

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
In the
East Alabama Regional Planning and Development Commission Conference Room
10:00 am
May 19, 2016

- I. Call to Order
- II. Verification of Quorum
- III. Old Business
 - A. Review minutes of April 21, 2016 MPO Meeting
 - B. Approval of minutes of April 21, 2016 MPO Meeting
 - C. TBA
- IV. New Business
 - A. Review FY 16-19 Spreadsheet and MPO Projects (Handout) ✓
 - B. ALDOT Request to Amend FY 16-19 TIP ✓
 - C. Resolution #715 – Amends FY 16-19 TIP to Include ALDOT I-20 Project ✓
 - D. Review Draft MPO Priority Project List ✓
 - E. Review Draft FY 17 UPWP Budget and MPO Dues ✓
 - F. ASCE Infrastructure Report Card (Handout) ✓
 - G. TBA
- V. Other Business
 - A. Status Report on other Local Projects form ALDOT East Central Division ✓
 - B. Report on Urban Area Fixed Route and ADA Handicapped Transit Systems ✓
 - C. Comments or Issues from Member Jurisdictions or Attendees
 - D. TBA
- VI. Next MPO Meeting – Thursday, June 16th, 2016
- VII. Adjourn

MINUTES

Calhoun Area Metropolitan Planning Organization (MPO)

Thursday, April 21, 2016

10:00 a.m.

Those attending:

Wayne Willis	Mayor, City of Weaver
Steven Corley	ALDoT, East Central Region
Steve Williams	ALDoT, Met. Planning
Albertha Grant	EARPDC, Executive Director
Jack E. Plunk	EARPDC / MPO
Charles Markert	CDG Engineers
Toby Bennington	City of Anniston
Rodney McCain	Calhoun County
Michael Hosch	Calhoun County
Johnny L. Smith	Mayor, City of Jacksonville
Mark Stephens	City of Jacksonville
Calvin Cook	ALDoT, East Central Region
Keith Strickland	GMC
Shannon T. Jones	ALDoT, East Central Region
Anthony Kamburls?????	CDG Engineers
Robin Caler	EARPDC
Fred Denney	City of Oxford
Rusty Gann	City of Oxford
Steve Haynes	ALDoT, East Central Region
David Thompson	JSU

After roll call was taken and it was determined that a quorum was present, Chairman, Mayor Wayne Willis called the meeting to order.

OLD BUSINESS:

The minutes of the March 17, 2016 meeting were approved on a motion made by Mr. Toby Bennington and seconded by Mayor Johnny L. Smith. Motion carried.

NEW BUSINESS:

Chairman Willis called for the Review of FY 16-19 Spreadsheet and MPO Projects. Mr. Plunk gave the members a handout of the list of MPO projects to review. Several authorized projects are in the PE development stage and a couple more are in RoW, which are highlighted in green. The projects highlighted in yellow are the projects that have been shifted from one FY to another with the additional 1% added to the cost, projects highlighted in blue have had a recent adjustment in allocation, and the few projects highlighted in pink are ATRIP or ARRA funded.

The balance of funds is still low for FY 18, but the balance of funds is in a positive status. Hopefully, one or two CN projects will be let to bid April 29th.

Next, Chairman Willis called for review of the Draft MPO Priority Project List. Mr. Plunk said that the list is in the agenda packet for review and asked if any members had any changes to the list. There were no changes at this time.

Chairman Willis continued by calling for review of the Calhoun Area Level of Effort (LVE) Projects. Mr. Plunk gave the members a handout with the list of projects and briefly reviewed it with them. The Level of Effort projects are included in the TIP in concept but specific projects are not identified until later in the year. This list comes from the ALDoT data base of LVE projects. He stated that most of the items on the list were transit related with a couple of safety projects also. The City of Oxford also has one TAP project.

Next, Chairman Willis called for discussion of the City of Anniston's Request to Increase CN Allocation for their Bicycle/Pedestrian Improvement Project at 14th, 11th, 18th and Cobb Ave., which is project #37 on the MPO spreadsheet. Mr. Plunk said that there was a copy of the email from Mr. Toby Bennington on page 5 in the agenda packet and on page 6 is a copy of the project description for review. They are requesting an increase of \$25,000 to cover the cost of bike parking racks at various locations in the downtown. A motion was made by Mr. Fred Denney to approve the CN increase of \$25,000 with **Resolution No. 713**, which was seconded by Mr. Toby Bennington. Motion carried.

