

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
in the
East Alabama Regional Planning and Development Commission Conference Room
10:00 am
June 21, 2018

- I. Call to Order
- II. Verification of Quorum
- III. Recognition of Guests
- IV. Old Business
 - A. Review and Approve Minutes of May 17, 2018 MPO Meeting
 - B. Update on Bicycle/Pedestrian Plan
 - C. TBA
- V. New Business
 - A. Review FY 16-19 TIP Spreadsheet
 - B. Resolution #761
 - C. Resolution #762
 - D. Resolution #763
 - E. Resolution #764
 - F. Administrative Modifications
 - G. Bicycle/Pedestrian Committee Initial Kick-off June 21, 2018 @ 11
 - H. CAC Appointments
 - I. TBA
- VI. Other Business
 - A. Status Report on Other Local Projects from ALDOT
 - B. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - C. Comments or Issues from Member Jurisdictions or Attendees
 - D. TBA
- VII. Next MPO Meeting – Thursday, July 19th, 2018
- VIII. Adjourn

MINUTES
Calhoun Area Metropolitan Planning Organization (MPO)
Thursday, May 17, 2018
10:00 a.m.

Those attending:

Mark Stephens	City of Jacksonville
Johnny L. Smith	Mayor, City of Jacksonville
Jerry Parris	City of Jacksonville
Jana Monday	CDG Engineers
Steven Corley	ALDoT, East Central Region
Michael T. Bergh	ALDoT, East Central Region
Fred Denney	City of Oxford
Michael Hosch	Calhoun County
Miller Parnell	Citizens Advisory Committee
Karen Carr-Jones	ALDoT, Local Transportation
Jay Johnson	City of Anniston
Dr. Mike Kimberly	Citizens Advisory Committee
Meinrad Tabengwa	Gadsden-Etowah MPO
Jay Jenkins	City of Anniston
Pee Agyei-Boakye	EARPDC
Dawn Landholm	EARPDC

After roll call was taken and it was determined that a quorum was present, Chairman, Councilman Jerry Parris called the meeting to order at 10:08 a.m.

OLD BUSINESS:

The minutes of the April 19, 2018 meeting were approved on a motion made by Mr. Jay Jenkins and seconded by Mr. Fred Denney. Motion carried.

NEW BUSINESS:

Chairman Parris called for the Review of FY 16-19 TIP Spreadsheet and MPO Projects. Ms. Pee Agyei-Boakye gave the members a handout of the list of MPO projects to review. She stated that changes had been made to projects 29 (Leon Smith Boulevard/Friendship Road Roundabout) and 30 (Barry Street/US 78 Reconfigure Intersection), as approved by resolution on April 19th. A change was also made to project 44 (Bynum Leatherwood/Gadsden Highway Intersection Improvements) to increase PE to \$294,000.

Dr. Mike Kimberly and Mr. Miller Parnell asked to address the MPO on behalf of the Citizens Advisory Committee. They shared the CAC's concern over the removal of the Leon Smith

Boulevard/Friendship Road Roundabout project from the TIP and requested information about the rationale for the action. Mr. Fred Denney and Mr. Steven Corley explained the circumstances surrounding the roundabout and the need for additional funds for the Barry Street/US 78 Reconfigure Intersection project. Ms. Landholm explained that the FY2020–2023 Transportation Improvement Program will be prepared in 2019, and the Cities and County will have an opportunity to include roundabout projects in the new TIP.

Chairman Parris continued by calling for discussion of Resolution No. 760 Alabama Performance Management Agreement per 23 CFR 450.314(h). Ms. Pee Agyei-Boakye summarized the Agreement for the members. Ms. Landholm explained that the FAST Act—federal legislation governing transportation programs—requires that State Departments of Transportation and MPOs create and implement coordinated performance measures. Mr. Fred Denney made a motion to approve **Resolution No. 760**, which was seconded by Mr. Jay Jenkins. Motion carried.

