

Calhoun Area Metropolitan Transportation Study

FINAL

FY 2020-2023 Transportation Improvement Program (TIP)



Developed by the Calhoun Area Metropolitan Planning Organization (MPO)
March – June 2019

ADOPTED August 15, 2019

CALHOUN AREA TRANSPORTATION STUDY

DRAFT

FY 2020-2023 Transportation Improvement Program



This document is available at: www.earpdc.org/Programs

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This document was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), the Calhoun Area Metropolitan Planning Organization (MPO) and its local governments in partial fulfillment of requirements in 23 USC 134 and 135, amended by FAST Act. Sections 1201 and 1202, December 2015. The contents of this document do not necessarily reflect the official views or policies of the US Department of Transportation.

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- Sonya Baker, ALDOT Assistant Bureau Chief, Planning Studies
- Geneva Brown, ALDOT Assistant Region Engineer

RESOLUTION # 788

**Calhoun Area Metropolitan Planning Organization (MPO)
Adopting the FINAL FY 2020-2023 Transportation Improvement Program (TIP)**

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

WHEREAS, all public comments will be reviewed by the MPO and included in the final document; and

WHEREAS, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission (EARPDC), as staff to the MPO and in cooperation with the Bureau of Local Transportation, Alabama Department of Transportation, has prepared a Draft FY 2020-2023 Transportation Improvement Plan (TIP); now

THEREFORE, BE IT RESOLVED, by the Calhoun Area Metropolitan Planning Organization (MPO) Policy Committee that the same does hereby adopt the FINAL FY 2020-2023 Transportation Improvement Program (TIP).

Passed and adopted this the 15th day of August 2019.


Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:


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

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1.0 Introduction

1.1 Purpose

The Metropolitan Planning Organization (MPO) of the Calhoun Area Transportation Study (CATS) is responsible for adopting a Transportation Improvement Program (TIP) every four years. The TIP is an important element of a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process. The TIP presents a four-year program for improvement in the various transportation systems located within the study area as identified in the Calhoun Area 2040 Long Range Transportation Plan (LRTP), the twenty-five-year plan for the CATS area. This plan can be found at www.earpdc.org. This plan provides the foundation for projects listed in the TIP. The TIP guides the Alabama Department of Transportation (ALDOT) in its annual allocation of funds for transportation improvements and becomes part of the State TIP.

The TIP is prepared under the direction of the MPO by the Planning Division of the East Alabama Regional Planning and Development Commission (EARPDC). The Commission is assisted by the federal Highway Administration (FHWA) and the ALDOT. Additionally, the EARPDC actively solicits the participation of citizens, affected public agencies, private transportation providers, and other interested individuals during development of the TIP.

The TIP also contains the Federal Transit Administration (FTA) Section 5307¹ and Section 5210² Public Transportation project funding for the Calhoun County urbanized area. Funding levels have been reviewed and approved by the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and finally the MPO Policy Committee. In addition, the MPO Policy Committee formally reviews and approves Transportation Alternatives Program (TAP) applications sponsored by jurisdictions within the study area. Funded TAP projects are listed in the TIP. For information purposes only, railroad crossing improvement projects scheduled under the State Safety Program are included in the TIP along with other selected projects scheduled for funding by the State.

1.2 MPO History

A Metropolitan Planning Organization (MPO) is created to carry out the transportation planning activities of a Metropolitan Planning Area (MPA). Each urbanized area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish an MPO (renewed by Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) in 2005, Moving Ahead for Progress in the 21st Century (MAP-21) in 2012, and the Fixing Americas Surface Transportation (FAST) Act in 2015). MPOs are responsible for the continuing, cooperative, and comprehensive (3-C) transportation planning process for their particular urban area.

Urbanized areas are designated decennially by the US Census Bureau and are a reflection of urban growth, not political boundaries. For example, urban land uses in the Calhoun area extend outside of municipal boundaries into non-incorporated areas of the County. Therefore, the Calhoun Area MPO includes all the areas included in the member municipalities as well as portions of the un-incorporated communities of Saks, Cobb Town, Eulaton, Wellborn, Alexandria, Choccolocco, Cedar Springs and Pleasant Valley. The 2010

¹ formerly Section 9

² formerly Section 16(b)2

US Census indicated that the population of the Calhoun urbanized area had increased slightly from 75,840 in 2000 up to 79,796 in 2010. The Calhoun urbanized area encompasses un-incorporated portions of Calhoun County and the cities of Oxford, Hobson City, Anniston, Weaver and Jacksonville. Municipal boundaries of the City of Oxford extend into northern Talladega County; therefore, Commissioners from the Talladega County Commission have been invited to participate as non-voting members of the MPO Policy Committee.

Accordingly, MPOs are responsible for the transportation planning process in the entire urban area and not single political entities. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas which have coalesced but may have different land uses, travel patterns and densities. In short, transportation planning needs to be regional in scope because transportation systems cross governmental boundaries. The MPO for the Calhoun area Transportation Study (CATS) signed its joint agreement concerning the transportation planning process with the ALDOT in 1975 (updated in 2007, 2015 and 2017), in accordance with the Federal Highway Act of 1962. The 1962 Act specified that urbanized areas (populations greater than 50,000) must develop a “3C transportation planning process”, a process that is comprehensive, cooperative, and continuing, for federal-aid projects approved after July 1, 1965. A new agreement stipulating the various duties and responsibilities of the parties involved was signed with ALDOT in May/June 2007, updated in February/March 2015, and updated again in February/March 2017. The MPO consists of the Policy (Voting) Committee, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC).

1.3 Regulations for the TIP

The FY 2020-2023 TIP has been developed in accordance with the FAST Act, as signed into law by President Obama on December 4, 2015. FAST Act³ is the most recent transportation legislation which amends, modifies, and adds to the existing 23 USC 134 and 135. This language establishes planning policy, defines MPO organizational structure, and delineates MPO and State responsibilities in the transportation planning process. Under this code⁴, the law emphasizes not only the need for public involvement by the public and any interested parties, it requires fundamental procedures be developed and followed to ensure direct public access to information and the opportunity for input into the process. The metropolitan planning process promotes consistency between transportation improvement, state, and local planned land use change and economic development patterns⁵.

Maps are included in the TIP in accordance with FAST Act requirements for visualization techniques to aid in project location and comprehension. Detailed project profile maps are included projects sponsored through the Calhoun Area MPO in Section 2.4.1, pages 35 - 57, of this document. In addition, a map of the urbanized area indicating the location of each MPO project is distributed during the public review period and is also included in Appendix 3.2, page 79.

³ Public Law 114-94

⁴ 42 USC 2000d-1; 23 CFR 450 and 500; 40 CFR 51 and 93

⁵ section 1201(a) § 134(h)(E).

1.3.1 Consistency with other Plans

There are general and specific directions under the FAST Act for requirements of consistency⁶. 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

1.3.2 Conformity Determination (If Non-Attainment)

Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designed to attainment after 1990 to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations, or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The Calhoun Area MPO is neither in non-attainment now, nor is it anticipating non-attainment status in the near future. However, in the event of future non-attainment status, the additional planning and reporting required would add substantially to MPO budget needs.

⁶ Sec. 1201

1.4 Scope of the Planning Process

Federal law establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The metropolitan planning process promotes consistency between transportation improvement and state and local planned growth and economic development patterns⁷. MPOs shall provide for consideration of projects and tasks that meet the following ten planning 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 the accessibility and mobility options available to people and freight.
5. Protect and enhance the environment, promote energy conservation, improve 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) the stormwater impacts on surface transportation.
10. Enhance travel and tourism.

1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Offices of Planning have 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 Principals and Indicators with Resolution #635 June 21, 2012. These have been included in the 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.

⁷ Section 1201(a) 134(j)(2)

Models of Regional 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.

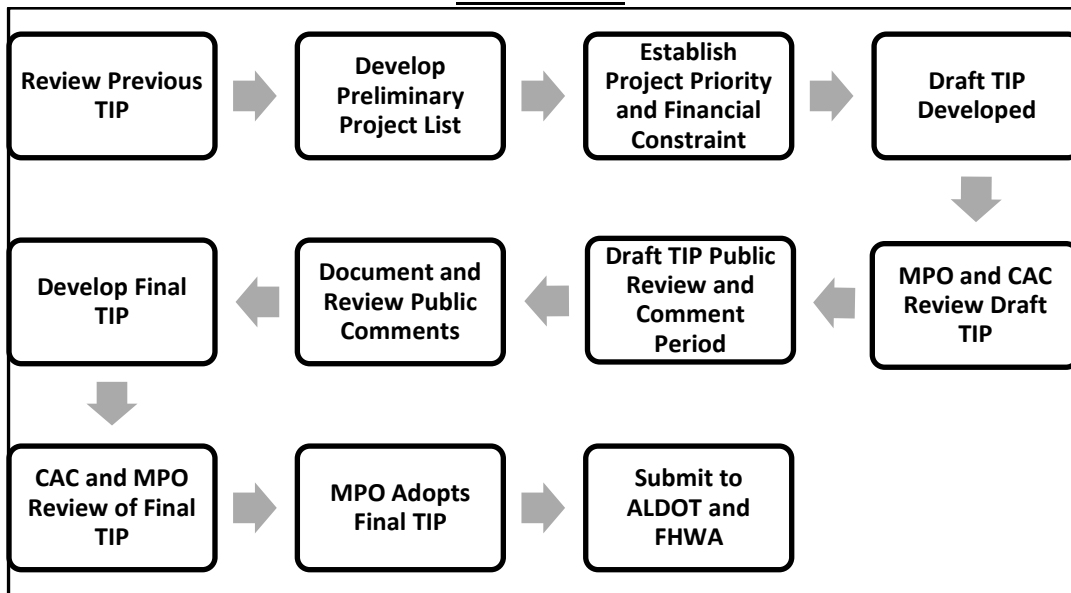
The Calhoun Area MPO works closely with employees of the East Alabama Regional Planning and Development Commission (EARPDC), who administer the Areawide Community Transit System (ACTS) which provides both fixed route and ADA Para-Transit services to the urbanized area and rural portions of Calhoun County. In addition, both the MO 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).

1.6 TIP PROCESS

The development of the TIP is a cooperative process among the cities of Anniston, Hobson City, Oxford, Weaver, Jacksonville; the Calhoun County Commission, as well as the East Alabama Regional Planning and Development Commission as this is the entity responsible for the management and eligibility of the Calhoun Area MPO. It takes several months for the TIP to go from the planning phase to its final form.

The first step in the TIP process is to review the previous TIP to determine if adjustments are necessary to deliver current projects. Then a preliminary list of projects is developed from the LRTP. Transportation staff, traffic engineers, and TAC member from the member jurisdictions agree on projects and ensure the total cost of projects are constrained to the amount available or anticipated funding. Following this, the draft TIP can be created and distributed for review and comment by the public and the MPO. At the end of the public comment period, public input and comments are documented and reviewed by the MPO. Lastly, the TIP is put into final form and provided to the MPO for final review and consideration for adoption. Please see the flow chart below for a graphic representation of the TIP process.

TIP PROCESS



1.7 TIP Amendment Process and Criteria

FAST Act regulations include a provision for an administrative modification⁸ which includes the following definitions:

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Plan (TIP), or Statewide Transportation Improvement Plan (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP including the addition or deletion of a project or a major change to a project cost, project/phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

⁸ 23 CFR 450.104

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the ALDOT have agreed that an **amendment** is a major STIP/TIP planned project revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source
- Adds a new project, or deletes a project that utilized federal fund from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects
 - \$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects
 - \$750,000 for the county highway and bridge program
- Involves a change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed other federally-funded thresholds)
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project
 - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount

Approval by the MPO is required for Amendments. The MPOs may be more restrictive on amendment use for changes that result in cost increases. The Calhoun Area MPO elects to include amendments for changes that result in a cost increase of 20% or \$1,000,000 whichever is less. A change that does not meet any of these criteria may be processed as an administrative modification by the MPO subject to ALDOT approval.

1.8 Public Participation Process

Public participation is encouraged for the development of the TIP. The public is invited to participate in all advertised meetings and hearings. The Calhoun Area MPO conducts all meetings in accordance with the provisions of the Alabama Open Meetings Act, passed into law October 1, 2005. The following public participation efforts are made as part of the TIP development process:

- **Citizens Advisory Committee (CAC)** – The CAC is comprised of citizens from each of the MPOs member governments. CAC members are charged with the responsibility of formal citizen review of transportation planning documents and the local transportation planning process. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee and the MPO Policy Board for review. Approval of the Draft and Final versions are voted on and recommendations are forwarded to the Policy Board.

- **Public Comment Period** – After the TIP is developed in Draft form, the public is invited to offer comments. To announce the TIP public comment period, several actions are taken: (1) a block ad is placed in the local newspaper of the largest circulations, (2) the EARPDC website will have information on the public meeting, the draft plan and the comment period under the Latest News and Calendar sections, and (3) flyers are mailed to local human service and health agencies, municipal libraries, other transportation providers, senior centers and public housing offices. The block ad announcement and flyers will have instructions on several ways to obtain a copy of the draft plan or information and how to access it on-line. Copies of the draft TIP will contain comment forms and can be picked up in the EARPDC lobby, mailed upon request, downloaded from the webpage. Digital copies of the draft TIP and comment form are placed on the EARPDC webpage.
- **MPO Staff Consultation** – The public (including CAC members) is encouraged to contact Calhoun Area MPO staff to discuss issues, comments and concerns regarding the draft TIP, its development or proposed projects.

1.9 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 or projects. It is the goal of the Calhoun Area MPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. These ideals are included and outlined in the 2019 Public Participation Plan for Transportation Planning adopted by the MPO in February 2019 and available at the MPO webpage at: www.earpdc.org/Programs/CalhounAreaMPO. All MPO and committee meetings are listed on the EARPEC website, announced by memos mailed to the members and the local media at least 7 days before the meeting, open to the general public and all meetings are conducted in handicapped accessible, smoke free locations. MPO projects and plans when formulated, are designed to pay attention to the existence, composition and distribution of minority population groups disadvantaged business enterprises in the project area.

Additionally, the Calhoun Area MPO has been compliant with the American with Disabilities Act (ADA) of 1990 and the Rehabilitation Act of 1973 (Section 504) since 2016. The MPO is compliant with all other Title VI laws, processes, and programs, including the following:

- **Civil Rights Act of 1964**, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program based on race, color, or national origin.
- 23 USC 324 which prohibits discrimination based on sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- **Rehabilitation Act of 1973**, 29 USC 701 Section 504, which prohibits discrimination based on a disability, and in terms of access to the transportation planning process.
- **Americans with Disabilities Act of 1990** which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities

in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.

- **Executive Order 12898** or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health, or the environment will identify and avoid disproportionately high or adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- **Limited English Proficiency (LEP) Plan** which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Calhoun Area MPO has completed a Four Factor Analysis of the Calhoun Area Metropolitan Planning Area (MPO) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPO that may require MPO assistance in participating in the planning process. A Draft Limited English Proficiency (LEP) Plan has been developed and can be accessed at: www.earpdc.org/Programs/CalhounAreaMPO.

In order to further support the public participation goals of the Calhoun Area MPO, the public is encouraged to participate in the development of the Transportation Improvement Program (TIP). The FY 2020-2023 TIP process will include public involvement meetings designed to obtain input from the public concerning the TIP process in the Calhoun Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendix 3.6 of this document. All Calhoun Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment on these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at meetings they attend. The Transportation Planner at the Calhoun Areas MPO should be contacted to coordinate an address to any MPO committee and to obtain draft and final documents.

1.10 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 projects; and/or change in number of regional preservation initiatives
6. Percent of households within one-half (1/2) mile of mixed-use destinations; and/or percent change in average trip times

1.11 Environmental Mitigation

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.”⁹

This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.”¹⁰

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. In addition, the Calhoun Area MPO will continue to develop and maintain relationships with state and local government/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

1.12 Climate Change

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

⁹ PL 112-141 Section 1201(a)§134(i)(2)(D)(i)

¹⁰ PL 112-141 Section 1201(a)§134(i)(2)(D)(ii)

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.

1.13 Air Quality Planning

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the NAAQS. 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.

1.14 Level of Effort (LVOE)

Transportation projects in the STIP/TIP which are referred to as Level of Effort (LVOE) projects represent projects that are not considered to be of appropriate scale for individual identification. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and or 40 CFR part 93. These projects are placed in the STIP/TIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan. The selected funding programs include:

- **Interstate Resurfacing Program:** lighting, sign and pavement rehabilitation
- **Non-Interstate Resurfacing Program (FM)**
- **County Allocation Funds:** Off-system bridges and STP non-urban
- **Safety Projects:** Hazard elimination, roadway or rail, high-speed passenger rail, seatbelt, blood alcohol content, etc.
- **Transportation Alternatives Program (TAP)**
- **Recreational Trails:** Funds transferred to ADECA
- **Federal Transit Programs:** 5307 urbanized, 5311 non-urban, 5310 elderly and disabilities, and 5339 buses and bus facilities (each transit program represents a different LOE category)

Addition or deletion of individual LVOE projects are considered an administrative modification and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. The MPOs will be notified as soon as any specific projects within their urban areas are identified and selected and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

1.15 Financial Constraint

The FAST Act requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local match. As long as the local match funds are provided, the Calhoun Area MPO will receive federal funds in the sum of:

\$2,017,243 in fiscal year 2020
\$2,017,243 in fiscal year 2021
\$2,017,243 in fiscal year 2022
\$2,017,243 in fiscal year 2023

Federal funds will be combined with a 20 percent match from local funds for an annual total of:

\$2,521,554 in fiscal year 2020
\$2,521,554 in fiscal year 2021
\$2,521,554 in fiscal year 2022
\$2,521,554 in fiscal year 2023

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governments. Those projects sponsored by the local governments in the MPO are used to determine if cost constraints have been met. Projects in the TIP must also be included in the State Transportation Improvement Program (STIP). Once ALDOT has approved the local TIP it is assumed that federal matching funds will be available for projects. The expenditure of all Federal Highway Funds is controlled by the State.

Financial constraint makes a further demand but on a more fundamental level. Documentation, whether developed from a database or desktop application, intended for use in planning documents such as the TIP, must include the sources or funding programs for all funds, dollar amounts, project identification numbers and termini descriptions, project phases to be funded, and the year of expected expenditure. All funding is done in 'year of expenditure' dollars. The objective, particularly with the TIP and beginning at the project level, is to establish where the money is coming from, what it is being spent on, and over what period of time.

1.16 Project Selection and Prioritization

Project selection begins in the development of the LRTP. The LRTP identifies local transportation needs on a long-term horizon by incorporating population, socioeconomic, and employment data into a local trip general model which shows where travel demand is expected to increase. The results of the trip generation model are one of the tools used to develop a list of specific roadway projects needed in the local area.

TIP projects are limited to those from the LRTP's list of specific roadway projects, with few exceptions such as resurfacing and intersection improvement projects. TAC representatives from the MPOs member governments, with input from the public and other stakeholders, establish project selection and prioritization based on available funding and degree of local need. A major component of the project selection and prioritization process is ensuring financial constraint of the selected projects to available funding.

The list of TIP projects is then incorporated into the draft TIP and presented for review by the CAC and TAC. Again, public involvement is solicited and plays a key role in project selection. Finally, the TIP is provided to the MPO Policy Board for review, consideration and adoption.

1.17 Bicycle and Pedestrian Planning

The law states that "Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and state." Due consideration is defined by the FHWA as, "at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of all new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine...unless *exceptional circumstances* exist...and the decision not to accommodate them should be the exceptions rather than the rule." – 23 USC 217. In general, exceptional circumstances are defined as;

1. Bicyclists and pedestrians are prohibited by law from using the roadway.

2. The cost of establishing bikeways or walkways would be excessively disproportionate (20 percent of the project cost) to the need or probable use.
3. Where scarcity of population or other factors indicate an absence of existing and future need.

All new projects will be considered for bicycle and pedestrian accommodations. In June 2019, the Calhoun Area MPO adopted a complimentary Bicycle/Pedestrian Plan with a slate of proposed bicycle and pedestrian projects. Further the Calhoun MPO schedules resurfacing and bridge projects, including crosswalk striping, Americans with Disabilities (ADA) compliant curb cuts and replacements, but traditionally these projects have not covered sidewalk construction or rehabilitation.

ALDOT Requirements

ALDOT received a written directive from FHWA – Alabama Division, June 12, 2009, that the MPOs must “include a policy statement that bicycle and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” This guidance was reinforced by a USDOT email broadcast March 17, 2010, in which recommendations were forwarded to state DOTs with regard to bicycle and pedestrian policy. These two directives effectively modified 23 USC 217 in implementing improvement using federal funds to state routes under ALDOT jurisdiction. This is now ALDOT bicycle and pedestrian policy and it carries over to the short-range TIP subset and new bicycle and pedestrian plans and updates. The MPO will comply with these provisions.

1.18 Safety Planning

Safety Planning has been addressed in Sec. 1.11 of the 2040 Long Range Transportation Plan. The FY 2019 Unified Planning Work Program indicates that the MPO staff working with the Technical Advisory Committee (TAC) of the MPO, will continue to identify fatalities, collect and maintain relevant data, evaluate facility performance, adopt a set of Safety Performance Measure Targets for the MPO, and establish strategies for the improvement of intermodal facilities in the urban area.

Any planned safety projects will be included in Table 2.4.11 and the MPO project profiles beginning at Section 2.4.1. These improvements will have been included based on need and the availability of federal funds within the next four years. These projects are subject to change, based upon the latest findings of the TAC, as well as any changes to the federal funding structure during the next four years.

1.19 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 §450.32) that is on a facility which serves regional transportation needs (such as access to/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 project in the TIP regardless of funding source. Both state and federally funded projects are included in the ‘State Funded Projects’ and the ‘Systems Maintenance Projects’ tables, found in Chapter 2.0. At this time, the MPO has no knowledge of any private or public/private funded projects of regional significance in the area. All federal and state funded regionally significant projects are included in Section 2.4.16 and indicated in red on the TIP project map in Appendix 3.2, page 80 of this document.

1.20 Freight Planning

Freight is one of many factors that is included in the scope of the planning process. The FAST Act states the planning process “shall provide for consideration of projects and strategies that will...increase the accessibility and mobility of people and for freight...enhance the integration and connectivity of the transportation system, across and between modes, for people and freight...”. The Calhoun Area MPO does not have a separate freight plan at this time; however, freight planning is addressed within the 2040 LRTP. Calhoun Area MPO staff will also continue to include representatives of the freight industry to the CAC, TAC, and Policy committee meetings as well as seek out training and educational opportunities regarding freight transportation planning.

1.21 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 MA-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

¹¹ 23 CFR 450.314

- 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.

Per the Planning Rule and the Alabama Performance Management Agreement, the System Performance Report for the Calhoun Area MPO is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight/PM3 measures.

1.21.1 Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures¹² 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 2019 and are based on an anticipated 5-year rolling average (2015-2019). Alabama statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods¹³. 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.

¹² 23 CFR Part 490, Subpart B

¹³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

Table 1: Highway Safety/PM1, System Conditions and Performance

Performance Measures	2012-2016 Baseline Performance	2014-2018 Performance Target	2013-2017 Baseline Performance	2015-2019 Performance Target
Number of Fatalities	895	1,010	911	932
Rate of Fatalities (per 100 million VMT)	1.35	1.49	1.36	1.33
Number of Serious Injuries	8,542	8,369	8,139	8,469
Rate of Serious Injuries (per 100 million VMT)	12.92	12.42	12.19	12.08
Number of Non-motorized Fatalities and Serious Injuries	382	390	377	394

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 FY 2020-2023 TIP 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, the current 2040 Alabama Statewide Transportation Improvement Plan (STIP), and the current Calhoun Area MPO 2040 LRTP.