Chairman Willis continued with New Business by calling for discussion of the City of Anniston's Request for TIGER Grant Application. Mr. Toby Bennington stated that the City of Anniston has put together an application for a TIGER Grant to complete numerous projects that are already in existing plans. There is a description in the agenda packet on page 8 for review. The total grant request is for \$5,000,000 and will not involve any MPO funds. The City is requesting a letter of support from the MPO to support this grant application. A motion was made by Mr. Toby Bennington to approve this grant application with **Resolution No. 714**, which was seconded by Mayor Johnny L. Smith. Motion carried

OTHER BUSINESS:

Chairman Willis called for the status report on other local projects from ALDoT 4th Division. Mr. Shannon Jones discussed the local construction projects which were provided as a handout for review and Mr. Steven Corley discussed the ALDoT sponsored projects.

Mr. Plunk gave the report for the Fixed-Route ridership for the month of February. There were 9,965 passengers on the Fixed-Route during March. The final table in the agenda is the ADA Paratransit ridership for the month of March. There were 793 trips for the City of Anniston, 239 trips for the City of Jacksonville, 2 trip for the City of Weaver, 236 trips for the City of Oxford, 498 trips for the Urbanized part of the County and 354 trips for the Rural part of the County.

There being no further business, the meeting was adjourned.

Next meeting of the MPO will be Thursday, May 19, 2016 at 10:00 a.m.

REC'D 5/19/16



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050



Robert Bentley
Governor

May 12, 2016

John R. Cooper
Transportation Director

Ms. Albertha F. (Bert) Grant, Executive Director
East Alabama Regional Planning
and Development Commission
1130 Quintard Avenue, Suite 300
P. O. Box 2186
Anniston, AL 36202

ATTN: Mr. Jack Plunk

RE: Transportation Improvement Program
Calhoun County

Dear Mr. Curtis:

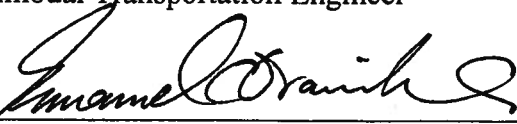
The State has proposed the following changes in the State Transportation Improvement Program (TIP). The Calhoun Area Transportation Improvement Program should be amended at the next meeting of the Calhoun Metropolitan Planning Organization. After you have amended your TIP, please return the signed resolution to Metropolitan Planning for processing.

100065670 SP I-20 continued monitoring for prior project 100033404 7/1/2016 \$125,000.00
IM-I020 ()

If you have any questions, please contact Jim Doolin at (334) 242-6097.

Sincerely,

Robert J. Jilla
Multimodal Transportation Engineer

BY: 
Dr. Emmanuel C. Oranika
Metropolitan Transportation Planning Administrator

RJJ: ECO/JD/db

cc: Mr. DeJarvis Leonard, P. E.
East Central Region Engineer
Calhoun FY 2016-2019 TIP File

RESOLUTION # 715

WHEREAS, the Calhoun Area MPO has adopted its FY 16-19 Transportation Improvement Plan (TIIP) on July 16, 2015 with Resolution #698; and

WHEREAS, the ALDOT has requested that the FY 16-19 TIP be amended to include a project on Interstate 20 described below:

#100065670 SP I-20 Continued Monitoring for 100033404 7/1/2016 \$125,000
IM-I020 ()

NOW THEREFORE, BE IT RESOLVED, by the Calhoun Area MPO, that the FY 16-19 TIP be amended to include the ALDOT project as described above.

Passed and adopted this the _____ day of May, 2016.

Mayor Wayne Willis, Chairman
City of Weaver

ATTEST:

Jack E. Plunk, Principal Planner
East Alabama Regional Planning and
Development Commission

Calhoun Area MPO

DRAFT				
<u>Priority</u>	<u>ID#</u>	<u>Activity</u>	<u>Description</u>	
1	#100052525	CN	Snow Street Drainage and Resurfacing	
2	#100043808	CN	Coffee (A) Street Resurfacing	
3	#100054925	UT	McInstosh Road Re-Alignment	
4	#100062151	CN	CLT Resurfacing and Sidewalk Connection - Weaver	
5	#100063210	CN	Bicycle/Ped Improvements Clydesdale, 11th, 14th, Gurnee	
6	#100064895	CN	Resurface Lenlock Lane (US 431 to Anniston Cl)	
7	#100063208	CN	Noble St./4th St. Intersection Improvements and Resurface	
8	#100064883	PE	Mountain St. NE Resurfacing	
9	#100064898	PE	Russell Drive Resurfacing	
10	#100064882	CN	Intersection Lighting AL 202 & CR 109	
11	#100060694	RW	CLT ROW Acquisition - Anniston	
12	#100057405	RW	Barry St./US 78 Intersection Improvements	
13	#100064930	CN	Alex/ville Hwy Resurface	