Next, Chairman Parris called for discussion of Resolution No. 761 Deletion of RW Intersection Improvements at Noble Street and 4th Street. Ms. Pee Agyei-Boakye explained that the funds were no longer needed for right-of-way acquisition but would remain in the project for future reallocation by the City of Anniston. Mr. Steven Corley explained that the right-of-way had been donated to the City, but the funds probably will be needed for utilities and construction. Mr. Jay Jenkins made a motion to table **Resolution No. 761** until a decision is made regarding reallocating the funds, which was seconded by Mayor Johnny Smith. Motion carried.

Chairman Parris continued with New Business by calling for discussion of Resolution No. 759 Certification of the FY 18 Transit Performance Management Targets. Ms. Pee Agyei-Boakye explained that federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Transit Performance Management Targets for all urbanized area projects. A motion was made by Mr. Toby Bennington to approve **Resolution No. 759**, which was seconded by Mayor Johnny Smith. Motion carried.

Next, Chairman Parris called for discussion of Administrative Modifications. Ms. Pee Agyei-Boakye explained that there was a copy of the ALDoT requested modifications in the agenda packet and reviewed the changes. Mr. Steven Corley explained the reasoning for the changes in target start dates.

Chairman Parris continued by calling for discussion of the Update on Bicycle/Pedestrian Plan Update. Ms. Dawn Landholm stated that a letter had been sent to ALDOT East Central Region requesting use of the alternative selection method for consultants but has not received a response. Mr. Steven Corley stated that he will follow up on the request. Ms. Landholm also stated that ALDOT has confirmed that some excess administrative funds from FY 2015 and FY 2016 were available to help cover the cost of the Bicycle/Pedestrian Plan.

Next, Chairman Parris called for the discussion of CAC Appointments. Ms. Pee Agyei-Boakye explained that there was a list of the members in the agenda packet to review. The City of Anniston

still needs 6 appointments, 5 for the City of Oxford, 1 for the Anniston Army Depot, 1 for the Town of Hobson City, and 1 for the ALDoT Local Transportation Bureau.

OTHER BUSINESS:

Chairman Parris called for the status report on other local projects from ALDoT East Central Division. Mr. Shannon Jones had sent an updated report on the local sponsored projects, which is included in the packet, and Mr. Steven Corley gave an update on the ALDoT sponsored projects.

Ms. Pee Agyei-Boakye gave the report for the Fixed-Route ridership for the month of April. There were 8,942 passengers on the Fixed-Route during April. The final table in the agenda is the ADA Paratransit ridership for the month of April. There were 879 trips for the City of Anniston, 173 trips for the City of Jacksonville, 6 trips for the City of Weaver, 159 trips for the City of Oxford, 342 trips for the Urbanized part of the County and 333 trips for the Rural part of the County.

Chairman Parris called for comments or issues from member jurisdictions or attendees and there were none at this time.

Next meeting of the MPO will be Thursday, June 21, 2018 at 10:00 a.m.

There being no further business, the Chairman adjourned the meeting at 10:42 a.m.