- 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 are 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 2040 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 approved highway safety targets, the FY 2020-2023 TIP includes a number of key safety investments. A total of \$4,382,180 has been programmed in the FY 2020-2023 TIP to improve highway safety; averaging approximately to \$1,095,545 per year.

1.21.2 Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition¹⁴ and bridge condition¹⁵ 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.

1.21.2.1 Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are 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.

1.21.2.2 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

¹⁴ 23 CFR Part 490, Subpart C

¹⁵ 23 CFR Part 940, Subpart D

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.

1.21.2.3 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 2019, 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 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 2: Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Alabama Performance (Baseline)	Alabama 2-year Target	Alabama 4-year Target
% 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%

*For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures.

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 FY 2020-2023 TIP 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), the current 2040 Alabama Statewide Transportation Plan (STIP), and the Calhoun Area 2040 Long Range Transportation Plan.

- 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 2040 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 FY 2020-2023 TIP 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).

A total of \$1,523,048 for bridges has been programmed in the FY 2020-2023 TIP to improve conditions; averaging approximately \$380,762 per year. A total of \$14,273,000 is available for NHS maintenance for pavement statewide; averaging approximately \$3,568,250 per

year.

1.21.3 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 System¹⁶, freight movement on the Interstate system¹⁷, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹⁸. 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.

1.21.3.1 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 (80th percentile) to a normal travel time (50th 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

¹⁶ 23 CFR Part 490, Subpart E

¹⁷ 23 CFR Part 490, Subpart F

¹⁸ 23 CFR Part 490, Subparts G and H

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.

1.21.3.2 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 95th percentile truck travel time by a normal travel time (50th) 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.

1.21.3.3 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 2019 and 2021 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 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 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%	96.4%
% of person-miles traveled on the non-Interstate NHS that are reliable	N/A*	N/A*	93.6%
Truck Travel Time Reliability Index	1.19	1.20	1.21

*For the first performance period only, baseline condition and 2-year targets are not required for the non-Interstate NHS reliability measure.

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 FY 2020-2023 TIP 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 2040 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 2040 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 ALDOT’s statewide PM3 targets, the FY 2020-2023 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.

A total of \$9,939,606 has been programmed in the FY 2020-2023 TIP to address system performance and truck time reliability; averaging approximately \$2,484,902 per year.

1.21.4 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.

1.21.4.1 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.

1.21.4.2 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.

1.21.4.3 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 4: Transit Asset Management Targets

Performance Measure	2018 Targets
Rolling Stock (Revenue Vehicles)	Reduce inventory by 10%
Equipment (Non-Revenue Vehicles)	Reduce by 10%
Facilities	No more than 20% of facilities rate less than average

2.0 Projects

2.1 MPO Portal Description

The MPO Portal is an internet-based system used by the ALDOT and the Alabama MPOs to develop and manage the local TIPs and the STIP. The ALDOT Comprehensive Project Management System (CPMS) is the basis for the information in the Alabama version of MPO Portal. Changes made by ALDOT to CPMS are automatically reflected in the MPO Portal system. The MPOs have the option to add local information for each project that is retained in the MPO Portal. Because the system is web-based, ALDOT and MPO employees can make changes from any computer with an internet connection. ALDOT and the MPOs use the reformatted reports to produce sections of the STIP and TIP.

2.2 Funding Category Descriptions

Surface Transportation Attributable Projects

Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities.

Other Surface Transportation Program Projects

Surface Transportation funding was discussed above. In addition, there are at least 37 different codes for fund sourcing under the category of *Other Surface Transportation* funding. These types of funds may be used for capacity, bridge work, intersection, or other operational improvements. In, for example, coding of STPAA indicates *Surface Transportation Program Any Area*.

National Highway Systems/ Interstate Maintenance/ NHS Bridge Projects

The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the DOT in cooperation with the states, local officials, and MPOs. This category now includes Interstate Maintenance activities as well as the NHS bridges.

Appalachian Highway Systems Projects

TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21 or the FAST Act. The category will remain in place until all program funds are expended and projects completed

Transportation Alternatives Program (TA)

Transportation Alternatives (TA) in the FAST Act replaced TAP authorized under MAP-21. It is a set-aside of the Surface Transportation Block Grant (STBG) Program. 23 USC 213(b) should be reviewed carefully for eligible and ineligible applications under the TA provision, with particular attention to eligible project sponsors.

Eligible activities under TA (*truncated*)¹⁹ include:

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects. Safe Routes and

¹⁹ 23 USC 213(b)

ADA projects are included here

- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
- Environmental mitigation activity, including pollution prevention and abatement, to:
 - Address stormwater management and control, and water pollution prevention and abatement related to highway runoff
 - Reducing wildlife mortality and maintain connectivity among habitats
- Recreational trails program²⁰
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe routes to school coordinator
- Planning, design, or construction of boulevards and other roadways in the Right-of-Way (RW) of former Interstate System routes or other divided highways

Bridge Projects (State and Federal)

This includes new facility construction and existing bridge repair and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

State Funded Projects

These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance, funds are either not available or cannot be used on a certain project type, or in which a state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

Enhancement Projects

This category was eliminated in MAP-21 with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives (TAP) program**. The Enhancement projects category remains in place, however, because there is still funding available under this program, but the category will be taken down once funding is exhausted.

Enhancement activities **no longer** covered under TAP include (truncated):

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Historic preservation and rehabilitation, including railroad and canal facilities with some

²⁰ 23 USC 206

- exceptions (see section 101(a)(29)(E))
- Archaeological planning and research
- Establishment of transportation museums

Transit Projects

Local transit operators provide projects to the MPOs in priority order, which in turn are used to develop a four or five-year Transit Development Plan (TDP). Transit projects are required for the LRTP and TIP and typically appear in these documents as funding actions, carrying an ALDOT project number.

System Maintenance Projects

Roadway and bridge maintenance are provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a “99” code designation.

Safety Projects

Highway Safety Improvement Program (HSIP) comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and projects must be included in the plan.

Other Federal and State Aid Projects

This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

High Priority and Congressional Earmark Projects

High Priority Funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU and again in MAP-21 and the FAST Act. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, Congressional Earmark designation remains only because some projects under this designation have not been completed.

Authorized Projects

This is a category or listing of prior year projects that have been approved for federal funding by FHWA or FTA. Construction of these projects may begin with authorization. A prior year listing is required in the TIP.

2.3 MPO Portal Report Format

2.4.1 Surface Transportation Attributable Projects

Sponsor: CALHOUN COUNTY COMMISSION													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
10142	100054937 STPOA 7448 ()	CR-440 (64TH STREET) BRIDGE REPLACEMENT BIN 6204 NEAR WEAVER	0.01	RW	P	BRIDGE REPLACEMENT	2019	0.000	10	NA	\$28,680 \$0 \$7,170	\$35,850	13
10142	100054938 STPOA 7448 ()	CR-440 (64TH STREET) BRIDGE REPLACEMENT BIN 6204 NEAR WEAVER	0.01	UT	P	BRIDGE REPLACEMENT	2021	0.000		NA	\$19,104 \$0 \$0	\$19,104	
10142	100054939 STPOA 7448 ()	CR-440 (64TH STREET) BRIDGE REPLACEMENT BIN 6204 NEAR WEAVER	0.01	CN	P	BRIDGE REPLACEMENT	2021	0.000	11	NA	\$382,101 \$0 \$95,525	\$477,626	
40174	100064897 STPOA 0815 ()	NEW SIGNAL AND LANE INSTALLATION IMPROVEMENTS AT BYNUM LEATHERWOOD (CR-109) AND OLD GADSDEN ROAD	0.00	CN	P	SIGNALIZATION	2020	0.000		NA	\$727,126 \$0 \$181,782	\$908,908	
Totals By Sponsor							Federal	\$1,157,011			ALL Funds	\$1,441,487	

1. Sponsor, in this case, Calhoun County Commission. Sponsor must be entered by MPO staff.
2. ALDOT Project ID, a nine-digit identifying number within CPMS (Comprehensive Project Management System).
3. Funding code and Federal Aid program number, in this case STPOA-0815.
4. Project and funding type of the projects listed under this heading, in this case Surface Transportation Attributable Projects.
5. Route and Termini description (from – to).
6. Scope or Phase of the Project. RW indicates Right-of-Way phase, CN is Construction, UT is Utility, and PE is Preliminary Engineering.
7. Project Status. 'P' indicates Planning. 'A' is Authorized.
8. Type of work being performed, in this example Bridge Replacement.
9. FY or Fiscal Year the work will be performed. In this example, 2020.
10. This field is for an assigned Project Priority number
11. Map ID, assigned to project maps and linked
12. The year in which conformity must be carried out. This only applies to MPOs in Air Quality non-conformity or maintenance status.
13. Funding sources and the total project costs in Year of Expenditure (YOE).

2.4 Project Listings

The following project tables are listed by funding source and then by project number.

2.4.1 Surface Transportation Attributable Projects

Sponsor: CALHOUN COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
10142	100054937 STPOA 7448 ()	CR-440 (64TH STREET) BRIDGE REPLACEMENT BIN 8204 NEAR WEAVER	0.01	RW	P	BRIDGE REPLACEMENT	2022	54937.000	EXEMPT	NA	\$29,549 \$0 \$7,387	\$36,936
10142	100054938 STPOA 7448 ()	CR-440 (64TH STREET) BRIDGE REPLACEMENT BIN 8204 NEAR WEAVER	0.01	UT	P	BRIDGE REPLACEMENT	2023	54938.000	EXEMPT	NA	\$19,488 \$0 \$0	\$19,488
40174	100064897 STPOA 0815 ()	INSTALLATION OF A ROUNDABOUT AT THE BYNUM LEATHERWOOD ROAD (CR-109) AND OLD GADSDEN HIGHWAY INTERSECTION	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	64897.000	EXEMPT	NA	\$727,126 \$0 \$181,782	\$908,908
10142	100070224 STPOA 0819 ()	RESURFACING ON ALEXANDRIA-JACKSONVILLE HIGHWAY FROM CEDAR SPRINGS ROAD TO THE JACKSONVILLE CITY LIMITS - CCP 08-107-19	0.00	CN	P	RESURFACING	2020	0.000	EXEMPT	NA	\$719,139 \$0 \$179,785	\$898,923
10142	100070226 STPOA 0819 ()	RESURFACING ON WHITES GAP ROAD SOUTHEAST FROM SR-21 TO THE JACKSONVILLE CITY LIMITS AND ON WHITES GAP ROAD FROM WHITES GAP ROAD SOUTHEAST TO SR-9	0.00	CN	P	RESURFACING	2021	0.000	EXEMPT	NA	\$1,028,261 \$0 \$257,065	\$1,285,326
44823	100070228 STPOA 0202 ()	SIGNAL UPGRADES AT SR-202 AND NORTH HUNTER STREET	0.00	CN	P	SIGNALIZATION	2021	0.000	EXEMPT	NA	\$81,608 \$0 \$20,402	\$102,010
10142	100070230 STPOA 0819 ()	RESURFACING ON ROY WEBB ROAD FROM SR-21 TO FOSTER WEST ROAD	0.00	CN	P	RESURFACING	2022	0.000	EXEMPT	NA	\$783,029 \$0 \$195,757	\$978,786
10142	100070232 STPOA 0819 ()	RESURFACING ON EULATON GATE ROAD FROM BYNUM LEATHERWOOD ROAD TO THE ANNISTON ARMY DEPOT GATE	0.00	CN	P	RESURFACING	2023	0.000	EXEMPT	NA	\$312,181 \$0 \$78,045	\$390,227
44823	100070895 STPOA 0202 ()	SIGNAL UPGRADES AT SR-202 AND NORTH HUNTER STREET	0.00	PE	P	SIGNALIZATION	2020	0.000	EXEMPT	NA	\$24,240 \$0 \$6,060	\$30,300
Totals By Sponsor							Federal	\$3,724,620			ALL Funds	\$4,650,904
Sponsor: CITY OF ANNISTON												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
26731	100047014 STPOA 0021 (516)	SIGNAL UPGRADE SR-21 AT BALTZELL GATE ROAD	0.02	CN	P	SIGNALIZATION	2020	47014.000	EXEMPT	NA	\$261,466 \$65,366 \$0	\$326,832
44337	100070238 STPOA 0819 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY	0.00	PE	P	SIDEWALK	2022	0.000	EXEMPT	NA	\$14,507 \$0 \$3,627	\$18,133

2.4.1 Surface Transportation Attributable Projects

44337	100070239 STPOA 0819 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY	0.00	CN	P	SIDEWALK	2023	0.000	EXEMPT	NA	\$146,517 \$0 \$36,629	\$183,146
44338	100070241 STPOA 0202 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1075 FT	0.00	PE	P	SIDEWALK	2021	0.000	EXEMPT	NA	\$26,115 \$0 \$6,529	\$32,643
44338	100070242 STPOA 0202 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1075 FT	0.30	CN	P	SIDEWALK	2022	0.000	EXEMPT	NA	\$131,879 \$0 \$32,970	\$164,848
44340	100070244 STPOA 0819 ()	BICYCLE LANE STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET	1.50	PE	P	SIDEWALK	2020	0.000	EXEMPT	NA	\$4,444 \$0 \$1,111	\$5,555
44340	100070245 STPOA 0819 ()	BICYCLE LANE STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET	0.00	CN	P	SIDEWALK	2021	0.000	EXEMPT	NA	\$35,908 \$0 \$8,977	\$44,884
Totals By Sponsor							Federal	\$620,834			ALL Funds	\$776,043
Sponsor: CITY OF JACKSONVILLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
40169	100064886 STPOA 0815 ()	RESURFACING CHURCH AVENUE FROM 11TH STREET TO SR-21	3.35	CN	P	RESURFACING	2020	64888.000	EXEMPT	NA	\$1,527,728 \$0 \$381,932	\$1,909,661
44299	100070197 STPOA 0819 ()	RESURFACING ON HENRY ROAD AND COUNTRY CLUB DRIVE SOUTHWEST TO THE JACKSONVILLE CITY LIMITS	0.00	PE	P	RESURFACING	2020	0.000	EXEMPT	NA	\$69,844 \$0 \$17,461	\$87,305
44299	100070198 STPOA 0819 ()	RESURFACING ON HENRY ROAD AND COUNTRY CLUB DRIVE SOUTHWEST TO THE JACKSONVILLE CITY LIMITS	0.00	CN	P	RESURFACING	2021	0.000	EXEMPT	NA	\$376,229 \$0 \$94,057	\$470,287
44309	100070203 STPOA 0819 ()	RESURFACING ON GEORGE DOUTHIT DRIVE SOUTHWEST FROM SR-21 TO BRIERWOOD PLACE	0.00	PE	P	RESURFACING	2022	0.000	EXEMPT	NA	\$170,172 \$0 \$42,543	\$212,715
44309	100070208 STPOA 0819 ()	RESURFACING ON GEORGE DOUTHIT DRIVE SOUTHWEST FROM SR-21 TO BRIERWOOD PLACE	0.00	CN	P	RESURFACING	2023	0.000	EXEMPT	NA	\$916,656 \$0 \$229,164	\$1,145,819
Totals By Sponsor							Federal	\$3,060,629			ALL Funds	\$3,825,787

2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF OXFORD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
40170	100064888 STPOA 0815 (280)	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN 11215 CITY OF OXFORD	0.00	RW	P	BRIDGE REPLACEMENT	2020	64888.000	EXEMPT	NA	\$8,242 \$0 \$2,061	\$10,303
34291	100057406 STPOA 0004 (536)	RE-CONFIGURE INTERSECTION SR-4 (US-78)ATCR-186 (BARRY STREET)	0.00	UT	P	INTERSECTION IMPROVEMENTS	2020	57406.000	EXEMPT	NA	\$93,643 \$0 \$0	\$93,643
34291	100057407 STPOA 0004 ()	RE-CONFIGURE INTERSECTION SR-4 (US-78)ATCR-186 (BARRY STREET)	0.10	CN	P	INTERSECTION IMPROVEMENTS	2020	57407.000	EXEMPT	NA	\$534,315 \$0 \$133,579	\$667,893
40170	100064889 STPOA 0815 (280)	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN 11215 CITY OF OXFORD	0.00	UT	P	BRIDGE REPLACEMENT	2020	64889.000	EXEMPT	NA	\$61,818 \$0 \$0	\$61,818
40170	100064890 STPOA 0815 ()	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN 11215 CITY OF OXFORD	0.00	CN	P	BRIDGE REPLACEMENT	2020	64890.000	EXEMPT	NA	\$1,698,182 \$0 \$424,545	\$2,122,727
44342	100070247 STPOA 0819 ()	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	PE	P	WIDENING AND RESURFACING (RDWY)	2020	0.000	EXEMPT	NA	\$251,501 \$0 \$62,875	\$314,377
44342	100070248 STPOA 0819 ()	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	RW	P	WIDENING AND RESURFACING (RDWY)	2021	0.000	EXEMPT	NA	\$280,713 \$0 \$65,178	\$325,891
44342	100070249 STPOA 0819 ()	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	UT	P	WIDENING AND RESURFACING (RDWY)	2022	0.000	EXEMPT	NA	\$258,532 \$0 \$0	\$258,532
44342	100070250 STPOA 0819 ()	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2023	0.000	EXEMPT	NA	\$1,212,086 \$0 \$303,022	\$1,515,108
44345	100070253 STPOA 0819 ()	BRIDGE REPLACEMENT ON FRIENDSHIP ROAD OVER CHOCCOLOCCO CREEK (BIN 004773) AND CHOCCOLOCCO CREEK RELIEF (BIN 004774)	0.00	PE	P	BRIDGE REPLACEMENT	2020	0.000	EXEMPT	NA	\$282,138 \$0 \$70,535	\$352,673
44345	100070254 STPOA 0819 ()	BRIDGE REPLACEMENT ON FRIENDSHIP ROAD OVER CHOCCOLOCCO CREEK (BIN 004773) AND CHOCCOLOCCO CREEK RELIEF (BIN 004774)	0.00	RW	P	BRIDGE REPLACEMENT	2020	0.000	EXEMPT	NA	\$153,061 \$0 \$38,265	\$191,326
44345	100070255 STPOA 0819 ()	BRIDGE REPLACEMENT ON FRIENDSHIP ROAD OVER CHOCCOLOCCO CREEK (BIN 004773) AND CHOCCOLOCCO CREEK RELIEF (BIN 004774)	0.00	UT	P	BRIDGE REPLACEMENT	2021	0.000	EXEMPT	NA	\$151,780 \$0 \$0	\$151,780

2.4.1 Surface Transportation Attributable Projects

44348	100070259 STPOA 0819 ()	RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	0.00	PE	P	WIDENING AND RESURFACING (RDWY)	2020	0.000	EXEMPT	NA	\$121,804 \$0 \$30,451	\$152,255
44348	100070262 STPOA 0819 ()	RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	0.00	RW	P	WIDENING AND RESURFACING (RDWY)	2020	0.000	EXEMPT	NA	\$85,876 \$0 \$21,469	\$107,345
44348	100070269 STPOA 0819 ()	RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	0.00	UT	P	WIDENING AND RESURFACING (RDWY)	2021	0.000	EXEMPT	NA	\$85,157 \$0 \$0	\$85,157
Totals By Sponsor						Federal		\$5,258,850			ALL Funds	\$6,410,829
Sponsor: CITY OF WEAVER												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
40175	100064999 STPOA 0818 ()	RESURFACE RUSSELL DRIVE FROM ALEXANDRIA ROAD TO PEACEBURG ROAD CITY OF WEAVER	0.66	CN	P	RESURFACING	2020	64899.000	EXEMPT	NA	\$326,995 \$0 \$81,749	\$408,744
Totals By Sponsor						Federal		\$326,995			ALL Funds	\$408,744

2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects New Signal and Lane Installation Improvements at Bynum Leatherwood and Old Gadsden Hwy., Calhoun County CN # 100064897

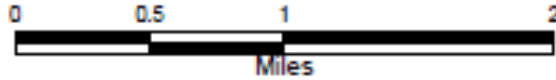
LEGEND

Highway Functional Classification

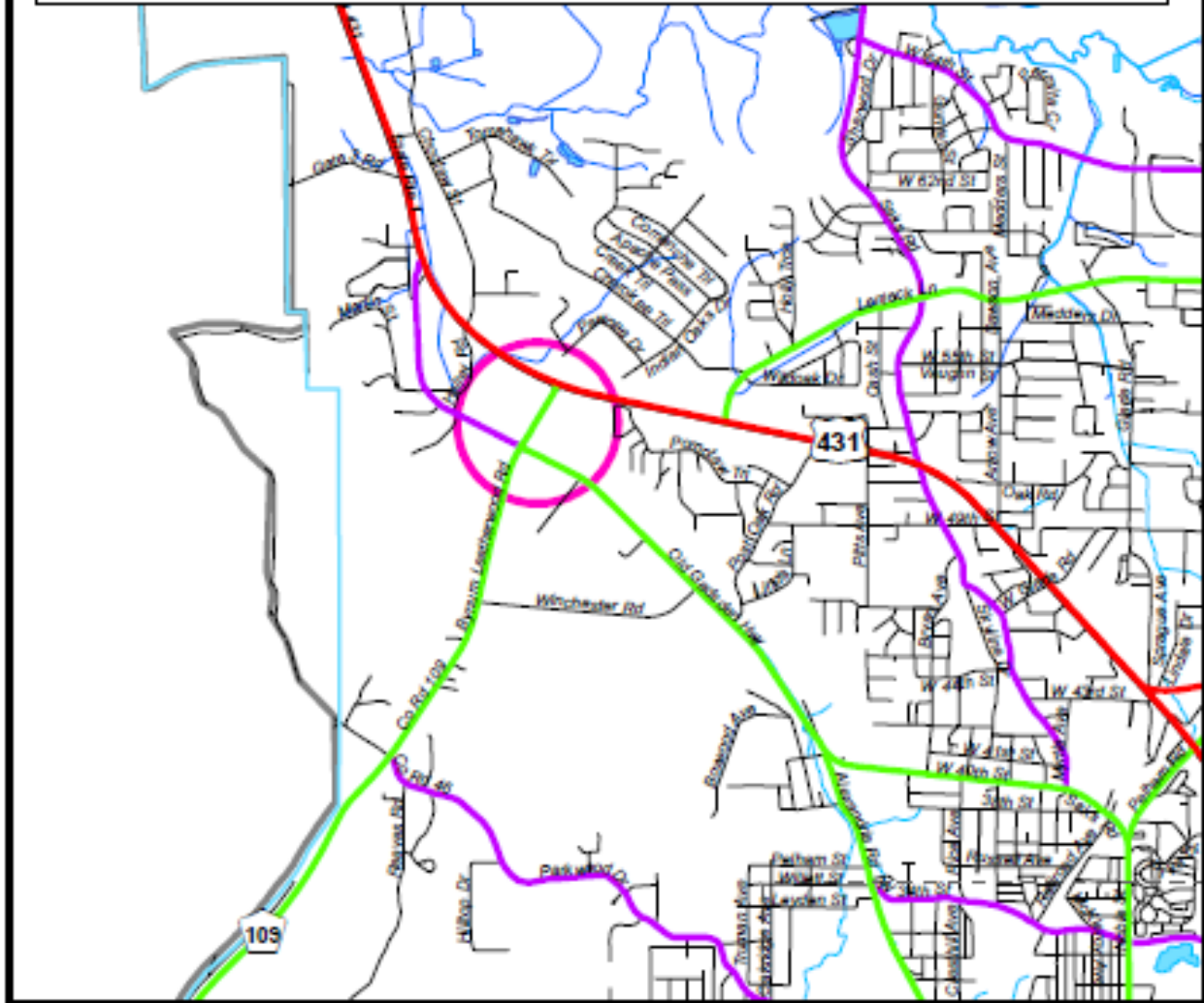
-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary - 2012
-  Study Area - 2012
-  New Signal and Lane Installation



