the areas and inversely proportional to the separation between the areas (represented as a function of travel time). In other words, the areas farther from each other will tend to exchange fewer trips. The generalized formula for the gravity model relates the desire for travel to three factors: 1) trip productions; 2) trip attractions; and 3) friction factors. The formula is:

$$\frac{Trips_{ij} = Prods_i * Attrs_j * FF_{ij}}{\sum Attrs_j * FF_{ij}}$$

where

$Prods_i$ = productions at origin zone *i*

$Attrs_j$ = attractions at destination zone *j*

FF_{ij} = friction factor between origin zone *i* and destination zone *j*

The effect of travel time on the exchange of trips between two zones is represented by a friction factor. Simply stated, a friction factor represents the level of accessibility between each zone, with higher value meaning greater accessibility and lower travel time. Each trip purpose must have a set of friction factors. The maximum time value of friction factors used in the Calhoun model was 45 minutes.

5.6 Traffic Assignment

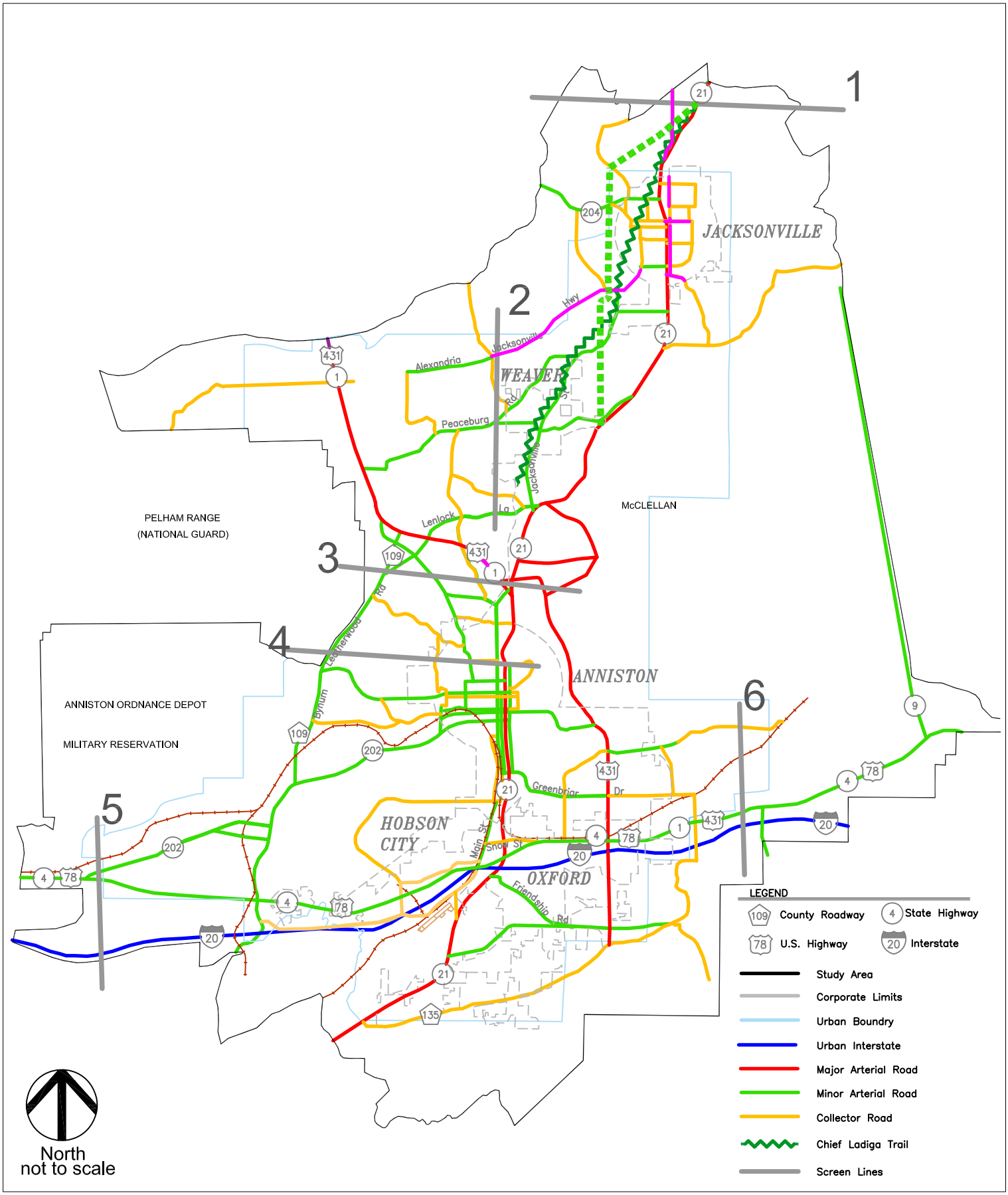
In trip generation, the number of trips by zone were forecast. Those forecast trips were then given destinations by trip distribution. Assigning these trips to specific routes and establishing traffic volumes is the last phase of the forecasting process. In the assignment process the existing trip tables that are produced in the trip distribution step of the modeling process is used to assign base year trips to the base year network. Trips between any two zones will generally follow the path (roadway links) between zones that require the least amount of travel time. In determining time to go from one zone to another, delays due to congestion are taken into consideration.

The equilibrium assignment process which was used in this study considers demand in relation to capacity. The equilibrium assignment technique consists of a series of all or nothing loadings with an adjustment of travel time according to delays encountered in the associated iteration. The assignment from each iteration is combined with the assignment for the previous iteration in such a way as to minimize the travel time of each trip. As a result of these time adjustments, the loadings of different iterations may be assigned to different paths. By combining information from various iterations, the number of iterations required to reach equilibrium is reduced. Equilibrium occurs when no trip can be made by an alternate path without increasing the total travel time of all trips on the network.

5.7 Model Calibration

Trips cannot be merely assigned to the roadway network. The model has to be calibrated to assure that it is replicating existing traffic volumes. Travel demand models are run to predict link volumes which are then compared to actual traffic counts at selected locations along screen lines and cutlines. Screen lines are imaginary lines established to intercept traffic flows through a study area and are usually located along physical barriers such as rivers or railroads. Cut lines are shorter than screen lines; they measure traffic volumes in a corridor. Six screen lines were developed for the calibration process. The location of these screen lines is shown in Figure 5. The base year model assignment was compared to actual traffic volumes crossing the screen lines, and adjustments were made to the input model data set until assigned traffic volumes approximated actual screen line traffic volumes. When all of the reasonable adjustments and factors were included in the model, a

final assignment was made. The final assignment was compared to performance measures based on national averages from studies of other urbanized areas. The total of the ground counts compared to the total of the model assignments for all of the screen lines should not be more than five percent. The error for the Calhoun model was less than four percent.



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Screen Line Locations

Calhoun Area 2045 LRTP

June 2020

5.2 Figure

6.0 TRAVEL DEMAND FORECASTS

6.1 Future Year Productions and Attractions

The Alabama Department of Transportation trip generation program was used to calculate future year (2045) productions and attractions in the same manner as base year productions and attractions were calculated. 2045 socioeconomic data, presented in an earlier section of this report, was used to calculate the future year productions and attractions. Internal-external productions and external-external productions and attractions were calculated using historical traffic growth patterns at each external zone. The productions and attractions for future year 2045 conditions are shown in Table 6.1.

Table 6.1
2045 Future Year Productions and Attractions

Trip Purpose	Productions	Attractions
Home Base Work	55,182	55,182
Home Base Other	132,938	132,938
Non-Home Base	62,707	62,707
Truck-Taxi	37,634	37,634
Internal-External	116,027	116,027
External-External	65,503	65,503
Total	469,991	469,991

6.2 Future Year Trip Table

Future year 2045 productions and attractions were distributed using the gravity model according to the methodology used to distribute the existing year productions and attractions. Resultant trip tables for each of the six trip purposes for 2045 were produced. These trip tables were then added and then converted to origin-destination format.

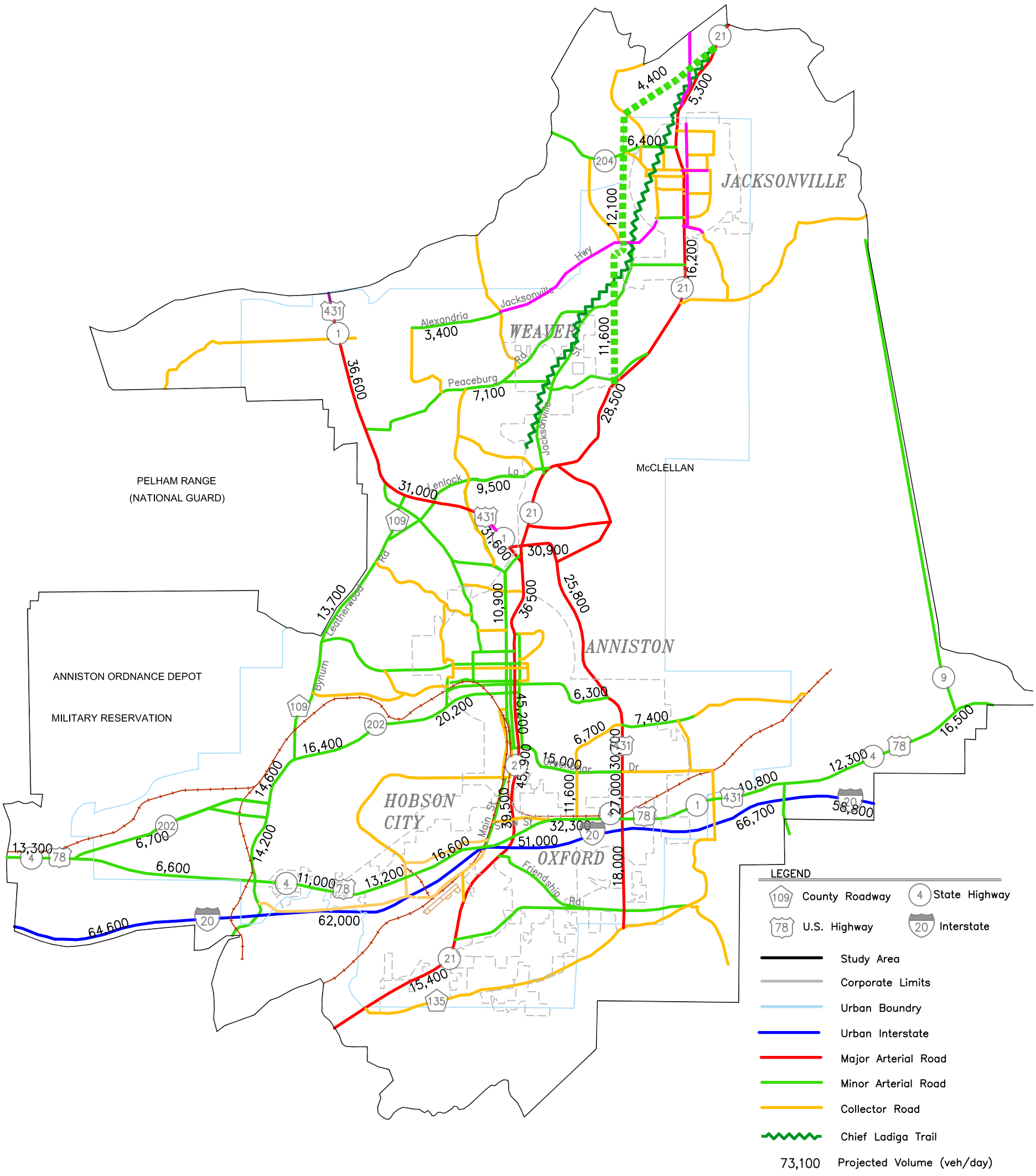
6.3 Future Year No Build Assignment

Before any roadway improvements are added to the network, the future year 2045 trip table is assigned to the no build network using the assignment methodology and criteria cited previously.

The *No Build* network, also known as the *Existing Plus Committed* network, includes the 2015 roadway network as presented earlier, plus any significant projects (in terms of capacity addition) included in the Transportation Improvement Program (TIP) through Fiscal Year (FY) 2015. The purpose of this step is to identify where future year deficiencies might occur. The results of the 2045 no-build assignment are shown in Figure 6.1.

6.4 Projected Deficiencies

Roadways which show a projected volume/capacity (v/c) ratio of greater than 1.00 should be considered deficient. Emphasis should be placed on those areas where the v/c ratio is greater than 1.20. Based on those ratios, the roadways estimated to be deficient by 2045 are shown in Figure 6.2.



North
not to scale

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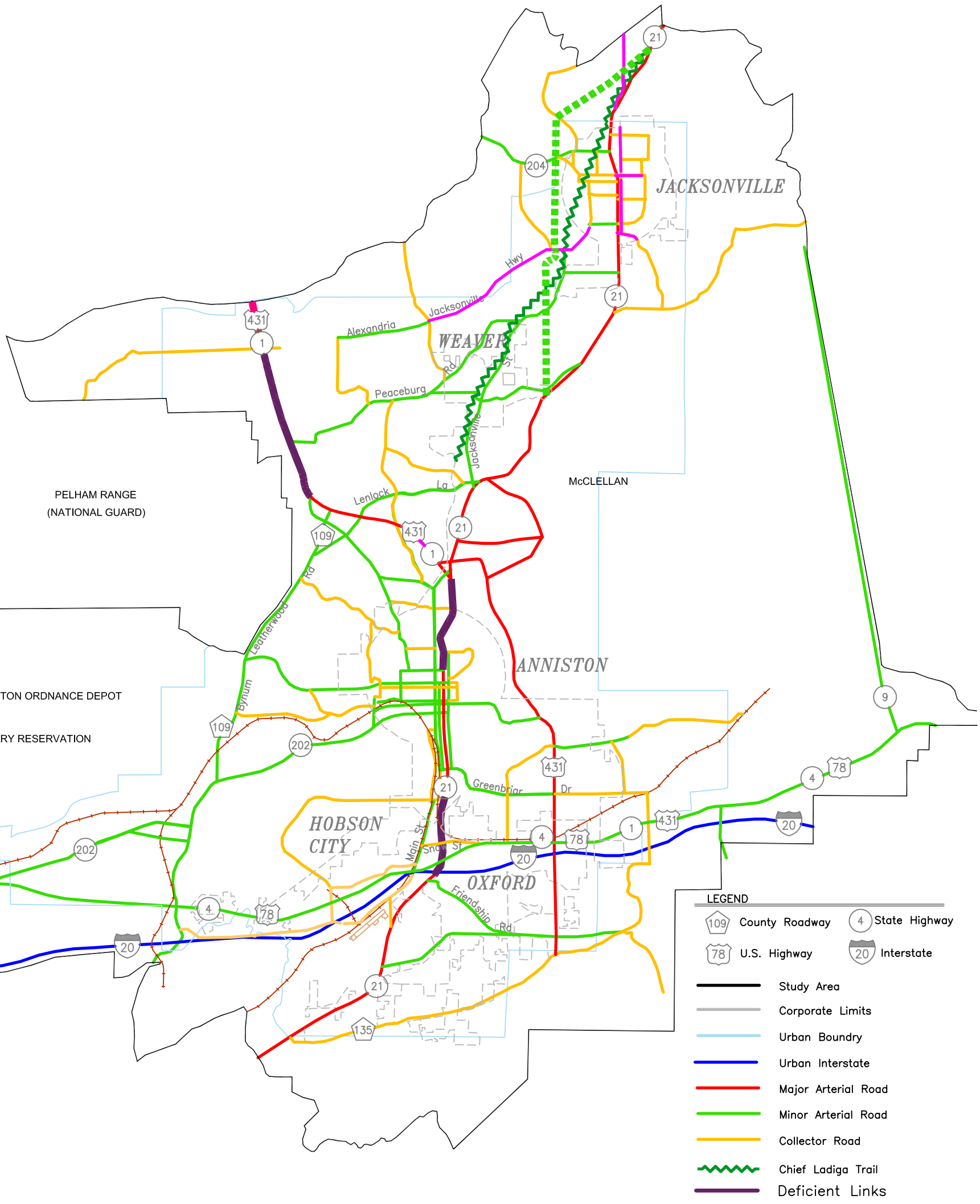
2045 Volumes: Existing Plus Committed Network

Calhoun Area 2045 LRTP

July 2045

6.1 Figure



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2045 Deficient Roadway Links: Existing Plus Committed Network

Calhoun Area 2045 LRTP

June 2020

6.2 Figure

7.0 FINANCIAL PLAN

Federal regulations require long-range transportation plans to be financially constrained. Projected revenues based on historic funding must be adequate to fund the projects included in the 2045 Long Range Transportation Plan. The Financial Plan was developed to demonstrate the implementation strategy of the long-range transportation plan. Multiple federal funding sources were considered in developing the financial position of the Calhoun Area MPO. These included National Highway System (NHS) funds, Surface Transportation Program - Attributable to Any Area (STP-AA) funds, Surface Transportation Program - Attributable to Other Areas (STP-OA) funds, Congressional Demonstration Project/High Priority Projects, Maintenance Funds and Federal Transit Administration (FTA) funds.