CALHOUN AREA MPO

FINAL FY16-19 TIP AS OF JUNE 7, 2018

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

Project Description	Type Work	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
3 Resurface Chief Ladiga Trail w/Sidewalk Connection #100062150 City of Weaver #100062151 COMPLETE	PE CN							23,000					
4 Signal Upgrade (AL 21/Baltzell Gate Rd.) #100047013 Anniston ARRA \$ Re-assigned to Frank Akers Rd. #100047014	PE CN						30,529						138606.34
5 Signal Upgrade (AL21/Lenlock Lane) #100047015 CLOSED 100054601 #100047016	PE CN						63,146					153,832	
6 McIntosh Road Re-Alignment (PE funded by Calhoun County) (L. Smith Pkwy to CC Road) #100054924 #100054925 PE - Developed by the County Eng. Dept. #100054926	PE RW UT CN							364,742			87,012	1,200,000	
7 Lenlock/Saks Road Intersection & Turn Lanes #100051023 #100051025 #100051024 DELETED #100051026 UNDER CN	PE RW UT CN			102,000				286,350		0	156,000		
11 Snow Street Drainage & Resurfacing (AL 21 to US 78) #100052524 #100063101 #100052525 UNDER CN	PE RW CN		60,000		60,000				262,000			1,835,607	
14 Alexandria/Jacksonville Rd. - Resurface (Jville Cl to McClellan Rd.) PE - Developed by the County Eng. Dept. #100064930	PE RW UT CN											1,414,000	
23 64th Street Bridge Replacement - #6204 #100054937 #100054938 PE - Dev. By Calhoun County Eng. Dept.	PE RW UT CN												35,850 23,409
25 Coffee (A) Street - Resurface (AL 21 to Alex/Jville Rd) #100043808 COMPLETE	PE CN			14,426						356,622			
27 Edith Ave. - ReCon/Widen (Caffey Dr. to MLK, Jr. Dr.) #100054921 COMPLETE	PE UT CN				872,225		150,000			50,084			
28 AL 21 Signal Upgrade/Timing - Jacksonville #100057397 CN is ATRIP Funded COMPLETE	PE UT CN								0	0			
29 L. Smith Blvd/Friendship Rd. - Roundabout #100057400 #100057401 #100057402 #100057403 DELETED	PE RW UT CN										0	0	0
30 Barry Street/US 78 - Reconfigure Intersection #100057404 #100057405 #100057406 #100057407	PE RW UT CN										170,000	1,137,737	115,895 654,733
33 Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.) #100063226 #100060694	PE RW								302,000			522,903	
35 Noble St./4th Street Intersection Imp. & Resurface #100063207 Includes Resurface Noble St. (AL202 to 4th St.) #100065455 #100065454 #100063208	PE RW UT CN								81,387		0	32,643	257914.61
36 Bicycle/Pedestrian Improvements - Clydesdale, 11th & 14th St. #100063209 #100063210 COMPLETE	PE CN								128,334		104,115		
37 Bicycle/Pedestrian Improvements - 4th St., Noble, 14th, 11th, 18th & Cobb Ave. #100063211 (CN Includes \$25k for Bicycle Parking Racks) #100063212 COMPLETE	PE CN								63,853		229,983		
38 Intersection Lighting AL 202/CR 109 #100064881 #100064882 COMPLETE	PE CN									40,000		343,500	
39 Mountain St. NE - Resurface (AL 21 to Eighth Ave. NE) #100064883 #100064884	PE CN										41,065		382267.83

CALHOUN AREA MPO

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SURFACE TRANSPORTATION PROGRAM (STP)

PE	Preliminary Engineering
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	Authorized to Proceed
	Moved from one FY to another FY
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	New Project or Allocation Change

Project Description	Type	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
40 Church Avenue - Resurface (11th St. NE to AL 21) #100064885	PE											118,686	
#100064886	CN												1,115,862
41 Airport Rd. Replace Bridge BN #011215 (at Coldwater Ck.) #100064887	PE											227,250	
#100064888	RW												10,201
#100064889	UT												76,507
#100064890	CN												909,000
42 9th Street & Caffey Drive - Resurface (AL 78 to Barry St.) #100064891	PE											60,526	
#100064892	CN												403,508
43 Lenlock Lane - Resurface (US431 to Anniston CL) PE - Dev. By Calhoun County Eng. Dept. #100064895	PE												
COMPLETE	CN									800,000			
44 Bynum Leatherwood/Gadsden Hwy Intersection Improvements (Add lanes and Signal) #100064896	PE											294,000	
#100064897	CN												899,909
45 Russell Drive - Resurface (Alexandria Rd. to Peaceburg Rd.) #100064898	PE											48,508	
Authorized for Classification Oct. 13, 2015 #100064899	CN											400,690	404,696.9
46 4-lane Greenbrier Rd. cost overruns (Anniston) #100008423 Resolution 733	CN										533,835		
47 Wilmer, Greenbrier to G Street, cost overruns Anniston #100047104 Resolution 733 #100047107	PE											1,977	
CN												57,844	
PROGRAMMED		1,147,650	2,526,067	1,624,000	1,064,480	776,116	1,219,093	4,732,909	837,574	2,925,396	4,426,840	4,418,936	5,428,360
APPORTIONMENT		2,026,824	1,860,924	2,012,431	1,860,924	1,947,991	2,098,415	2,099,475	2,099,475	2,182,759	1,812,876	1,812,876	1,812,876
CARRYOVER		7,360,705	8,239,879	7,574,736	7,963,167	8,759,611	9,931,486	10,810,808	8,177,374	9,439,275	8,696,638	6,082,674	3,476,614
AVAILABLE		9,387,529	10,100,803	9,587,167	9,824,091	10,707,602	12,029,901	12,910,283	10,276,849	11,622,034	10,509,514	7,895,550	5,289,490
BALANCE		8,239,879	7,574,736	7,963,167	8,759,611	9,931,486	10,810,808	8,177,374	9,439,275	8,696,638	6,082,674	3,476,614	(138,870)