Scale



Prepared By East Alabama Regional Planning and Development Commission 2019



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects Resurfacing and Intersection Improvements at 4th Street and Noble Street, Anniston CN # 100063208

LEGEND

Highway Functional Classification

-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary - 2012
-  Resurfacing and Intersection Improvements

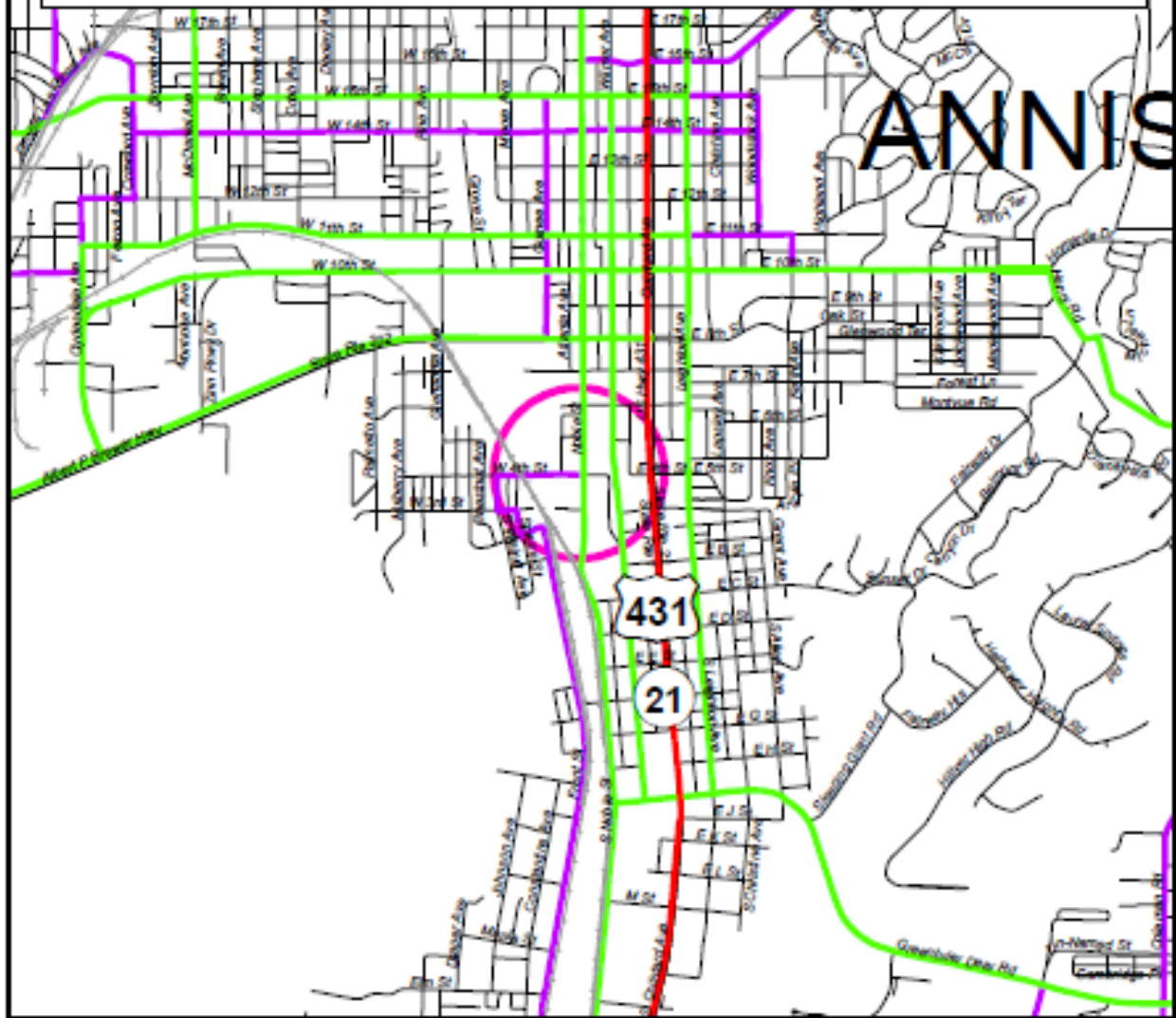


Scale

0 1,000 2,000 4,000 6,000

Feet

Prepared By East Alabama Regional Planning and Development Commission 2019



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Signal Upgrade SR-21 at Baltzell Gate Road, Anniston
CN # 100047014

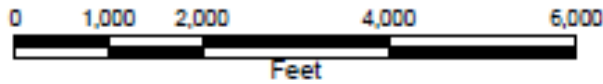
LEGEND

Highway Functional Classification

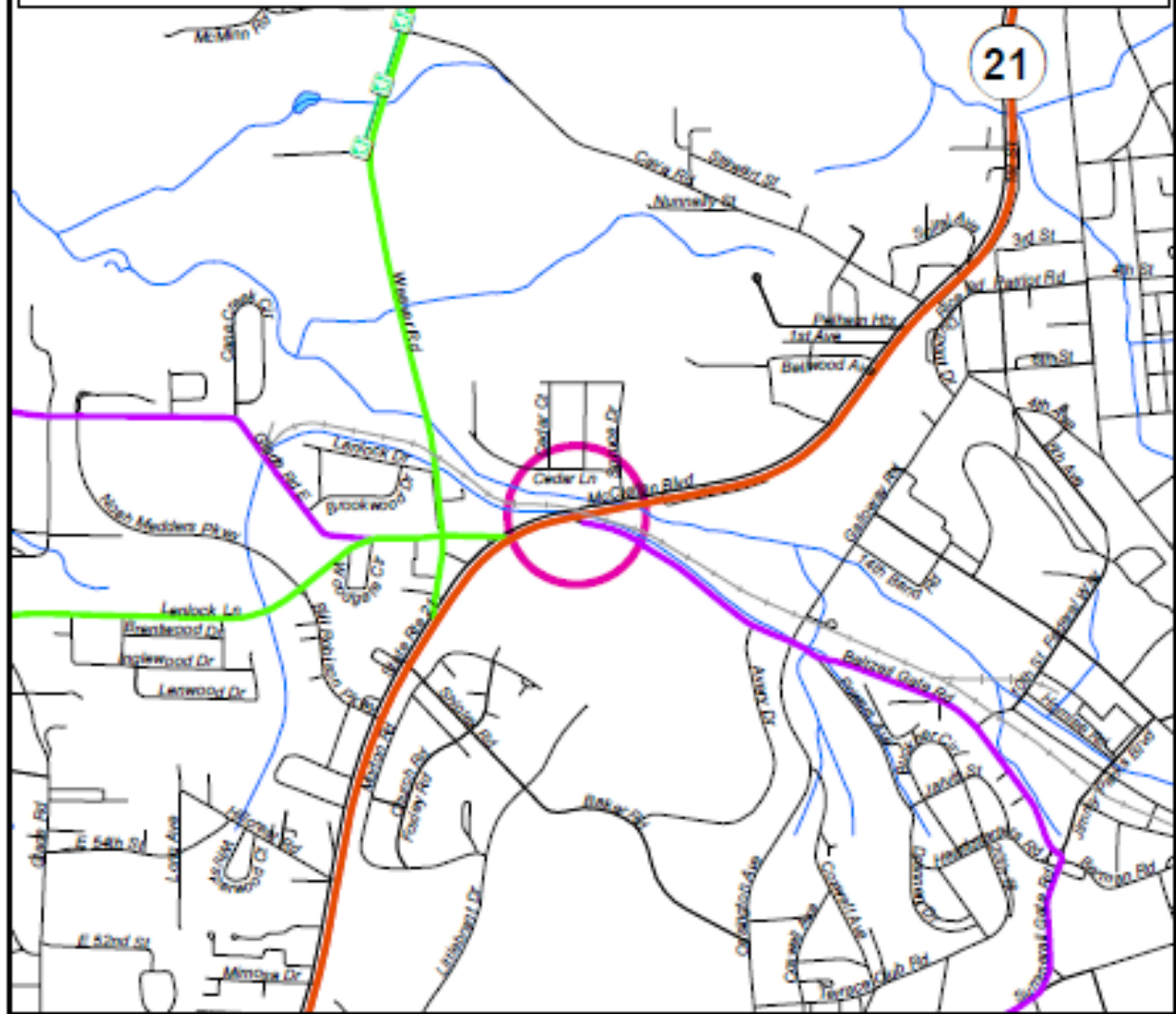
-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary - 2012
-  Baltzell Gate Road Signal Upgrade

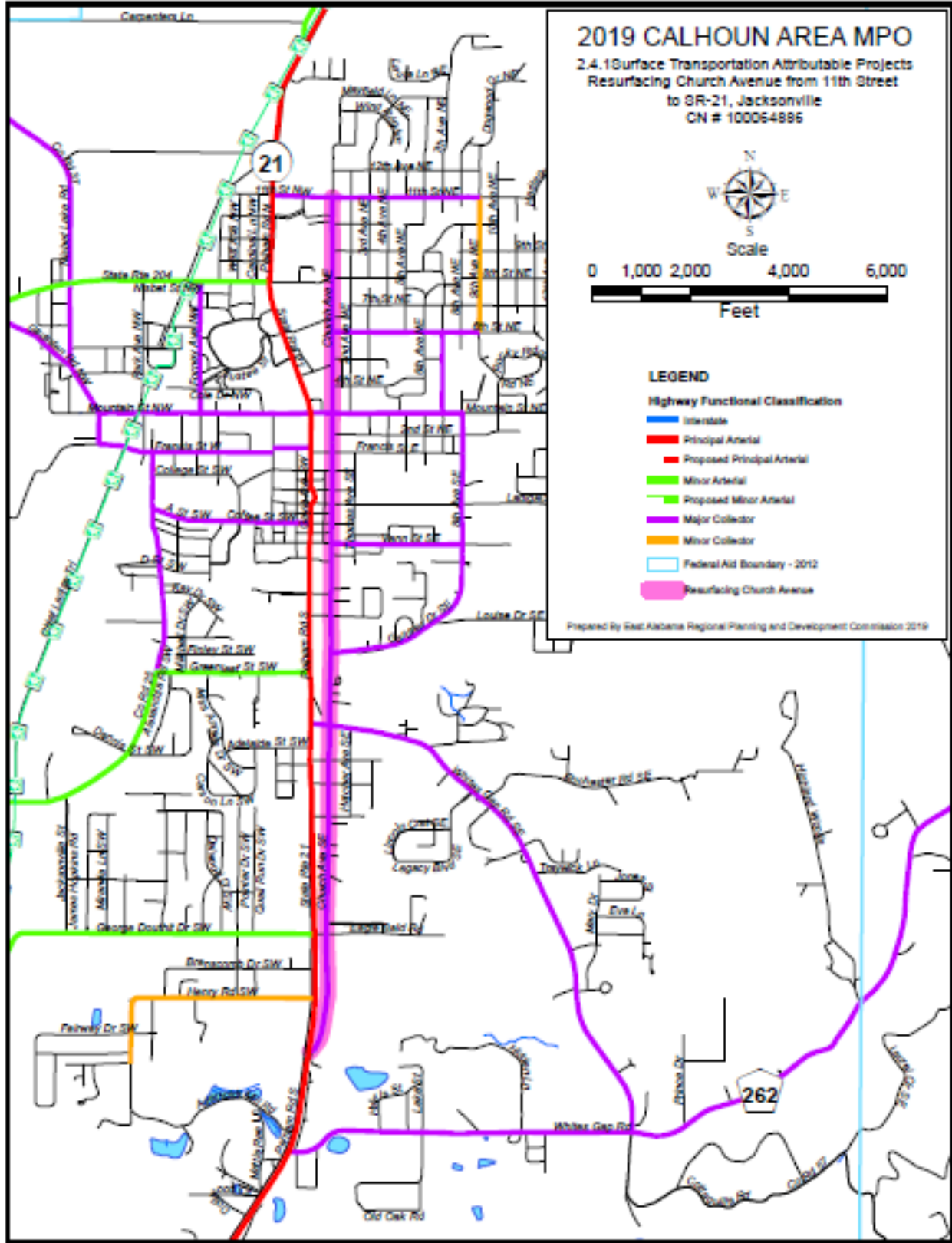


Scale



Prepared By East Alabama Regional Planning and Development Commission 2019





2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects

Bridge Replacement on Airport Road at Coldwater Creek, Oxford

RW # 100064888

UT # 100064889

CN # 100064890



Scale

0 500 1,000 2,000 3,000

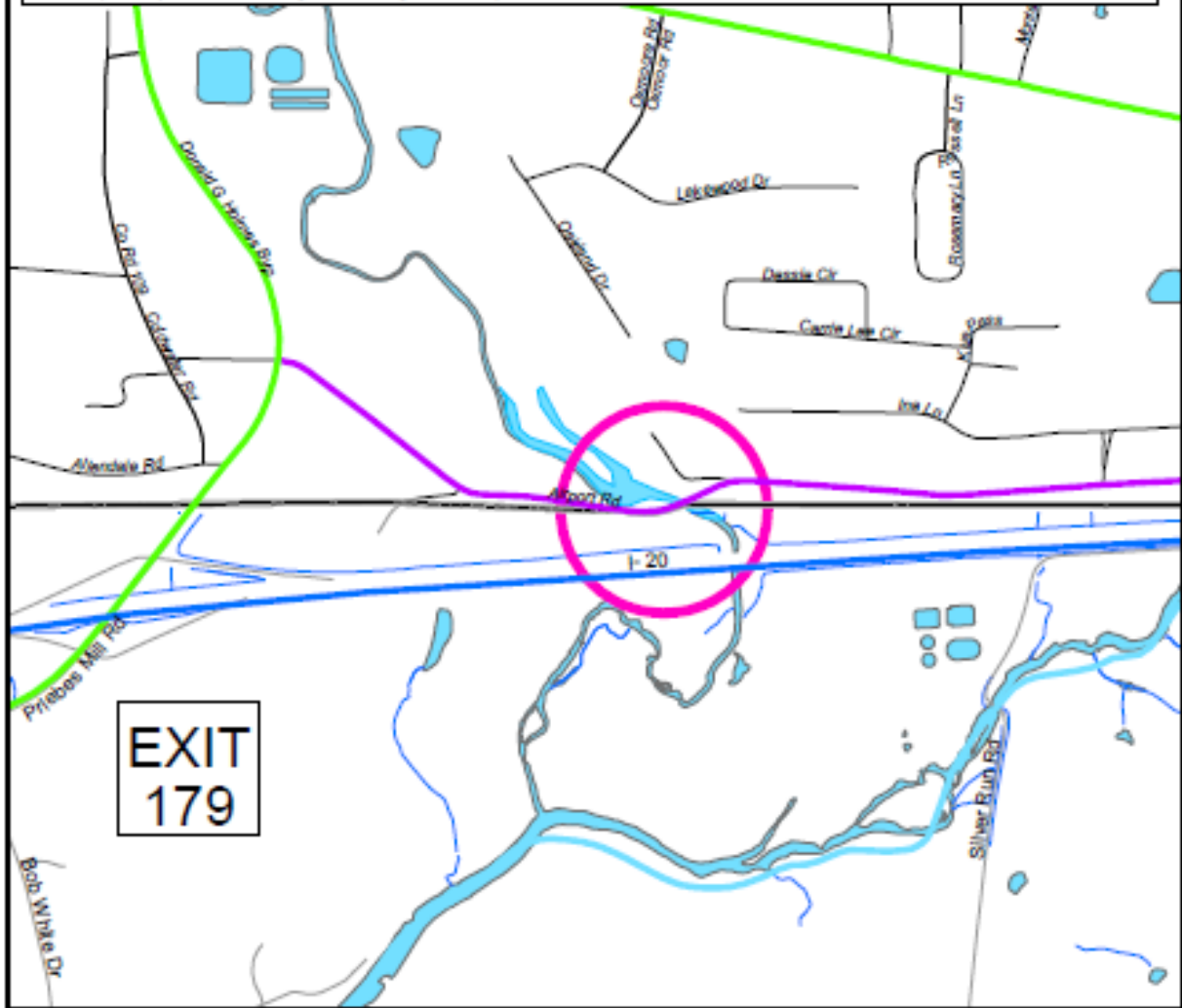
Feet

Prepared By East Alabama Regional Planning and Development Commission 2019

LEGEND

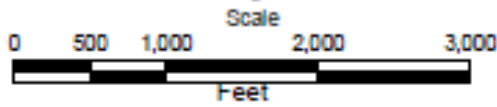
Highway Functional Classification

- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Federal Aid Boundary - 2012
- Airport Road Bridge Replacement



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Re-Configure Intersection US-78 and Barry Street, Oxford
UT # 100057406
CN # 100057407

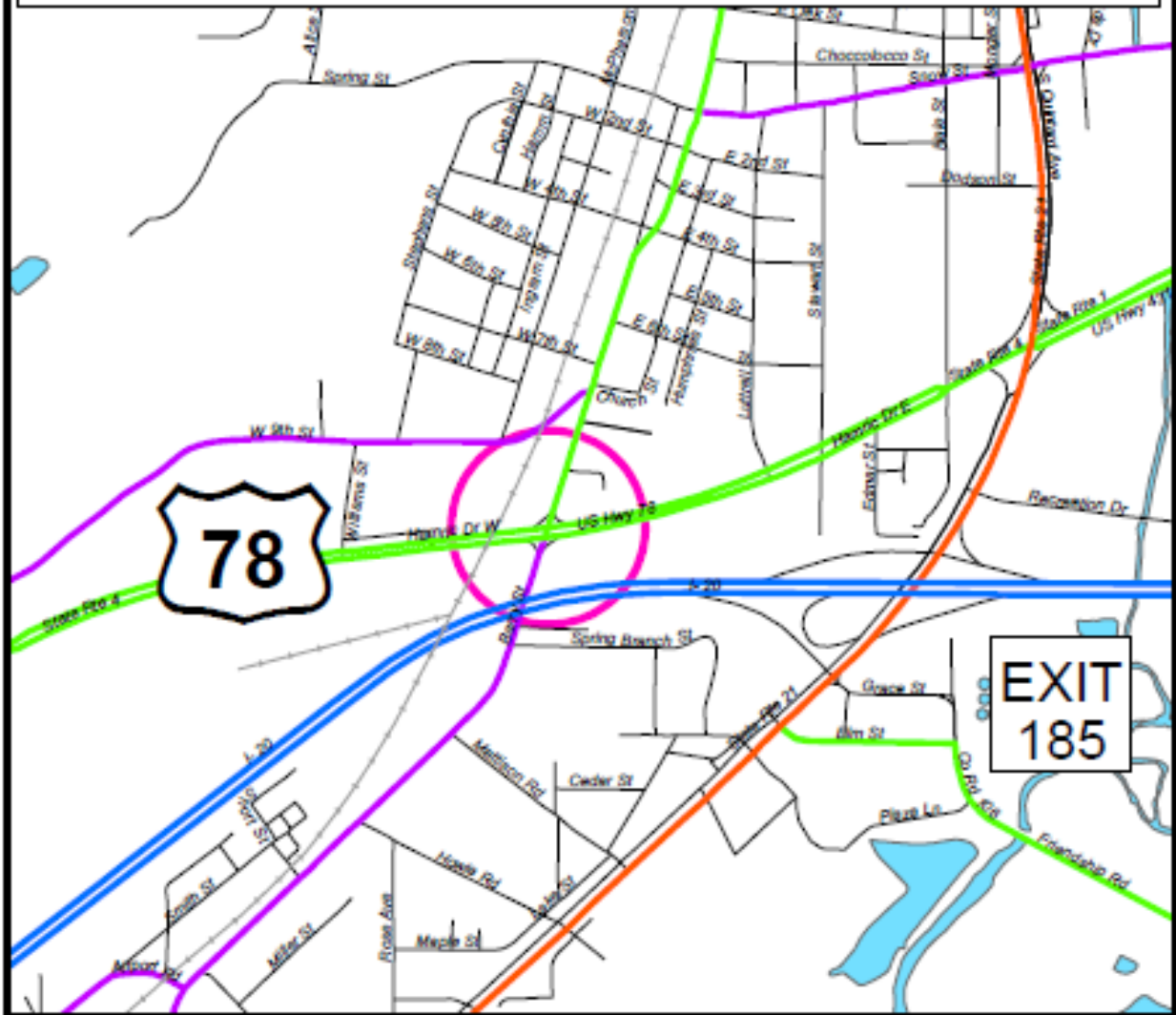


LEGEND

Highway Functional Classification

- Interstate (Blue line)
- Principal Arterial (Red line)
- Proposed Principal Arterial (Red line with dashed border)
- Minor Arterial (Green line)
- Proposed Minor Arterial (Green line with dashed border)
- Major Collector (Purple line)
- Minor Collector (Orange line)
- Federal Aid Boundary - 2012 (Light blue outline)
- Study Area - 2012 (Grey outline)
- Re-Configure Intersection US-78 and Barry Street (Pink circle)

Prepared By East Alabama Regional Planning and Development Commission 2019



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects Resurface Russell Drive from Alexandria Road to Peaceburg Road, Weaver CN # 100064899

LEGEND

Highway Functional Classification

- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Federal Aid Boundary - 2012
- Study Area - 2012
- Resurface Russell Drive



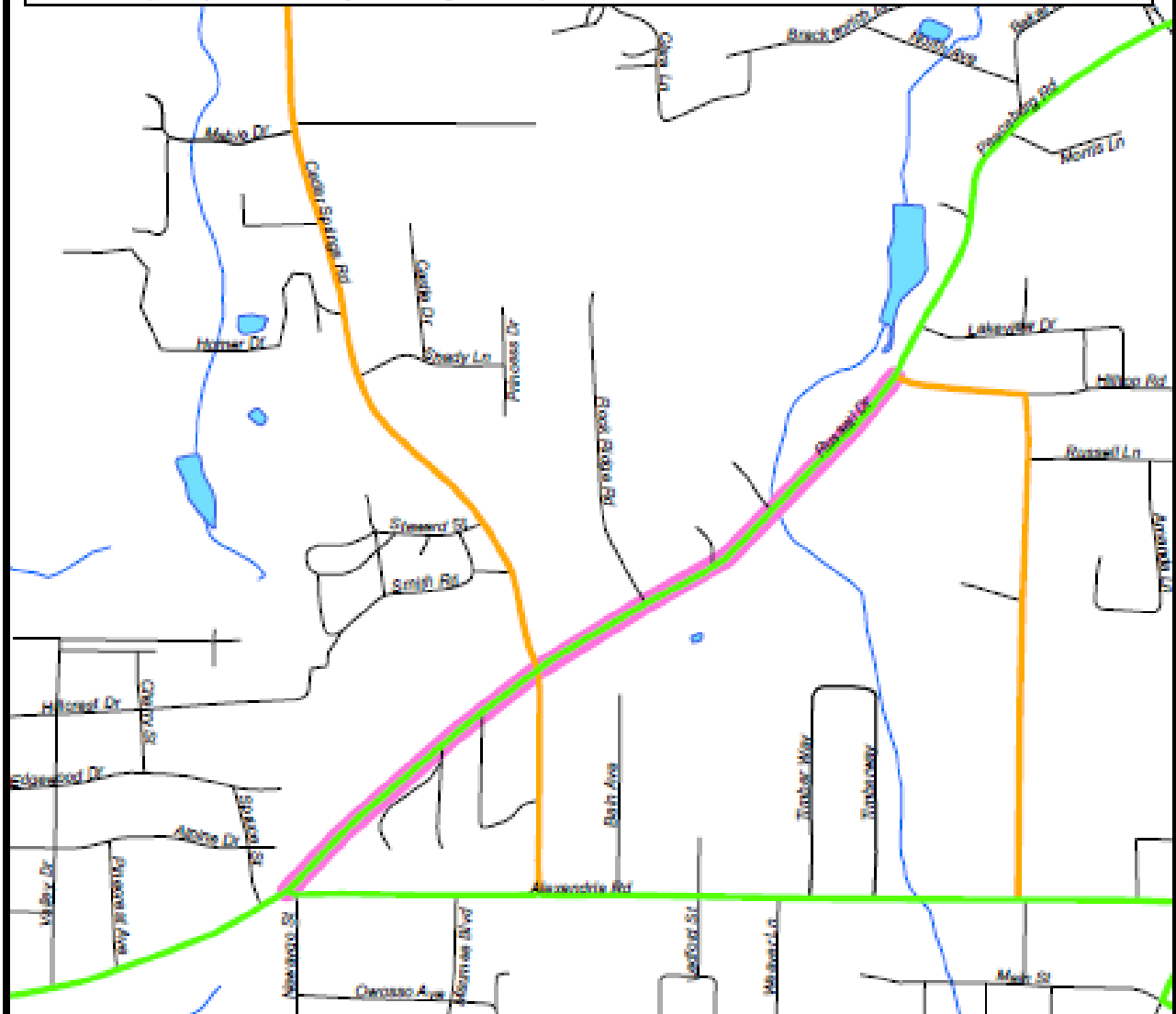
Scale

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Feet

Prepared By East Alabama Regional Planning and Development Commission 2019



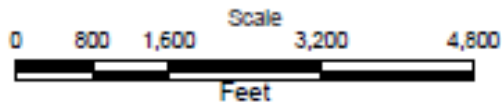
2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Phase (1) - Widening Road on Friendship Road, Oxford
PE # 100070247
RW # 100070248
CN # 100070250