The NHS and the STP-AA funds are matched at the state level and are available to the entire state. The Maintenance Allocation outlines the ability of the involved governments and agencies to maintain their existing transportation systems as well as any new facilities built under the 2045 Long Range Transportation Plan. FTA funds are for transit projects in the area and are matched on a local basis. The Calhoun Area Metropolitan Planning Organization (MPO) currently receives allocation of approximately $1,970,961 per year. This money is provided on a 20% local match basis.

To develop the financial plan, for other funding categories the MPO staff and ALDOT constructed a framework of annual funding benchmarks for all relevant funding categories. The revenue forecast includes funding for roadway projects that have received commitments from ALDOT and the local governments. These projects will be in the Fiscal Years 2020-2023 TIP and shown in Table 7.1 under the heading “TIP”.

For the remaining forecast categories, ALDOT and the local governments used multiple years of data to calculate annual averages. The averages for highway projects were divided into two categories, Capacity or Management, Operations, and Maintenance (MOM) based on the percentage of these types of projects over the multi-year period. Generally, ALDOT defines a Capacity project as one that adds through lanes to an existing road or the construction of a new road. Every other type of highway project is considered Management, Operations, or Maintenance. The annual averages were multiplied by 25 to calculate a 25-year forecast for the plan.

The transit funding forecasts are based on fiscal years 2009-2018 funding averages and MPO staff estimates. The averages and estimates were multiplied by 25 to forecast the future year dollar amounts. Transit projects may consist of capital and operational items. Capital projects include the purchase of vehicles and equipment, and preventative maintenance charges. Operational projects cover the costs of providing transit service, for example, salaries, insurance, and utilities.

7.1 Estimated Implementation Costs

The total estimated cost of each project identified in the Calhoun Area 2045 Long Range Transportation Plan was provided by ALDOT and local officials. The total estimated costs of LRTP by funding category and the available funds for each funding category for the 25 year planning period are illustrated in Table 7.1.

Table 7.1
2045 Long Range Plan – Projects by Funding Category

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
1	Four-lane Bynum-Leatherwood Road (CR109)) from Alabama Highway 202 to Morrisville Road	1.4 miles	2	4	$0	$29,790,000	$0	$0	$29,790,000
2	Widen Friendship Road from AL 21 to Cheaha Drive to include replacing bridges #4773 and #4774	0.9 miles	2	4	$3,585,000	$0	$0	$4,422,000	$8,007,000
3	Four-lane Choccolocco Road from Greenbrier Road to area study boundary	1.4 miles	2	4	$0	$0	$0	$6,826,000	$6,826,000
4	Construct the Jacksonville Bypass from Alabama Highway 21 South to Alabama Highway 21 North	4.5 miles	N/A	2	$0	$0	$0	$26,600,000	$26,600,000
5	Widen Friendship Road from Cheaha Drive to Leon Smith Blvd.	2.3 miles	2	4	$0	$0	$0	$11,212,000	$11,212,000
6	Four-lane Bynum-Leatherwood Road (CR109)) from Morrisville Road to U. S. Highway 431.	5.9 miles	2	2	$0	$24,205,000	$0	$9,065,000	$33,270,000
7	Upgrade Traffic Signals at the intersection of AL 21and Lenlock Lane	N/A	2	2	$277,000	$0	$0	$0	$277,000
8	Resurface Cedar Springs Rd from Alexandria/Jacksonville Hwy to Cedar Springs Drive	3.3 miles	2	2	$876,000	$0	$0	$0	$876,000
9	Resurface Whites Gap Rd SE from SR 21 to Jacksonville City Limits and from Whites Gap Rd to SR 9	5.6 miles	2	2	$1,286,000	$0	$0	$0	$1,286,000
10	Reconfigure the Intersection of US Hwy 78 and Barry St	N/A	4	4	$674,000	$0	$0	$0	$674,000
11	Construct a roundabout at the intersection of Bynum-Leatherwood Road and Old Gadsden Highway	N/A	2	2	$413,000	$0	$0	$0	$413,000
12	Resurface Alexandria/Jacksonville Hwy from Cedar Springs Road to the Jacksonville City Limits	3.3 miles	2	2	$734,000	$0	$0	$0	$734,000

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
13	Upgrade Traffic Signals at the intersection of SR 202 and Hunter Street	N/A	4	4	$102,000	$0	$0	$0	$102,000
14	Resurface Roy Webb Rd from SR 21 to Foster West Rd	4.1 miles	2	2	$979,000	$0	$0	$0	$979,000
15	Resurface Eulaton Gate Rd from Bynum-Leatherwood Rd to Anniston Army Depot Gate	0.5 miles	3	3	$390,000	$0	$0	$0	$390,000
16	Upgrade Traffic Signals at the intersection of SR 21 and Baltzell Gate Rd	N/A	4	4	$543,000	$0	$0	$0	$543,000
17	Construct a multi-use path along Baltzell Gate Rd from SR 21 to west of Federal Way	1.0 miles	N/A	N/A	$183,000	$0	$0	$0	$183,000
18	Construct a multi-use path along SR 202 from Coldwater Mountain/Mulberry St. to Legarde Ave	0.2 miles	N/A	N/A	$165,000	$0	$0	$0	$165,000
19	Stripe bicycle lane along South Noble St from Chestnut St to Fourth St.	1.5 miles	N/A	N/A	$0	$0	$0	$51,000	$51,000
20	Resurface Church Ave form SR 21 to 11th St	3.3 miles	N/A	N/A	$1,909,000	$0	$0	$0	$1,909,000
21	Resurface Henry Rd and Country Club to the Jacksonville City Limits	1.0 miles	2	2	$557,000	$0	$0	$0	$557,000
22	Resurface George Douthit Dr form SR 21 to Brierwood Pl	1.2 miles	N/A	N/A	$1,358,000	$0	$0	$0	$1,358,000
23	Replace the Bridge on Airport Road #11215	N/A	2	2	$2,195,000	$0	$0	$0	$2,195,000
24	Resurface Mountain St SE from SR 21 to 8th Ave NE	0.6 miles	2	2	$456,000	$0	$0	$0	$456,000
25	Upgrade traffic signal and add turn lanes at the intersection of Friendship Rd and Cheaha Dr	N/A	2	4	$0	$0	$0	$1,345,000	$1,345,000
26	Resurface Russell Dr from Alexandria Rd to Peaceburg Road	0.7 miles	2	2	$409,000	$0	$0	$0	$409,000
27	Widen and resurface SR 144 from US 431 to the St. Clair County line	9.4 miles	2	2	$0	$0	$4,382,000	$0	$4,382,000
28	Replace the Bridge on SR 9 #5152	N/A	2	2	$2,159,000	$0	$1,793,000	$0	$3,952,000

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
29	Resurface Alexandria/Jacksonville Hwy from McClellan Rd to Cedar Springs Rd	2.5 miles	2	2	$538,000	$0	$0	$0	$538,000
30	Resurface US 431 from the Anniston Eastern Bypass to SR 144	8.9 miles	4	4	$0	$0	$5,917,000	$0	$5,917,000
31	Improve CR 5 from Interstate 20 to U.S. Highway 78	1.6 miles	2	2	$0	$0	$2,256,000	$0	$2,256,000
32	Construct sidewalks and ADA curb cuts along Main St from East Fourth Street to Snow St, along Snow St from Main St to Choccolocco St and along Choccolocco St from McCain St to Snow St in Oxford	0.7 miles	2	2	$0	$0	$0	$480,000	$480,000
33	Resurface Bowl Rd – Mountain Longleaf Wildlife Refuge	0.4 miles	2	2	$0	$0	$237,000	$0	$237,000
34	Replace the Bridge on SR 204 #4684	N/A	2	2	$361,000	$0	$0	$0	$361,000
35	Replace the Bridge on 64th Street #6204	N/A	2	2	$549,000	$0	$0	$0	$549,000
36	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	5.9 miles	2	2	$0	$0	$28,763,000	$0	$28,763,000
37	Resurface Interstate 20 from SR 21 to the Cleburne County Line	8.3 miles	4	4	$6,868,000	$0	$0	$0	$6,868,000
38	Widen and resurface US Highway 78 from SR 202 to SR 21	5.8 miles	2-4	2-4	$3,788,000	$0	$0	$0	$3,788,000
				Project Costs	31,354,000	53,995,000	43,348,000	60,001,000	188,698,000
				Amount Allocated	$31,379,000	$53,995,000	$114,471,000	$61,593,00	$246,920,000
				Amount Carried Over	$0	$0	$71,123,000	$1,592,000	$58,222,000

8.0 TRANSPORTATION PLAN DEVELOPMENT

The MPO followed a five-step process to develop the long range transportation plan. The steps included data collection, data projection, data review, project selection and plan review and approval.

8.1 Data Collection

The data collection effort involved the compilation of socio-economic data, transportation system inventory, environmental data, historic trends and financial data. The data was collected by the staff of the East Alabama Planning and Development Commission and reviewed by the MPO and the Alabama Department of Transportation for accuracy.

8.2 Data Projections

To plan for the future the MPO must make assumptions of what the study area will be like in the future. To accomplish this, existing data were projected forward to the year 2030. The forecasted data included households, retail employment non-retail employment and school enrollment. The forecasted data was allocated to the TAZ level to show future land use and emphasize the growth areas that should be addressed in the plan.

The socio-economic data that were collected and projected were used in the transportation demand modeling process to calibrate the model to base year conditions and to forecast future traffic volumes on the study area roadways.

8.3 Data Review

The data review process involved examining the results from the transportation demand model runs, socio-economic data and environmental factors. The MPO used the results of the transportation demand model to identify segments of the roadway network that were expected to exceed their design capacities by the year 2045. The MPO reviewed the socio-economic data and the environmental factors to determine if there were any transportation deficiencies that were not identified in the transportation demand modeling process.

8.4 Project Selection

When the MPO began selecting projects for inclusion in the transportation plan, projects that would help to alleviate transportation deficiencies were identified in the data review step. Projects that addressed capacity problems, safety concerns, traffic management issues, economic development and social services activities were selected. The selected projects were analyzed using the transportation demand model to determine their effects on future traffic flow.

The final task in the project selection process was to determine if sufficient funds were available to construct the proposed projects. Based on the Financial Plan described in a previous section of this report, it was determined that sufficient funds would be available over the 25 year planning period to construct the projects that were identified for inclusion in the Calhoun Area 2045 Long Range Transportation Plan.

9.0 ROADWAY PLAN

Using the five-step process outlined in the Transportation Plan Development chapter of this document and the Financial Plan the roadway plan was developed. The goals of the roadway plan were to relieve traffic congestion and increase mobility throughout the study area while providing a safe and efficient transportation system for the year 2045. Roadway projects identified in the 2040 Long Range Transportation Plan that had not been completed were brought forward to develop the 2045 Roadway Plan, described in Table 9.1 and illustrated in Figure 9.1.

9.1 Future Year Daily Traffic Volumes

Future year trips were assigned to the roadway plan network using the Cube Voyager model to determine the benefit of the 2045 Roadway Plan. The 2045 forecasted daily volumes are illustrated in Figure 9.2. Based on these future year volumes the projected deficient links were determined and are illustrated in Figure 9.3.

Table 9.1
2045 Long Range Plan – Financially Constrained Capacity and Maintenance and Operations

	Project Description	Status	Time Range	Start Year	Length	Lanes Before	Lanes After	Purpose And Need	Bicycle and Pedestrian Improvements	Estimated Cost (YOE)
Capacity Projects										
1	Four-lane Bynum-Leatherwood Road (CR109)) from Alabama Highway 202 to Morrisville Road	LRTP	Long	2044	1.4 miles	2	4	Increase Capacity	Bicycle Lanes	$29,790,000
2	Widen Friendship Road from AL 21 to Cheaha Drive to include replacing bridges #4773 and #4774	TIP	Short	2021	0.9 miles	2	4	Increase Capacity	Bicycle Lanes	$8,007,000
3	Four-lane Choccolocco Road from Greenbrier Road to area study boundary	LRTP	Long	2043	1.4 miles	2	4	Increase Capacity	Bicycle Lanes	$6,826,000
4	Construct the Jacksonville Bypass from Alabama Highway 21 South to Alabama Highway 21 North	LRTP	Long	2045	4.5 miles	N/A	2	Increase Capacity	Bicycle Lanes	$26,600,000
5	Widen Friendship Road from Cheaha Drive to Leon Smith Blvd.	LRTP	Long	2043	2.3 miles	2	4	Increase Capacity	Bicycle Lanes	$11,212,000
6	Four-lane Bynum-Leatherwood Road (CR109)) from Morrisville Road to U. S. Highway 431.	LRTP	Long	2041	5.9 miles	2	4	Increase Capacity	Bicycle Lanes	$33,270,000

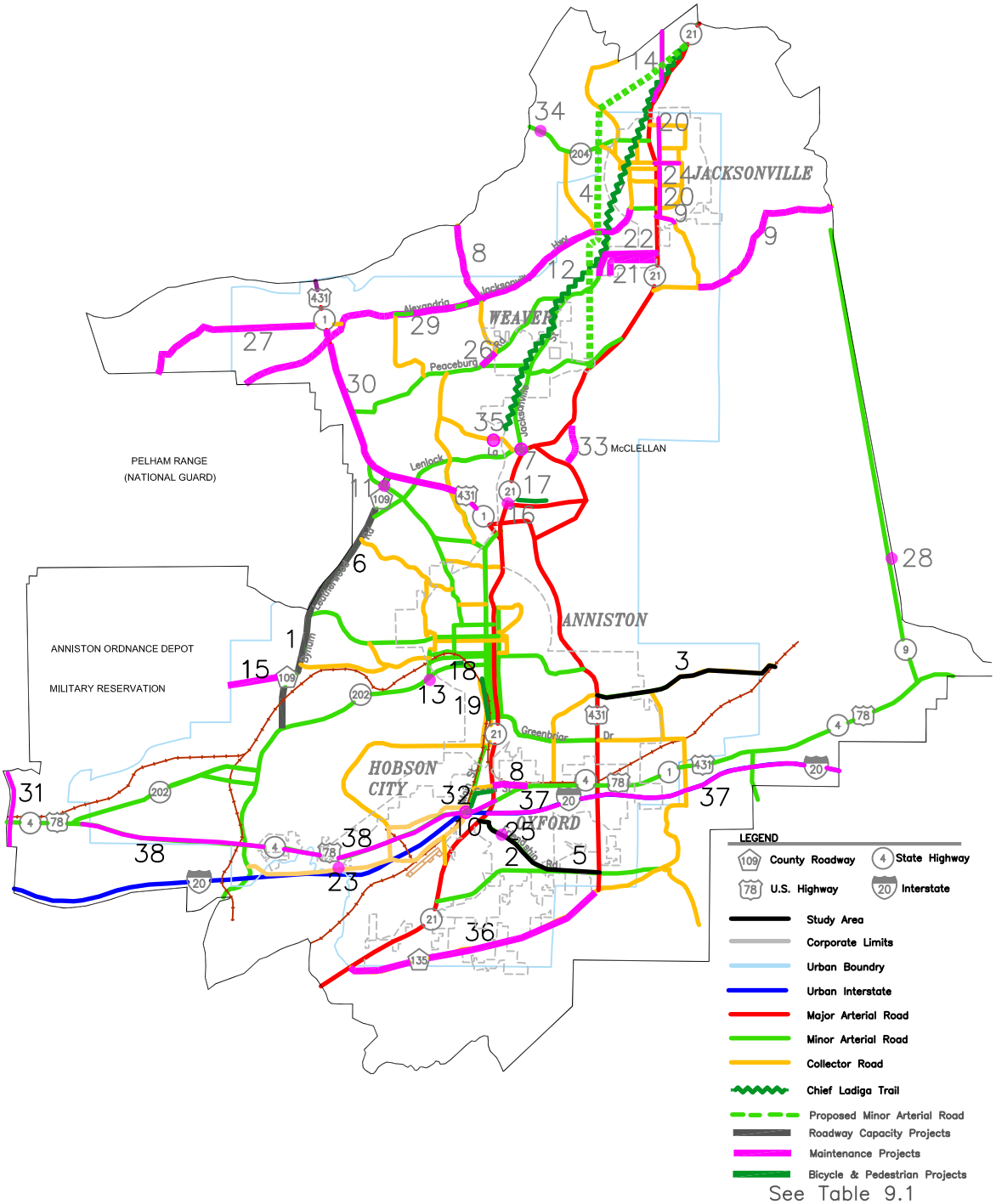
Maintenance Projects										
7	Upgrade Traffic Signals at the intersection of AL 21and Lenlock Lane	TIP	Short	2020	N/A	2	2	Safety	N/A	$277,000
8	Resurface Cedar Springs Rd from Alexandria/Jacksonville Hwy to Cedar Springs Drive	TIP	Short	2020	3.3 miles	2	2	Maintenance	N/A	$876,000
9	Resurface Whites Gap Rd SE from SR 21 to Jacksonville City Limits and from Whites Gap Rd to SR 9	TIP	Short	2021	5.6 miles	2	2	Maintenance	N/A	$1,286,000
10	Reconfigure the Intersection of US Hwy 78 and Barry St	TIP	Short	2021	N/A	2	2	Safety	N/A	$674,000
11	Construct a roundabout at the intersection of Bynum-Leatherwood Road and Old Gadsden Highway	TIP	Short	2021	N/A	2	2	Operations	N/A	$413,000
12	Resurface Alexandria/Jacksonville Hwy from Cedar Springs Road to the Jacksonville City Limits	TIP	Short	2020	3.3 miles	2	2	Maintenance	N/A	$734,000
13	Upgrade Traffic Signals at the intersection of SR 202 and Hunter Street	TIP	Short	2020	N/A	4	4	Safety	N/A	$102,000
14	Resurface Roy Webb Rd from SR 21 to Foster West Rd	TIP	Short	2022	4.1 miles	2	2	Maintenance	N/A	$979,000
15	Resurface Eulaton Gate Rd from Bynum-Leatherwood Rd to Anniston	TIP	Short	2023	0.5 miles	3	3	Maintenance	N/A	$390,000