Dec. '09 ALDOT Reduces FY 08 Carryover to \$589,959 and Reduces FY 09 Allocation to \$1,488,739.
 March '10 ALDOT Restores \$4,466,217 in Fed Funds & Increases FY 10 MPO Fed Allocation to \$1,609,945.
 March '11 ALDOT Reduces FY 12-15 allocation to FY 09 Level of \$1,488,739.
 August '12 ALDOT Increases Annual Allocation by \$69,654 up to \$1,558,393.
 August '13 ALDOT Increases FY 13 Fed Funds by \$120,339 up to \$1,678,732.
 May '14 Delete Ann/Wvr/Jville Rd. Project and Pay ALDOT \$1,467,489 for expended funds.
 June '14 Confirm Eulaton Road Bridge 100% Paid by ARRA - Restore \$322,686 back to MPO balance.
 December '15 Allocations Revised as per Final Costs for Three MPO projects - Res. #704
 March '16 ALDOT Increase Fed Allocation by \$66,627 up to \$1,746,207.
 April '17 Corrections by ALDOT Add Approx. \$2 million in Unspent Federal Funds.
 June 2017 MPO votes to use MPO funds to cover cost overruns on Greenbrier 4-lane project and Wilmer project - \$593,657.29, Res 733
 June 2017 ALDOT reduces 2017 STP Apportionment from \$2,182,759 to \$1,812,876.

RESOLUTION #761

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT Per 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Calhoun Metropolitan Planning Organization, hereinafter referred to as MPO;

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

WHEREAS, MPO(s), the STATE(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

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

1. Development of transportation performance data
 - a. The STATE will collect data used in developing statewide targets to meet the federal performance management requirements for highways¹ to include the following:
 - i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures²:
 1. Number of fatalities
 2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of combined non-motorized fatalities and non-motorized serious injuries
 - ii. Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
 1. Percentage of pavements on the Interstate System in Good condition
 2. Percentage of pavements on the Interstate System in Poor condition
 3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
 4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
 5. Percentage of NHS bridge deck area classified in Good condition
 6. Percentage of NHS bridge deck area classified in Poor condition

¹ 23 CFR Part 490

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

iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:

1. Percent of Person-Miles traveled on the Interstate System that are Reliable
2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017³
4. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
5. Annual hours of Peak-Hour Excessive Delay Per Capita
6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
7. Total Emissions Reduction

iv. Targets for assessing performance of the **Transit Asset Management (TAM) Plan** for the following performance measures:

1. Asset Category: Rolling Stock (All revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 2. Asset Category: Equipment (Non-revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 4. Public Transportation agencies that are a part of the TAM will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
 5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁴ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
- c. The STATE will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
- i. The STATE will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

³ This measure and associated target will only be required if it is not repealed. Reference: Federal Register/Vol. 82, No. 215/Wednesday, November 8, 2017/ Proposed Rule s; FHWA Docket No. FHWA-2017-0025 .

⁴ As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures* 23 CFR Part 490.

- iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
 - iv. The MPO shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO. This indemnity is not limited by any insurance coverage required by this AGREEMENT.
 - v. By entering into this agreement, the MPO is not an agent of the STATE, its officers, employees, agents or assigns. The MPO is an independent entity from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO target setting process

2. Selection of transportation performance targets

- a. The STATE and the MPOs will establish or revise performance targets in coordination with each other.
 - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication.
 - ii. MPOs will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway targets.

- iii. If an MPO chooses to set its own target, the MPO will develop the target in coordination with the STATE. The MPO will provide the STATE with the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
 - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways.
 - i. The STATE will provide written notice to the MPOs when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
 - ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to STATE that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
 - iii. If the MPO chooses to set its own target, the MPO will provide the STATE written documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
 - c. Those MPOs currently in non-attainment or maintenance for air quality⁴ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
 - a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
 - i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
 - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
 - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
 - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
 - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in

any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

- b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
 - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
5. A collection of data for the State asset management plans for the NHS
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.

All parties agree that email communications shall be considered written notice for all portions of this agreement.

[signature page to follow]

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

ATTEST:

MPO: _____

By: _____

By: _____

Title: _____

Title: _____

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

By: _____

William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

D.E. Phillips, Jr. P.E.
State Local Transportation Engineer

Don T. Arkle, P.E.
Chief Engineer

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

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

John R. Cooper
Transportation Director

Kay Ivey
Governor, State of Alabama

RESOLUTION # 762
MPO AMENDING THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor 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, Sections 1201 and 1202, December 2015); 42 USC 126 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

WHEREAS, federal regulations under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act include Performance Based Planning and Programming (PBPP),

WHEREAS, the Calhoun Area MPO, at the request of the Alabama Department of Transportation, proposes that the FY 2016-2019 Transportation Improvement Program be amended to add the following language:

Performance Measures

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and following with the Fixing America's Transportation (FAST) Act in December of 2015, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Transportation Improvement Program (TIP). More specifically, the TIP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Description of Performance Measures and Targets

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	1,010
	Rate of Fatalities	1.49
	Number of Injuries	8,369
	Rate of Serious Injuries	12.42
	Number of Non-Motorized Fatalities & Injuries	390
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0
Assets	% Pavement in Good Condition (Interstate)	N/A
	% Pavement in Poor Condition (Interstate)	N/A
	% Pavement in Good Condition (non-Interstate)	N/A
	% Pavement in Poor Condition (non-Interstate)	N/A
	% NHS Bridges in Good Condition	N/A
	% NHS Bridges in Poor Condition	N/A

System Perform.	Reliable Person Miles on the Interstate	N/A
	Reliable Person Miles on the non-Interstate NHS	N/A
	Truck Travel Time Reliability	N/A
	Annual Hours of Peak Hour Excessive Delay	N/A
	Percent of Non-SOV	N/A
	Total Emissions Reduction	N/A

* ULB = Useful Life Benchmark

Systems Performance Report

The Systems Performance Report provides a measure of how the TIP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

The MPO adopted safety performance targets on 21st day of June 2018 and transit performance targets on 21st day of June 2018. In lieu of developing their own targets, the MPO elected to support the state’s safety and transit targets as referenced in the table above. No other targets have been established to date by the MPO. The Alabama Department of Transportation (ALDOT) adopted the Statewide Freight Plan in November of 2017 and ALDOT’s Transportation Asset Management Plan (TAMP) is currently in draft form.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

WHEREAS, the Calhoun Area MPO, at the request of the Alabama Department of Transportation, proposes that the Alabama Performance Management Agreement, upon execution by the Governor, be added to the FY 2016-2019 Transportation Improvement Program.

NOW THEREFORE, BE IT RESOLVED, by the Calhoun Area MPO, that the FY16-19 TIP be amended to change the allocations for the Calhoun County projects as indicated above.
Passed and adopted this 21st day of June 2018.

Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:

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

RESOLUTION #761

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT Per 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Calhoun Metropolitan Planning Organization, hereinafter referred to as MPO;

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

WHEREAS, MPO(s), the STATE(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

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

1. Development of transportation performance data

a. The STATE will collect data used in developing statewide targets to meet the federal performance management requirements for highways¹ to include the following:

i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures²:

1. Number of fatalities
2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of combined non-motorized fatalities and non-motorized serious injuries

ii. Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:

1. Percentage of pavements on the Interstate System in Good condition
2. Percentage of pavements on the Interstate System in Poor condition
3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
5. Percentage of NHS bridge deck area classified in Good condition
6. Percentage of NHS bridge deck area classified in Poor condition

¹ 23 CFR Part 490

² PM 1 / Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

- iii. **Targets for assessing performance of the National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3) for the following performance measures:**
 - 1. Percent of Person-Miles traveled on the Interstate System that are Reliable
 - 2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
 - 3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017³
 - 4. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
 - 5. Annual hours of Peak-Hour Excessive Delay Per Capita
 - 6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
 - 7. Total Emissions Reduction

- iv. **Targets for assessing performance of the Transit Asset Management (TAM) Plan for the following performance measures:**
 - 1. Asset Category: Rolling Stock (All revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 2. Asset Category: Equipment (Non-revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 - 4. Public Transportation agencies that are a part of the TAM will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
 - 5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.

- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁴ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.

- c. The STATE will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
 - i. The STATE will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

This measure and associated target will only be required if it is not repealed. Reference: Federal Register/Vol. 82, No. 215/Wednesday, November 8, 2017/ Proposed Rule s; FHWA Docket No. FHWA-2017-0025 .

⁴ As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures* 23 CFR Part 490.

- iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
- iv. The MPO shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO. This indemnity is not limited by any insurance coverage required by this AGREEMENT.
- v. By entering into this agreement, the MPO is not an agent of the STATE, its officers, employees, agents or assigns. The MPO is an independent entity from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO target setting process

2. Selection of transportation performance targets

- a. The STATE and the MPOs will establish or revise performance targets in coordination with each other.
 - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication.
 - ii. MPOs will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway targets.

- iii. If an MPO chooses to set its own target, the MPO will develop the target in coordination with the STATE. The MPO will provide the STATE with the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
 - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways.
 - i. The STATE will provide written notice to the MPOs when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
 - ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to STATE that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
 - iii. If the MPO chooses to set its own target, the MPO will provide the STATE written documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
 - c. Those MPOs currently in non-attainment or maintenance for air quality¹ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
 - a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
 - i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
 - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
 - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
 - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
 - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in

any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

- b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
 - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
5. A collection of data for the State asset management plans for the NHS
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.

All parties agree that email communications shall be considered written notice for all portions of this agreement.

[signature page to follow]

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

ATTEST:

By: [Signature]
Title: Regional Planner

MPO: [Signature]
By: Calhoun Area MPO
Title: Chairman

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

By: _____
William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

D.E. Phillips, Jr. P.E.
State Local Transportation Engineer

Don T. Arkle, P.E.
Chief Engineer

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

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

John R. Cooper
Transportation Director

Kay Ivey
Governor, State of Alabama

RESOLUTION # 762
MPO AMENDING THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor 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, Sections 1201 and 1202, December 2015); 42 USC 126 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

WHEREAS, federal regulations under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act include Performance Based Planning and Programming (PBPP),

WHEREAS, the Calhoun Area MPO, at the request of the Alabama Department of Transportation, proposes that the FY 2016-2019 Transportation Improvement Program be amended to add the following language:

Performance Measures

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and following with the Fixing America’s Transportation (FAST) Act in December of 2015, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Transportation Improvement Program (TIP). More specifically, the TIP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Description of Performance Measures and Targets

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	1,010
	Rate of Fatalities	1.49
	Number of Injuries	8,369
	Rate of Serious Injuries	12.42
	Number of Non-Motorized Fatalities & Injuries	390
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0
Assets	% Pavement in Good Condition (Interstate)	N/A
	% Pavement in Poor Condition (Interstate)	N/A
	% Pavement in Good Condition (non-Interstate)	N/A
	% Pavement in Poor Condition (non-Interstate)	N/A
	% NHS Bridges in Good Condition	N/A
	% NHS Bridges in Poor Condition	N/A