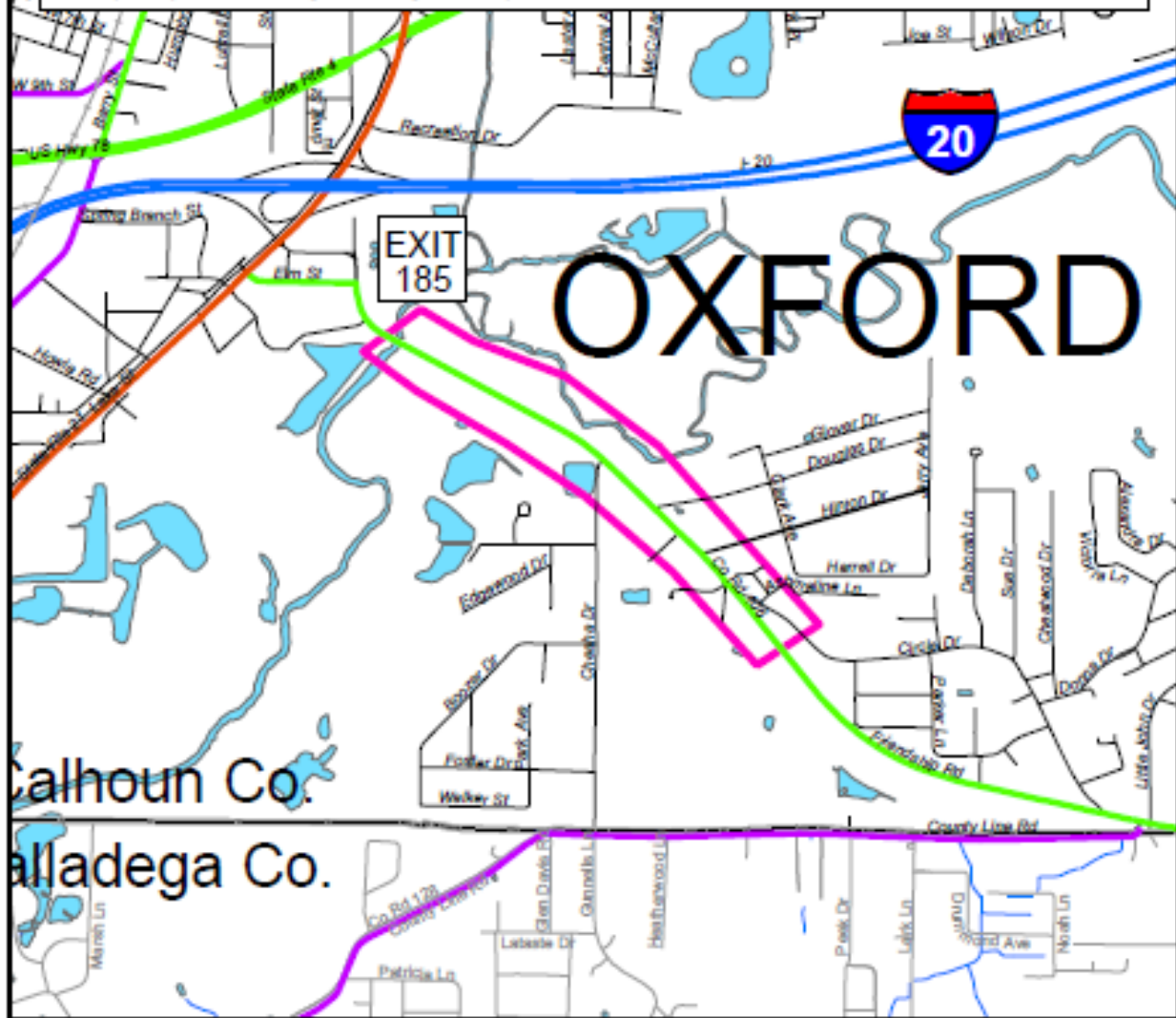
LEGEND

Highway Functional Classification

-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary - 2012
-  Phase (1)-Widening Road on Friendship Road

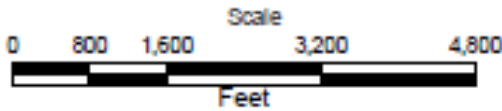


Prepared By East Alabama Regional Planning and Development Commission 2019



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Phase (2) - 2 Bridges Replacement on Friendship Road
RW # 100070254
UT # 100070255
CN # 100070257

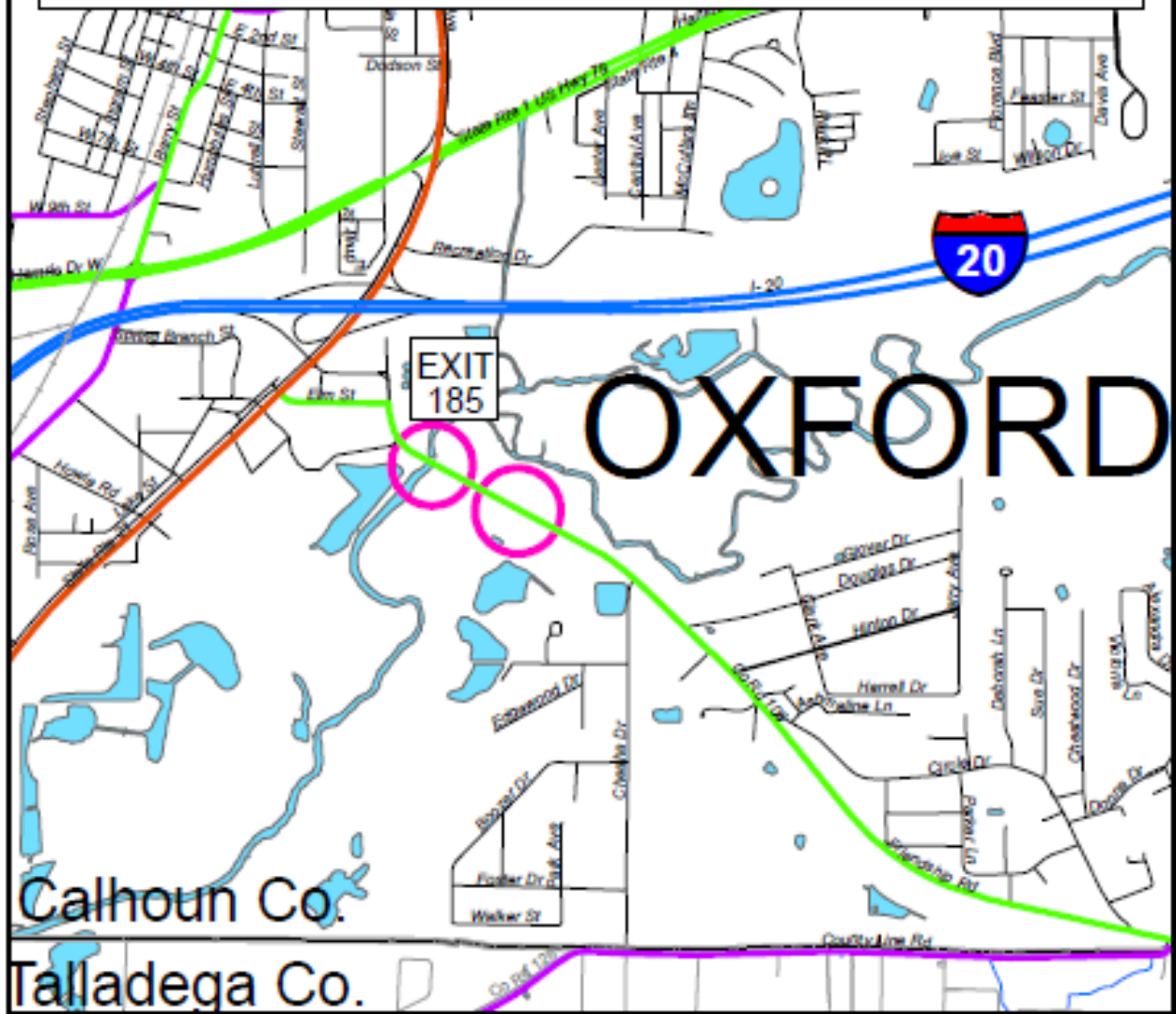


Prepared By East Alabama Regional Planning and Development Commission 2019

LEGEND

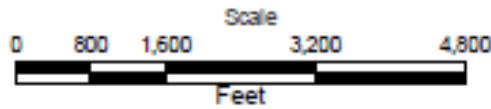
Highway Functional Classification

- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Federal Aid Boundary - 2012
- Phase (2) - 2 Bridges Replacement on Friendship Road



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Phase (3) - Add left and right turning lanes at the
intersection of Friendship Road and Cheaha Dr, Oxford
PE # 100070259
RW # 100070262
UT # 100070269
CN # 100070271

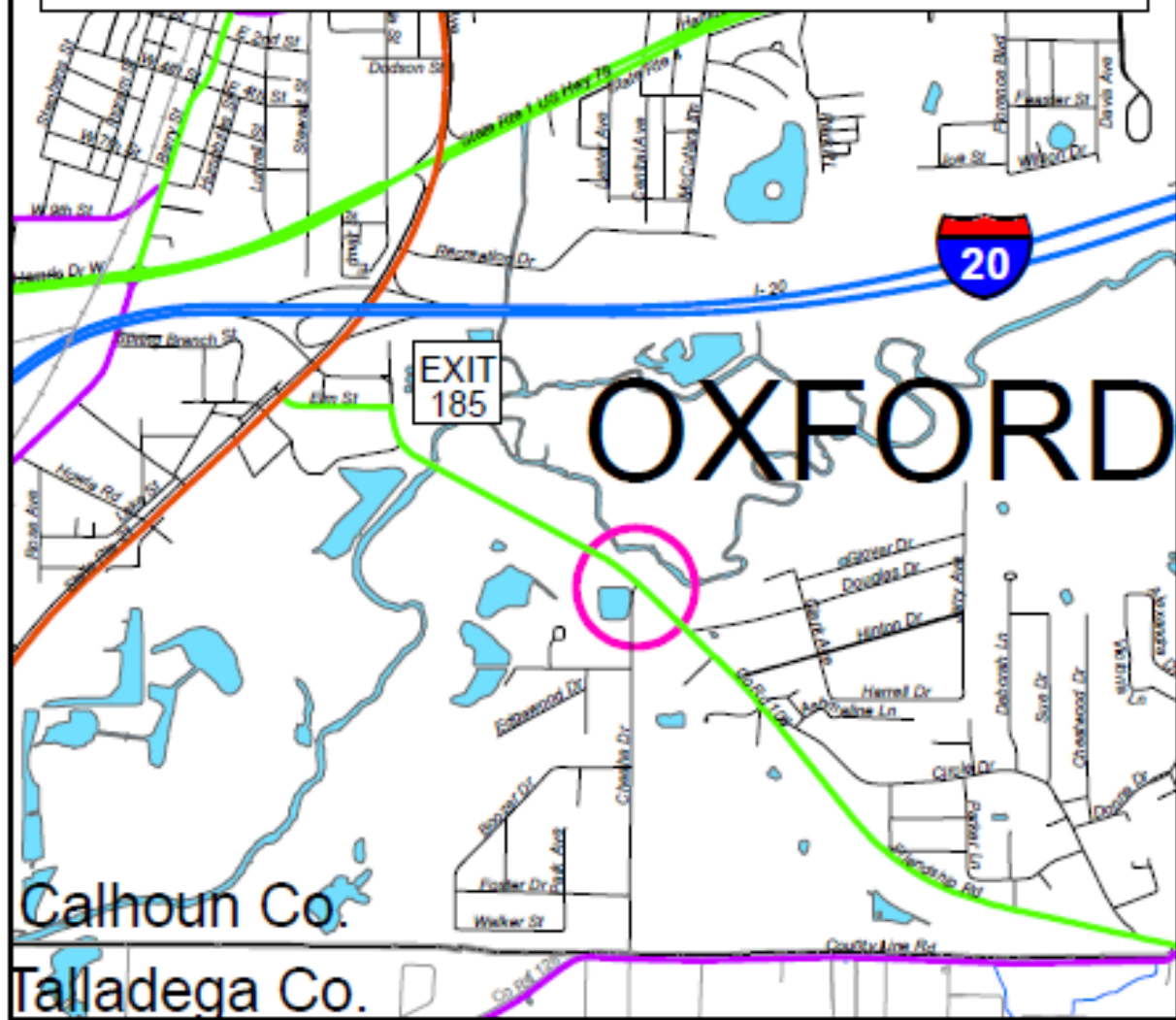


LEGEND

Highway Functional Classification

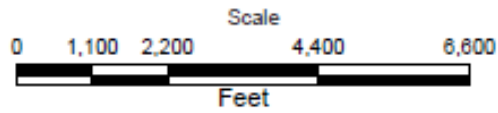
- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Federal Aid Boundary - 2012
- Phase (3) - Add left and right turning lanes and signal upgrade

Prepared By East Alabama Regional Planning and Development Commission 2019



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Resurface Alexandria / Jacksonville Rd. from intersection of
Cedar Springs Rd. to the Jacksonville City limits
PE # 100070223
CN # 100070224

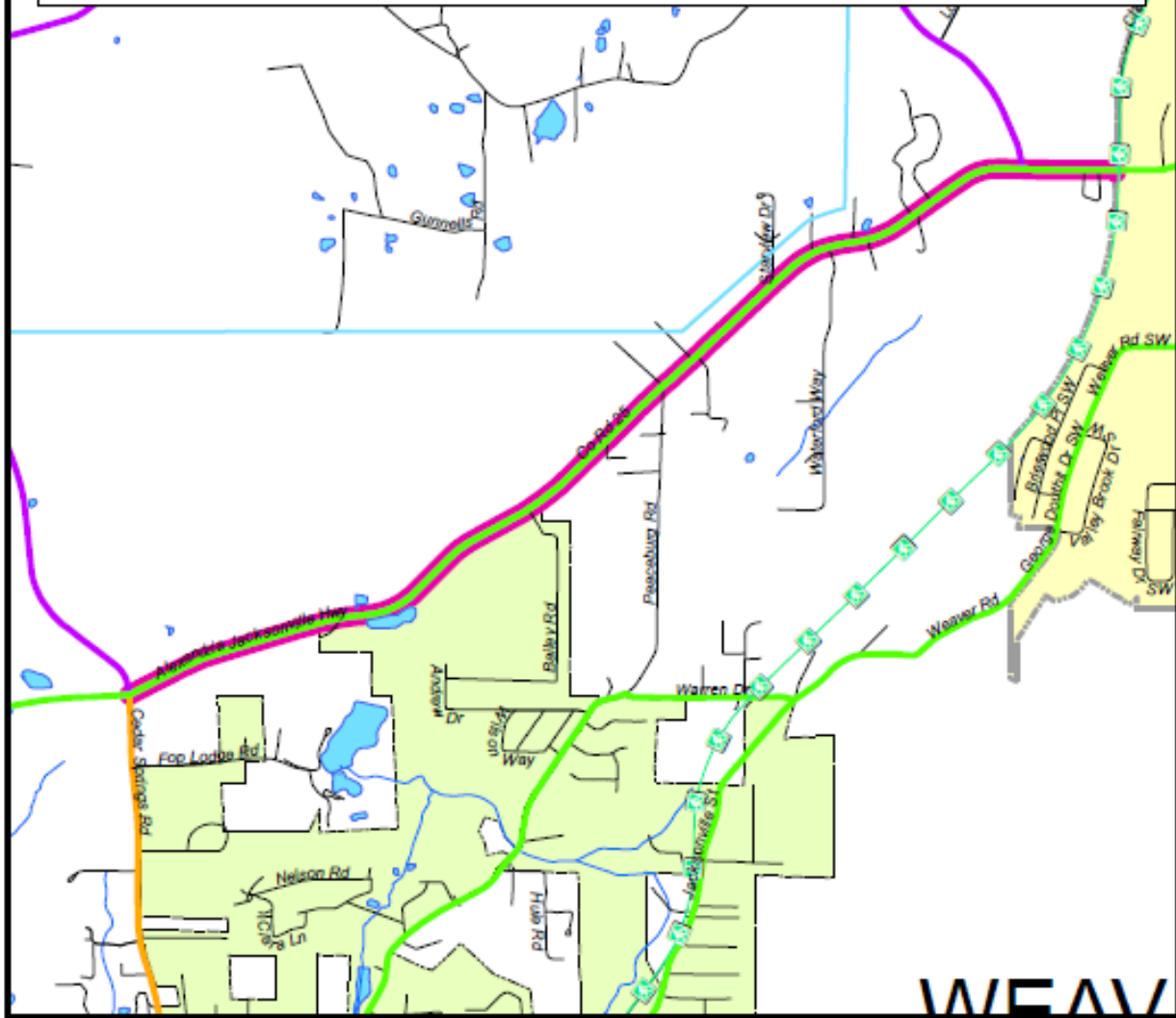


Prepared By East Alabama Regional Planning and Development Commission 2019

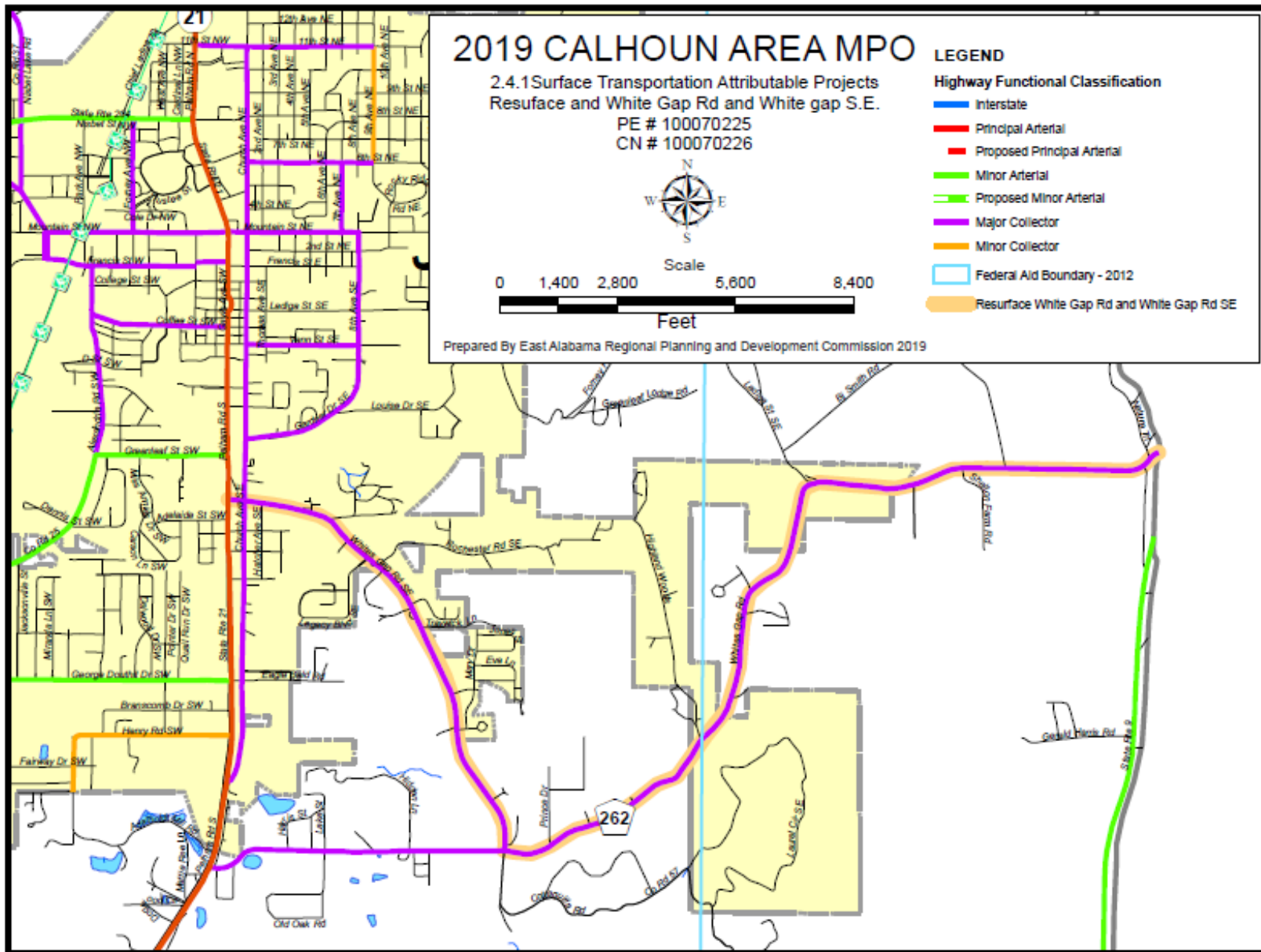
LEGEND

Highway Functional Classification

- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Federal Aid Boundary - 2012
- Jacksonville, City Limits
- Weaver City Limits
- CHIEF LADIGA TRAIL
- Resurface Alexandria / Jacksonville



WEAVER



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects

Hwy 202 and Hunter Signal Upgrade

PE # 100070227

CN # 100070228

LEGEND

Highway Functional Classification

-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary - 2012
-  Hwy 202 and Hunter Signal Upgrade