Rev

Source: Calhoun Area MPO & MPO Technical Advisory Committee (TAC)

FY 2017 UPWP Financial Overview

DRAFT FY 2017 UPWP Calhoun Area MPO

St. Planning and Research (SPR)

	Fed Share	ST Share	PL
TASK 1 ADMIN and Computer Equipment	8,000	2,000	83,2
TASK 2 DATA COLLECTION AND ANALYSIS	16,000	4,000	65,9
TASK 3 PREPARE UPWP	3,000	750	3,0
TASK 4 PUBLIC INVOLVEMENT / TITLE VI	3,000	750	12,4
TASK 5 ENVIRONMENTAL MITIGATION	2,000	500	4
TASK 6 TRANSPORTATION SYSTEMS	45,000	11,250	31,9
TASK 7 EDUCATION and TRAINING	0	0	9,0
TASK 8 TRANSPORTATION SAFETY / SECURITY	3,000	750	4,0
TASK 9 SPECIAL PROJECTS, CORRIDOR DEV., DRI, ETC.	20,000	5,000	
TOTAL	100,000	25,000	209,9

FY 17 PL Allocation \$209,973 - FHWA PL and FTA 5303 Funds have been combined into single category.

No Consultants will be utilized during FY 17.

SPR (ALDOT) State Planning and Research Funds - Allocation has increased to \$125,000 (\$100,000 Fed/\$25,000 Stat

DRAFT FY 2017 UPWP

Calhoun Area MPO

	SPR		PL -		TOTAL PL
	FHWA	ALDOT	FHWA/FTA	MPO	
TASK 1 ADMIN and Computer Equipment	8,000	2,000	83,067	20,767	103,834
1.1 COOP			200	50	250
TASK 2 DATA COLLECTION AND ANALYSIS	14,000	3,500			
2.1 DATABASE MAINTENANCE			1,500	375	1,875
2.2 DATA COLLECTION	2,000	500	3,250	813	4,063
2.3 GEOGRAPHIC INFORMATION SYSTEMS			56,000	14,000	70,000
2.4 TAZ, TRAFFIC MODELS, TRAFFIC COUNTS			5,000	1,250	6,250
2.5 PREPARE EMISSIONS DATA FOR MOVES 2010b			200	50	250
TASK 3 PREPARE UPWP	3,000	750	3,000	750	3,750
TASK 4 PUBLIC INVOLVEMENT / TITLE VI	3,000	750			
4.1 PUBLIC INVOLVEMENT OFFICER / TOURISM			6,500	1,625	8,125
4.2 PUBLIC PARTICIPATION PROCESS PLAN			4,500	1,125	5,625
4.3 TITLE VI PLANNING			400	100	500
4.4 ENVIRONMENTAL JUSTICE			400	100	500
4.5 DISADVANTAGED BUSINESS PLAN			400	100	500
4.6 PUBLIC INVOLVEMENT FOR AIR QUALITY CONFORMITY			200	50	250
TASK 5 ENVIRONMENTAL MITIGATION	2,000	500			
5.1 AIR QUALITY PLANNING			200	50	250
5.2 CLIMATE CHANGE / GHG EMISSIONS / STORM WATER			200	50	250
TASK 6 TRANSPORTATION SYSTEMS	26,000	6,500			
6.1 LONG RANGE TRANSPORTATION PLAN			4,000	1,000	5,000
6.1.1 AIR QUALITY CONFORMITY REPORT PREPARATION	1,000	250	200	50	250
6.1.2 AMENDED LRTP PROJECT LISTINGS	1,000	250	200	50	250
6.2 TRANSPORTATION IMPROVEMENT PLAN	10,000	2,500	4,500	1,125	5,625
6.2.1 AMENDED TIP PROJECT LISTINGS FOR AIR QUALITY	1,000	250	200	50	250
6.3 PUBLIC TRANSPORTATION	2,000	500	13,500	3,375	16,875
6.3.1 PRIVATE ENTERPRISE PARTICIPATION			200	50	250
6.3.2 TRANSPORTATION DESADVANTAGED SERVICE PLAN			200	50	250
6.4 BICYCLE AND PEDESTRIAN TRANSPORTATION PLANNING	2,000	500	4,000	1,000	5,000
6.5 FREIGHT PLANNING	2,000	500	4,500	1,125	5,625
6.6 TRANS. MANAGEMENT AND OPERATIONS PLANNING			400	100	500
TASK 7 EDUCATION AND TRAINING			9,056	2,264	11,320
TASK 8 TRANSPORTATION SAFETY / SECURITY	3,000	750	4,000	1,000	5,000
TASK 9 SPECIAL PROJECTS, CORRIDOR DEV., DRI, ETC.	20,000	5,000	-	-	-
Subtotal			209,973	52,493	262,466
SPR (ALDOT Allocation Only, Not for Local MPO Activities)	100,000	25,000			125,000
TOTAL					387,466