	Army Depot Gate									
16	Upgrade Traffic Signals at the intersection of SR 21 and Baltzell Gate Rd	TIP	Short	2020	N/A	4	4	Safety	N/A	$543,000
17	Construct a multi-use path along Baltzell Gate Rd from SR 21 to west of Federal Way	TIP	Short	2023	1.0 miles	N/A	N/A	Safety	Multi-Use Path	$183,000
18	Construct a multi-use path along SR 202 from Coldwater Mountain/Mulberry St. to Legarde Ave	TIP	Short	2021	0.2 miles	N/A	N/A	Safety	Multi-Use Path	$165,000
19	Stripe bicycle lane along South Noble St from Chestnut St to Fourth St.	TIP	Short	2020	1.5 miles	N/A	N/A	Safety	Bicycle Lanes	$51,000
20	Resurface Church Ave form SR 21 to 11th St	TIP	Short	2021	3.3 miles	N/A	N/A	Safety	N/A	$1,909,000
21	Resurface Henry Rd and Country Club to the Jacksonville City Limits	TIP	Short	2021	1.0 miles	2	2	Maintenance	N/A	$557,000
22	Resurface George Douthit Dr form SR 21 to Brierwood Pl	TIP	Short	2023	1.2 miles	N/A	N/A	Safety	N/A	$1,358,000
23	Replace the Bridge on Airport Road #11215	TIP	Short	2021	N/A	2	2	Safety	N/A	$2,195,000
24	Resurface Mountain St SE from SR 21 to 8th Ave NE	TIP	Short	2020	0.6 miles	2	2	Maintenance	N/A	$456,000
25	Upgrade traffic signal and add turn lanes at the intersection of Friendship Rd and Cheaha Dr	TIP	Short	2025	N/A	2	4	Safety	N/A	$1,345,000

26	Resurface Russell Dr from Alexandria Rd to Peaceburg Road	TIP	2021	Short	0.7 miles	2	2	Maintenance	N/A	$409,000
27	Widen and resurface SR 144 from US 431 to the St. Clair County line	TIP	2020	Short	9.4 miles	2	2	Safety	N/A	$4,382,000
28	Replace the Bridge on SR 9 #5152	TIP LRTP	2023	Short	N/A	2	2	Safety	N/A	$3,952,000
29	Resurface Alexandria/Jacksonville Hwy from McClellan Rd to Cedar Springs Rd	TIP	2020	Short	2.5 miles	2	2	Maintenance	N/A	$538,000
30	Resurface US 431 from the Anniston Eastern Bypass to SR 144	TIP	2020	Short	8.9 miles	4	4	Maintenance	N/A	$5,917,000
31	Improve CR 5 from Interstate 20 to U.S. Highway 78	LRTP	2030	Short	N/A	2	2	Maintenance	N/A	$2,256,000
32	Construct sidewalks and ADA curb cuts along Main St from East Fourth Street to Snow St, along Snow St from Main St to Choccolocco St and along Choccolocco St from McCain St to Snow St in Oxford	TIP	2020	Short	0.7 miles	2	2	Safety	Sidewalk	$480,000
33	Resurface Bowl Rd – Mountain Longleaf Wildlife Refuge	TIP	2020	Short	0.4 miles	2	2	Maintenance	N/A	$237,000
34	Replace the Bridge on SR 204 #4684	TIP LRTP	2023	Short	N/A	2	2	Maintenance	N/A	$3,61,000
35	Replace the Bridge on 64th Street #6204	TIP	2024	Short	N/A	2	2	Maintenance	N/A	$549,000

36	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	LRTP	2045	Long	5.9 miles	2	2	Safety	Bicycle Lanes	$28,763,000
37	Resurface Interstate 20 from SR 21 to the Cleburne County Line	TIP	2021	Short	8.3 miles	4	4	Maintenance	N/A	$6,868,000
38	Widen and resurface US Highway 78 from SR 202 to SR 21	TIP	2021	Short	5.8 miles	2-4	2-4	Maintenance	N/A	$3,788,000
	Total									$188,698,000

Note: See Figure 9.1



See Table 9.1

North
not to scale

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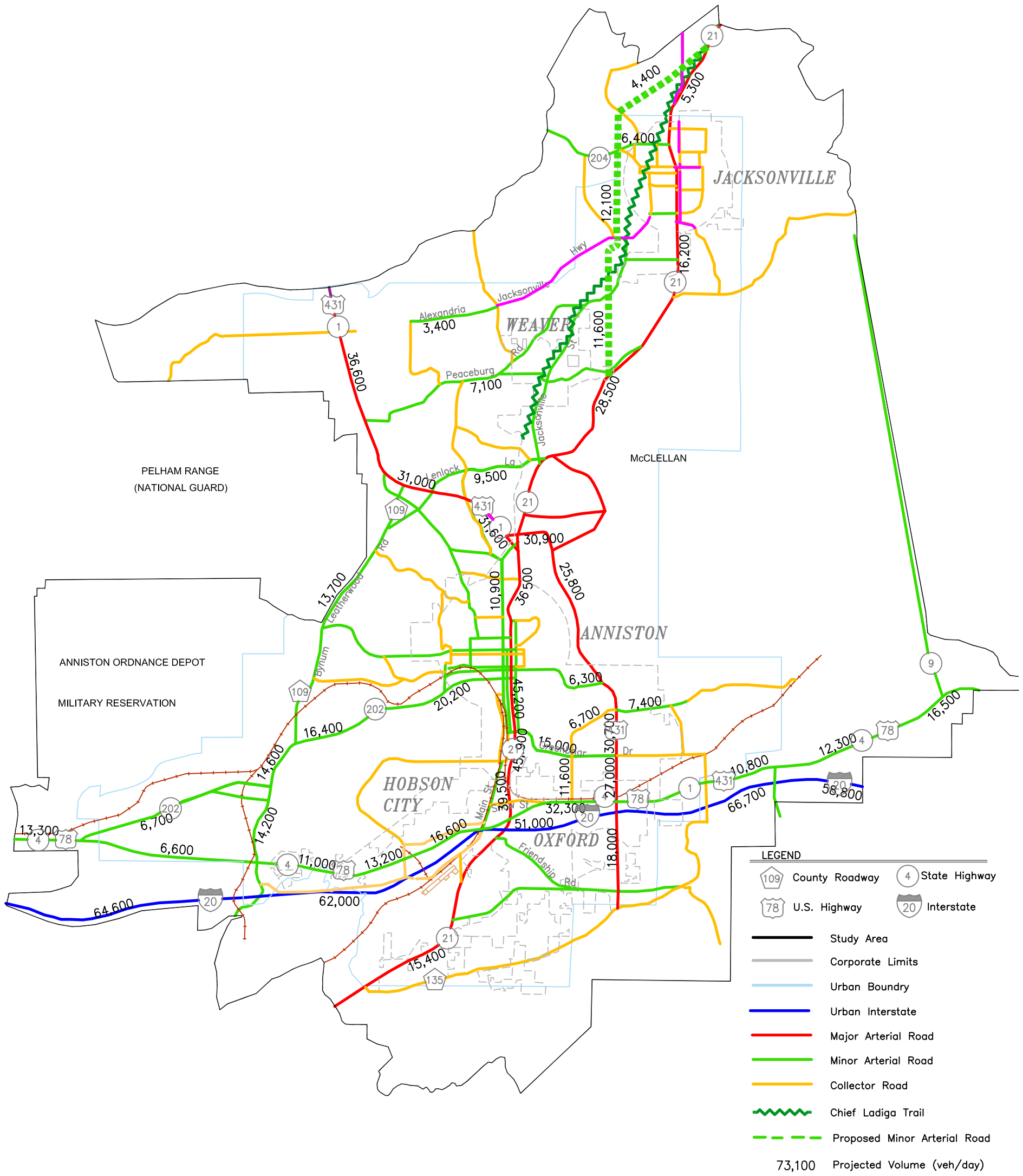
2045 Long Range Plan Capacity & MO Projects

Calhoun Area 2045 LRTP

July 2020

9.1 Figure



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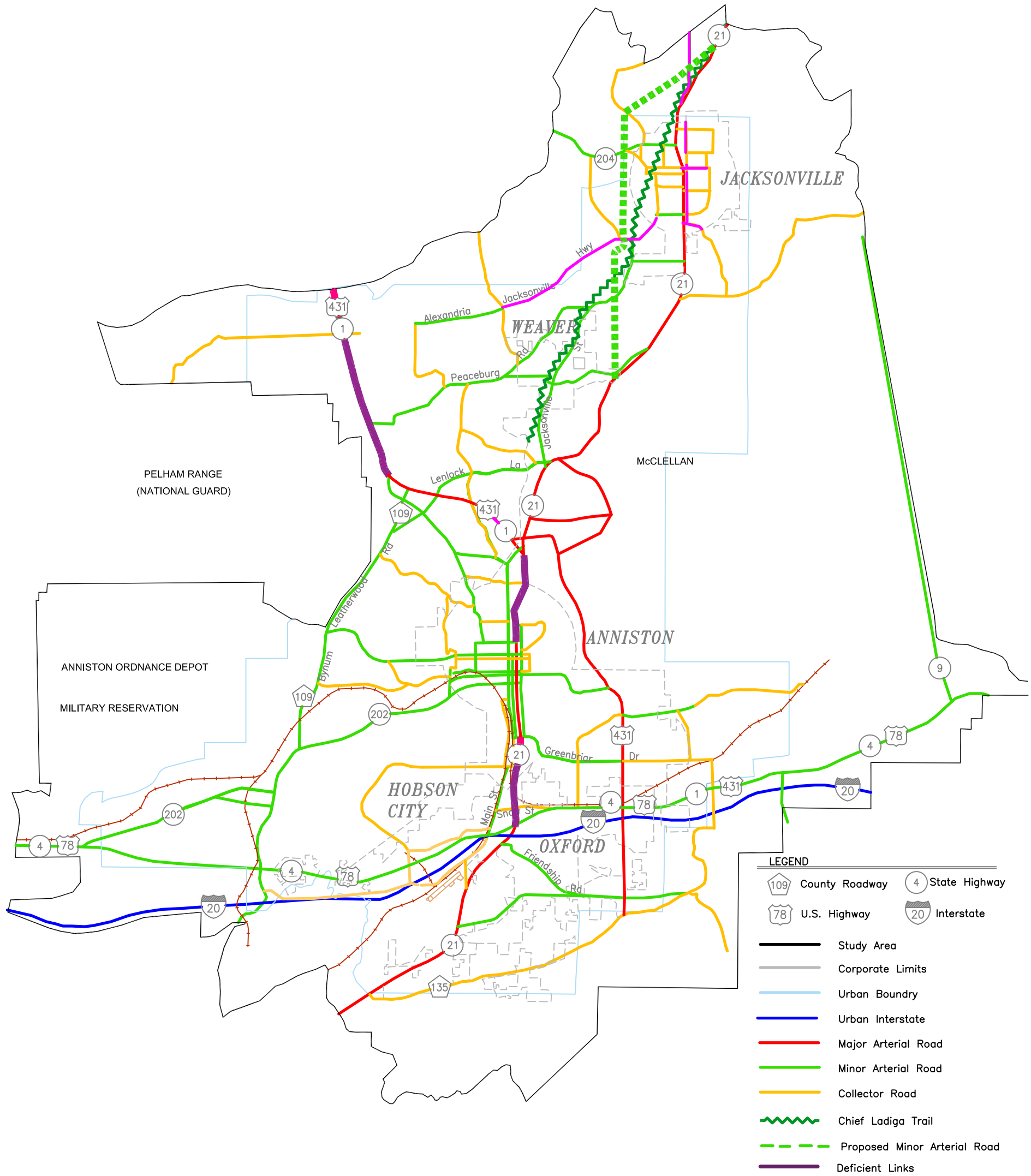
2045 Forecasted Daily Volumes

Calhoun Area 2045 LRTP

July 2020

9.2 Figure



North
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2045 Long Range Plan Deficient Links