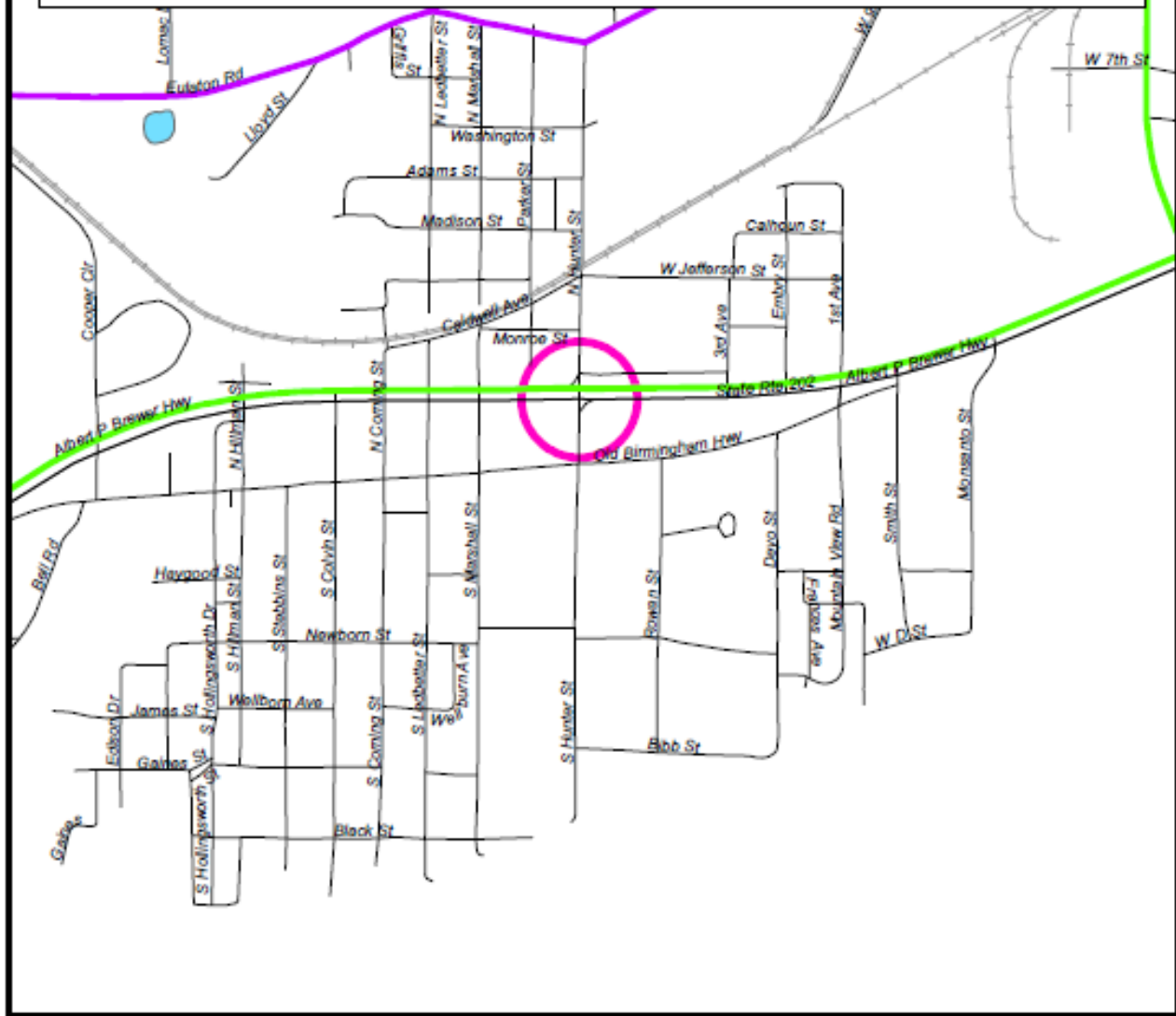


Scale

0 500 1,000 2,000 3,000

Feet

Prepared By East Alabama Regional Planning and Development Commission 2019



2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects Resurfacing Eulaton Gate Rd from Bynum-Leatherwood Rd to the Anniston Army Depot Gate

PE # 100070231

CN # 100070232



Scale

0 1,000 2,000 4,000 6,000

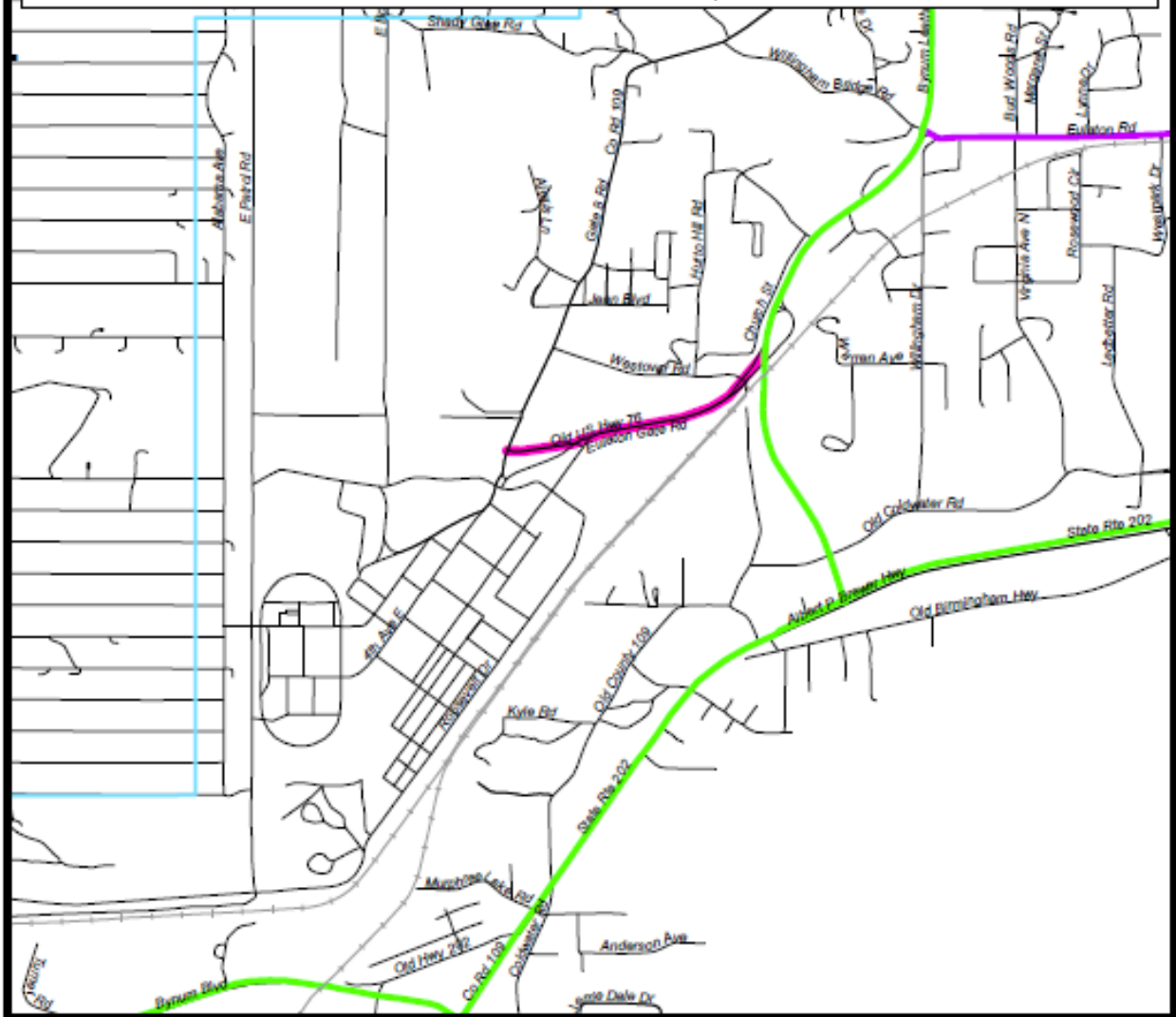
Feet

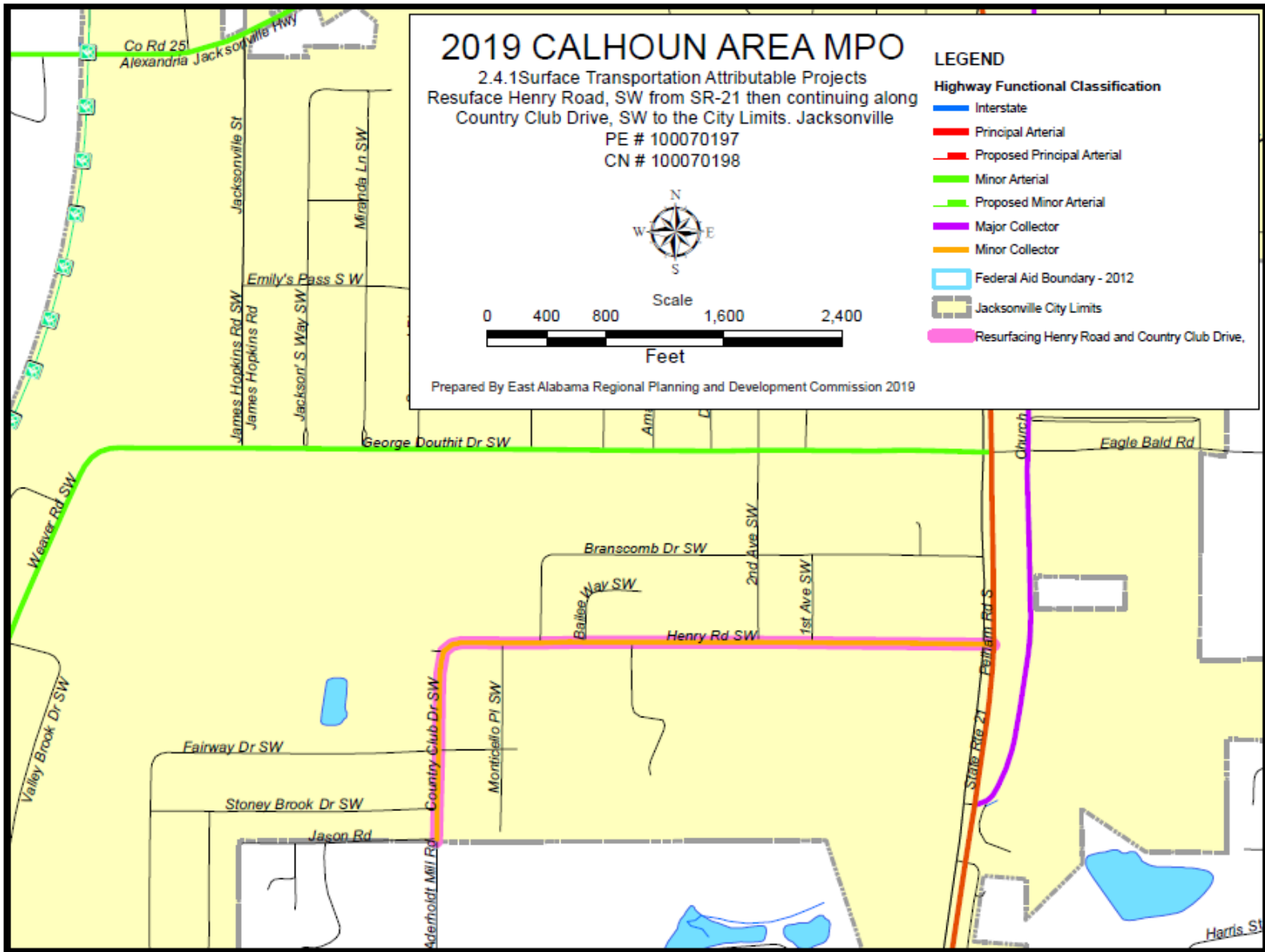
Prepared By East Alabama Regional Planning and Development Commission 2019

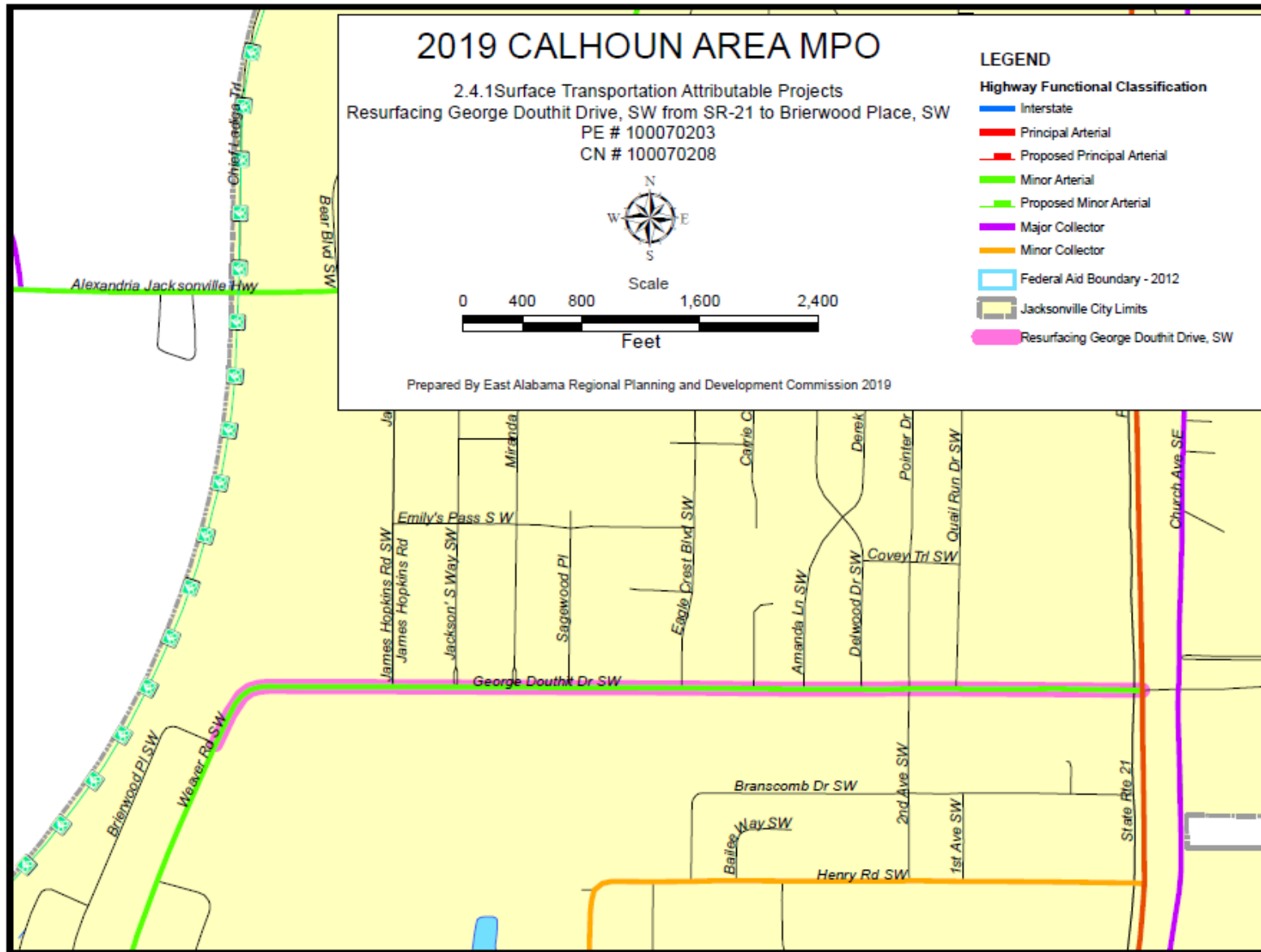
LEGEND

Highway Functional Classification

-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary - 2012
-  Resurfacing Eulaton Gate Rd

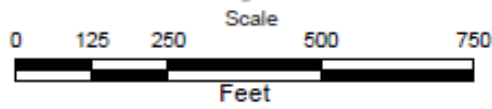






2019 CALHOUN AREA MPO

2.4.1 Surface Transportation Attributable Projects
Coldwater Mountain/Mulberry St to Legarde,
Bicycle /Pedestrian multi- use path construction
PE # 100070241
CN # 10007242



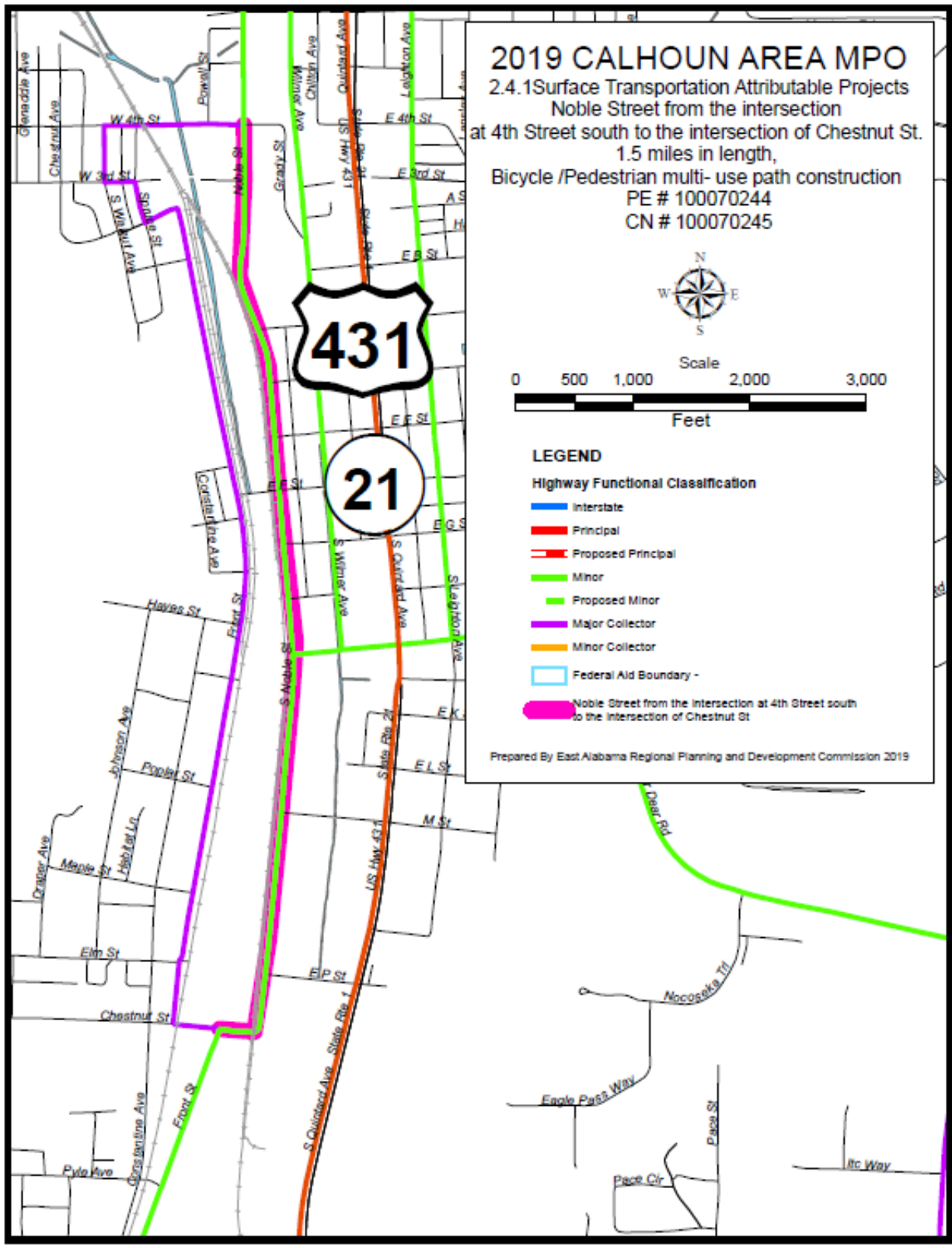
LEGEND

Highway Functional Classification

-  Interstate
-  Principal
-  Proposed Principal
-  Minor Arterial
-  Proposed Minor
-  Major Collector
-  Minor Collector
-  Federal Aid Boundary -
-  Coldwater Mountain/Mulberry St to Legarde,

Prepared By East Alabama Regional Planning and Development Commission 2019





2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43010	100069004 STPAA-HSIP 0144 (502)	RESURFACING TRAFFIC STRIPE 2 FT SAFETY WIDENING AND BRIDGE GUARDRAIL RETROFIT ON SR-144 FROM THE ST CLAIR COUNTY LINE (MP 17.173) TO 0.15 MILES WEST OF SR-1 (US-431) (MP 26.537)	9.36	FM	P	PREVENTATIVE MAINT MINOR REHAB W/ SAFETY WIDENING	2020	69004.000	EXEMPT	NA	\$2,938,454 \$734,614 \$0	\$3,673,068
Totals By Sponsor						Federal		\$2,938,454			ALL Funds	\$3,673,068
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
23124	100061463 BR 0009 ()	REPLACE BRIDGE BIN 005152 SR-9 OVER SOUTHERN RR 1.8 MILES N OF SR-4(US-78) NEAR IRON CITY (SUFF=43.1STAT=FO 2001 HBRRP LIST)	0.25	PE	P	BRIDGE REPLACEMENT	2020	0.000		NA	\$131,166 \$32,792 \$0	\$163,958
Totals By Sponsor						Federal		\$131,166			ALL Funds	\$163,958

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
42045	100067283 IM I020 ()	RESURFACING (OPEN GRADED FRICTION COURSE) I-20 FROM THE CALHOUN COUNTY LINE MP 193.823 TO THE SR-48 INTERCHANGE MP 205.054	11.23	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2020	67283.000	EXEMPT	NA	\$7,499,250 \$833,250 \$0	\$8,332,500
43010	100068386 NH 0001 ()	RESURFACING AND TRAFFIC STRIPE ON SR-1 (US-431) FROM THE END OF SR-1 (US-431) BYPASS (MP 233.248) TO 0.116 MILE NORTH OF SR-144 (MP 242.156)	8.91	FM	P	PAVEMENT MINOR REHABILITATION	2020	0.000		NA	\$4,733,264 \$1,183,316 \$0	\$5,916,580
Totals By Sponsor						Federal		\$12,232,514			ALL Funds	\$14,249,080

2.4.4 Appalachian Highway System Projects

Sponsor: TBD

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.5 Transportation Alternatives

Sponsor: CITY OF JACKSONVILLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
42122	100067365 TAPAA TA17 (908)	SIDEWALKS AND A PEDESTRIAN BRIDGE ON FORNEY AVENUE NORTHWEST FROM MOUNTAIN AVENUE NORTHWEST (STRUTS RESTAURANT) TO STREET AVENUE (SALLS HALL) IN JACKSONVILLE	0.00	CN	P	SIDEWALK	2020	67365.000	EXEMPT	NA	\$174,697 \$0 \$43,674	\$218,371	
Totals By Sponsor				Federal				\$174,697			ALL Funds \$218,371		
Sponsor: CITY OF OXFORD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
42121	100067364 TAPAA TA17 (901)	SIDEWALKS AND ADA CURB CUTS ON MAIN STREET FROM EAST 4TH STREET TO SNOW STREET ON SNOW STREET FROM MAIN STREET TO CHOCCOLOCCO STREET AND ON CHOCCOLOCCO STREET FROM MCCAIN STREET TO SNOW STREET IN OXFORD	0.00	CN	P	SIDEWALK	2020	0.000		NA	\$384,472 \$0 \$96,118	\$480,590	
Totals By Sponsor				Federal				\$384,472			ALL Funds \$480,590		

2.4.6 Bridge Projects

Sponsor: TBD

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.7 State Funded Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.8 Enhancement Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.9 Transit Projects

Sponsor: CALHOUN COUNTY COMMISSION												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39485	100064033 RPTO TR18 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$210,000 \$0 \$210,000	\$420,000
39486	100064034 RPTO TR19 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$210,000 \$0 \$210,000	\$420,000
39488	100064036 RPTO TR18 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$64,000 \$0 \$16,000	\$80,000
39489	100064037 RPTO TR19 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$64,000 \$0 \$16,000	\$80,000
39491	100064039 RPTOC TR18 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM CAPITAL ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$160,000 \$0 \$40,000	\$200,000
39492	100064040 RPTOC TR19 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM CAPITAL ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$160,000 \$0 \$40,000	\$200,000
39495	100064043 RPTOC TR19 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$8,000 \$0 \$2,000	\$10,000
Totals By Sponsor							Federal	\$876,000			ALL Funds	\$1,410,000
Sponsor: CITY OF ANNISTON												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39352	100063896 FTA9 TR18 ()	SECTION 5307 TRANSIT ANNISTON OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$490,000 \$0 \$490,000	\$980,000
39353	100063897 FTA9 TR19 ()	SECTION 5307 TRANSIT ANNISTON OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$490,000 \$0 \$490,000	\$980,000
39355	100063899 FTA9 TR18 ()	SECTION 5307 TRANSIT ANNISTON PREVENTIVE MAINTENANCE FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$72,000 \$0 \$18,000	\$90,000
39356	100063900 FTA9 TR19 ()	SECTION 5307 TRANSIT ANNISTON PREVENTIVE MAINTENANCE FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$72,000 \$0 \$18,000	\$90,000
39358	100063902 FTA9C TR18 ()	SECTION 5307 TRANSIT ANNISTON CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$196,000 \$0 \$49,000	\$245,000
39361	100063905 FTA9C TR18 ()	SECTION 5307 TRANSIT ANNISTON CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$8,000 \$0 \$2,000	\$10,000