System Perform.	Reliable Person Miles on the Interstate	N/A
	Reliable Person Miles on the non-Interstate NHS	N/A
	Truck Travel Time Reliability	N/A
	Annual Hours of Peak Hour Excessive Delay	N/A
	Percent of Non-SOV	N/A
	Total Emissions Reduction	N/A

* ULB = Useful Life Benchmark

Systems Performance Report

The Systems Performance Report provides a measure of how the TIP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

The MPO adopted safety performance targets on 21st day of June 2018 and transit performance targets on 21st day of June 2018. In lieu of developing their own targets, the MPO elected to support the state's safety and transit targets as referenced in the table above. No other targets have been established to date by the MPO. The Alabama Department of Transportation (ALDOT) adopted the Statewide Freight Plan in November of 2017 and ALDOT's Transportation Asset Management Plan (TAMP) is currently in draft form.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

WHEREAS, the Calhoun Area MPO, at the request of the Alabama Department of Transportation, proposes that the Alabama Performance Management Agreement, upon execution by the Governor, be added to the FY 2016-2019 Transportation Improvement Program.

NOW THEREFORE, BE IT RESOLVED, by the Calhoun Area MPO, that the FY16-19 TIP be amended to change the allocations for the Calhoun County projects as indicated above.

Passed and adopted this 21st day of June 2018.


 Councilman Jerry Parris, Chairman
 City of Jacksonville

ATTEST:


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

RESOLUTION # 763

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

Whereas, The ALDOT has recommended the following change to the FY 16-19 TIP:

PROJECT NO: 100065455 (RW)

FEDERAL AID NUMBER: STPOA 0815 (255)

COUNTY: CALHOUN

PROJECT DESCRIPTION: INTERSECTION IMPROVEMENTS AT NOBLE STREET AND 4TH STREET.

OLD DELETE INDICATOR:

NEW DELETE INDICATOR: D; and

Whereas, the city of Anniston wishes to reallocate 100065455 (RW) funds in the amount of \$32,643 to 100063208 (CN)

NOW THEREFORE, BE IT RESOLVED, by the Calhoun Area MPO, that the FY16-19 TIP be amended to change the allocations for the Calhoun County projects as indicated above.

Passed and adopted this 21st day of June 2018.

Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:

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

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OLD DELETE INDICATOR:

NEW DELETE INDICATOR: D; and

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NOW THEREFORE, BE IT RESOLVED, by the Calhoun Area MPO, that the FY16-19 TIP be amended to change the allocations for the Calhoun County projects as indicated above.

Passed and adopted this 21st day of June 2018.



Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:



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

Resolution # 764

Amending the Fiscal Year 18 Unified Planning Work Program (UPWP)

Calhoun Area Metropolitan Planning Organization (MPO) Adopting the DRAFT Unified Planning Work Program (UPWP) for FY 2018 as prepared by the East Alabama Regional Planning and Development Commission (EARPDC)

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, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and,

WHEREAS, the US Department of Transportation (USDOT) requires all urbanized areas, as established by the US Bureau of the Census, to do area-wide urban transportation planning, and the designated planning organization to submit a Unified Planning Work Program (UPWP) as a condition for meeting the provisions of Title 23 USC 134; and,

WHEREAS, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission, as staff to the MPO, in cooperation with the Bureau of Transportation Planning and Modal Programs, Alabama Department of Transportation, has prepared a Unified Planning Work Program for Fiscal Year 2018; and,

WHEREAS, pursuant to its duties, functions, and responsibilities, the Calhoun Area Metropolitan Planning Organization (MPO) proposes to allocate administration balance available funds from fiscal years 2015 and 2016 in the amount of \$47,492 to fiscal year 2018 to update the adopted 2012 Calhoun Area Bicycle and Pedestrian Plan; now,

THEREFORE, BE IT RESOLVED by the Calhoun Area Metropolitan Planning Organization (MPO), that the FY 18 UPWP be amended as indicated above.