SPR (ALDOT) Allocation has increased to \$125,000 (\$100,000 Fed/\$25,000 State). These are funds are allocated to ALDOT for technical support of the MPO.

*FY 17 PL Allocation of \$209,973. The PL-FHWA and FTA 5303 planning funds have been combined as one fund for better management and tracking.

MPOs may carry over funds for 3 years. The oldest unexpended funds will be returned to the funding pool for reallocation.

No FY 16 carryover funds are included in this budget.

MPO = Calhoun Area MPO.

FHWA = Federal Highway Works Administration

FTA = Federal Transit Authority

ALDOT = Alabama Department of Transportation

DRAFT FY 2017 UPWP

Local Match

Oct. 1, 2016 - Sept. 30, 2017

\$209,973 - Federal Share
 52,493 - Local Match
 262,466 - TOTAL

Member Jurisdictions	% Pop.	Oct. 1	Jan. 1	April 1
		Dec. 31	Mar 30	June 30
Calhoun County Commission	23.80%	\$ 3,123	\$ 3,123	\$ 3,123
Anniston	28.96%	\$ 3,800	\$ 3,800	\$ 3,800
Hobson City	0.97%	\$ 127	\$ 127	\$ 127
Jacksonville	15.73%	\$ 2,064	\$ 2,064	\$ 2,064
Oxford	26.75%	\$ 3,511	\$ 3,511	\$ 3,511
Weaver	3.80%	\$ 499	\$ 499	\$ 499
Subtotal	100%	\$ 13,123	\$ 13,123	\$ 13,123
FHWA Mapping or Technical Studies				
TOTAL		\$ 13,123	\$ 13,123	\$ 13,123

Billed MPO Dues May Be Up To But Not Over These Total By Quarter
 No FY 16 Carryover Funds Are Included In This Budget.

REC'D 5/11/16

CURRENT CONSTRUCTION PROJECTS

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>STATUS</u>	
NHF-0901(500)	Base and pave of Eastern Bypass from Lake Yahou to US 431	Tie in on 3 existing rdwys	✓
STPOA-0204(515)	Resurface SR 204 from US 431 to MP 6.62 (West Point Rd.)	Begin date is June 1	✓
STPAA-HSIP-0004(542)	Resurface SR 4 (US 78) from MP 166.7 to MP 171.1	Awaiting Award	✓
ACOA58459-ATRP(009)	Resurface portions of Main St., Astor Ave., & Alexandria Road In Weaver	Awaiting Award	✓
ACOA59378-ATRP(010)	Signal Improvements in Jville Along SR 21 at 10 intersections	Awaiting Award	6 month procurement for poles

Fixed-Route Ridership									
	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14		
Oct	5,548	6,837	6,543	7,850	9,757	11,074	10,266		
Nov	5,431	5,834	5,680	7,714	9,178	10,168	9,699		
Dec	5,276	5,923	6,545	8,333	9,439	9,069	9,611		
Jan	5,576	6,510	6,030	7,514	9,458	10,188	9,241		
Feb	5,307	5,441	6,121	8,050	9,687	10,002	10,391		
Mar	5,486	5,863	7,480	9,064	10,131	10,117	11,241		
Apr	5,650	5,990	7,108	8,245	9,466	10,261	11,461		
May	5,767	5,827	6,843	8,650	9,787	10,258	11,511		
Jun	6,323	6,620	7,609	9,326	10,234	9,781	10,741		
Jul	6,239	6,692	7,714	9,358	9,821	10,136	11,701		
Aug	6,407	6,088	8,282	11,080	11,209	11,488	12,071		
Sep	6,416	6,229	8,190	10,218	9,573	9,756	11,371		