Calhoun Area 2045 LRTP

July 2020

9.3 Figure

9.2 2045 Visionary Plan

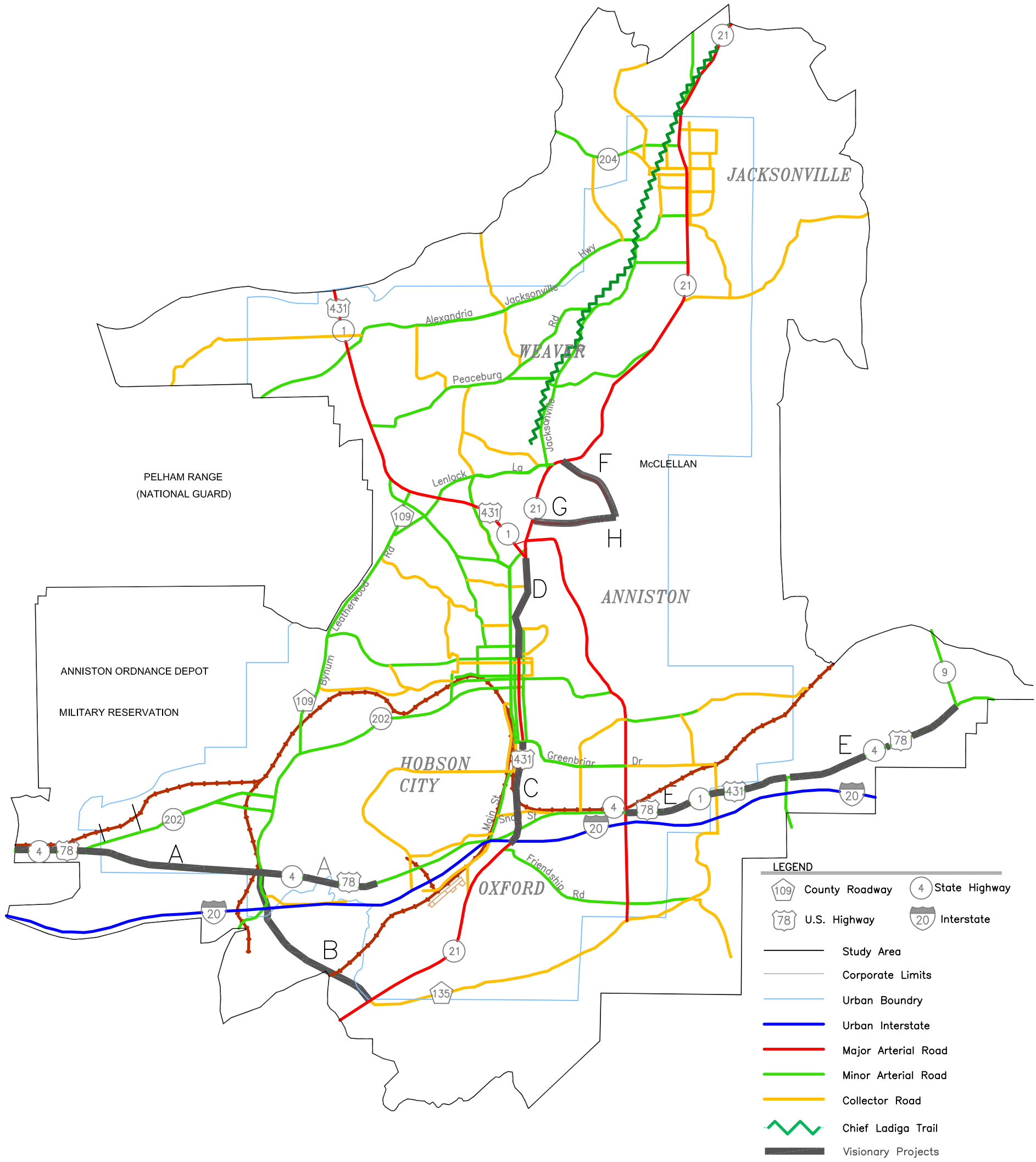
MPOs are required to develop a financial plan to demonstrate how the long-range transportation plan can be implemented. MPOs are obligated to balance the financial costs of the plan projects against expected revenue. This limitation prevents some needed projects from being included in the transportation plan, but it also reduces unrealistic expectations. All projects that could not fit into the transportation plan due to the financial constraints were included in the 2045 Visionary Plan. These projects can be added to the plan by amendment if funding becomes available. The fact that a project is on the Visionary Plan demonstrates the MPO's commitment to the project even though adequate funding is not currently available. The MPO will maintain the visionary plan in the hopes that additional funding will be acquired. The projects that compose the 2045 Visionary Plan are included in Table 9.2 and mapped on Figure 9.4.

Although the projects from the MPO's bicycle and pedestrian plan are not listed, they are considered part of the 2045 Visionary Plan. For a complete listing of these projects, please see the current *Bicycle and Pedestrian Plan of the Calhoun Area*. Excerpts from the plan can be found in Appendix B.

Table 9.2
2045 Visionary Transportation Plan

	Project Description	Status	Length	Lanes Before	Lanes After	Estimated Cost (YOE)
A	Four-lane U.S. Highway 78 from the existing four-lane west to the study area boundary.	LRTP	4.0 miles	2	4	$20,000,000
B	Construct the Oxford Western Connector from AL Highway 21 to I-20.	LRTP	3.2 miles	N/A	2	$21,000,000
C	Six-lane Quintard Ave from Anniston Airport Rd. to Greenbrier Rd.	LRTP	3.3 miles	4	6	$11,500,000
D	Six-lane Quintard Avenue from 18th St. to the AL Highway 21 split	LRTP	1.7 miles	4	6	$8,500,000
E	Four-lane U.S. Highway 78 from the existing four lane east to the study area boundary	LRTP	5.9 miles	2	4	$29,500,000
F	Widen Baltzell Gate Rd from Alabama Highway 21 to Federal Way	LRTP	1.0 miles	2	4	$6,894,000
G	Widen Summeral Gate Rd from Alabama Highway 21 to Watson Way	LRTP	0.8 miles	2	4	$5,833,000
H	Widen Summeral Gate Rd from Watson Way to Exchange Ave	LRTP	0.6 miles	2	4	$4,508,000

Note: See Figure 9.4



SKIPPER CONSULTING INC.

Visionary Plan

Calhoun Area 2045 LRTP

July 2020

9.4 Figure

9.3 Pedestrian Facilities

9.3.1 Overview

Existing pedestrian facilities within the Calhoun Area MPO are mostly concentrated within the central business districts of Anniston, Jacksonville and Oxford. Figure 2.5 illustrates existing pedestrian facilities adjacent to the classified road network.

9.3.2 Pedestrian Facilities Needs and Problems

Below is a list of needs and problems that were identified by the Calhoun Area MPO for pedestrian facilities:

- Several gaps exist in the current sidewalk network along classified roads.
- Additional sidewalk segments are needed/wanted to connect residential areas to commercial/retail.
- Existing sidewalks have not been adequately maintained/repaired.
- A dispersed, low density land use pattern makes many pedestrian trips undesirable and impractical.

9.3.4 Pedestrian Facilities Strategies

In addition to the projects identified in the *Calhoun Area 2019 Bicycle/Pedestrian Plan* (see Appendix B), below is a list of strategies identified by the Calhoun Area MPO to address the needs and problems associated with the provision of pedestrian facilities:

- Construct and complete gaps in the sidewalk network when improvements are made to the adjacent street segment.
- Require new developments and roadway projects to include pedestrian facilities and connections.
- Recognize the need for sidewalks within ¼ mile of activity centers.
- Include updated sidewalk inventory when updating the existing 2019 Bicycle/Pedestrian Plan.
- Purchase and distribute pedestrian safety brochures and materials.
- Promote efforts to make small scale pedestrian connections between destinations and activity centers.

9.4 Bicycle Facilities

9.4.1 Overview

Bicycle facilities enhance urban mobility and improve the quality of life while relieving traffic congestion and expanding road capacity. Bicycle projects are relatively low cost projects that offer many benefits. Further, the Alabama Code of Law, Sec. 32-5A-263 designates bicycles as legal vehicles which can be operated in the right hand lane on any street (unless specifically prohibited). Based on these factors and 23 USC 217, and policy directives by FHWA dated June 12, 2009 and the

US DOT dated March 15, 2010, it is the policy of the MPO that bicycling and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist. The Calhoun Area MPO adopted the *Calhoun Area 2012 Bicycle/Pedestrian Plan* in May 2012 (Res. #632). Maps of the proposed bicycle projects from the 2012 plan are shown in Appendix B.

9.4.2 Bicycle Facilities Needs and Problems

Below is a list of needs and problems that were identified by the Calhoun Area MPO for bicycle facilities:

- Require bicycle parking facilities at all new developments.
- Increase emphasis on bicycle safety.
- Emphasis on making bicycling an acceptable and normal transportation mode.
- A dispersed and low density land use pattern makes most trips by bicycle impractical.

9.4.3 Bicycle Facilities Strategies

In addition to a variety of proposed bicycle projects in the *Calhoun Area 2012 Bicycle/Pedestrian Plan* (see Appendix B), the following recommendations are proposed:

- Encourage designated bicycle parking at all public facilities and major destinations.
- Design roads to accommodate bicyclists safely when possible.
- Use American Association of State Highway and Transportation Officials (AASHTO) standards for construction.
- Encourage bicycle safety programs.
- Develop Bicycle Safety Education Program for:
    - 4^{th} grades
    - physical education teachers
    - adults
    - law enforcement
- Place *Share the Road* signs on various streets in the urban area.
- Purchase and distribute bicycle safety brochures and materials.
- Promote efforts to provide inter-modal connections between non-motorized activities and other modes of transportation.

9.5 Public Transit Plan

The process of preparing the public transit plan portion of the long range transportation plan was performed using the following steps:

1. An analysis of the existing operational conditions of the current public transit system.
2. Soliciting public input regarding the existing public transit operation.
3. Soliciting public input regarding the public transit needs in the study area.
4. Performing a traffic analysis zone (TAZ) level analysis to determine the demand for public transit in the study area.

Public transit helps increase the mobility of an area while decreasing traffic congestion and reducing the demand for parking. Transit projects should be viewed as providing a service to an area instead of being expected to make a profit. The *Anniston Area Transit Study* was completed in 2006 in preparation for creating a new fourth route permitting fixed route service to/from the Quintard Mall and portions of the City of Oxford. Recommendations for minor adjustments to the three other existing routes were also included in the study. The fourth route to Oxford was implemented in July 2007 and has proven to be an important, well utilized route for the ACTS. In January 2010, the central transfer stop for the ACTS was relocated to the Anniston Multi-modal Transportation Center (MMTC) located at/in the renovated historic Norfolk Southern/Amtrak station at 4th Street in Anniston. The City of Anniston is planning to extend the Chief Ladiga rails-to-trails facility to the MMTC and right-of-way acquisition of the necessary corridor is currently underway. Further planned improvements for the ACTS fixed route system include, in the short term: extending service hours by one additional hour, establishing fixed stops with signs and bus shelters; and in the long term: regular replacement of older vehicles and reduction in headways for heaviest used routes. Overall ridership on the ACTS system continues to increase, setting a new record for annual trips at 84,145 during FY 2010. For transit projects see Figure 2.4. Existing Transit Routes are shown in Figure 2.4.

10.0 CONCLUSIONS

The Calhoun Area Transportation Plan has been carefully designed to accommodate existing as well as future transportation needs. Federal legislation makes it imperative that the study be continued if area governments are to continue receiving federal funds for transportation improvements. With the cooperation and coordination of the continuing study organization, it will be possible to maintain a plan, which meets the needs of the urban area for the next twenty-five years, while retaining the flexibility to accommodate unanticipated growth.

Generally, the 2045 LRTP update indicates a continuation of existing land use patterns and congested areas similar to the 2040 plan. 2045 congested or deficient road segments include; south Quintard (AL 21) near the CSX overpass, a segment of AL 21 near Baltzell Gate and US 431 North through Alexandria. The completion of the Eastern Bypass (Veterans Memorial Blvd.) has relieved congestion along central AL 21 but not eliminate it during peak hours. The Eastern Bypass will provide more access to the McClellan area and permit quicker re-development. In general, a land use pattern of dispersal is continuing to leave low density and underutilized urban cores surrounded by low density residential suburbs. Trip times and average trip lengths are continuing to increase and job growth, while usually occurring near the major corridors, is not robust.

Appendix A
Abbreviations and Acronyms

Abbreviations and Acronyms

ACS	American Community Survey
ALDOT	Alabama Department Of Transportation
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CARE	Critical Analysis Reporting Environment
CBER	Center for Business and Economic Research
CBD	Central Business District
CEDS	Consumer Economic Development Strategy
CFR	Code Of Federal Regulations
COOP	Continuity Of Operations Plan
CTAC	Coordinated Transportation Advisory Council
CTP	Coordinated Transportation Plan
DBE	Disadvantaged Business Enterprise
DRI	Developments Of Regional Impact
EARPDC	East Alabama Regional Planning and Development Commission
EPA	Environmental Protection Agency
ESRI	Environmental Systems Research Institute
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Green House Gases
GIS	Geographic Information System
ILS	Instrument Landing System
JARC	Job Access And Reverse Commute
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
PIP	Public Involvement Plan
PL	Planning Funds
PPP	Public Participation Process (Plan)
RAID	Redundant Array Of Independent Discs
RPO	Rural Planning Organization
RSA	Retirement Systems of Alabama
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users
SIP	State Implementation Plan
SPR	State Planning and Research
STIP	State Transportation Improvement Program

TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
YOE	Year of Expenditure

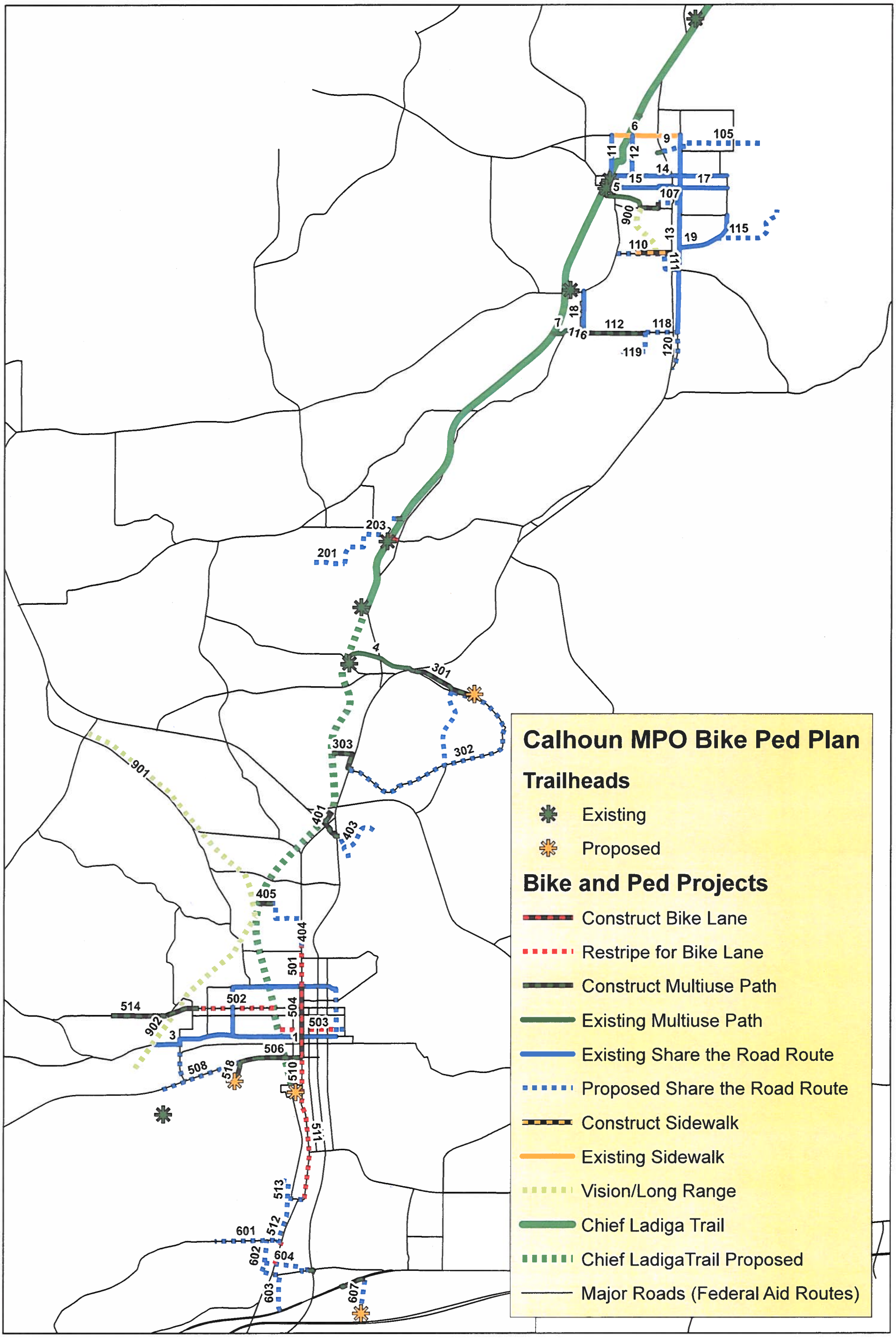
Appendix B
Excerpts from the
2019 Calhoun Area Bicycle Pedestrian Plan

Table 1
Calhoun Area MPO Bicycle and Pedestrian Plan
Existing and Proposed Projects