2.4.9 Transit Projects

39362	100063906 FTA9C TR19 ()	SECTION 5307 TRANSIT ANNISTON CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$8,000 \$0 \$2,000	\$10,000
39494	100064042 RPTOC TR18 ()	SECTION 5311 TRANSIT E ALA REG PLAN COMM CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$8,000 \$0 \$2,000	\$10,000
Totals By Sponsor						Federal		\$1,344,000			ALL Funds	\$2,415,000
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43390	100069118 FTA9C TR19 ()	SECTION 5307 TRANSIT E AL REG PLAN AND DEV COMM CAPITAL BUS SUPPORT EQUIPMENT FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	\$2,250 \$0 \$0	\$2,250
Totals By Sponsor						Federal		\$2,250			ALL Funds	\$2,250

2.4.10 System Maintenance Projects

Sponsor: TBD

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.11 Safety Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43010	100069004 STPAA-HSIP 0144 (502)	RESURFACING TRAFFIC STRIPE 2 FT SAFETY WIDENING AND BRIDGE GUARDRAIL RETROFIT ON SR-144 FROM THE ST CLAIR COUNTY LINE (MP 17.173) TO 0.15 MILES WEST OF SR-1 (US-431) (MP 26.537)	0.36	FM	P	PREVENTATIVE MAINT MINOR REHAB W/ SAFETY WIDENING	2020	69004.000	EXEMPT	NA	\$638,201 \$70,911 \$0	\$709,112
Totals By Sponsor						Federal		\$638,201			ALL Funds	\$709,112

2.4.12 Other Federal and State Aid Projects

Sponsor: MDA													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
40356	100065122 PFH 0816 ()	REHABILITATE BOWL ROAD (RT 420) MOUNTAIN LONGLEAF WILDLIFE REFUGE (APPORTIONMENT FY 2017)	0.00	CN	P	RESURFACING	2020	0.000	EXEMPT	NA	\$236,969 \$0 \$0	\$236,969	
Totals By Sponsor						Federal		\$236,969			ALL Funds	\$236,969	

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor: TBD

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.14 High Priority and Congressional Earmark Projects

Sponsor: CITY OF JACKSONVILLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
28380	100061470 HPP A172 ()	EXPANSION OF ACCESS AND PARKING ADJACENT TO POST OFFICE IN THE CITY OF JACKSONVILLE (PHASE 2)	0.00	CN	P	UNCLASSIFIED	2020	0.000		NA	\$25,140 \$0 \$0	\$25,140
Totals By Sponsor						Federal		\$25,140			ALL Funds	\$25,140

2.4.15 Authorized Projects

Sponsor: CALHOUN COUNTY COMMISSION

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
USAN	1	STPOA JACKSONVILLE	100064930 0817(250)	CN	RESURFACE ALEXANDRIA-HIGHWAY FROM THE INTERSECTION OF MCCLELLAN ROAD TO THE INTERSECTION OF CEDAR SPRINGS ROAD - CCP 08-95-16	2.502	05/31/2019	RESURFACING	\$460,156

Sponsor: CITY OF ANNISTON

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
USAN	1	STPOA 0021(543)	100047016	CN	TRAFFIC SIGNAL IMPROVEMENTS AT THE INTERSECTION OF LENLOCK LANE AND SR-21 IN THE CITY OF ANNISTON	0.010	09/27/2019	SIGNALIZATION	\$212,355

Sponsor: CITY OF JACKSONVILLE

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
ANME	1	STPOA 0815(258)	100064884	CN	RESURFACING STRIPING AND DRAINAGE IMPROVEMENTS ON MOUNTAIN STREET NE FROM SR-21 TO 8TH AVENUE NE CITY OF JACKSONVILLE	0.587	05/31/2019	RESURFACING	\$455,625

Sponsor: CITY OF OXFORD

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
USAN	1	STPOA 0004(536)	100057405	RW	RE-CONFIGURE INTERSECTION SR-4 (US-78) ATCR-186 (BARRY STREET)	0.000	11/01/2018	INTERSECTION IMPROVEMENTS	\$989,149

Sponsor: E ALA REG PLAN & DEV COMM

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
FTA9	9	FTA9 TR19()	100069111	TR	SECTION 5307 TRANSIT E AL REG PLAN AND DEV COMM OPERATING EXPENSE FY2019	0.000	12/01/2018	UNCLASSIFIED	\$974,002
FTA9C	9	FTA9C TR19()	100069112	TR	SECTION 5307 TRANSIT E AL REG PLAN AND DEV COMM CAPITAL ROLLING STOCK (1 MOD VAN AND 2 CC BUS) FY 2019	0.000	05/01/2019	UNCLASSIFIED	\$180,000
FTA9	9	FTA9 TR19()	100069114	TR	SECTION 5307 TRANSIT E AL REG PLAN AND DEV COMM PREVENTIVE MAINTENANCE FY 2019 GRANT AL90X198	0.000	12/01/2018	UNCLASSIFIED	\$230,000
RPTO	9	RPTO TR19()	100069136	TR	SECTION 5311 TRANSIT E AL REG PLAN AND DEV COMM ADMINISTRATION FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$102,925
FTA3C	9	FTA3C TR19()	100069138	TR	SECTION 5339 TRANSIT E AL REG PLAN AND DEV COMM CAPITAL ROLLING STOCK (1 MINI VAN AND 3 MOD VANS) FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$236,000
RPTO	9	RPTO TR19()	100069139	TR	SECTION 5311 TRANSIT JARC (DHR) E AL REG PLAN AND DEV COMM OPERATING FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$115,000
FTA9C	9	FTA9C TR19()	100069309	TR	SECTION 5307 TRANSIT E AL REG PLAN AND DEV COMM CAPITAL ROLLING STOCK (2MV) FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$134,732
UMTAC	9	UMTAC TR19()	100069633	TR	SECTION 5310 TRANSIT (URBAN) THE LEARNING TREE INC (CALHOUN) CAPITAL ROLLING STOCK (3 MINI VANS) FY 2019	0.000	05/01/2019	UNCLASSIFIED	\$115,500
FTA9C	9	FTA9C TR19()	100070012	TR	SECTION 5307 TRANSIT E AL REG PLAN AND DEV COMM (ANNISTON) SUPPORT EQUIP FY 2019	0.000	05/01/2019	UNCLASSIFIED	\$30,000

2.4.16 Locally Funded Regionally Significant Projects

Regionally significant projects are transportation projects, other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in the EPA's transportation conformity regulation, that is on a facility which serves regional transportation needs. Examples of these would be those providing access to and from the area outside the region; major activity centers in the region; major planned developments, such as new retail malls, sports complexes, or employment centers; or transportation terminals. These facilities would normally be included in the modelling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

This section includes any transportation projects that were paid for with local funds that have a regional impact. For example, roads built to a new shopping center could be listed in this section.

There are no Locally Funded Regionally Significant Projects at this time.

3.0 Appendices

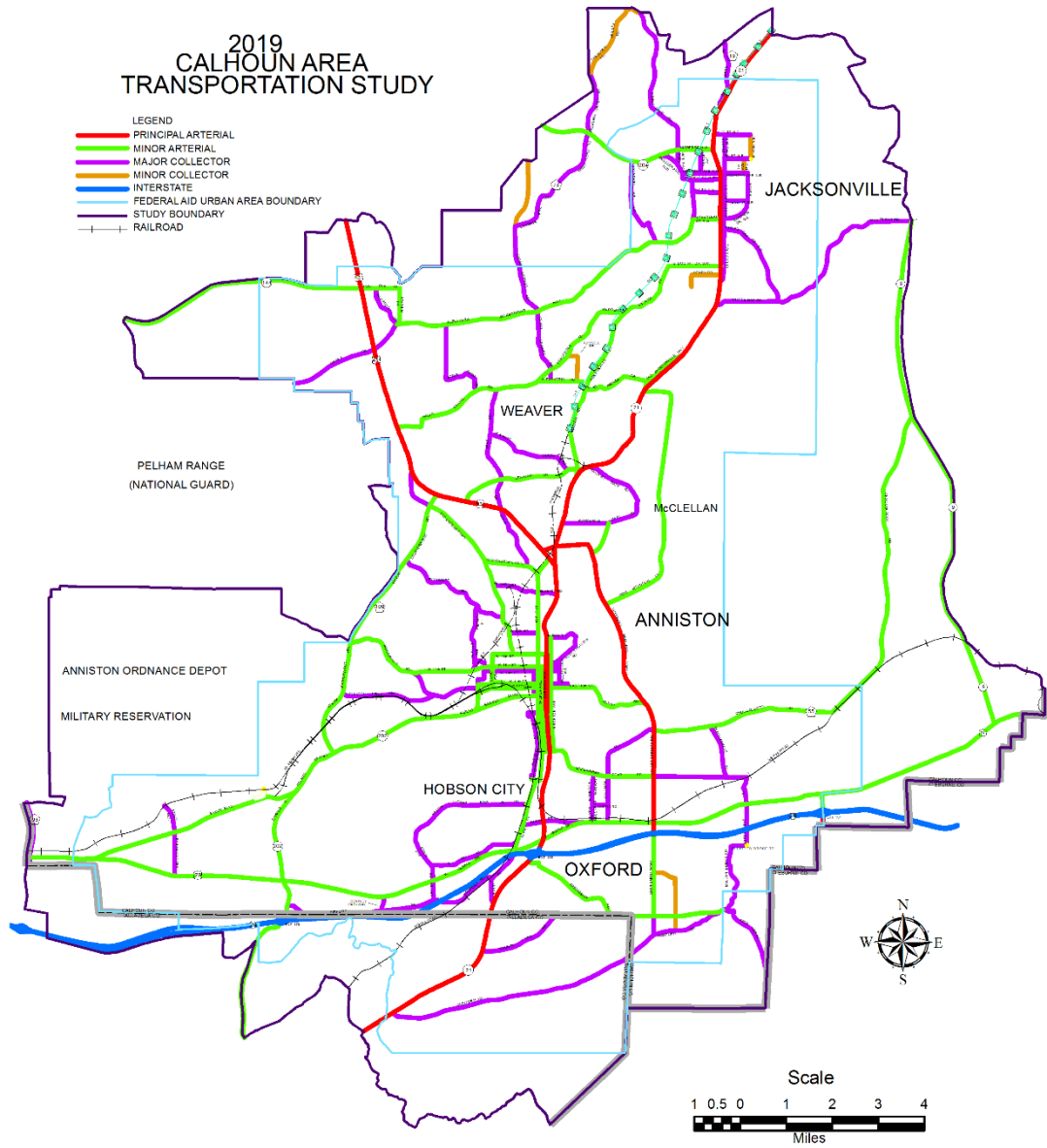
3.1 Abbreviations and Acronyms

A	Authorized Project
ACTS	Areawide Community Transit System
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental management
AHSP	Appalachian Highway System Project
ALDOT	Alabama Department of Transportation
APA	American Planning Association
APBP	Association of Pedestrian and Bicycle Professionals
ATPA	Alabama Transportation Planners Association
BRPL	Bridge Replacement
CAC	Citizens Advisory Committee
CARE	Critical Analysis Reporting Environment
CATS	Calhoun Area Transportation Study
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
COG	Council of Governments
COOP	Continuity of Operations Plan
CPMS	Comprehensive Project Management System
CTSP	Community Traffic Safety Program
DBE	Disadvantaged Business Plan
DRI	Developments of Regional Impact
DOT	Department of Transportation
EARPDC	East Alabama Regional Planning and Development Commission
EPA	Environmental Protection Agency
FANBR	Federal Aid Number
FAST Act	Fixing America’s Surface Transportation Act (Replaces MAP-21)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographical Information System
HSIP	Highway Safety Improvement Plan
IMNT	Interstate Maintenance
IREG	Interstate Regular
IRI	International Roughness Index
JARC	Job Access and Reverse Commute
LEP	Language Assistance Plan
LOTTR	Level of Travel Time Reliability
L RTP	Long Range Transportation Plan
LVOE	Level of Effort
MAIN	Maintenance Project
MAP-21	Moving Ahead for Progress in the 21 st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHF	National Highway Fund
NHS	National Highway System

NHSP	National Highway System Project
NAAQS	National Ambient Air Quality Standards
Non-SOV	Non-single Occupant Vehicle
P	Planned Projects
PE	Preliminary Engineering
PEAs	Planning Emphasis Areas
PHED	Peak Hour Excessive Delay
PIO	Public Information Officer
PL	Planning funds
PM	Performance Measure
PPP	Public Participation Plan
PSR	Present Serviceability Rating
RFQ	Request for Qualifications
RTC	Rails-to-Trails Conservancy
RW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Section 5307	Urban Transit Funding
Section 5310	Elderly and Handicapped Transit Funding
Section 5311	Non-urban (Rural) Transit Funding
Section 5339	Bus Replacement and Bus Facilities (Replaces Sec. 5309)
SHSP	State Highway Safety Plan
SPR	Statewide Planning and Research
STAT	State Program
STATC	State Program – Contract Construction
STATS	State Program – Special Aid
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPAA	(Any Area)
STPOA/STOA	(Urban Area <200,000)
STPPA	(State)
STPRH/STPHS	(Safety)
STPSA	(Any Hazard)
STPTE/STTE	(Enhancement)
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TR	Transit
TSM	Traffic Safety Management
TTTR	Truck Travel Time Reliability
UABC	Urban Extension
UPWP	Unified Planning Work Program

UT	Utilities
USC	United States Code
VMT	Vehicle Miles Travelled

3.2 Calhoun Area MPO Study Area Map



Source: Calhoun Area MPO Staff

PREPARED BY THE EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION,
 REVISED MARCH 2014.
 FINANCED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY
 ADMINISTRATION.
 BASED ON 2010 U.S. CENSUS DATA.

2019 CALHOUN AREA TRANSPORTATION STUDY

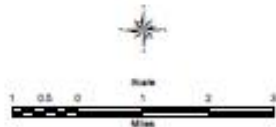
HFC & TRAFFIC VOLUME COUNTS

LEGEND

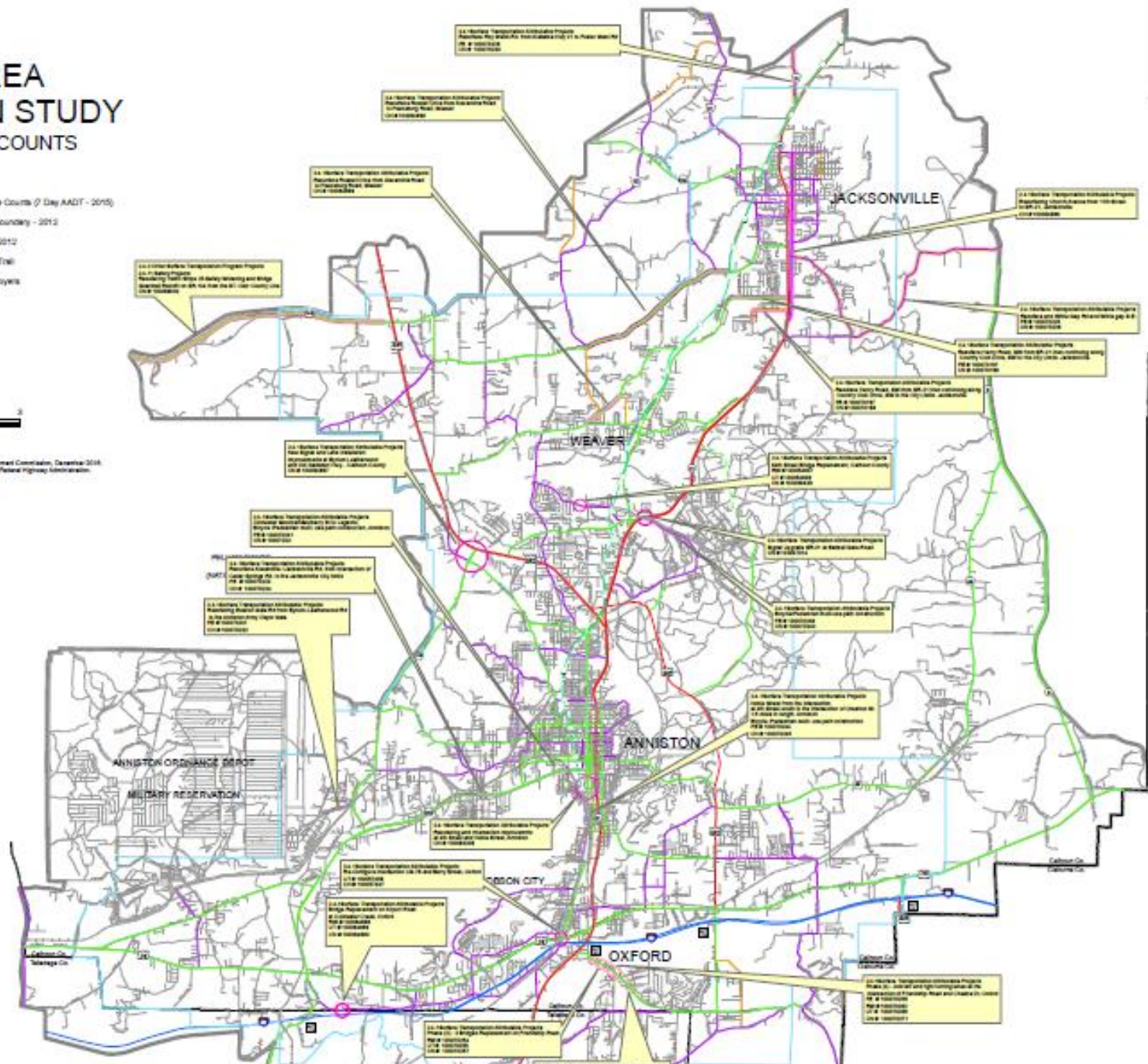
Highway Functional Classification

- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector

- Traffic Volume Counts (7 Day AADT - 2015)
- Federal Aid Boundary - 2012
- Study Area - 2012
- Chief Lodge Trail
- Largest Employers
- Schools



Prepared By The Calhoun Area MPO and The East Alabama Regional Planning and Development Commission, December 2018.
 Revised By The Calhoun Area MPO, Alabama Department of Transportation, and The Federal Highway Administration.
 Based On 2012 U.S. Census Data.
 Road Data Provided By The U.S. Census Bureau.



3.3 Financial Documentation

3.3.1 ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan Calhoun Area MPO

	2020	2021	2022	2023
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$3,046,789	\$3,213,890	\$4,829,929	\$6,847,172
Apportionment (Federal Funds Only)	\$2,017,243	\$2,017,243	\$2,017,243	\$2,017,243
Funds Available to the MPO for Programming (Federal Funds Only)	\$5,064,032	\$5,231,133	\$6,847,172	\$8,864,415
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,850,142	\$401,204	\$0	\$0
Balance Forward (Federal Funds Only)	\$3,213,890	\$4,829,929	\$6,847,172	\$8,864,415
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$125,476,363	\$125,476,363	\$125,476,363	\$125,476,363
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$2,938,454	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	2%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$473,464,897	\$473,464,897	\$473,464,897	\$473,464,897
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$7,499,250	\$0	\$0	\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	2%	0%	0%	0%
Appalachian Highway System Projects				
State Funds Available for Programming Statewide (Total Funds)	\$37,652	\$37,652	\$37,652	\$37,652
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,903,966	\$15,903,966	\$15,903,966	\$15,903,966
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

	2020	2021	2022	2023
Bridge Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
State Funded Projects				
State Funds Available for Programming Statewide (Total Funds)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Enhancement Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$52,036,074	\$52,036,074	\$52,036,074	\$52,036,074
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$638,201	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	0%	0%	0%

	2020	2021	2022	2023
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$22,408,968	\$22,408,968	\$22,408,968	\$22,408,968
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$18,955,155	\$18,955,155	\$18,955,155	\$18,955,155
Apportionment (Federal Funds Only)	\$11,795,045	\$11,795,045	\$11,795,045	\$11,795,045
Funds Available for Programming (Federal Funds Only)	\$30,750,200	\$30,750,200	\$30,750,200	\$30,750,200
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$30,750,200	\$30,750,200	\$30,750,200	\$30,750,200
High Priority and Congressional Earmark Projects (Money still available)				
This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming Statewide (Federal Funds Only)	\$100,412	\$100,412	\$100,412	\$100,412
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

3.3.2 Urban Area Funds Report

6/17/2019

URBAN AREA FUNDING AVAILABILITY REPORT FEDERAL FUNDING ONLY

Page 1 of 2

URBAN AREA	ANNISTON					
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100047014	SIGNAL UPGRADE SR-21 AT BALTZELL GATE ROAD	CN	\$106,558	09/27/2019	Planned	
100047018	TRAFFIC SIGNAL IMPROVEMENTS AT THE INTERSECTION OF LENLOCK LANE AND SR-21 IN THE	CN	\$189,884	09/27/2019	Authorized	2/21/2019
100057405	RE-CONFIGURE INTERSECTION SR-4 (US-78)ATCR-188 (BARRY STREET)	RW	\$791,319	11/01/2018	Authorized	10/25/2018
100057408	RE-CONFIGURE INTERSECTION SR-4 (US-78)ATCR-188 (BARRY STREET)	UT	\$93,643	07/01/2019	Planned	
100064884	RESURFACING, STRIPING, AND DRAINAGE IMPROVEMENTS ON MOUNTAIN STREET NE FROM S	CN	\$384,500	05/31/2019	Authorized	4/30/2019
100064888	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN # 11215 CITY OF OXFOR	RW	\$8,161	09/01/2019	Planned	
100064930	RESURFACE ALEXANDRIA-JACKSONVILLE HIGHWAY FROM THE INTERSECTION OF MCCLELLAN	CN	\$388,125	05/31/2019	Authorized	4/30/2019

TOTALS FOR FISCAL YEAR 2019

Prior FY Carryover	\$4,581,119	Authorized Projects	\$1,693,828	Unobligated Balance	\$4,858,252
FY Apportionment	\$1,970,961	Planned Projects	\$208,362	Remaining Balance	\$4,649,890
FY Special Allocation	\$0	Total Project Funds	\$1,902,190		
Total Funds	\$6,552,080				

100054937	CR-440 (64TH STREET) BRIDGE REPLACEMENTBIN # 8204 NEAR WEAVER	RW	\$28,967	02/01/2020	Planned	
100057407	RE-CONFIGURE INTERSECTION SR-4 (US-78)ATCR-188 (BARRY STREET)	CN	\$534,315	02/28/2020	Planned	
100064886	RESURFACING CHURCH AVENUE FROM 11TH STREET TO SR-21	CN	\$901,617	01/31/2020	Planned	
100064889	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN # 11215 CITY OF OXFOR	UT	\$81,818	01/01/2020	Planned	
100064890	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN # 11215 CITY OF OXFOR	CN	\$734,472	04/03/2020	Planned	
100064897	NEW SIGNAL AND LANE INSTALLATION IMPROVEMENTS AT BYNUM LEATHERWOOD (CR-109) ANI	CN	\$727,126	02/28/2020	Planned	
100064899	RESURFACE RUSSELL DRIVE FROM ALEXANDRIA ROAD TO PEACEBURG ROAD CITY OF WEAVER	CN	\$326,995	01/31/2020	Planned	