TOTAL	69,426	73,854	84,145	105,402	117,740	122,298	129,313		
AVG/MO	5,786	6,155	7,012	8,784	9,812	10,192	10,777		

2015 Avg./Mo. 738 199 26 174 490

ADA Paratransit Ridership

Fiscal Year 2015-2016	Anniston	Jacksonville	Weaver	Oxford	Section 53 CC Urban
October	846	164	4	174	483
November	646	171	4	177	373
December	713	205	2	179	501
January	733	165	1	209	402
February	687	191	4	218	465
March	793	239	2	236	498
April	736	266	0	229	396
May					
June					
July					
August					
September					
	5154	1401	17	1422	3118

2016 Avg./Mo. 736 200 2 203 445

ALABAMA GRADE SUMMARY

Aviation	B-	Bridges	G-	Dams	?
Drinking Water	C+	Energy	B	Inland Waterways	D+
Ports	B-	Rail	B-	Roads	D+
Transit	D	Waste & Storm Water	G-		

5 STEPS WE CAN TAKE NOW

1 KNOW OUR DAM SAFETY RISKS. You have to inspect infrastructure to know the condition of it, and when it comes to dams, we're not doing a good job. In fact, we don't even know where all the high hazard dams in the state are. Let's find and inspect our dams before something happens.

2 IF WE DO THE MAINTENANCE, WE CAN AVOID STINKY BREAKS AND GETTING LOST IN POTHOLES. Many of Alabama's homes have septic systems to treat their wastewater, but without being properly maintained they can ruin water supplies for a community. Not keeping up with road maintenance also has a cost. Those annoying potholes are costing every driver in Alabama \$300 or more each year to drive on rough roads!

3 BE SELF-SUFFICIENT AND INVEST IN ALABAMA'S FUTURE. When it comes to rebuilding the oldest and most deficient infrastructure, our state shouldn't wait on anyone, especially Washington. Alabama has many infrastructure assets that are simply reaching the end of their life or stand in the way of keeping the economy growing. Let's leverage state funds to make investments that improve how we work and live.

4 WHEN WE DO WORK, LET'S PREPARE FOR THE FUTURE. Damage from storms, floods, and other disasters can be minimized if our critical infrastructure is made more resilient. If we review and update the engineering requirements and then implement them over time, we can rebound quicker in a disaster and save hassle and costs in the future. Let's follow the scout model: be prepared.

5 KEEP UP WITH NEW TECHNOLOGY AND METHODS FOR INFRASTRUCTURE. From sensors on infrastructure that alert engineers to issues to delivery models like rapid bridge replacement, innovations are happening with firms and a nationally recognized workforce training program, Alabama can continue to collaborate and build cost effective, sustainable infrastructure using these tools.

ABOUT THE GRADES

Infrastructure is graded based on the following scale and defines these grades as: innovation, ASCE grades on the following scale and defines these grades as:

A	90-100%	Exceptional
B	80-89%	Good
C	70-79%	Mediocre
D	51-69%	Poor
F	50% or Lower	Deteriorating
?	Data available is insufficient to provide a grade	Incomplete

CONTACT US

800-548-ASCE (2723)
 REPORTCARD@ASCE.ORG
 WWW.INFRASTRUCTUREREPORTCARD.ORG/ALABAMA

As civil engineers, we are committed to improving Alabama's infrastructure. Founded in 1931, the Alabama Section of the American Society of Civil Engineers (ASCE) represents 1,600 civil engineers in Alabama. We understand that infrastructure is vital to our economy, health, and natural environment. With our commitment to serve and protect the public in mind, civil engineers from ASCE throughout the State graded each infrastructure category according to the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.

ABOUT ASCE-ALABAMA



INFRASTRUCTURE MATTERS

We all use infrastructure every day, but we rarely think about it. Whether you're driving across roads and bridges, taking a shower, or charging your cell phone, infrastructure affects everyone in Alabama. Infrastructure also impacts our businesses and helps move our economy, taking freight from ports to store shelves and taking workers to their jobs.

The bad news is that Alabama's infrastructure has some challenges that you should know about before it's too late to keep these systems from breaking down. Infrastructure deteriorates every single day as it ages, just as our bodies do, and many of these critical systems are reaching the end of their useful life. The effects of weather, wear-and-tear, and increased use from a growing population all take their toll on our infrastructure. Regular maintenance helps extend how long they can serve us, but without regular checkups the condition of our infrastructure is unknown, potentially placing thousands in harm's way.

While you may not think about infrastructure every day, Alabama's civil engineers do think about it because they've pledged to build it, maintain it, and keep the public safe. The Alabama Section of the American Society of Civil Engineers (ASCE) now provides a Report Card on Alabama's infrastructure so every citizen and decision maker can understand how Alabama's infrastructure is doing. If you drive, if you fly, if you own a business, if you take a shower – this Report Card is for you.