ID	Area	Project Name	Status	Facility Code	Facility Type	Length (feet)	Cost/LF	Preliminary Cost Est. ($)	Phasing/ Priority
1	Anniston Central	Anniston Share the Road Loop	**Existing**	STRE	Share The Road	15,000	na	na	Existing
3	Anniston Central	Anniston Share the Road 11th	**Existing**	STRE	Share The Road	4,800	na	na	Existing
4	Anniston McClellan	Baltzell Gate Connector	**Existing**	MUPE	Multi-use Path	4,020	na	na	Existing
5	Jacksonville	Williams Branch Greenway Trail	**Existing**	MUPE	Multi-use Path	2,700	na	na	Existing
6	Jacksonville	Nisbet Street Sidewalk	**Existing**	SWE	Sidewalk	2,600	na	na	Existing
7	Jacksonville	Jacksonville School Connector	**Existing**	MUPE	Multi-use Path	1,240	na	na	Existing
8	Jacksonville	Reynolds Street Connector	**Existing**	MUPE	Multi-use Path	110	na	na	Existing
9	Jacksonville	Bennett Blvd Sidewalk	**Existing**	SWE	Sidewalk	1,300	na	na	Existing
10	Jacksonville	JSU Campus Connector	**Existing**	MUPE	Multi-use Path	300	na	na	Existing
11	Jacksonville	Park Ave Share the Road	**Existing**	STRE	Share The Road	2,700	na	na	Existing
12	Jacksonville	Forney Ave Share the Road	**Existing**	STRE	Share The Road	2,700	na	na	Existing
13	Jacksonville	Church Avenue STR	**Existing**	STRP	Share The Road	13,400	na	na	Existing
14	Jacksonville	Mountain Drive West Share the Road	**Existing**	STRP	Share The Road	3,800	na	na	Existing
15	Jacksonville	Francis St West Share the Road	**Existing**	STRE	Share The Road	4,300	na	na	Existing
16	Jacksonville	Mountain Dr East Share the Road	**Existing**	STRP	Share The Road	2,600	na	na	Existing
17	Jacksonville	Francis St East Share the Road	**Existing**	STRE	Share The Road	2,600	na	na	Existing
18	Jacksonville	James Hopkins Dr Share the Road	**Existing**	STRE	Share The Road	2,800	na	na	Existing
19	Jacksonville	Gardner Dr. Share the Road	**Existing**	STRE	Share The Road	4,020	na	na	Existing
102	Jacksonville	Greenleaf Sidewalk	Proposed	SWC	Sidewalk	600	94.7	56,818	High
103	Jacksonville	Roebuck Waters Share the Road	Proposed	MUPC	Share The Road	1,070	47.3	50,663	Mid
104	Jacksonville	Roebuck Waters Share the Road*	Proposed	STRP	Share The Road	370	9.5	3,504	Mid
105	Jacksonville	7th Street Share the Road (STR)*	Proposed	STRP	Share The Road	4,380	9.5	41,477	Low
107	Jacksonville	Ladiga Street STR*	Proposed	STRP	Share The Road	1,210	9.5	11,458	High
108	Jacksonville	Spring Street* and A Street Side Path	Proposed	MUPC	Multi-use Path	1,500	47.3	71,023	High
110	Jacksonville	Greenleaf STR	Proposed	STRP	Share The Road	3,130	9.5	29,640	Low
111	Jacksonville	White's Gap Road STR Connector*	Proposed	STRP	Share The Road	1,750	9.5	16,572	Low
112	Jacksonville	George Douthit Multi-use Path	Proposed	MUPC	Multi-use Path	3,500	47.3	165,720	High
115	Jacksonville	Louise Share the Road*	Proposed	STRP	Share The Road	4,020	9.5	38,068	Low
116	Jacksonville	Kitty Stone Path Extension	Proposed	MUPC	Multi-use Path	600	47.3	28,409	High
117	Jacksonville	James Hopkins Road Multiuse Path*	Proposed	MUPC	Multi-use Path	2,200	47.3	104,167	Mid
118	Jacksonville	George Douthit Share the Road	Proposed	STRP	Share The Road	3,500	9.5	33,144	Low
119	Jacksonville	Branscoombe Drive Share the Road*	Proposed	STRP	Share The Road	2,730	9.5	25,852	Low
120	Jacksonville	South Church Ave Share the Road	**Underway**	STRP	Share The Road	2,500	na	na	Underway
201	Weaver	Wana Ave Share the Road*	Proposed	STRP	Share The Road	2,000	9.5	18,939	Low
203	Weaver	Weaver High STR*	Proposed	STRP	Share The Road	4,230	9.5	40,057	Low
204	Weaver	Weaver Downtown Bike Lanes	Proposed	BLR	Bike Lane, re-stripe	260	1.9	492	High
205	Weaver	Weaver Downtown Bike Lanes	Proposed	BLC	Bike Lane, Construct	480	94.7	45,455	High
207	Weaver	Weaver Elementary School Path*	Proposed	MUPC	Multi-use Path	340	47.3	16,098	High
208	Weaver	Weaver Elementary School STR*	Proposed	STRP	Share The Road	290	9.5	2,746	Low
300	Anniston McClellan	Baltzell Gate Connector	**Underway**	MUPC	Multi-use Path	400	na	na	Underway
301	Anniston McClellan	Baltzell Gate Multi-use Path	Proposed	MUPC	Multi-use Path	3,700	47.3	175,189	Mid
302	Anniston McClellan	Summeral Share the Road	Proposed	STRP	Share The Road	15,500	9.5	146,780	Low
302	Anniston McClellan	Ossington Share the Road*	Proposed	STRP	Share The Road	5,200	9.5	49,242	Low
303	Anniston McClellan	Summeral Connector Path	Proposed	MUPC	Multi-use Path	2,520	47.3	119,318	Mid
401	Anniston Lagarde	Lagarde Park Connector*	Proposed	MUPC	Multi-use Path	2,300	47.3	108,902	Mid
402	Anniston Lagarde	Lagarde Park Entrance Share the Road*	Proposed	STRP	Share The Road	900	9.5	8,523	Low
403	Anniston Lagarde	Regar Circle Share the Road*	Proposed	STRP	Share The Road	3,350	9.5	31,723	Low
404	Anniston Lagarde	McArthur Dr and Noble St STR*	Proposed	STRP	Share The Road	4,500	9.5	42,614	Low
405	Anniston Lagarde	29th Street Connector*	Proposed	MUPC	Multi-use Path	760	47.3	35,985	Mid
501	Anniston Central	Noble Street Bike Lanes North	Proposed	BLR	Bike Lane, re-stripe	2,800	1.9	5,303	Mid
502	Anniston Central	15th Street Bike Lanes*	Proposed	BLR	Bike Lane, re-stripe	4,230	1.9	8,011	High
503	Anniston Central	12th Street Bike Lanes*	Proposed	BLR	Bike Lane, re-stripe	3,290	1.9	6,231	High
504	Anniston Central	Noble Street Bike Lanes CBD	Proposed	BLC	Bike Lane, Construct	4,800	94.7	454,545	Mid
505	Anniston Central	AL 202 Side Path Noble to Gurnee	Proposed	MUPC	Multi-use Path	500	47.3	23,674	Mid
506	Anniston Central	AL 202 Side Path Gurnee to Mulberry	Proposed	MUPC	Multi-use Path	1,960	500.0	980,000	High
507	Anniston Central	AL 202 Side Path Mulberry to LeGarde	Proposed	MUPC	Multi-use Path	1,075	47.3	50,900	High
508	Anniston Central	AL 202 Share the Road	Proposed	STRP	Share The Road	4,830	9.5	45,739	High
509	Anniston Central	Clydesdale Ave STR	Proposed	STRP	Share The Road	2,600	9.5	24,621	Mid
510	Anniston Central	Noble Street Bike Lanes South	**Underway**	BLR	Bike Lane, re-stripe	1,880	na	na	Underway
511	Anniston Central	Anniston to Oxford Bike Lane	Proposed	BLR	Bike Lane, re-stripe	7,750	1.9	14,678	High
512	Anniston Central	Anniston to Oxford Share the Road*	Proposed	STRP	Share The Road	3,140	9.5	29,735	High
513	Anniston Central	Maple Constantine Share the Road*	Proposed	STRP	Share The Road	1,640	9.5	15,530	Mid
514	Anniston Central	14th and 15th Street Side Path	Proposed	MUPC	Multi-use Path	5,020	47.3	237,689	High
516	Anniston Central	Christine Share the Road*	Proposed	STRP	Share The Road	3,200	27.5	87,879	Mid
517	Anniston Central	12th St Share the Road*	Proposed	STRP	Share The Road	490	27.5	13,456	Mid
518	Anniston Central	LeGarde Drive Coldwater Mtn Access*	**Underway**	MUPC	Multi-use Path	1,350	na	na	Underway
601	Hobson City	MLK Drive Share the Road	Proposed	STRP	Share The Road	3,600	9.5	34,091	Mid
602	Hobson City	McDaniel Street Share the Road*	Proposed	STRP	Share The Road	2,170	9.5	20,549	Low
603	Oxford	Luttrell and Spring St Share the Road*	Proposed	STRP	Share The Road	3,550	9.5	33,617	Low
604	Oxford	Oak Street Share the Road*	Proposed	STRP	Share The Road	2,700	9.5	25,568	Mid
607	Oxford	McCullars Ln STR*	Proposed	STRP	Share The Road	2,200	9.5	20,833	Mid
608	Oxford	US 78 Sidepath toward Civic Center	Proposed	MUPC	Multi-use Path	1,200	47.3	56,818	Mid
609	Oxford	Oxford Mall Signal and Path	Proposed	MUPC	Multi-use Path	500	47.3	123,674	High
609	Oxford	Oxford Mall Signal and Path	Proposed	MUPC	Multi-use Path	440	47.3	120,833	High
611	Oxford	Oxford Main Street Bike Lanes	Proposed	BLR	Bike Lane, re-stripe	1,560	1.9	2,955	High
900	Jacksonville	Willams Branch Greenway Ext -- Future*	Vision	Vision	Multi-use Path	3,560	47.3	168,561	Low
901	Anniston Central	Blue Mountain Rail Trail -- Future*	Vision	Vision	Multi-use Path	16,200	47.3	767,045	Low
902	Anniston Central	Pipeline Rail Trail -- Future*	Vision	Vision	Multi-use Path	12,400	47.3	587,121	Low
	Existing					*70,990*		*na*	
	Proposed					*148,265*		*3,955,511*	
	Vision/Future					*32,160*		*1,522,727*	
	Total					*251,415*		*5,478,239*	

** denotes a project that is not on the Federal Aid Highway System*

High Priority Projects
Mid Priority Projects



Map 1 -- Calhoun Area MPO Projects

Appendix C
LIVABILITY INDICATORS

Livability Indicators

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

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

Households Within 1/2 Mile of Fixed Route Transit				
Transit Type	Households	% Households	Est. Population	% Population
ACTS	11,287	35	26,882	34
Gamecock Express*	4,157	82	10,539	84

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

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

na = data not available

Source: US Census 1990 CP-2-2, S& Characteristics, US Census 2000 QT P23, Summary File 4, ACS 2/3 Yr. Estimates 2006-2010 Selected Economic Characteristics

2. Percent change in housing costs per household and/or percent increase in home ownership

Percent of household income spent on housing and transportation = 56% (Anniston/Oxford Metro Area) – source: Housing and Transportation Affordability Index – Center for Neighborhood Technology

Percent Change in Home Ownership Anniston/Oxford Metro Area				
	2000	% of Total housing units	2010	% of Total housing units
Total housing units	51,322		53,289	
Occupied units	45,307	0.88	47,31	0.89
Owner occupied	32,856	0.64	32,558	0.61
Owner with mortgage	na	na	19,074	0.36
Owner owned	na	na	13,478	0.25
Renter occupied units	12,451	0.24	14,779	0.28
Vacant units	6,015	0.12	5,958	0.11
Vacant units for rent	na	na	1,779	0.03
Vacant units for sale	na	na	900	0.02

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

Median Monthly Housing Costs Calhoun County				
	2009	2011-13*	2016	2013-2017**
With Mortgage	1,003	1,106	1,027	1048
Without Mortgage	309	329	324	322

Source: City-data.com; *ACS; **census.gov

3. **Percent change in educational attainment and/or percentage decrease in employment**

Educational Attainment of 25+ year olds (%) Anniston/Oxford Metro Area		
	2000	2010
High School or Higher	73.9	78.3
Bachelor's Degree or Higher	15.2	14.7

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

Unemployment Rate Anniston/Oxford Metro Area	
April Data	Rate
2006	3.6
2007	3.3
2008	3.9
2009	10.6
2010	11.4
2011	10.3
2012	7.9
2013	7.6
2014	7.5
2015	6.3
2016	6.1
2017	4.6
2018	4.2*

*Preliminary

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

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

LRTP Year	% of LRTP Projects to Improve Existing	% Transit funding
2035	72	7
2040	85	13

5. **Percent change in the number of regional sustainable infrastructure and/or change in number of regional preservation initiatives**

Plan Updates Since 2000		
City	Comprehensive	Zoning
Anniston		2016
Jacksonville	2016	
Oxford	2016	2017
Hobson City	2000	
Weaver		2016

Source: EARPDC and City websites

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

Households Within One-Half Radius of Town Center				
City	2010	2011	Change	2016 estimate
Anniston	380	369	-2.89%	358
Jacksonville	945	926	-2.01%	907
Oxford	437	442	1.14%	447
Hobson City	464	463	-0.22%	462
Weaver	386	395	2.33%	404

Source: 2010 US Census & ESRI Comm. Analyst Projections

Mean Commuting Time to Work (minutes)			
City	1990	2000	2010
Anniston	16.5	19.4	19.7
Jacksonville	15.7	22.7	19.7
Oxford	18.1	20	20.1
Hobson City	-	20.2	18.8
Weaver	21.2	25.4	24.3
Calhoun County	-	23.4	22.1

na = data not available

Source: 1990 Census cp-2-2, 2000 SF4 Qt P23 and ACS 5 year estimate 2006-2010 Selected Economic Characteristics

Appendix D
Limited English Proficiency (LEP) Plan

DRAFT Limited English Proficiency (LEP) Plan

1.0 Introduction

1.1 Purpose

The purpose of this plan is to document how the Calhoun Area Metropolitan Planning Organization (MPO) integrates people with Limited English Proficiency (LEP) into the transportation planning process. The MPO, as the official decision-making body of the transportation planning process, determines how federal highway and transit funds are spent in Calhoun County. This plan includes an assessment of the Limited English Proficiency (LEP) population and how the MPO will address the potential needs of this population.

1.2 Laws and Regulations

Entities that receive federal funding must follow Section 601 of Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d. The Act states that no person shall "on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." To strengthen Title VI, Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, was issued on August 11, 2000. The order requires federal agencies that distribute financial assistance to non-federal entities to publish guidance detailing how the non-federal entities can provide meaningful access to LEP persons. The U.S. Department of Transportation released their LEP guidance on December 14, 2005. FTA issued Circular 4702.1B in October 2012, and this is generally cited by ALDOT as the most current LEP guidance.

1.3 Public Involvement

The Calhoun Area MPO Policy Committee adopted the LEP Plan as a portion of its 2013 Public Participation Plan (PPP) update at their August 15, 2013meeting. Prior to this the availability of the draft plan was advertised through news releases to the local media and agencies and groups that work with minorities, low income people, persons with disabilities, and elderly individuals. The draft plan was published on the East Alabama Regional Planning and Development Commission website in early July 2013, and was also available at the MPO's office and available for mailing upon request. The draft plan was discussed at the MPO committee meetings held in July and August, 2013. The MPO accepted comments on the plan from July 1, 2013 through August 14, 2013. Comments could have been submitted in person at the MPO offices and by postal mail, e-mail, fax, and telephone.

2.0 Limited English Proficiency (LEP) Assessment

The U.S. Department of Justice, in their Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons, published a four factor assessment to determine a federal funding recipient's obligation to provide LEP services. The four factors are:

(1) The number or proportion of LEP persons served or encountered in the eligible service population
(2) The frequency with which LEP individuals come in contact with the program
(3) The nature and importance of the program, activity, or service provided by the program
(4) The resources available to the recipient and costs.

The Department of Justice indicated that the analysis is intended to balance meaningful access for LEP people against imposing undue burdens on small local governments.

2.1 Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The 2007-2011 American Community Survey 5 year estimates (Table B16001) indicate that there were 13,182 people in Anniston/Oxford Metro Area that did not speak English at home. Of this group, 3,557 spoke Spanish at home. The other most common non-English languages spoken at home were German (606), Korean (221), and Arabic (77). Of those that spoke Spanish at home 1,516 were estimated to speak English less than very well.

Language Spoken at Home	Estimated Number	Estimated Number Who Speak English Less Than Very Well
Spanish	3557	1516
German	606	138
Korean	221	92
Arabic	77	11

2007-2011 American Community Survey 5-Year Estimates for the Anniston/Oxford, AL Metro Area

2.2 The Frequency of Contact with Limited English Proficiency (LEP) People

Over the past 20 years the MPO staff has not had any contact with anyone who did not speak English very well. Over that same period, no individual or group has requested the MPO to provide an interpreter or to translate a document. Future interaction with LEP people is expected to be infrequent and unpredictable.