TOTALS FOR FISCAL YEAR 2020

Prior FY Carryover	\$4,649,890	Authorized Projects	\$0	Unobligated Balance	\$6,667,133
FY Apportionment	\$2,017,243	Planned Projects	\$3,315,310	Remaining Balance	\$3,351,823
FY Special Allocation	\$0	Total Project Funds	\$3,315,310		
Total Funds	\$6,667,133				

100054938	CR-440 (64TH STREET) BRIDGE REPLACEMENTBIN # 8204 NEAR WEAVER	UT	\$19,104	02/01/2021	Planned	
100054939	CR-440 (64TH STREET) BRIDGE REPLACEMENTBIN # 8204 NEAR WEAVER	CN	\$382,101	05/28/2021	Planned	

TOTALS FOR FISCAL YEAR 2021

Prior FY Carryover	\$3,351,823	Authorized Projects	\$0	Unobligated Balance	\$5,369,066
FY Apportionment	\$2,017,243	Planned Projects	\$401,204	Remaining Balance	\$4,967,862
FY Special Allocation	\$0	Total Project Funds	\$401,204		
Total Funds	\$5,369,066				

6/17/2019

URBAN AREA FUNDING AVAILABILITY REPORT

Page 2 of 2

URBAN AREA **ANNISTON**

FEDERAL FUNDING ONLY

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
						6/17/2019

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$4,967,862	Authorized Projects	\$0	Unobligated Balance	\$6,985,105
FY Apportionment	\$2,017,243	Planned Projects	\$0	Remaining Balance	\$6,985,105
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$6,985,105				

6/17/2019

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$6,985,105	Authorized Projects	\$0	Unobligated Balance	\$9,002,348
FY Apportionment	\$2,017,243	Planned Projects	\$0	Remaining Balance	\$9,002,348
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$9,002,348				

3.3.3 Internal FY20-23 TIP Spreadsheet

CALHOUN

Draft FY20-23 TIP as of July 17, 2019

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

PE	Preliminary Engineering
RW	Right of Way
UT	Utilities
CN	Construction

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

ID#	Project Description	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
3	100062151 Chief Ladiga Trail Resurface	Weaver	Complete	CN	276,000							
4	100047014 Signal Upgrade at SR-21/Baltzell Gate Rd.	Anniston		CN				138,606				
5	100047016 Signal Improvements at Lenlock/SR-21	Anniston		CN				212,355				
6	100054925 McIntosh Rd. Improvements and Re-alignment	Calhoun County		UT		52,475						
	100054926			Under CN		1,144,686						
7	100051026 Lenlock/Saks Intersection Signals and Turn Lane	Calhoun County		CN	1,429,834							
11	100052525 Snow St. Drainage Improvements and Resurface	Oxford		Under CN		2,112,027						
14	100064930 Alexandria-Jville Rd. Resurface from Jville CL to Cedar Springs Rd.	Calhoun County		CN				538,117				
23	100054937 64th St. Bridge Replacement (BIN 6204)	Calhoun County		RW							36,209	
	100054938			UT								23,880
	100054939			CN								477,626
25	100043808 Coffee St. Resurface from SR-21 to Alexandria Rd.	Jacksonville	Complete	CN	334,248							
30	100057405 Barry St/US-78 Reconfigure Intersection	Oxford		RW				989,149				
	100057406			UT				117,054				
	100057407			CN					667,853			
33	100060694 Chief Ladiga Trail from Cane Creek to 4th St.	Anniston		RW			522,903					
35	100063208 Noble/4th St. Intersection Improvements			CN				660,077				
36	100063210 Bike/Ped Improvements at 10th, Clydesdale, & 11th	Anniston	Complete	CN	43,874							
37	100063212 Bike/Ped Improvements at 14th, 11th, and Cobb Ave.	Anniston	Complete	CN	279,983							
38	100064881 Intersection Lighting at SR-202/Bynum Leatherwood	Calhoun County		PE	24,000							
	100064882			Complete		328,807						
39	100064883 Mountain St. NE Resurface from SR-21 to 8th Ave	Jacksonville		PE		45,853						
	100064884			CN				704,051				
40	100064885 Church Ave Resurface from 11th St to SR-21	Jacksonville		PE			118,688					
	100064886			CN					1,909,661			
41	100064887 Airport Rd. Bridge Replacement @ Coldwater Creek (BIN 11215)	Oxford		PE			340,890					
	100064888			RW						10,303		
	100064889			UT						77,273		
	100064890			CN						2,101,710		
43	100064895 Lenlock Lane Resurface from US-431 to Anniston CL	Calhoun County	Complete	CN	618,840							
44	100064896 Bynum Leatherwood/Old Gadsden Rd Signal and Lane Install	Calhoun County		PE			294,000					
	100064897			CN					908,908			
45	100064898 Russell Dr. Resurface from Alexandria Rd to Peaceburg Rd.	Weaver		PE			47,553					
	100064899			CN					408,744			
46	100008423 4-lane Greenbrier Rd. to Golden Spring Rd. cost overruns Resolution 733	Anniston	Complete	CN		533,835		119,894				
47	100047104 Wilmer Ave Resurface from Greenbrier to G St. cost overruns Resoluition 733			PE		1,977						
	100047107			Complete		51,532						
48	100070247 Friendship Road Widening and Bridge Replacement Phase I	Oxford	Pending	PE					311,264			
	100070248		Pending	RW						319,470		
	100070249		Pending	UT							313,661	
	100070250		Pending	CN								1,455,989

CALHOUN

Draft FY20-23 TIP as of July 17, 2019

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

PE	Preliminary Engineering
RW	Right of Way
UT	Utilities
CN	Construction

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

ID#	Project Description	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023	
49	100070253 Friendship Road Widening and Bridge Replacement Phase II	Oxford	Pending	PE					349,181				
			Pending	RW					189,432				
			Pending	UT							185,987		
			Pending	CN									
50	100070259 Friendship Road Widening and Bridge Replacement Phase III	Oxford	Pending	PE					150,748				
			Pending	RW					106,282				
			Pending	UT							104,349		
			Pending	CN									
51	100070223 Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville)	Calhoun County	Pending	PE									
			Pending	CN					890,023				
52	100070225 Whites Gap Rd and Whites Gap Rd SE - Resurfacing	Calhoun County	Pending	PE									
			Pending	CN						1,260,000			
53	100070227 AL Hwy 202/Hunter St. - Signal Upgrade	Calhoun County	Pending	PE					30,000				
			Pending	CN						100,000			
54	100070229 Roy Webb Rd. - Resurfacing	Calhoun County	Pending	PE									
			Pending	CN							950,000		
55	100070231 Eulation Gate Rd. - Resurfacing	Calhoun County	Pending	PE									
			Pending	CN								375,000	
56	100070197 Resurfacing Henry Road from SR 21 to the City Limits	Jacksonville	Pending	PE					86,441				
			Pending	CN						461,020			
57	100070203 Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	Jacksonville	Pending	PE							206,459		
			Pending	CN								1,101,110	
58	100070238 Baltzell Gate Connector Multi-use path	Anniston	Pending	PE							17,600		
			Pending	CN								176,000	
59	100070241 Coldwater Mountain/Mulberry St. to Legarde, multi-use path	Anniston	Pending	PE						32,000			
			Pending	CN							160,000		
60	100070244 Anniston to Oxford Bike Lane; S Noble and Chestnut	Anniston	Pending	PE					5,500				
			Pending	CN						44,000			
PROGRAMMED					2,960,778	4,270,992	1,324,032	3,479,304	8,203,363	2,506,826	1,683,929	3,609,605	
APPORTIONMENT					2,182,759	2,266,095	2,363,956	2,463,701	2,521,554	2,521,554	2,521,554	2,521,554	
CARRYOVER					9,461,045	8,683,026	6,678,129	7,718,053	6,702,451	1,020,642	1,035,370	1,872,995	
AVAILABLE					11,643,804	10,949,121	9,042,085	10,181,754	9,224,004	3,542,196	3,556,924	4,394,549	
BALANCE					8,683,026	6,678,129	7,718,053	6,702,451	1,020,642	1,035,370	1,872,995	784,944	

3.4 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

L RTP Year	% of L RTP Projects to Improve Existing Facilities	% 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

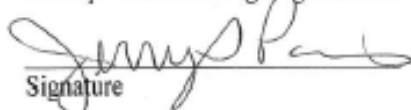
3.5 MPO Self Certification – TIP/STIP MOU

Resolution # 782
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Calhoun Area Metropolitan Planning Organization for the Calhoun County Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Calhoun Area
Metropolitan Planning Organization


Signature

Jerry Parris
Printed Name

MPO Chair
Title

5/16/19
Date

Alabama
State Department of Transportation


Signature

John R. Cooper
Printed Name

Director
Title

7/25/2019
Date

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

TABLE OF CONTENTS

Section

- 1.1 PURPOSE
- 1.2 AUTHORITY
- 1.3 SCOPE
- 1.4 REFERENCES
- 1.5 FEDERAL CERTIFICATION REQUIREMENTS
- 1.6 CERTIFICATION PROCESS & QUESTIONS

1.1 PURPOSE

This chapter provides guidance to the Alabama Department of Transportation for the certification of the metropolitan transportation planning process conducted by ALDOT.

1.2 AUTHORITY

FAST Act <https://www.fhwa.dot.gov/fastact/>

23 U.S.C. (United States Code) 134 (k)(5)

49 U.S.C. 5303 (k)(5)

23 C.F.R. (Code of Federal Regulations) 450.334

1.3 SCOPE

Federal law and regulation require ALDOT and the MPOs to jointly certify the transportation planning process for the metropolitan area concurrent with the submittal of the entire TIP to the FHWA and the FTA as part of the STIP approval at least every four years. This chapter is intended for use by ALDOT and MPO staff to assist them in carrying out the self-certification requirements.

1.4 REFERENCES

23 U.S.C. 134	(Metropolitan Planning)
42 U.S.C. 2000d et seq.	(Title VI of the Civil Rights Act of 1964)
42 U.S.C. 12101	(Americans with Disabilities Act of 1990)
42 U.S.C. 7504 and 7506(c) and (d)	(Transportation Air Quality Conformity)
49 U.S.C. 5303	(Metropolitan Planning)
Section 1101(b) of the FAST Act	(Disadvantaged Business Enterprises)
23 C.F.R. 450	(Metropolitan Planning)
49 C.F.R. Part 26	(Disadvantaged Business Enterprises)
49 C.F.R. 27	(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
49 C.F.R. 37	(Transportation Services for Individuals with Disabilities)
49 C.F.R. 38	(Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

1.5 Self-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (*42 U.S.C. 7504, 7506 (c) and (d)*) and *40 C.F.R. Part 93*;
- (3) Title VI of the Civil Rights Act of 1964, as amended (*42 U.S.C. 2000d-1*) and *49 C.F.R. Part 21*;
- (4) *49 U.S.C. 5332* prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Public Law 114-94) and *49 C.F.R. Part 26* regarding the involvement of disadvantaged business enterprises in USDOT funded projects;-
- (6) *23 C.F.R. Part 230* regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (*42 U.S.C. 12101 et seq.*) and *49 C.F.R. Parts 27, 37, and 38*;
- (8) The Older Americans Act, as amended (*42 U.S.C. 6101*) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of *23 U.S.C.* regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (*29 U.S.C. 794*) and *49 C.F.R. Part 27* regarding discrimination against individuals with disabilities.

1.6 Certification PROCESS & Questions

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

The list of questions provided below identifies those minimum tasks that an MPO shall do in order to be fully certified. If the answer to one of the questions below is negative and if the problem cannot be corrected prior to the signing of the joint certification statement, ALDOT has the option of granting conditional certification and including corrective action in the joint certification statement. The corrective action should include a date by which the problem must be corrected. This list is intended to be as comprehensive as possible; however, it is possible that some requirements may have been overlooked and will need to be added at a later date.

Section (1): The metropolitan planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] **Yes**
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] **NA**
3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] **Yes**
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] **Yes**
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] **Yes**
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] **NA**
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] **Yes**
8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] **Yes**
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
 - Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. **Yes**
 - Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions. **Yes**
 - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2). **This will be addressed in the 2045 LRTP**

- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2). **This will be addressed in the 2045 L RTP**
 - Include discussion of 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. **Yes**
 - Include a financial plan that showed the public and private revenue sources that could reasonably be expected. **Yes**
 - Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. **Yes**
 - Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. **Yes**
 - Indicate as appropriate proposed transportation and transit enhancement activities. **Yes**
10. Did the L RTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)?
- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan; **Yes**
 - Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors); **Yes**
 - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d). **This will be addressed in the 2045 L RTP**
 - Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d). **This will be addressed in the 2045 L RTP**
 - Include operational and management strategies to improve the performance of existing transportation facilities; **Yes**
 - In TMA areas, consider the results of the congestion management process; **NA**
 - Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs; **Yes**
 - Describe the proposed improvements in sufficient detail to develop cost estimates;

Yes

- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities; Yes
 - Include pedestrian walkway and bicycle transportation facilities; Yes
 - Include transportation and transit enhancement activities; Yes
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented Yes
 - Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A). Yes
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] Yes
 12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] Yes
 13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] Yes
 14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.326 (a)] Yes
 15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] Yes
 16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] Yes
 17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] Yes
 18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] Yes
 19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] Yes
 20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] Yes

21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] **Yes**
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] **Yes, it is available on the East Alabama Regional Planning and Development Commission website: earpdc.org.**
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] **Yes**
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] **Yes the UPWP documents all planning activities and document development to be funded through Title 23 USC and the Federal Transit Act.**
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] **Yes**
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] **NA**
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] **Yes**
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] **Yes**
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] **Yes**

Section (2): The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? **NA**
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? **NA**

3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? **NA**
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **NA**

Sections (3), (4), and (7) through (10): The prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; the Americans with Disabilities Act; the Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)] **Yes**
2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)] **Yes**
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13] **Yes**
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)] **Yes**
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)] **Yes**
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)] **Yes**
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? **Yes**
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? **Yes**
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? **Yes**
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] **Yes**
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] **Yes**

12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] **Yes**
13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. **Yes, see next page for status of transition plans.**

Section (5): Section 1101(b) of the FAST Act regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan? **Yes, within our UPWP and TIP/Title VI Plan**
2. Does the MPO track DBE participation? **Yes**
3. Does the MPO report actual payments to DBEs? **Yes**
4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? **Yes**

Section (6): 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

1. Has the MPO implemented an equal employment opportunity program? **Yes, within our UPWP and TIP/Title VI Plan**

450.334 Self-certifications and Federal certifications.

Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT's Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO's project folder.



Calhoun Area MPO Municipality
ADA Transition Plan Status

MPO Municipality	ADA Transition Plan Status	Year of Completion
Anniston	Complete	2015
Hobson City	Complete	2016
Jacksonville	Complete	2016
Oxford	Complete	2015
Weaver	Complete	2015
Calhoun County	Complete	2016
Talladega County	Complete	2015

All municipality ADA transition plans can be found on the EARPDC website (earpdc.org) in the MPO Documents Section.

MEMORANDUM OF UNDERSTANDING
Alabama Department of Transportation
Statewide Procedures for FY 2020 - 2023 TIP/STIP
Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, AL DOT statewide and Interstate programs.

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- *Betterment* consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a

- programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration(FTA), and transit agencies.
- *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed." [23 CFR 450.104]
- *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a done project, or multiple projects, that net out to zero.
- *Level of Effort (LVOE)* is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
- *New Project* is a project that is *not* programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
- *Obligated projects* mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
- *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
- *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
- *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the underserved, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://www.dot.state.al.us/tweb/planning/MPOWebsites.htm>].

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A *major revision* is an "amendment," while a *minor revision* is an "administrative modification." [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

What is a Transportation Improvement Program (TIP) and what is a Statewide Transportation Improvement Program (STIP)?

The TIP consists of the approved MPO projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs). The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

TIP/STIP Administration

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently-approved STIP. If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP

revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions. *Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324*, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the individual MPO, and must correspond to the adopted provisions of the MPO Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the Interagency Air Quality Consultation Group (IAC). If a new conformity determination is necessary, an amendment to the Long Range or Regional Transportation Plan (project listings only), shall be developed and approved by the MPO. The modified conformity determination would then be based on the amended **L RTP** conformity analysis, and public involvement procedures, consistent with the existing PPP, would be required.

If the August Redistribution of Federal Highway Funds adds, advances, or adjusts federal funding for a project, the MPOs and other Planning Partners will be notified of the Administrative Modification by ALDOT.

Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some language within those regulations to make clear the understanding between the agreeing parties. For full application of the CFRs, visit definitions for *Amendment*, *Administrative Modification*, and *Revision* on p. 1. Revisions are not applicable to authorized project scopes

An Amendment is a major STIP/TIP planned project revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the

revision exceeds the following thresholds:

- *\$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
- *\$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
- *\$750,000 for the county highway and bridge program.

- Involves a change in the Scope of Work to a project(s) that would:
 - *Result in an air quality conformity reevaluation.
 - *Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - *Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - *Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director or the Joint Highway committee can be performed at any time.

Approval by the MPO (or cooperative effort with an RPO) is required for Amendments. The MPO/RPO must then request ALDOT Central Office approval, using the electronic Financial Constraint Chart (FCC) process. An FCC must be provided (in Excel format), which summarizes previous actions, the requested adjustments, and after the changes, an updated TIP. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

All revisions shall be identified and grouped as one action on an FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the *entire* amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP four-year cycle, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase, in the second period of the respective Long Range Transportation Plan.

An *Administrative Modification* is a minor STIP/TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to *another* programmed project phase or line item.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP), will establish federal funding for Level of Effort (LVOE) project groups. *Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications.*

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

Administrative Modifications do not require federal approval. ALDOT and the Planning Partner will work cooperatively to address and respond to any FHWA or FTA comments. FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Level of Effort Funding Categories

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the *exempt project* classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of its originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS/MPO Portal).

Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modifications the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

STIP/TIP Financial Reporting

At the end of each quarter, ALDOT will provide each MPO or Planning Partner with a STIP/TIP financial report of actual federal obligations and state encumbrances for highway, bridge, and transit programs in the respective Metropolitan Planning Areas. At the end of the federal fiscal year, the ALDOT report card can be used by the Planning Partners as the basis for compiling information, in order to meet the Federal Annual Listing of Obligated Projects requirement. The STIP/TIP Financial Report, provided to FHWA and FTA, will also include performance measures as allowed under the *Project Approval and Oversight Agreement a Partnership between the Federal Highway Administration Alabama Division and the Alabama Department of Transportation*, applicable to LVOE and to include:

- The total percent of STIP/TIP construction projects advanced to be ran quarterly

A summary report detailing this information will be provided at the end of the federal fiscal year.

As each MPO TIP is adopted, this MOU will be included with the TIP documentation. The MPO or Planning Partner may choose to adopt an MOU that will clarify how the MPO or Planning Partner will address TIP revisions. **In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document.** If an MPO elects to set more stringent procedures, then ALDOT, FHWA, and FTA will adhere to the more restrictive procedures.

The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

We, the undersigned hereby agree to the above procedures and principles.

Mark O. Baillitt

Division Administrator
Federal Highway Administration

5/16/2019

Date:

Yvette M. Taylor

Regional Administrator
Federal Transit Administration

5-16-19

Date:

John R. Cooper

Director
Alabama Department of Transportation

4/15/19

Date:

3.6 Public Review and Comment Documentation

An initial review of the Draft FY 20-23 has been completed by the Citizens Advisory Committee on July 17, 2019.

0 comments were received.

The public comment period was between July 17 and July 31.

All comments were reviewed by the MPO before adopting the Final FY 20-23 TIP and are included in this document.

Elizabeth Messick

From: Kim Jenkins <kjenkins@annistonstar.com>
Sent: Monday, June 17, 2019 8:51 AM
To: Elizabeth Messick
Subject: FW: Block ad needed for July 1, 2019 print
Attachments: 000270288r1.pdf

Good morning Libby,

Please find attached a proof for you to review.
Even with the font change, I had to bump the size up to a 2 x 5.
Cost is \$200. Let me know if you have any questions or if you see any changes that need to be made.
Do you have a PO#?

Thank you,

Kim Jenkins | Multi Media Consultant
kjenkins@annistonstar.com
cell: 256.282.8101 | office:256.235.9215
The Anniston Star
Visit us online annistonstar.com

From: Kim Jenkins <kjenkins@annistonstar.com>
Sent: Wednesday, June 12, 2019 4:31 PM
To: 'Elizabeth Messick' <elizabeth.messick@earpdc.org>
Subject: RE: Block ad needed for July 1, 2019 print

Libby,

I'll schedule for Sunday, June 30th and send a proof for you to review as soon as possible.

Thank you!

Kim Jenkins | Multi Media Consultant
kjenkins@annistonstar.com
cell: 256.282.8101 | office:256.235.9215
The Anniston Star
Visit us online annistonstar.com

From: Elizabeth Messick <elizabeth.messick@earpdc.org>
Sent: Wednesday, June 12, 2019 4:28 PM
To: Kim Jenkins <kbjenkins5@gmail.com>
Cc: Kim Jenkins <kjenkins@annistonstar.com>
Subject: RE: Block ad needed for July 1, 2019 print

Thanks Kim.
That sounds good.
Out of the two, I'd prefer Sunday June 30th, please.

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

From: Kim Jenkins <kbjenkins5@gmail.com>
Sent: Wednesday, June 12, 2019 4:26 PM
To: Elizabeth Messick <elizabeth.messick@earpdc.org>
Cc: Kim Jenkins <kjenkins@annistonstar.com>
Subject: Re: Block ad needed for July 1, 2019 print

Libby, we can size this to fit a 2x4 with the reduced font size. Cost would be \$160.
I just realized you requested to run this July 1 which is a Monday. Would you like to run Sunday, June 30th instead or Wednesday July 3rd.

Thank you,

Kim Jenkins
Anniston Star
256 282 8101

On Wed, Jun 12, 2019, 3:56 PM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Thanks Kim,

What about if the font is a bit smaller? I've modified the ad a tiny bit.

Thanks!,

Libby Messick
Regional Planner
East Alabama Regional Planning and Development Commission

PO Box 2186
Quintard Tower, Suite 300

1130 Quintard Ave.

Anniston, AL 36202

Phone: 256-237-6741

From: Kim Jenkins <kbjenkins5@gmail.com>
Sent: Wednesday, June 12, 2019 3:46 PM
To: Elizabeth Messick <elizabeth.messick@earpdc.org>
Cc: Kim Jenkins <kjenkins@annistonstar.com>
Subject: Re: Block ad needed for July 1, 2019 print

Hi Libby,

Cost to run this size is \$320. Let me know if you would like to proceed and I will send you a proof.

Thank you,

Kim Jenkins

Anniston Star

256 282 8101

On Wed, Jun 12, 2019, 11:25 AM Kim Jenkins <kbjenkins5@gmail.com> wrote:

Hi Libby,

I'll send you a quote as soon as possible.

Thank you,

Kim Jenkins

Anniston Star

256 282 8101

On Wed, Jun 12, 2019, 11:09 AM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Good morning!

Please see the attached block ad for a public meeting for the Calhoun Area MPO.

I would like to request a quote for this ad to be printed Monday July 1st.

Please feel free to contact me at this email or at 256-237-6741.

Thanks!,

Libby Messick

Regional Planner

East Alabama Regional Planning and Development Commission

*PO Box 2186
Quintard Tower, Suite 300*

1130 Quintard Ave.

Anniston, AL 36202

Phone: 256-237-6741

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the Draft FY 2020 – 2023 Transportation Improvement Plan (TIP). The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately \$25 million toward projects over the four-year period. A copy of the updated Draft FY 20-23 TIP and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies of the Draft FY 20-23 TIP will also be available for review and comment at a public meeting scheduled for:

Wednesday July 17th
4 - 6 pm
EARPDC 3rd floor Conference Room
1130 Quintard Avenue
Anniston, AL 36202

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPDC – ADA Coordinator, Dawn Landholm at (256)237-6741 at least 72 hours in advance of the meeting. Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address above, 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,
Regional 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

June 12, 2019

10:00 a.m.