AGING INFRASTRUCTURE IS ALL AROUND YOU

HOW YOU CAN GET INVOLVED

1 GET THE FULL STORY BEHIND THIS REPORT CARD AT WWW.INFRASTRUCTUREREPORTCARD.ORG/ALABAMA.

2 FIND OUT THE CONDITION OF THE INFRASTRUCTURE NEAR YOU ON THE SAVE AMERICA'S INFRASTRUCTURE APP AVAILABLE ON ITUNES AND GOOGLEPLAY.

3 ASK YOUR ELECTED LEADERS WHAT THEY'RE DOING TO MAKE SURE YOUR INFRASTRUCTURE IS RELIABLE FOR THE FUTURE. USE YOUR ZIP CODE TO FIND YOUR LIST OF ELECTED OFFICIALS AT WWW.INFRASTRUCTUREREPORTCARD.ORG/TAKE-ACTION.

2015 REPORT CARD FOR ALABAMA'S INFRASTRUCTURE

THE 2015 REPORT CARD ON ALABAMA'S INFRASTRUCTURE GAVE THE STATE AN OVERALL 6 P.A. OF C- ALABAMA'S CIVIL ENGINEERS STUDIED 11 INFRASTRUCTURE CATEGORIES. OF THOSE 11, FOUR INFRASTRUCTURE CATEGORIES ARE IN GOOD CONDITION, SIX CATEGORIES RANGE FROM MEDIOCRE TO POOR CONDITION, AND ONE CATEGORY LACKED ENOUGH INFORMATION FOR A GRADE TO BE DETERMINED.

THE GOOD NEWS IS THERE ARE SOLUTIONS TO ALL THESE CHALLENGES, AND WE CAN RAISE ALABAMA'S INFRASTRUCTURE GRADES. BY LEARNING MORE TODAY ABOUT THE CONDITIONS OF THE INFRASTRUCTURE YOU USE EVERY DAY, YOU TOO CAN HELP RAISE THE GRADE.

B- ALABAMA HAS 80 PUBLIC USE AIRPORTS SERVING OVER 7,000 ALABAMA PILOTS STATEWIDE, AND 80% OF ALABAMA'S RESIDENTS LIVES WITHIN AN HOUR OF THE STATE'S 6 COMMERCIAL AIRPORTS.



Over the recent history, aggressive steps have been taken to correct safety issues, pavement conditions and runway length deficiencies throughout the state. Historically, airports have been well-funded based on the number of flyers enabling a focus on revenue producing facilities, and most of Alabama's aviation facilities boast excellent capacity with average and above facility conditions. However, funding is now slightly dropping so the focus must shift to ensure there is enough revenue to maintain existing facilities as well as to extend their lifespan. Also, about 21% of airports have potential obstructions such as trees, utility poles or terrain in their runway approach surfaces so airports should stay vigilant on these maintenance needs that keep pilots safe. Looking towards the future, Alabama has begun exploration of the management of UAVs and the implementation of new technologies such as NexGen.

? ONLY AN ESTIMATED 2% OF ALL KNOWN DAMS IN ALABAMA ARE BEING INSPECTED FOR SAFETY, MAINTAINED, AND HAVE EMERGENCY ACTION PLANS IN PLACE FOR USE IN THE CASE OF A FAILURE.



Alabama's known 2,200 dams that were built generations ago continue to age and the size of the population downstream of these dams continues to increase, placing more people and property at a greater risk. Only about 1 in 5 of identified high hazard potential dams receive inspections. Alabama is the only state left in the U.S. lacking a State Dam Safety Program and a full inventory of dams. The risk of not inspecting or monitoring dams leaves the statewide dam safety risk unknown and also blocks the state from fully leveraging federal funding to fix 2015 Report Card for Alabama's Infrastructure identified high hazard dams. Putting emergency action plans for known high hazard dam areas to use in the event of an impending dam failure are common sense safety measures. Alabama should enact a state Dam Safety Program to identify and prioritize repair of aging dams and reduce the risk of dam failure in the future.

C- ALABAMA'S 15,986 BRIDGES SPAN MORE THAN 485 MILES, TOGETHER STRETCHING LONGER THAN A TRIP BETWEEN MOBILE AND HUNTSVILLE.