2.3 The Importance of the Program to Limited English Proficiency (LEP) People

The MPO plans how federal transportation funds are used in the urbanized area of the County. The MPOs work does not affect every resident. Nor does it provide direct, immediate, vital or emergency services, such as medical treatment, meals or shelter. Involvement in the MPO's transportation planning process is voluntary.

2.4 Resources Available to the MPO Recipient and the Costs of Limited English Proficiency (LEP) Services

The Calhoun Area MPO is considered a small MPO by state and national standards. Currently, the MPO has one (1) full-time equivalent employee. Less than eight percent of the MPO's annual work program budget is available for non-staff related charges. The cost to provide interpretation and translation service vary greatly depending on the frequency and volume of work as well as the methods used.

Despite its financial limitations, the MPO is committed to maintaining an open and inclusive planning process that allows LEP people to participate. The MPO, working within its budget, will implement the most cost-effective methods for interpretation and translation work based on requests and expected demand.

3.0 Limited English Proficiency (LEP) Program

3.1 Identification of Limited English Proficiency (LEP) People

In Anniston/Oxford Metro Area, approximately 11 percent of the population do not speak English at home. Spanish is by far the largest language group, representing 3.2 percent of the population. The other language groups in the top four (German, Korean and Arabic) make up less than one percent of the population. If necessary, the MPO will use the U.S. Census Bureau's "Language Identification Flashcard" document at MPO committee and public meetings, and with walk-in requests. The document will be used to identify LEP individuals. Identified LEP people will be given the option to be added to the MPO's news release mailing list. Encounters with LEP people

will be tracked in a spreadsheet that will be updated after each event. The spreadsheet will list the type of service provided and any other relevant information. This spreadsheet is available upon request.

3.2 Language Assistance Measures

3.2.1 Types of Language Services Available

If requested, the MPO will provide interpreters and translation service as their budget allows. The MPO will utilize free websites and programs whenever possible to translate correspondence and documents. In-person or telephone interpreters will be utilized as needed. If volunteer interpreters are not available, the MPO will pay interpreters as their budget permits.

3.2.2 Sources of Interpretation and Translation Services

The MPO staff will maintain a list of local interpreters (volunteer and for-pay) and a list of acceptable telephone interpretation companies. The staff will also maintain a list of websites and programs that translate text and documents. The MPO staff will refer to the lists as needed. The lists are available upon request.

3.2.3 Responses to LEP Callers

The MPO staff will refer LEP callers to the MPO's website where instructions will be available to translate the website into their language. On the website will also be instructions on how to request free language support from the MPO.

3.2.4 Responses to Written Communication from LEP People

The MPO staff will use free translation websites and programs to respond to written communication from LEP people. If the translation websites and programs fail to translate correctly, the MPO staff will consult with local or telephone interpreters to ensure proper communication.

3.2.5 Responses to In Person contact with LEP People

The MPO will use the U.S. Census Bureau's *Language Identification Flashcard* document.
MPO committee and public meetings, and with walk-in requests. The MPO staff will use an interpretation services (telephone or local) or a free online written translation website to determine the needs of the LEP individual and to explain the transportation planning process or to respond to any questions. Any comments provided by the LEP individual will be documented and provided to the MPO committees for their review and action.

3.2.6 Determining Competency of Interpreters and Translation Services

After an interpretation or translation service is provided, the MPO staff will ask the LEP individual if they understood the interchange and if they require additional or a different language service. If additional service is required, the MPO will change interpretation or translation providers. When feasible, the MPO will use certified interpreters and translation services.

3.3 Staff Training

The MPO staff will review the LEP Plan every year to ensure that they understand their responsibilities. During the annual review, the staff will verify the contact lists (interpretation and translation services).

3.4 Notices to Limited English Proficiency (LEP) People

The MPO will do the following to notify LEP people of the availability of language services:

- Post a sign at the reception desk in the four most common languages
- Add a statement to the MPO website in the four most common languages
- Add a statement to the title page of all major MPO documents in the four most common languages
- Provide handouts at all MPO meetings in the four most common languages

- Add the information to all MPO presentations

3.5 Monitoring and Updating the Limited English Proficiency (LEP) Plan

The MPO staff will monitor the MPOs interaction with LEP people. If problems with the LEP Plan are discovered, the MPO staff will recommend that the document be amended. The MPO Policy Committee can amend the plan after the public is given an opportunity to review and comment on the proposed amendment. The MPO will update the LEP Plan every five years.

The update will involve the following elements:

- Verification of the LEP population in the MPO study area
- Counting past encounters with LEP people
- Determination of any changes to MPO activities that might affect LEP people
- Research of new sources and methods of interpretation and translation services
- Verification of current sources and methods of interpretation and translation services
- Reviewing past interaction with LEP people to determine if changes are warranted
- Staff review of LEP plan responsibilities

Appendix E
Socio-Economic Data

2015 Socioeconomic Data
Calhoun Urbanized Area

TAZ	Occupied Housing Units	Mean Income	Retail Employment	Non-Reatil Employment	School Enrollment
1	415	$52,000	30	246	0
2	448	$45,290	20	44	0
3	495	$44,185	25	497	934
4	490	$41,220	100	851	1125
5	147	$28,760	658	103	0
6	217	$68,190	850	296	0
7	925	$57,470	115	16	0
8	105	$64,230	0	3	0
9	55	$49,450	2250	193	0
10	202	$38,560	25	56	415
11	407	$61,560	2250	383	113
12	535	$45,735	3250	729	0
13	262	$25,700	279	765	1146
14	570	$47,515	15	271	756
15	287	$44,550	0	35	0
16	871	$41,955	80	166	470
17	202	$42,115	8	2	0
18	99	$21,250	0	1	0
19	721	$36,040	70	527	0
20	247	$20,915	4	5	0
21	183	$60,805	275	199	0
22	483	$30,745	1942	990	0
23	202	$30,200	230	1590	1022
24	381	$68,615	15	25	0
25	706	$74,905	15	61	575
26	300	$103,510	0	13	0
27	325	$38,150	0	6	0
28	128	$56,105	0	16	26
29	373	$64,145	0	120	380
30	423	$94,440	80	188	0
31	379	$57,570	20	160	0
32	778	$49,045	65	3220	0
33	377	$23,730	4	70	0
34	25	$11,420	230	788	0
35	390	$20,225	30	1163	104
36	74	$23,265	0	260	0
37	210	$26,030	30	210	1224
38	515	$38,660	30	9	0
39	297	$33,205	20	415	0
40	229	$35,390	0	3	0
41	196	$25,210	0	488	0

42	502	$24,390	15	203	0
43	384	$17,900	15	115	333
44	94	$44,705	485	2642	0
45	3	$16,000	390	486	0
46	74	$24,325	10	264	0
47	409	$50,605	25	33	0
48	723	$34,925	231	985	955
49	102	$23,525	200	402	0
50	256	$22,675	10	340	0
51	242	$39,025	0	501	101
52	354	$30,065	0	0	130
53	315	$30,880	27	1	0
54	147	$30,200	0	68	0
55	96	$34,410	0	119	0
56	571	$24,220	11	143	0
57	270	$26,465	395	506	0
58	528	$45,520	54	435	0
59	187	$31,925	26	0	0
60	600	$43,660	30	40	0
61	260	$52,940	227	20	1464
62	103	$24,035	84	1717	234
63	791	$39,090	350	1134	531
64	670	$45,155	4	41	0
65	803	$57,420	244	103	0
66	105	$46,095	30	289	0
67	85	$48,520	110	26	0
68	723	$47,460	15	4	0
69	394	$44,010	0	147	533
70	275	$35,810	57	44	0
71	300	$44,100	77	53	0
72	349	$32,515	40	25	0
73	256	$52,610	40	10	0
74	230	$49,330	10	234	680
75	474	$46,350	10	5	0
76	164	$65,000	0	5	0
77	225	$48,545	215	166	892
78	113	$42,690	21	10	0
79	63	$56,940	0	0	0
80	320	$47,530	265	58	0
81	120	$44,560	114	149	1062
82	330	$44,255	0	3	0
83	241	$35,590	4	3	0
84	299	$45,745	17	25	0
85	444	$44,195	192	94	0
86	100	$107,485	305	309	836
87	435	$25,120	107	172	124
88	500	$28,785	45	48	0

89	216	$24,265	39	496	0
90	125	$13,310	0	141	230
91	85	$28,910	12	3	0
92	297	$20,610	10	418	854
93	402	$52,585	30	477	0
94	194	$40,230	0	0	0
95	233	$12,565	10	1170	8877
96	397	$14,090	0	23	0
97	93	$45,865	0	20	0
98	205	$27,695	10	6	0
99	106	$17,470	50	0	450
100	201	$58,925	0	7	0
101	121	$63,640	0	0	0
102	303	$93,475	0	0	0
103	58	$24,220	0	8	0
104	200	$33,575	10	5	0
105	35	$35,555	4	2	0
106	0	$0	109	172	0
107	28	$35,555	0	0	0
108	41	$35,555	0	3	0
109	40	$28,450	0	0	0
110	30	$37,670	0	0	0
111	197	$28,485	25	0	0
112	0	$0	0	4773	0
113	112	$39,790	0	0	0
114	152	$25,985	0	11	0
115	6	$24,220	0	615	0
116	0	$0	0	175	0
117	57	$52,780	0	1	0
118	37	$31,710	0	0	0
119	0	$0	50	321	0
120	0	$0	42	366	0
121	0	$0	42	275	0
	33661	$40,753	17966	36844	26576

2045 Socioeconomic Data
Calhoun Urbanized Area

TAZ	Occupied Housing Units	Mean Income	Retail Employment	Non-Reatil Employment	School Enrollment
2	480	$45,290	20	44	0
3	495	$44,185	25	497	1174
4	490	$41,220	100	851	833
5	156	$28,760	898	135	0
6	220	$68,190	850	147	0
7	925	$57,470	115	21	0
8	105	$64,230	0	3	0
9	55	$49,450	2250	6	0
10	211	$38,560	25	56	391
11	451	$61,560	2250	216	273
12	564	$45,735	3250	1055	0
13	271	$25,700	399	765	1056
14	605	$47,515	15	271	1835
15	361	$44,550	0	35	0
16	922	$41,955	80	102	567
17	211	$42,115	8	0	0
18	147	$21,250	0	1	0
19	679	$36,040	70	527	0
20	291	$20,915	4	5	0
21	209	$60,805	275	199	0
22	608	$30,745	1942	2101	0
23	270	$30,200	230	1523	-171
24	403	$68,615	15	25	0
25	822	$74,905	15	61	607
26	306	$103,510	0	13	0
27	331	$38,150	0	6	0
28	154	$56,105	0	16	-4
29	399	$64,145	0	120	365
30	484	$94,440	80	188	0
31	427	$57,570	20	160	0
32	897	$49,045	65	2982	0
33	491	$23,730	4	72	0
34	25	$11,420	230	788	0
35	612	$20,225	30	1163	253
36	87	$23,265	0	273	0
37	309	$26,030	30	216	1263
38	416	$38,660	30	15	0
39	371	$33,205	20	-24	0
40	248	$35,390	0	3	0
41	212	$25,210	0	506	0

42	605	$24,390	15	203	0
43	461	$17,900	15	115	166
44	113	$44,705	485	2642	0
45	4	$16,000	390	486	0
46	87	$24,325	10	264	0
47	457	$50,605	25	33	0
48	906	$34,925	412	985	919
49	141	$23,525	200	402	0
50	307	$22,675	10	340	0
51	251	$39,025	0	501	-17
52	373	$30,065	0	0	316
53	344	$30,880	27	2	0
54	150	$30,200	0	68	0
55	118	$34,410	0	119	0
56	687	$24,220	27	82	0
57	334	$26,465	395	1115	0
58	589	$45,520	54	1056	0
59	190	$31,925	26	0	0
60	635	$43,660	30	28	0
61	260	$52,940	227	20	1553
62	0	$24,035	204	1717	185
63	743	$39,090	350	1134	624
64	606	$45,155	4	41	0
65	770	$57,420	256	94	0
66	105	$46,095	30	289	0
67	85	$48,520	110	6	0
68	690	$47,460	15	4	0
69	564	$44,010	0	179	528
70	403	$35,810	118	49	0
71	306	$44,100	138	87	0
72	525	$32,515	40	25	0
73	372	$52,610	40	19	0
74	236	$49,330	10	502	644
75	621	$46,350	10	5	0
76	206	$65,000	0	5	0
77	225	$48,545	215	144	792
78	139	$42,690	21	-1	0
79	89	$56,940	0	0	0
80	355	$47,530	265	56	0
81	120	$44,560	126	104	1148
82	365	$44,255	0	2	0
83	263	$35,590	4	3	0
84	358	$45,745	40	25	0
85	428	$44,195	192	92	0
86	100	$107,485	305	191	757
87	435	$25,120	130	165	-21
88	506	$28,785	45	33	0

89	232	$24,265	87	496	0
90	125	$13,310	0	141	242
91	85	$28,910	12	0	0
92	213	$20,610	10	418	936
93	382	$52,585	30	477	0
94	149	$40,230	0	0	0
95	2	$12,565	10	1064	7982
96	342	$14,090	0	23	0
97	90	$45,865	0	20	0
98	77	$27,695	10	6	0
99	35	$17,470	79	0	1092
100	194	$58,925	0	7	0
101	114	$63,640	0	0	0
102	294	$93,475	0	0	0
103	49	$24,220	0	8	0
104	206	$33,575	10	5	0
105	35	$35,555	4	2	0
106	0	$0	229	378	0
107	-5	$35,555	0	0	0
108	-7	$35,555	0	8	0
109	40	$28,450	0	0	0
110	30	$37,670	0	0	0
111	200	$28,485	25	0	0
112	0	$0	0	5528	0
113	121	$39,790	0	0	0
114	155	$25,985	0	11	0
115	-1	$24,220	0	615	0
116	0	$0	0	425	0
117	66	$52,780	0	1	0
118	40	$31,710	0	0	0
119	0	$0	122	780	0
120	0	$0	103	825	0
121	0	$0	103	667	0
	35613	$40,300	19195	40476	26287

Appendix F
Environmental
Mitigation

Environmental Mitigation

Introduction

The current federal regulations require state transportation agencies and Metropolitan Planning Organizations (MPO) to consult with other agencies to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must consider the potential environmental impacts associated with a transportation plan or plan update, to mitigate those impacts. Mitigation, as defined by the National Environmental Policy Act of 1969 (NEPA), is a three-level concept.

The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource, such as a historic site or a wetlands area.

The second level is minimization, which means that if avoidance is not possible, then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area would have considerably less impact than re-channeling the stream or filling the wetlands.

The third level is mitigation, which means impact to a resource cannot be avoided. Examples here include recordation of a historic structure that must be demolished and compensation for filled wetlands by debits from a wetlands bank.

A few examples may illustrate how this hierarchy operates. Please note that for these resources there may be many more possible options to avoid, minimize, or mitigate. This section outlines how the LRTP address environmental mitigation of proposed transportation projects.

Wetlands, Waterways, and Flooding

Transportation projects were evaluated for proximity to wetlands, impaired waters, flood zones, and navigable waters. While transportation projects should be sensitive to all bodies of water, these water bodies merit special attention for the following reasons:

- Wetlands have many environmental benefits, most notably water purification, flood protection, shoreline stabilization, groundwater recharge and streamflow maintenance, and fish and wildlife habitat.
- Wetlands are protected by the Clean Water Act. Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards. Wetlands are protected by the Clean Water Act.
- Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.
- Structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

It should be noted that here are no navigable waterways within the study area.

Mitigation

This early in the planning stage, there are not enough resources available to assess project level impacts to specific wetlands. As individual projects proceed through the ALDOT project delivery process and NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights;
- Take steps to avoid wetland and flood zone impacts where practicable;
- Consider strategies which minimize potential impacts to wetlands and flood zones;
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands; and
- Projects near impaired waters should consider measures to improve the quality of these waters.