1. Call to Order
2. Review and approval of minutes from May 8, 2019
3. Old Business
 - A. Resolution 785: Reclass Ossington Ave from May 2019
4. New Business
 - A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 786: Requested Funding Changes for PE Projects #4 and #5
 - C. Resolution 787: Adoption of 2019 Bicycle Pedestrian Plan
 - D. Draft UPWP
 - E. Status report of ALDOT projects
 - F. Safety Observations
 - G. Draft TIP Public Meeting – July 17, 4 – 6 pm**
 - H. TAB
5. Next TAC Meeting – July 10, 2019
6. Adjourn

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
June 20, 2019
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 May 16, 2019
 - B. Resolution 785: Reclass Ossington Ave from May 16, 2019
 - C. TBA
- V. New Business
 - A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 786: Requested Funding Changes for PE Projects #4 and #5
 - C. Resolution 787: Adoption of 2019 Bicycle Pedestrian Plan
 - D. Draft UPWP
 - E. CAC Appointments
 - F. Safety Observations
 - G. TBA
- VI. Other Business
 - A. Status Report on Other Local Projects from ALDOT
 - B. ALDOT Public Meeting – Thursday, July 11, 4 – 6 pm
 - C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - D. Draft TIP Public Meeting – Wednesday, July 17, 4 – 6 pm
 - E. Comments or Issues from Member Jurisdictions or Attendees
 - F. TBA
- VII. Next MPO Meeting – Thursday, July 18, 2019
- VIII. Adjourn

PROOF OF PUBLICATION

**STATE OF ALABAMA
CALHOUN COUNTY**



Personally appeared before me Phillip A. Sanguinetti, who being duly sworn, makes oath that he is President of THE ANNISTON STAR, a daily newspaper published in Anniston, Alabama, and that the attached notice ran as follows:

Dates: June 30, 2019

Description: 2X5 FY2020-23 Notice of Public Meeting

Signature _____ Phillip A. Sanguinetti

P.O.#54549
Job# 0002702881
Ad# 825100
order# 270288
price #200

Sworn to and subscribed to before me this date:

Pennie K. Davis
Signature _____ Pennie Davis

Notary Public
My Commission Expires 10/24/2020

No 'worst of' rankings

Consolidating policy concerning lists

Every couple of months, someone releases a list that puts Anniston or Talladega among the worst places to live, or among the cities with the most crime, or among the cities with the lowest test scores, etc.

Earlier this year Talladega, for instance, was listed as the sixth worst place to live in Alabama.



Anthony Cook

Another list names Anniston one of the "most dangerous" cities in America. That list was published and promoted by a company that sells home security systems. Can you see how it might help sales to tell potential customers how dangerous their cities are?

Particularly for news sites — is in pageviews, clicks, on news websites. Like Buzzfeed have created the art of driving traffic with lists. More views increases the hood that advertisers purchase ads on your site, which means revenue for the company. Don't understand me; I want you to click on and read stories, and I want local businesses to purchase ads on our website.

if not at the expense of leading or misinforming readers. And not at the expense of unfairly damaging cities' reputations. That's why we've made a decision to stop publishing every list that drops in our inbox. Our reporters will continue to look for best FBI statistics when released each year, we'll examine those

numbers to see whether local crime statistics are going up or down, in which categories, and what can be done about it.

But, we won't use those numbers to rank our local cities against each other, or against cities around the state or the country. We'll only make such comparisons after doing much deeper analysis than the raw numbers provide.

Other news agencies

likely will continue to report these "worst of" and "best of" lists without much analysis and with indifference to the inability of the lists to truly measure what they claim to measure.

But not us. Anthony Cook is executive editor of Consolidated Publishing. Reach him at amcook70@gmail.com.

AnnistonStar.com

Trump invites DMZ today

BY PETER BAKER
The New York Times

OSAKA, Japan — President Donald Trump said Saturday that he would visit the Demilitarized Zone between North and South Korea today and publicly invite Kim Jong Un, the North's iron-fisted leader, to meet him there for what would be their third get-together.

In a post on Twitter he said he started the second of two days of meetings in Osaka. Trump said that during his next stop, in South Korea, he would be happy to greet Kim across the line that has

this (Saturday) morning said. "We'll be there, just put out a feeler," reports on the region said of his flair for theater was substitute for a serious negotiation strategy. "It's like a bachelor," said Michael, who was President Bush's Asia adviser. "North Korea has stated it will only demilitarize part of its weapons, and this won't shake hands."

Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the Draft FY 2020 - 2023 Transportation Improvement Plan (TIP). The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately \$25 million toward projects over the four-year period. A copy of the updated Draft FY 20-23 TIP and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies of the Draft FY 20-23 TIP will also be available for review and comment at a public meeting scheduled for:

Wednesday July 17th
4 - 6 pm

EARPDC 3rd floor Conference Room
1130 Quinford Avenue
Anniston, AL 36202

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPDC - ADA Coordinator, Dawn Landholm at (256)237-6741 at least 72 hours in advance of the meeting. Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address above, 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, Regional Planner at (256)237-6741. East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quinford Ave., Anniston, AL 36202, or elizabeth.messick@earpdc.org.



HOBBY.

FIND A LOCATION NEAR YOU OR SHOP ONLINE AT HOBBYLOBBY.COM
HOLIDAY HOURS: JULY 4TH 9:00 A.M. - 5:30 P.M.

DON'T WALL DECOR 50% OFF
Categories Listed



East Alabama Region MPO & RPO Transportation Monthly Newsletter

INSIDE THIS ISSUE

- MPO Updates
 - Bike-Ped Plan Updates
 - FY20-23 TIP
 - Project Changes
- RPO Updates
 - FY19 Meetings
 - Meeting Coordination Interest
 - Projects Proposed to Let
 - Employment Opportunity
 - Upcoming Funding Opportunities & Deadlines
 - Calendar of Meetings

July 2019 Issue

Calhoun Area MPO Updates

○ **Bicycle-Pedestrian Plan Update**



A final document is complete but on hold due to potential issues with facilities on state routes. As soon as these issues are resolved the document will be back on the agenda for adoption by the MPO. In the meantime, the current document can be found on the MPO

website at www.earpdc.org. A huge thank you to all involved in the planning and processing of the Bike-Ped Plan!

○ **FY 20-23 Transportation Improvement Program (TIP)**

The MPO is responsible for adopting a Transportation Improvement Program (TIP) which presents a 4-year program for improvements in the various transportation systems located within the Calhoun Area Transportation Study.

The draft document will be available for review at the beginning of the month until July 31st. The draft TIP and comment forms will be available at the EARPDC front desk and on the website. A public meeting will be

held Wednesday, July 17th from 4-6 pm.

○ **June MPO Project Changes**

← → ↻ ⓘ Not secure | www.earpdc.org/pages/?pageID=109

Apps Google WideNet Control P... ALDOT Metro Plan... AASHTO Transport... Transportation Perf... Traffic Safety Facts... ALDOT Project Letti... Rural ITS Toolkit ...

MPO Documents

Authorized Project List for the Calhoun Area MPO – Fiscal Year 2018
 The Federal Highway Administration (FHWA) requires MPOs to publish a list of projects that were authorized in the previous fiscal year and involved federal highway or transit funds. A project is considered authorized when a funding contract has been completed. The authorized project list includes those projects funded in the fiscal year 2018, which ran from October 1, 2017, through September 30, 2018.

DRAFT Transportation Improvement Program Fiscal Years 2020–2023
 The Transportation Improvement Program (TIP) is a short-range four-year schedule of a prioritized list of transportation improvement projects. The TIP consists not only of MPO projects sponsored by the local jurisdictions, but also related projects funded by and through several funding sources including ALDOT, the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the State Safety Program, the Federal Railroad Administration, special Congressional earmarks or demonstration projects, and others.
 The TIP is updated every 4 years and amended as necessary between updates.
A public meeting for the Draft FY 2020-2023 TIP will be held Wednesday, July 17 from 4-6 pm in the 3rd-floor conference room at 1130 Quintard Avenue, Anniston.
The comment period will end Wednesday, July 31st.
Comment forms can be found here and returned to Libby Messick, Regional Planner by email at elizabeth.messick@earpdc.org, by mail at P.O. Box 2186 Anniston, AL 36202, or in person at 1130 Quintard Avenue, Anniston, AL 36202.
Transportation Improvement Program Fiscal Years 2016–2019

Long Range Transportation Plan – 2040
 The purpose of the Long Range Transportation Plan (LRTP) is to coordinate the metropolitan long-range transportation planning for the Calhoun Area MPO. This document identifies transportation improvements such as capacity building, operations, and maintenance projects that will be needed over the next 25 years.
 The LRTP planning process must also include citizen and public official involvement and participation as well as a financial plan.
 The LRTP is updated every 5 years and amended as needed between each update.

Bicycle and Pedestrian Plan 2019
 In November 2003, the MPO developed and adopted its first Bicycle and Pedestrian Plan for the area. This plan identifies potential pedestrian and bicycle facility improvement projects and policies. The MPO is currently updating the **Bicycle and Pedestrian Plan 2012**.

A goal of the Bicycle/Pedestrian plan is to increase safety and quality-of-life as well as ensure that non-motorized transportation is established as a part of the transportation network. Projects and policies in the Bicycle/Pedestrian Plan can be funded by or through several options including the general fund of the local jurisdiction, Transportation Enhancement Program grants, National Recreational Trails (NRT) grant program or allocation of MPO funds.
 MPO staff have provided an online administrative grant application development and technical

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 Your Email Address

Upcoming Events

Rural Planning Organization (RPO) Northern District Meeting
 JUL 11
 The quarterly meeting of the northern district RPO counties: Cherokee and Etowah.
[Read More](#)

Citizens Advisory Committee (CAC) Meeting
 JUL 17 / SEP 18 / NOV 20
 Citizens Advisory Committee (CAC) Meeting
[Read More](#)

Draft FY 2020-2023 TIP Public Involvement Meeting
 JUL 17
 Public Involvement Meeting The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the Draft FY 2020 –...
[Read More](#)

Metropolitan Planning Organization (MPO) Meeting
 JUL 18 / AUG 15 / SEP 19 / OCT 17 / NOV 21 / DEC 19
 Metropolitan Planning Organization (MPO) Monthly Meeting
[Read More](#)

Event Insights

Events

Calendar

Public Involvement Meeting for DRAFT Fiscal Year 2020-2023 TIP

Birthdays

Discover

Hosting 3

Manage Page Events

- Calhoun Area Metropol...
- Amtgard Birmingham ...

JUL 17 Public Involvement Meeting for DRAFT Fiscal Year 2020-2023 TIP

Public · Hosted by Calhoun Area Metropolitan Planning Organization

★ Interested ✓ Going

Wednesday, July 17, 2019 at 4 PM – 6 PM
 Next Week: 73–88°F Thunderstorms

Calhoun Area Metropolitan Planning Organization
 1130 Quintard Ave., Anniston, Alabama 36202 [Show Map](#)

About Discussion

INSIGHTS [See More](#)

0 People Reached
 +0 last 7 days

0 Responses
 +0 last 7 days

Track ticket sales

Audience
 Not enough data to show audience information

Promotions [Advanced Options](#)

Get More Responses
 Boost your event to reach more people.

[View All Promotions](#)

RECOMMENDED ACTIONS

Reach More People, Share Your Event
 Help people find out about your event by sharing it in News Feed.

Chat (65)

Mailed July 2, 2019

*Anniston Housing Authority
1120 Project Drive
Anniston, AL 36201*

*Wesley Apartments
1401 Noble St.
Anniston, AL 36201*

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

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

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

*Mountain Longleaf NWR Office
2700 Refuge Headquarters Rd.
Decatur, AL 35603*

*Alabama Forestry Commission
3985 AL HWY 21 N
Jacksonville, AL 36265*

*Coosa Valley RC&D
404 Snow Street
Oxford, AL 36203*

*Choccolocco Historical Society
PO Box 62
Choccolocco, AL 36254*

*Renal Care Group
901 Leighton Ave.
Suite 102
Anniston, AL 36207*

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

*Anniston Housing Authority
1414 Cooper Ave.
Anniston, AL 36201*

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

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

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

*Calhoun County EMA
507 Francis Sreet W.
Jacksonville, AL 36265*

*Anniston Historic Preservation
Commission
1302 Noble St.
Anniston, AL 36201*

*USDA Forest Service Talladega National
Forest
Shoal Creek District
45 Highway 281
Heflin, AL 36264*

*Mature Options Sr. Services
2222 Leighton Ave.
Anniston, AL 36207*

*Fresenius Kidney Care Anniston North
2017 Quintard Ave, Ste B
Anniston, AL 36201*

*Anniston Housing Authority
500 Glenaddie Ave.
Anniston, AL 36201*

*Anniston Housing Authority
316 Elm St.
Anniston, AL 36201*

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

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

*Jacksonville Historic Society
119 Eighty Oaks
Jacksonville, AL 36265*

*US FWS Regional AL Ecological
Services Field Office
1208-B Main St
Daphne, AL 36526*

*Calhoun County Environmental Office
1702 Noble St. Suite 103
Anniston, AL 36201*

*AL Wildlife and Fisheries
64 N Union Street
Suite 468
Montgomery, AL 36130*

*Anniston Taxi Co
3030 Noble Street
Anniston, AL 36201*

*Anniston Golden Ageds Senior Center
980 Littlebrandt Drive
Anniston, AL 36205*

Mailed July 2, 2019

*Department of Conservation and
Natural Resources
4101 Hwy 21 N
Jacksonville, AL 36265*

*Kid One Transport
PO Box 360943
Birmingham, AL 35236*

*Jacksonville Health and Rehab
410 Wilson Dr. SW
Jacksonville, AL 36265*

*Calhoun-Cleburne Mental Health
PO Drawer 2205
Anniston, AL 36202*

*Family Services Center of Calhoun
County
PO Box 2649
Anniston, AL 36202*

*Jacksonville Senior Center
501 Alexandria Rd. SW
Jacksonville, AL 36265*

*Health Services Center
608 MLK Drive
Hobson City, AL 36201*

*Jacksonville Community Center
501 Alexandria Rd. SW #A
Jacksonville, AL 36265*

*Community Against Pollution Concern
1521 Cobb Ave.
Anniston, AL 36201*

*Alabama Department of Human
Resources
415 W 11th St.
Anniston, AL 36202*

*Oxford Senior Center
424 Main Street
Oxford, AL 36203*

*Beckwood Manor
PO Box 1825
Anniston, AL 36202*

*Anniston Housing Authority
PO Box 2225
Anniston, AL 36202*

*Calhoun County Environmental
Services
3400 McClellan Blvd.
Anniston, AL 36201*

*Beverly Health Care
PO Box 3408
Oxford, AL 36203*

*Weaver Senior Center
406 Anniston St.
Weaver, AL 36277*

*Community enabler Developer
104 E F Street.
Anniston, AL 36201*

*Friendship Community Center
2930 Friendship Rd.
Oxford, AL 36203*

*Interfaith Ministries, Inc
1431 Gurnee Ave.
Anniston, AL 36201*

*Calhoun County Alabama Chamber of
Commerce
1330 Quintard Ave.
Anniston, AL 36201*

*Calhoun County Health Department
3400 McClellan Blvd.
Anniston, AL 36201*

*NHC Place
1335 Greenbrier Dear Road
Anniston, AL 36703*

*Hobson City Senior Center
610 MLK Drive
Hobson City, AL 36201*

*Bradford Health Services
1713 Hamric Dr. E #2
Oxford, AL 36203*

*The Meadows
655 Gardner Dr. SE
Jacksonville, AL 36265*

*ARC Calhoun-Cleburne Counties
401 Noble Street
Anniston, AL 36201*

*Ms. Julie Nix
Disabled Student Services, JSU
139 Daugette Hall
434 Trustee Circle
Jacksonville, AL 36265*

*Anniston PARD
PO Box 2168
Anniston, AL 36202*

*Alabama Quality Healthcare
1316 Noble St
Anniston, AL 36201*

*Calhoun County Habitat for Humanity
22 W 10th St.
Anniston, AL 36201*

Mailed July 2, 2019

United Way of East Central Alabama
1505 Wilmer Ave.
PO Box 1122
Anniston, AL 36202

Ms. Annette Rainge
Calhoun County Veterans Service
Office
PO Box 643
Anniston, AL 36202

Health Services Center
608 MLK Drive
PO Box 1392
Anniston, AL 36202

West Anniston Foundation
800 Clydesdale Ave.
Anniston, AL 36201

Disabled American Veterans (DAV)
1810 Noble St.
Anniston, AL 36201

Calhoun Veterans Service Office
1702 Noble Street, Suite 109
Anniston, AL 36202

Community Foundation of NE AL
PO Box 1826
Anniston, AL 36202

Health Services Center
1302 Noble St.
Anniston, AL 36202

Be Latino Corporation
PO Box 8394
Anniston, AL 36202

Committee on People with Disabilities
1105 Woodstock Ave.
Anniston, AL 36207

Calhoun RSVP
310 Church Ave.
Jacksonville, AL 36265

Gentiva Health Services
1328 Greenbrier Dear Rd
Anniston, AL 36207

Health Services Center
320 E 15th St.
Anniston, AL 36207

AL Regional Medical Center (SOBRA)
331 E 8th St.
Anniston, AL 36207

CST of Jacksonville
1610 Pelham Rd. S
Jacksonville, AL 36265

Mailed July 2, 2019

Public Library of Anniston and Calhoun County
108 E. 10th St.
Anniston, AL 36201

Oxford Public Library
110 E. 6th Street
Oxford, AL 36203

Carver Branch Library
722 W. 14th St.
Anniston, AL 36201

Jacksonville Public Library
200 Petnam Rd. S
Jacksonville, AL 36265

Jacksonville Public Library
112 Ladiga St. SE
Jacksonville, AL 36265

AGENDA

Technical Advisory Committee of the Calhoun Area Metropolitan Planning Organization

July 10, 2019
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from June 12, 2019
3. Old Business
 - B. TBA
4. New Business
 - I. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
 - J. Future Years Fiscal Constraint (TIP spreadsheet)
 - K. Resolution 787: Increase Funds for Baltzell Gate
 - L. Resolution 788: Adopting the DRAFT FY 2020-2023 TIP
 - M. Resolution 789: Adopting the Final FY 2020 UPWP
 - N. Status report of ALDOT projects
 - O. Safety Observations
 - P. Draft TIP Public Meeting – July 17, 4 – 6 pm**
 - Q. TAB
5. Next TAC Meeting – August 7, 2019
6. Adjourn

AGENDA

CITIZENS ADVISORY COMMITTEE

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

July 17, 2019

10:00 am

1. Call to Order
2. Introductions
3. Old Business
 - a. Review and approval of CAC minutes from May 15, 2019
 - b. Review June 2019 Administrative Modifications and Resolutions
 - c. TBA
4. New Business
 - a. Review FY 16-19 TIP Update and Administrative Modifications
 - b. Resolution 785: Reclass Ossington Ave to minor collector
 - c. Resolution 787: Increase Funds for Baltzell Gate
 - d. Resolution 788: Adopting the DRAFT FY 2020-2023 TIP
 - e. Resolution 789: Adopting the Final FY 2020 UPWP
 - f. Status report of ALDOT projects (handout)
 - g. Safety Observations
 - h. Draft TIP Public meetings – July 17, 2019 4-6 pm**
 - i. TBA
5. Other Business
 - A. Anniston Express and ADA Para-Transit Ridership
 - B. CAC Vacancies
 - C. Updates from Bicycle-Pedestrian Plan
 - D. Next CAC Meeting –September 18, 2018
 - 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 Conference Room
July 17, 2019 – 10:00 a.m.

Name	Phone Number	Email Address
Tim Huddleston	256-282-1566	tim@huddleston.com
T. L. Thompson	256-435-3194	popthompson@calhoun.net
Miller Parnell	256-453-0388	muntford60@yahoo.com
Kimberly Mike	256-689 1316	
Theodore SMART	256-241-2943	tsmart@calhouncounty.org
CHRIS GANN	256-237-4057	cgann@calhouncounty.org
JAMES JENKINS	256-831-4665	jamesjenkin_2000@yahoo.com
Richard Lindblom	256 435 9582	richard.lindblom88@gmail.com
Joe Cantel	256-821-7720	Hobson City
Dennis Reaves	256-835-0714	
Darryl League	205-542-9764 cell 256-236-2812	dford/League@gmail.com

SIGN-IN SHEET

Draft FY 2020-2023 Transportation Improvement Program (TIP)

East Alabama Regional Planning and Development Commission Conference Room
July 17, 2019 4:00 – 6:00 p.m.

NAME	ORGANIZATION	EMAIL ADDRESS
Libby Messick	EAPDC MPO	

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
July 18, 2019
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 June 20, 2019
 - B. Tabled: Resolution 785: Reclass Ossington Ave from May 16, 2019
 - C. TBA
- V. New Business
 - A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 787: Increase Funds for Baltzell Gate
 - C. Resolution 788: Adopting the DRAFT FY 2020-2023 TIP**
 - D. Resolution 789: Adopting the Final FY 2020 UPWP
 - E. CAC Appointments
 - F. Safety Observations
 - G. 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. Comments or Issues from Member Jurisdictions or Attendees
 - D. TBA
- VII. Next MPO Meeting – Thursday, July 15, 2019
- VIII. Adjourn

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
July 18, 2019 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Liddy Messick	EADPDC-MPO		
Michael Boyd	ALDOT		
Steven Colay	ALDOT		
Chase Reed	ALDOT		
Toby Benning	COA		
MARK STEPHENS	JACKSONVILLE		
Jana Monday	CDG		
MICHAEL HOSCH	CALHOUN CO.		
Ronny McLean	CALHOUN CO.		
Kevin Atkin	Amston Hwy Depot		
Fred M Denney	Oxford		

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
July 18, 2019 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
SHANAN JONES	ADOT		

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
August 15, 2019
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 June 20, 2019
 - B. TBA
- V. New Business
 - A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
 - B. Tabled: Resolution 785: Reclass Ossington Ave from May 16, 2019
 - C. Tabled: Resolution 787: Increase Funds for Baltzell Gate from July 18, 2019
 - D. Resolution 788: Adopting the FINAL FY 2020-2023 TIP**
 - E. Tabled: Resolution 789: Adopting the FINAL FY 2020 UPWP from July 18, 2019
 - F. Resolution 790: Increase funds for Project #5: Lenlock Signal 100047016
 - G. Resolution 791: Adopting the FINAL 2019 Bicycle-Pedestrian Plan
 - H. CAC Appointments
 - I. Safety Observations
 - J. TBA
- VI. Other Business
 - A. Status Report on Other Local Projects from ALDOT
 - B. ATRIP II
 - C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - D. Comments or Issues from Member Jurisdictions or Attendees
 - E. TBA
- VII. Next MPO Meeting – Thursday, September 19, 2019
- VIII. Adjourn

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

August 15, 2019 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messink	EARPOC MPO		
Joe MEADS	SAIN ASSOC.	(205) 936-9689 joemeads@sain.com	Yes
Jerry Parris	Jacksonville		
MICHAEL HOSCH	CALHOUN CO.		
Tim Popwell	AL DOT		
Jeff Clendinning	Weaver		
Mindy Perry	AL DOT		
Cheryl	ALDOT		
Jana Monday	CDG		
Steven Corley	AL DOT		
MATT HAWES	CDG		

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
August 15, 2019 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Shane Brown	ALDOT		
Fred W. Donney	Oxford		
K. C. Jones	ALDOT		
Alberta McCreary	Hickman City		
Jay JENKINS	ANNISTON		