About 8% of Alabama's bridges are classified as structurally deficient, and the situation is forecasted to worsen as the average age of Alabama's bridges climbs from 44 years now to the age of bridge retirement around 50. Over 2,600 (16%) bridges in Alabama are currently posted for reduced weight limits and many more are closed to all traffic, requiring some drivers to detour 12 miles on average. Roughly one in every six drivers will drive over a structurally deficient or functionally obsolete bridge every single day in Alabama. While about one-third of Alabama's bridges are maintained by the state, two-thirds of Alabama's bridges are actually owned and maintained by local city or county governments. To keep up, Alabama could increase its gas tax while the prices are low to fix more bridges now and prevent getting a larger bill down the road.

C+ ALABAMA HAS MORE THAN 577 WATER DISTRIBUTION AND SUPPLY SYSTEMS THAT PROVIDE PUBLIC DRINKING WATER TO 90% OF THE STATE'S HOMES.



Alabama's 20-year need to provide safe drinking water using drinking water infrastructure, including pipes and cleaning plants, is estimated to cost almost \$8 billion, and the number of systems infringing safety standards is increasing. While the current water quality ranks in the top 10% nationally, the physical infrastructure is aged beyond its expected life. In fact, much of Alabama's drinking water infrastructure was put in place in the 60s, 70s, and 80s meaning that it will reach the end of its useful life at or near the same time. The state's Drinking Water State Revolving Fund provides for improvements and upgrades, but unfortunately, most systems do not have the financial capacity to borrow from the fund. For example, many of Alabama's rural areas have systems that need to be reasonably spread out drives up the cost per home. Without a source of funding to rebuild, today's resources are spent mostly on fixing leaks and limiting unbilled water rather than replacing damaged pipelines. A state fund that addresses these challenges could help change this outlook for this basic service.

B ALABAMA IS HOME TO DIVERSE, RELIABLE AND AFFORDABLE ENERGY RESOURCES AND PRODUCES MORE ELECTRICITY PER PERSON THAN MOST STATES TO POWER HOMES AND BUSINESSES.



Alabama is a heavy manufacturing state with the largest energy consumption sector being industrial users at 44% of total energy use. Today, the primary fuel for electricity generation in Alabama is natural gas, followed by coal and nuclear, then hydroelectric and other renewables. Alabama's extensive network of rivers and forests provide for economical hydroelectric power and biomass. In fact, Alabama ranks highly in the U.S. in renewable energy sources, most of which is generated by hydroelectric dams. Energy providers in Alabama are ready to meet the state's reliability challenges and the future energy needs. Alabama must continue to support research to maintain a diverse fuel mix and low energy cost, improve energy transmission and distribution infrastructure, promote development of new energy technologies, and implement cyber security measures for reliability and safety.

D+ ALABAMA HAS ONE OF THE LARGEST INLAND WATERWAY SYSTEMS IN THE COUNTRY WITH 16 NAVALATIONAL LOCKS ON SIX RIVERS ALLOWING FREIGHT TO MOVE IN AND OUT OF THE U.S.



Most of the locks and dams supporting this system were built in the 1950s and 60s and are operating past their design service life of 50 years and have reached, or exceeded, their capacity to efficiently and safely ship goods from inland port facilities to the Port of Mobile and beyond. The Coffeeville Lock and Dam on the Tombigbee River was observed to have a throughput of 10 million tons in 2013, which would take more than 390,000 semi-tractor trailer trucks to move. However, the lock and dam also records delay rates and durations in excess of 90% and 150 hours, respectively. Throughout the system, funding is depleted and a backlog of even high-priority projects is the new normal. Alabama locks and dams play a critical role in the inland waterway and transportation system, and not addressing the current capacity, aging, and funding issues facing them will adversely impact the economics and growth of the region and nation.

B- ALABAMA'S SINGLE DEEP WATER PORT AT MOBILE, ON THE GULF OF MEXICO IS 12TH LARGEST IN THE U.S. BY VOLUME.



In addition, Alabama also has several non-seaside, inland ports that move critical commodities for industry. The Port of Mobile moves about 55 to 60 million tons of cargo per year through the port. Over the past 15 years, the Alabama State Port Authority has spent \$800 million on shoreline improvements. Alabama's most anticipated project is dredging the ship channel to the currently authorized depth and width to fully utilize Port of Mobile's capacity ahead of the Panama Canal expansion. Alabama's ports receive little funding from state investment but instead have a combination of funding from their customers, the U.S. Army Corps of Engineers Civil Works Program, and the federal Water Resources Reform and Development Act providing for construction and maintenance projects.

D+ ALABAMA DRIVERS TRAVEL 65 BILLION MILES EVERY YEAR ON 102,200 MILES OF PUBLIC ROADS.