Wildlife

Transportation projects were evaluated for proximity to identified critical habitat areas for threatened and endangered species and wildlife refuges. The Endangered Species Act (ESA) [16 U.S.C. 1531 et. seq.] of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species, and to provide protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to use their An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of the five following criteria occurs:

- The current/imminent destruction, modification, or curtailment of their habitat or range;
- Overuse of the species for commercial, recreational, scientific, or educational purposes;
- Disease or predation;
- The inadequacy of existing regulatory mechanisms; and
- Other natural or human-induced factors affect continued existence.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

Mitigation

Preliminary planning undertaken within the context of development of the LRTP does not include resources sufficient to assess project specific impacts to species habitats. As projects are carried forward, further study is needed through the ALDOT project delivery process, the NEPA process, design, and construction. Projects will be developed in consultation with U.S. Fish and Wildlife Service and Alabama Department of Conservation and Natural Resources, and to the extent practicable, actions which impact critical habitats will be avoided.

Historic and Recreational Resources

Transportation Projects were evaluated for proximity to historic sites and publicly owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places when USDOT funds are invested in a project. In order to be eligible for the National Register of Historic Places (NRHP), a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association and generally must be at least 50 years old. It will also be evaluated by the following criteria:

- Association with events that have made a significant contribution to the broad patterns of our history; or
- Association with the lives of significant persons in or past; or
- Embodiment of the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or possession of high artistic values, or representative of a significant and distinguishable entity whose components may lack individual distinction; or
- Provision or likelihood to provide information important in history or prehistory.

It is important to note the State Register properties are not necessarily protected by 4(f) regulations unless they meet NRHP eligibility. Furthermore, there may be additional properties not listed on either register which are eligible for the NRHP.

Mitigation

Projects will be developed in consultation with the State Historic Preservation Office (SHPO) and to the extent practicable, actions which adversely impact NRHP properties and publicly owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic resources. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided.

Potentially Hazardous Properties

Transportation Projects were evaluated for proximity to potentially hazardous sites identified by the Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund. Addressing these early on in the process can reduce costs, delays, and liabilities.

CERCLA was enacted in 1980 and established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List.

The National Priorities List (NPL) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

Mitigation

At this stage in project development, not enough information is available to determine impacts and mitigation. However, transportation projects affected by or affecting potentially hazardous properties will be evaluated during the ALDOT project delivery process, the NEPA process, design, and construction.

Summary of Potential Impacts

Detailed, project-specific environmental impact evaluations are beyond the scope of a LRTP. However, projects are typically screened to evaluate the relative likelihood of significant environmental impacts. This process utilizes available inventories of all relevant natural and cultural resources and socioeconomic and demographic data from the U.S. Census Bureau. The table below shows resources and issues typically considered in environmental impact evaluations.

RESOURCE/ISSUE	WHY IMPORTANT	REGULATORY BASIS	CONTACT
HAZMAT Sites	Health hazards, costs, delays, liability for both State & federal projects on either existing or acquired right-of-way	State & federal law; Guidelines for Ops; ASTM E-1527	Phase-I: Design Bureau/ETS, phone 334-242-6154 Phase-II & III: Materials & Tests Bureau, phone 334206-2284
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution	Clean Air Act of 1970; 40 CFR Parts 51 & 93; State Implementation Plan	Design Bureau/ETS phone 334-2426147; PM-2.5 – Design Bureau/ETS, phone 334-242-6315
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life	Noise Control Act of 1972; ALDOT's Highway Traffic Noise Analysis Policy and Guidance	Design Bureau/ETS, phone 334-2426147 or 6828 or 6710
Wetlands	Flood control, wildlife habitat, water purification; applies to both State and federally funded project	Clean Water Act of 1977; Executive Order 11990; 23 CFR 777	Design Bureau/ETS, phone 334-2426145; US Army Corps of Engineers, phone 251-6902658
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain	Endangered Species Act of 1973; 7 CFR 355	Design Bureau/ETS, phone 334-2426132; US Fish & Wildlife Service, phone 251-4415181
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas	Executive Order 11988; 23 CFR 650; 23 CFR 771	Design Bureau/ETS, phone 334-2426145; Bridge Bureau, phone 334242-6598

Farmland	Insure conversion compatibility with State and local farmland programs and policies	Farmland Protection Policy Act of 1981; 7 CFR 658	Design Bureau/ETS, phone 334-2426150; Natural Resources Conservation Service (NRCS), phone 334-8
Recreation Areas	Quality of life; neighborhood cohesion	Section 6(f) of the Land and Water Conservation Fund Act; Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771	Bureau/ETS, phone 334-2426143 or 6152; Alabama Department of Economic and Community Affairs, phone 334-2425363
Historic Structures	Quality of life; preservation of the national heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; 36 CFR 800	Design Bureau/ETS, phone 334-2426144 or 6225; Alabama Historical Commission, phone 334-230-2667
Archaeological Sites	Quality of life; preservation of national and Native American heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; Executive Order 13175	Design Bureau/ETS, phone 334-2426144 or 6225; Alabama Historical Commission, phone 334-230-2667
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and lowincome populations; basic American fairness	Title VI, Civil Rights Act of 1964; Executive Order 12898	Title VI, Civil Rights Act of 1964; Executive Order 12898

In each of the examples given above, the first contact listed is the ALDOT Design Bureau Environmental Technical Section (ETS), not because it is a "resource agency" as defined by federal regulations, but because it has the multidisciplinary experts capable of guiding agencies through the early identification of impacts in the initial project planning and development stage. The sooner a potential environmental impact is identified, the more likely it can be avoided, minimized, or mitigated. Early contact with the ETS can ensure timely consultation with potentially affected stakeholders and compliance with provisions of the National Environmental Policy Act (NEPA) and its enforcing regulations.

Appendix G
Public Comment

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)** and two amendments to the **FY 2020 – 2023 Transportation Improvement Plan (TIP).**

The 2045 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2045 LRTP update will include projects related to: roadways, traffic congestion, intersection improvements, public transit, pedestrian and bicycle projects.

The TIP is a four-year plan which identifies local improvement projects sponsored by local, state, and federal jurisdictions through the Calhoun Area MPO. Project ID# AL FLTP FW MOLO(1) Replace Bridge #7 at the Mountain Longleaf NWR in Calhoun County will be added to the TIP and project ID#100065122 Rehabilitate Bowl Rd (RT 420) at Mountain Longleaf NWR will be removed from the TIP.

This notice initiates a 14-day comment period. A copy of the Draft 2045 LRTP, project changes, and comment forms for either can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or can be mailed or emailed to interested persons by contacting Libby Messick at elizabeth.messick@earpdc.org or (256)237-6741.

Wednesday, September 16
11 am – 12 pm
Join from your computer, tablet, or smartphone at
https://global.gotomeeting.com/join/370336725.
Or dial in (toll free) using your phone 1-877-309-2073 access code 370-336-725.

Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address below, faxed to (256)237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.
For more information contact: Libby Messick, Senior Planner at (256)237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Anniston, AL 36202, or elizabeth.messick@earpdc.org.

Elizabeth Messick

From: Elizabeth Messick
Sent: Wednesday, August 26, 2020 12:37 PM
To: Kim Jenkins; Kim Kirk; dmundy@annistonstar.com
Cc: Tyler Ferrell
Subject: RE: block ad for public meeting notice
Attachments: Notice of Public Meeting Ad.doc

This is my 4th attempt at contact since the 12th regarding a block ad for print Thursday, September 3rd.
I have attached the notice needed for print to this email as well.
Please contact me when available with pricing information.

Thanks,

Libby Messick
Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Quintard Tower, Suite 300
1130 Quintard Ave.
Anniston, AL 36202
256-237-6741

From: Elizabeth Messick
Sent: Thursday, August 20, 2020 11:33 AM
To: Kim Jenkins <kjenkins@annistonstar.com>; Kim Kirk <kkirk@annistonstar.com>; dmundy@annistonstar.com
Subject: block ad for public meeting notice

I need the attached to be printed as a block ad Thursday, September 3rd.
Please contact me when available with pricing information.

Thanks,

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

Elizabeth Messick

From: Elizabeth Messick
Sent: Wednesday, August 12, 2020 11:00 AM
To: Kim Kirk; Kim Jenkins
Subject: Public meeting notice for print
Attachments: Notice of Public Meeting Ad.doc

Good morning ladies,

Please see the attached block ad for a public meeting for the Calhoun Area MPO. This ad will need to be printed Thursday, September 3rd.
Please contact me when available with pricing information.

Thanks,

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

EARPDC

Elizabeth Messick

From: Elizabeth Messick
Sent: Tuesday, August 18, 2020 9:18 AM
To: Kim Kirk; Kim Jenkins
Subject: RE: Public meeting notice for print
Attachments: Notice of Public Meeting Ad.doc

My apologies. I made a few changes to the ad. I'm still looking for pricing information for a block ad for the Calhoun Area MPO to be printed Thursday, September 3rd.

Thanks,

Libby Messick
Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Quintard Tower, Suite 300
1130 Quintard Ave.
Anniston, AL 36202
256-237-6741

From: Elizabeth Messick
Sent: Wednesday, August 12, 2020 11:00 AM
To: Kim Kirk <kkirk@annistonstar.com>; Kim Jenkins <kjenkins@annistonstar.com>
Subject: Public meeting notice for print

Good morning ladies,

Please see the attached block ad for a public meeting for the Calhoun Area MPO. This ad will need to be printed Thursday, September 3rd.
Please contact me when available with pricing information.

Thanks,

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

Elizabeth Messick

From:	Elizabeth Messick
Sent:	Thursday, August 20, 2020 11:33 AM
To:	Kim Jenkins; Kim Kirk; dmundy@annistonstar.com
Subject:	block ad for public meeting notice
Attachments:	Notice of Public Meeting Ad.doc

I need the attached to be printed as a block ad Thursday, September 3rd.
Please contact me when available with pricing information.

Thanks,

Libby Messick

Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Quintard Tower, Suite 300
1130 Quintard Ave.
Anniston, AL 36202
Phone: 256-237-6741

EARPDC

COMMENT FORM

Calhoun Area Metropolitan Planning Organization

DRAFT FY 2045 Long-Range Transportation Plan

Name: _____ Address: _____

State: ____ Zip Code: _____ Email: _____

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

Property Owner Within MPO Area Public Official Local Business Owner Citizen

Other _____

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

Newspaper Ad Social Media Local Meeting Flyer Other _____

Please provide any comments you may have concerning the FY 2045 LRTP. **Please specify the city in which the project(s) you are commenting on.** (Please Print and Use Back if Needed):

_____
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Please return this completed form to the Calhoun Area MPO by September 17:

Mrs. Elizabeth (Libby) Messick, MPO Coordinator
P.O. Box 2186
Anniston, Alabama 36202
Phone: 256-237-6741; Fax: 256-237-6763
Email: elizabeth.messick@earpdc.org

Mailed September 1, 2020

Anniston Housing Authority
1120 Project Drive
Anniston, AL 36201

Mr. Andrew Wackerle
USDA Rural Development
1413-B Hillyer Robinson Ind. Pkwy
Anniston, AL 36207

Anniston Housing Authority
500 Glenaddie Ave.
Anniston, AL 36201

Wesley Apartments
1401 Noble St.
Anniston, AL 36201

Anniston Housing Authority
1414 Cooper Ave.
Anniston, AL 36201

Anniston Housing Authority
316 Elm St.
Anniston, AL 36201

Oxford House
119 E. 6th St.
Anniston, AL 36203

Hobson City Housing Authority
800 Armstrong St.
Anniston, AL 36201

Jacksonville Housing Authority
895 Gardner Dr. SE #100
Jacksonville, AL 36265

USDA - Rural Utilities Service
916 Francis St.
Anniston, AL 36206

Ft. McClellan Army NG Trg Center
1023 Ft. McClellan
Fort McClellan, AL 36205

Calhoun County Civil Defense
4510 Bynum Leatherwood Rd.
Anniston, AL 36206

Calhoun County Water Authority
2256 Alexandria-Wellington Rd.
Alexandria, AL 36250

Natural Resources Conservation Service
1413 Hillyer Robinson Ind. Pkwy
Anniston, AL 36207

Jacksonville Historic Society

119 Eighty Oaks

Jacksonville, AL 36265

Calhoun County EMA

507 Francis Sreet W.

Jacksonville, AL 36265

Alabama Forestry Commission

3985 AL HWY 21 N

Jacksonville, AL 36265

Calhoun County Environmental Office

1702 Noble St. Suite 103

Anniston, AL 36201

USDA Forest Service Talladega National Forest

Shoal Creek District

45 Highway 281

Choccolocco Historical Society

PO Box 62

Choccolocco, AL 36254

Anniston Taxi Co

3030 Noble Street

Anniston, AL 36201

Mountain Longleaf NWR Office

2700 Refuge Headquarters Rd.

Decatur, AL 35603

US FWS Regional AL Ecological Services Field Office

1208-B Main St

Daphne, AL 36526

Anniston Historic Preservation Commission

1302 Noble St.

Anniston, AL 36201

Coosa Valley RC&D

404 Snow Street

Oxford, AL 36203

AL Wildlife and Fisheries

64 N Union Street

Suite 468

Mature Options Sr. Services

2222 Leighton Ave.

Anniston, AL 36207

Renal Care Group

901 Leighton Ave.

Suite 102

Fresenius Kidney Care Anniston North

2017 Quintard Ave, Ste B

Anniston, AL 36201

Anniston Golden Agers Senior Center

C/O Anniston Parks and Recreation

1128 Gurnee Ave

Anniston, AL 36205

Department of Conservation and Natural Resources

4101 Hwy 21 N

Jacksonville, AL 36265

Oxford Senior Center

424 Main Street

Oxford, AL 36203

Calhoun County Health Department

3400 McClellan Blvd.

Anniston, AL 36201

Kid One Transport

110 12th Street North

Birmingam, AL 35202

Beckwood Manor

PO Box 1825

Anniston, AL 36202

NHC Place

1335 Greenbrier Dear Road

Anniston, AL 36703

Jacksonville Health and Rehab

410 Wilson Dr. SW

Jacksonville, AL 36265

Anniston Housing Authority

PO Box 2225

Anniston, AL 36202

Hobson City Senior Center

610 MLK Drive

Hobson City, AL 36201

Calhoun-Cleburne Mental Health

PO Drawer 2205

Anniston, AL 36202

Calhoun County Enviornmental Services

3400 McClellan Blvd.

Anniston, AL 36201

Bradford Health Services

1713 Hamric Dr. E #2

Oxford, AL 36203

Family Services Center of Calhoun County

PO Box 2649

Anniston, AL 36202

Beverly Health Care

1130 South Hale St., Box 3408

Oxford, AL 36203

The Meadows

655 Gardner Dr. SE

Jacksonville, AL 36265

Jacksonville Senior Center

501 Alexandria Rd. SW

Jacksonville, AL 36265

Weaver Senior Center

406 Anniston St.

Weaver , AL 36277

ARC Calhoun-Cleburne Counties

401 Noble Street

Anniston, AL 36201

Health Services Center

PO Box 1347

Anniston, AL 36202

Community enabler Developer

104 E F Street.

Anniston, AL 36201

Ms. Julie Nix

Disabled Student Services, JSU

139 Daugette Hall

434 Trustee Circle

Jacksonville Community Center

501 Alexandria Rd. SW #A

Jacksonville, AL 36265

Friendship Community Center

2930 Friendship Rd.

Oxford, AL 36203

Anniston PARD

PO Box 2168

Anniston, AL 36202

Community Against Pollution Concern

1521 Cobb Ave.

Anniston, AL 36201

Interfaith Ministries, Inc

1431 Gurnee Ave.

Anniston, AL 36201

Alabama Quality Healthcare

1316 Noble St

Anniston, AL 36201

Alabama Department of Human Resources

415 W 11th St.

Anniston, AL 36202

Calhoun County Alabama Chamber of Commerce

1330 Quintard Ave.

Anniston, AL 36201

Calhoun County Habitat for Humanity

22 W 10th St.

Anniston, AL 36201

United Way of East Central Alabama

1505 Wilmer Ave.

PO Box 1122

Calhoun Veterans Service Office

1702 Noble Street, Suite 109

Anniston, AL 36202

Calhoun RSVP

310 Church Ave.

Jacksonville, AL 36265

Ms. Annette Rainge

Calhoun County Veterans Service Office

PO Box 643

Anniston, AL 36202

Community Foundation of NE AL

PO Box 1826

Anniston, AL 36202

Gentiva Health Services

1328 Greenbrier Dear Rd

Anniston, AL 36207

Health Services Center

608 MLK Drive

PO Box 1392

Health Services Center

1302 Noble St.

Anniston, AL 36202

Health Services Center

320 E 15th St.

Anniston, AL 36207

West Anniston Foundation

800 Clydesdale Ave.

Anniston, AL 36201

Be Latino Corporation

PO Box 8394

Anniston, AL 36202

AL Regional Medical Center (SOBRA)