Travel has increased more than 50% since 1990, and recently, the Alabama Department of Transportation (ALDOT) rated almost 50% of the interstate and state highways fair, poor, or very poor showing that maintenance must be a priority. While state-maintained streets and highways only account for 11% of the total roadways, these roads carry 60% of total travel statewide. Congestion costs, accidents, and poor roads now cost Alabama drivers over \$3 billion each year taking \$300 or more per year out of each driver's wallet depending on where they live. As travel increases over the next 20 years, 17% of the state's roadways are expected to be affected by congestion. The recent \$1 billion, three-year Alabama Transportation Rehabilitation and Improvement Program (ATRIP) to improve Alabama's roads was sorely needed to begin to fix the most critical projects. While ATRIP is a good start, an increase in funding would allow for needed improvements and tackle highway conditions that left unchecked will lead to increased costs for drivers and hinder economic development in the state.

B- ALABAMA'S 3,194 MILES OF RAIL NETWORK TRANSPORT BOTH FREIGHT AND PASSENGERS INTO AND OUT OF THE STATE.



Alabama is ranked 21st in the nation for total rail miles by state. Larger Class 1 railroads, like BNSF, CSX, CN/IC and Norfolk Southern, and Amtrak own and operate 72% of Alabama's track mileage. Class II or "regional" railroad (Alabama and Gulf Coast Railway) account for 8%, while the smallest Class III or "short-line" railroads account for the remaining 20%. Alabama ranks in the top 15 states nationally in many freight use categories for commodities carried by rail, with coal being the top commodity. Amtrak's Crescent is the only passenger rail service in Alabama, currently running daily along an east-west corridor, making stops in Anniston, Birmingham and Tuscaloosa, and carrying about 60,000 passengers per year.

D ALABAMA IS ONE OF THE FEW STATES THAT DOES NOT PROVIDE STATE CAPITAL TO FOSTER PUBLIC TRANSIT OPTIONS, WHICH PUSHES MOST OF THE STATE TO RELY ON PERSONAL TRANSPORTATION, YET ALABAMA DOES HAVE 14 PUBLIC TRANSIT PROVIDERS, INCLUDING 6 KEY TRANSIT SYSTEMS.



For Alabama's transit bus fleet, proper and timely maintenance is key to extending the useful life of bus transit services and to keep ridership up. While most agencies are keeping up with maintenance by using fare revenue, large capital costs like bus replacements can be challenging. In fact, over half of Birmingham's transit vehicles are nearing the end of their useful lives. However, some positive additions are moving forward like the onboarding of 30 new Flyer Excelsior Buses using natural gas to the MAX bus system. While transit access isn't widespread, right-sized transit in certain areas is proving to be useful in Alabama communities, and many Alabama transit systems deserve credit for serving far more riders on their budgets when compared to other transit services nationwide.

C- ALABAMA'S STORMWATER AND 250 WASTEWATER UTILITY SERVICE PROVIDERS COLLECT, TREAT, REUTILIZE OR DISCHARGE SEWERAGE AND STORMWATER ACROSS THE STATE.



Additionally Alabama has about 850,000 onsite septic wastewater treatment systems. 25% of these are presently failing, which creates water quality concerns like bacteria in ground water. Overall, about 65% of the collection system infrastructure in Alabama has reached the end of its useful life resulting in broken, cracked, clogged, and disjointed pipes. The health of wastewater and stormwater infrastructure is essential to the state's water quality, and it's become clear the existing infrastructure no longer keeps up with the increased development initiatives. Due to lack of adequate personnel and resources, maintenance operations are almost entirely reactionary to breaks and sewer overflows. Estimates for the waiting repair and maintenance known that more than 1 in 3 utility providers statewide have rate structures inadequate to cover their operating expenses, making it impossible to replace aging infrastructure, fund new improvements and develop proactive asset management programs.

INFRASTRUCTURE REPORT CARD/ALABAMA

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)
In the
East Alabama Regional Planning and Development Commission Conference Room

10:00 am
May 19, 2016

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CITY OF WEAVER

Orlando Turner

EAC/MPO

Toby Bennett

COA

Charles Markert

CDG

Fred M. Deaury

Oxford

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J'ville

Mark Stephens

J'ville

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CALHOUN Co.

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" "

ANTHONY KAMRUS

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Calhoun County

Calhoun County COA



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May 19, 2016

NAME

ORGANIZATION

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David Thompson	TSU
Steven Corley	ALDOT
Calvin Cook	ALDOT
Steve Haynes	ALDOT
SHANNON T. JONES	ALDOT