331 E 8th St.

Anniston, AL 36207

Disabled American Veterans (DAV)

1810 Noble St.

Anniston, AL 36201

Committee on People with Disabilities

1105 Woodstock Ave.

Anniston, AL 36207

CST of Jacksonville

1610 Pelham Rd. S

Jacksonville, AL 36265

USDA Forest Service Talladega National Forest

Shoal Creek District

45 Highway 281

Oxford Public Library

110 E. 6th Street

Oxford, AL 36203

Jacksonville Public Library

200 Pelham Rd. S

Jacksonville, AL 36265

Public Library of Anniston and Calhoun County

108 E. 10th St.

Anniston, AL 36201

Carver Branch Library

722 W. 14th St.

Anniston, AL 36201

Jacksonville Public Library

112 Ladiga St. SE

Jacksonville, AL 36265

Elizabeth Messick CAC email September 1, 2020

Subject:	Public Involvement Meeting/Teleconference
Start:	Wed 9/16/2020 11:00 AM
End:	Wed 9/16/2020 12:00 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Organizer:	Elizabeth Messick
Required Attendees:	Elizabeth Messick; Bruce Britton; Buford Parker; Chris Gann; Darryl League; David Thompson (dthompson@jsu.edu); Dr. David West; Ed Kimbrough; Frank Thomas; George Salmon; jamesjenkins_2000@yahoo.com; Joan McKinney; Johnny Stinson; Kevin Ashley CIV USARMY TACOM (USA); Lavoy Jordan; Lem Burrell; Miller Parnell; Nelson Coleman; Phillip Keith; Reginald Stewart; Reuben Johnson; Richard Lindblom; Rick Robins; Rodney Cox; Theo Smart ; Tim Huddleston
Optional Attendees:	agrant@jacksonville-al.org; Barbara Hendricks; Brian Rosenbalm; Bryan Fair; Charles Markert; Chase Rich; David Arnett; Deneva Barnes (deneva1953@gmail.com); Fred Denney; Holland Powers; Jana Monday; Jennifer Green; Kyle Freeman; Mark Stephens; Matt Hawes; Matthew Gilliland; Mayor Johnny L. Smith; Michael Bergh; Michael Hora; Michael Hosch; Mike Warren; Rodney McCain; rusty.gann@oxfordal.gov; Shane Brown; Shane Christian; Shannon Robbins (shannon.robbins@talladegacountyal.org); Sonya Baker; Steve Haynes; Steven Corley; Toby Bennington; Tonya Wilson; Aaron Dawson; Ginny Shaver; Jay Jenkins; Jay Johnson; Jeff Clendenning; Jerry Parris; Joe Meads; Joey Conger (publicworks@weaver-alabama.org); Jules Moss; Lori Corley (lori.corley@earpdc.org); Mayor Alberta McCrory; Mayor Jack Draper (jdraper@annistonal.gov); Mayor Wayne Willis; mayorwillis@weaver-alabama.org; Meinrad Tabengwa; Tyler Ferrell; Mickey Hall; David West; Ragland, Sundae S.
Categories:	Meetings

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)** and two amendments to the **FY 2020 – 2023 Transportation Improvement Plan (TIP).**

The 2045 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2045 LRTP update will include projects related to: roadways, traffic congestion, intersection improvements, public transit, pedestrian and bicycle projects.

The TIP is a four-year plan which identifies local improvement projects sponsored by local, state, and federal jurisdictions through the Calhoun Area MPO. Project ID# AL FLTP FW MOLO(1) Replace Bridge #7 at the Mountain Longleaf NWR in Calhoun County will be added to the TIP and project ID#100065122 Rehabilitate Bowl Rd (RT 420) at Mountain Longleaf NWR will be removed from the TIP.

This notice initiates a 14-day comment period. A copy of the Draft 2045 LRTP, project changes, and comment forms for either can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or

can be mailed or emailed to interested persons by contacting Libby Messick at elizabeth.messick@earpdc.org or (256)237-6741.

Wednesday, September 16
11 am – 12 pm
Join from your computer, tablet, or smartphone at https://global.gotomeeting.com/join/370336725.
Or dial in (toll free) using your phone 1-877-309-2073 access code 370-336-725.

Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address below, faxed to (256)237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.
For more information contact: Libby Messick, Senior Planner at (256)237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Anniston, AL 36202, or elizabeth.messick@earpdc.org.

AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization

September 9, 2020
10:00 a.m.

1. Call to Order

2. Review and approval of minutes from August 12, 2020

3. Old Business

   A. TBA

4. New Business

   A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
   B. Resolution 805: Deletion and Addition of FWS projects to FY 20-23 TIP
   C. Resolution 806: Amend FY20 UPWP add Task 6.3
   D. Resolution 807: Increase Funds for Russell Drive CN (100064899)
   E. Status report of ALDOT projects
   F. Safety Observations
   G. Public Involvement Resolution 805 / DRAFT LRTP September 16, 2020
   H. TAB

5. Next TAC Meeting – October 7, 2020

6. Adjourn

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
September 9, 2020 – 10:00 a.m. Teleconference

	NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
1	Libby Mesrick	EAR MPO		
2	Mayor Smith	Jacksonville		
3	Mark Stevens	Jacksonville		
4	Jana Monday	COG		
5	Barbara Hendrick	ALDOT		
6	Michael Hash	Calhoun County		
7	Rodney McCain	Calhoun County		
8	Fred Denney	Oxford		
9	Tonya Wilson	Wilsonet		
10	Toby Bennington	Anniston		
11	Michael Bergh	ALDOT		

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
September 9, 2020 – 10:00 a.m. Teleconference

	NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
12	Steven Corley	ALDOT		
13	Shane Brown	ALDOT		
	Sundae Ragland			

AGENDA

CITIZENS ADVISORY COMMITTEE

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

September 16, 2020

10:00 am

1. Call to Order

2. Introductions

3. Old Business
   a. Review and approval of CAC minutes from July 15, 2020
   b. TBA

4. New Business
   a. Review FY 20-23 TIP Update and May Administrative Modifications
   b. Resolution 805: Deletion and Addition of FWS projects to FY 20-23 TIP
   c. Resolution 806: Amend FY20 UPWP add Task 6.3
   d. Status report of ALDOT projects (handout)
   e. Safety Observations
   f. TBA

5. Other Business
   A. Public Involvement Resolution 805 / DRAFT LRTP September 16, 2020
   B. CAC Vacancies
   C. Anniston Express and ADA Para-Transit Ridership
   D. Next CAC Meeting – November 18, 2020
   E. TBA

6. Adjourn

SIGN-IN SHEET

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

East Alabama Regional Planning and Development Commission TELECONFERENCE
September 16, 2020 – 10:00 a.m.

Name	Phone Number	Email Address
Libby Merrick		
Bruce Britton		
Dr. David West		
Tim Huddleston		
James Jenkins		
Phillip Keith		
Reuben Johnson		
Rodney Cox		
Miller Parnell		
Peggie Stewart		
Johnnie Stinson		

SIGN-IN SHEET

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

East Alabama Regional Planning and Development Commission TELECONFERENCE
September 16, 2020 – 10:00 a.m.

Name	Phone Number	Email Address
Kevin Ashley		
Nelson Coleman		
Lem Burell		
Theo Smart		
James Jenkins		
Buford Parker		

AGENDA

for the

Calhoun Area Metropolitan Planning Organization (MPO)

September 17, 2020

10:00 a.m.

I. Call to Order

II. Verification of Quorum

III. Recognition of Guests

IV. Old Business
- A. Review and approve minutes from August 20, 2020
- B. TBA

V. New Business
- A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
- B. Resolution 805: Deletion and Addition of FWS projects to FY 20-23 TIP
- C. Resolution 806: Amend FY20 UPWP add Task 6.3
- D. CAC Appointments
- E. Safety Observations
- F. TBA

VI. Other Business
- A. Status Report on Other Local Projects from ALDOT
- B. Report on Urban Fixed Route and ADA Handicapped Transit Systems
- C. Public Involvement Resolution 805/DRAFT LRTP; September 16
- D. ALDOT Rail-Highway Safety Program Grade Crossing Funding
- E. ATRIP-II Open Applications
- F. Comments or Issues from Member Jurisdictions or Attendees
- G. TBA

VII. Next MPO Meeting – Thursday, October 15, 2020

VIII. Adjourn

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission
September 17, 2020 – 10:00 a.m. Teleconference

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messick	EARC-MPO		
Jeff Clendenning	City of Weaver		
Joe Meads	Sain		
Mark Stephens	City of Jacksonville		
Toby Bennington	City of Anniston		
Dana Monday	COG		
Barbara Hendricks	ALDOT		
Fred Denney	Oxford		
Shane Brown	ALDOT		
Jay Jenkins	Anniston		
Mayor Alberta McCrory	Hobson City		

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission
September 17, 2020 – 10:00 a.m. Teleconference

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Matt Hawes	CDG		
Commissioner Wilson	Calhoun County		

SIGN-IN SHEET

Draft FY 2040-2045 Long Range Transportation Plan (LRTP)

East Alabama Regional Planning and Development Commission Teleconference
September 16, 2020 11 am – 12 pm

NAME	ORGANIZATION	EMAIL ADDRI
Libby Messick	EARC-MPO	
Mark Stephens	Jacksonville	
Mickey Hall		
Toby Bennington	Anniston	
Bryan Fair	ALDOT	
Sundae Ragland	ALDOT	
Paul Gilliam	Sain Associates	
Toni Arrington	ALDOT	

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **FINAL DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP).**

The 2045 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2045 LRTP update will include projects related to: roadways, traffic congestion, intersection improvements, public transit, pedestrian and bicycle projects.

This notice initiates a 14-day comment period. A copy of the Draft 2045 LRTP, project changes, and comment forms for either can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or can be mailed or emailed to interested persons by contacting Libby Messick at elizabeth.messick@earpdc.org or (256)237-6741.

Thursday, October 8, 2020
11 am – 12 pm

Join from your computer, tablet, or smartphone at
https://global.gotomeeting.com/join/689801525

Or dial in (toll free) using your phone 1-877-309-2073 access code 689-801-525.

Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address below, faxed to (256)237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.
For more information contact: Libby Messick, Senior Planner at (256)237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, Anniston, AL 36202, or elizabeth.messick@earpdc.org.

Elizabeth Messick Emailed to TAC, CAC, & Policy committees September 30, 2020

Subject:	Calhoun Area MPO LRTP FINAL DRAFT
Location:	1-877-309-2073 access code 689-801-525 or https://global.gotomeeting.com/join/689801525
Start:	Thu 10/8/2020 11:00 AM
End:	Thu 10/8/2020 12:00 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Organizer:	Elizabeth Messick
Required Attendees:	Elizabeth Messick
Optional Attendees:	agrant@jacksonville-al.org; Barbara Hendricks; Brian Rosenbalm; Bryan Fair; Charles Markert; Chase Rich; David Arnett; Deneva Barnes (deneva1953@gmail.com); fred.denney@oxfordal.gov; Holland Powers; Jana Monday; Jennifer Green; Jules Moss; Kyle Freeman; Mark Stephens; Matt Hawes; Matthew Gilliland; Mayor Johnny L. Smith; Michael Bergh; Michael Hora; Michael Hosch; Mike Warren; Rodney McCain; rusty.gann@oxfordal.gov; Shane Brown; Shane Christian; Shannon Robbins (shannon.robbins@talladegacountyal.org); Sonya Baker; Steve Haynes; Steven Corley; Toby Bennington; Tonya Wilson; Bruce Britton; Buford Parker; Chris Gann; Darryl League; David Thompson (dthompson@jsu.edu); Dr. David West; Ed Kimbrough; Frank Thomas; George Salmon; jamesjenkins_2000@yahoo.com; Joan McKinney; Johnny Stinson ; Kevin Ashley CIV USARMY TACOM (USA); Lavoy Jordan; Lem Burrell; Miller Parnell; Nelson Coleman; Phillip Keith; Reginald Stewart; Reuben Johnson; Richard Lindblom; Rick Robins; Rodney Cox; Theo Smart ; Tim Huddleston; Aaron Dawson; Ginny Shaver; Jay Jenkins; Jay Johnson; Jeff Clendenning; Jerry Parris; Joe Meads; Joey Conger (publicworks@weaver-alabama.org); Lori Corley (lori.corley@earpdc.org); Mayor Alberta McCrory; Mayor Jack Draper (jdraper@annistonal.gov); Mayor Wayne Willis; mayorwillis@weaver-alabama.org; Meinrad Tabengwa; Tyler Ferrell; Lance Armbrester; Rod Wilburn; johngardner.1962@gmail.com; David West; Mickey Hall
Categories:	Meetings

FINAL DRAFT 2045 LRTP MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **FINAL DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP).**

The 2045 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2045 LRTP update will include projects related to: roadways, traffic congestion, intersection improvements, public transit, pedestrian and bicycle projects.

A copy of the Draft 2045 LRTP, project changes, and comment forms for either can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or can be mailed or emailed to interested persons by contacting Libby Messick at elizabeth.messick@earpdc.org or (256)237-6741.

Thursday, October 8, 2020

11 am – 12 pm

Join from your computer, tablet, or smartphone at https://global.gotomeeting.com/join/689801525

Or dial in (toll free) using your phone 1-877-309-2073 access code 689-801-525.

Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address below, faxed to (256)237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments received by October 6th, 2020 will be reviewed by the MPO and included in the final plan document.
For more information contact: Libby Messick, Senior Planner at (256)237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, Anniston, AL 36202, or elizabeth.messick@earpdc.org.

AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization

October 7, 2020
10:00 a.m.

1. Call to Order

2. Review and approval of minutes from September 9, 2020

3. Old Business

   A. Resolution 807: Increase funds for Russell Drive CN (100064899)

4. New Business

   A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
   B. Resolution 808: Increase funds for Frank Akers (STMOA-STPOA-0800(215))
   C. Resolution 809: Increase funds for Bynum Leatherwood/Old Gadsden Roundabout (100064897)
   D. Resolution 810: Adopt 2045 LRTP
   E. Resolution 811: Adopt the Calhoun Area Functional Classification Map
   F. LRTP Final Draft meeting, Thursday, October 8
   G. Status report of ALDOT projects
   H. Safety Observations
   I. TAB
   J. Reschedule November TAC meeting (Veterans Day)

5. Next TAC Meeting – November 2020

6. Adjourn

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
October 7, 2020 – 10:00 a.m. Teleconference

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messick	EARC-MPO		
Mark Stephens	Jacksonville		
Michael Hosh	Calhoun County		
Rodney McCain	Calhoun County		
Toby Barrington	Anniston		
Jules Moss	MTDA		
Fred Denney	Oxford		
Michael Berry	ALDOT		
Sundae Rayland	ALDOT		
Dana Monday	COG		
Matt Hawes	COG		

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
October 7, 2020 – 10:00 a.m. Teleconference

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Shane Brown	ALDOT		
Toni Arrington	ALDOT		

SIGN-IN SHEET

FINAL DRAFT FY 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

of the
Calhoun Area Metropolitan Planning Organization
October 8, 2020 – 11:00 a.m. Teleconference

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messick	EAC- MPO Coordinator		
Mickey Hall	Skipper Consultants		
Edwin Starkie	Anniston STS Transportation		
Reggie Stewart	CAC Calhoun County		
Terry Parker	Oxford		
Jules Moss	MOA		
Sonya Baker	ALDOT		

AGENDA

for the

Calhoun Area Metropolitan Planning Organization (MPO)

October 15, 2020

10:00 a.m.

I. Call to Order

II. Verification of Quorum

III. Recognition of Guests

IV. Old Business
   A. Review and approve minutes from September 17, 2020
   B. TBA

V. New Business
   A. Appoint MPO Policy Committee Chair and Vice Chair
   B. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
   C. Resolution 808: Increase funds for Frank Akers (STMOA-STPOA-0800(215))
   D. Resolution 809: Increase funds for Bynum Leatherwood/Old Gadsden Roundabout (100064897)
   E. Resolution 810: Adopt 2045 LRTP
   F. Resolution 811: Upgrade the Calhoun Area Functional Classification Map
   G. CAC Appointments
   H. Safety Observations
   I. TBA

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

VII. Next MPO Meeting – Thursday, November 19, 2020

VIII. Adjourn