Passed and adopted this 21st day of June 2018.

Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:

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

Resolution # 764

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WHEREAS, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission, as staff to the MPO, in cooperation with the Bureau of Transportation Planning and Modal Programs, Alabama Department of Transportation, has prepared a Unified Planning Work Program for Fiscal Year 2018; and,

WHEREAS, pursuant to its duties, functions, and responsibilities, the Calhoun Area Metropolitan Planning Organization (MPO) proposes to allocate administration balance available funds from fiscal years 2015 and 2016 in the amount of \$47,492 to fiscal year 2018 to update the adopted 2012 Calhoun Area Bicycle and Pedestrian Plan; now,

THEREFORE, BE IT RESOLVED by the Calhoun Area Metropolitan Planning Organization (MPO), that the FY 18 UPWP be amended as indicated above.

Passed and adopted this 21st day of June 2018.


Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:


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

CAC Members - May 17, 2018

	Name	Telephone	Jurisdiction	Company or Interest
1	Bob Jackson	237-4033	Anniston	Resigned 12/2017
2	Ed Kimbrough	820-3455	Anniston	Citizen
3	Joan McKinney	235-3995	Anniston	Citizen
4	Miller Parnell	236-0959 or 453-0388	Anniston	Citizen
5	Dr. Mike Kimberly	820-4933 689 1316	Anniston	CDC
6	Carlos Woodward	282-5235	Anniston	Has Not Attended
7	Telesa Stanford Allen	473-4344	Anniston	Resigned 3/15/15
8	Marcus Boykin	453-3358	Anniston	Has Not Attended
9	Phillip Keith	283-3364	Anniston	Citizen
10	Judy Myers	835-5052	Anniston	Resigned 3/15/15
11	Kumira Lemon Mason	499-1399	Anniston	Has Not Attended
12	James Robert Jenkins	239-2411	Anniston	New
13	Scott Shiflett		Anniston	New
1	Nelson Coleman	782-2829	Jacksonville	Citizen
2	David Thompson	782-5455	Jacksonville	JSU
3	Richard Lindblom	435-9582	Jacksonville	New
4	T L Thompson	435-6448	Jacksonville	JPD Chief
5	Lamar Sims	365-5633 or 453-7467	Jacksonville	New
6	Kyle Warmack	435-9483	Jacksonville	Citizen
7	Jamie 'Red' Etheredge	435-0023	Jacksonville	Citizen
1	Jackson Hodges	473-5322	Calhoun County	New
2	George Salmon	310-3298	Calhoun County	Citizen
3	Shirley Miller	241-2825	Calhoun County	Citizen
4	Robert Pyles	831-6683	Calhoun County	Citizen
5	Dennis Reaves, Chairman	835-0714	Calhoun County	Citizen
6	Richard Stubbs, Vice Chair	820-4155	Calhoun County	Citizen
7	Tim Huddleston	282-1566	Calhoun County	New
8	Charles J. Freeman	236-5607	Calhoun County	Citizen
9	Chris Gann	310-9841 or 237-4657	Calhoun County	New
10	Dr. David West	237-1621	Calhoun County	Citizen
1	Steve Akers	282-7816	Oxford	Citizen
2	Darryl League	205 542-9764	Oxford	Citizen
3	Jack W. Brim	831-5580	Trucking Rep. (BR-Williams Trucking)	Has Not Attended and requested to be taken off committee 5/15/2018
4	Brandon Freeman	231-5900	Oxford	Banker
5	Buford Parker	831-3981	Oxford	Citizen
6	Randy Cospier	831-0511	Oxford	Citizen
7	Marshall Shaddix	831-0466 or 591-8225	Oxford	Citizen
8	Lem Burrell	846-2807	Oxford	Citizen
9	Robert Dark	831-4645	Oxford	Has Not Attended
10	Lavoy Jordan	831-4747 or 225-4747	Oxford	New
11	Vacant		Oxford	3 New Positions Based on 2010 Population Increase Have Not Been Filled.
12	Vacant		Oxford	
13	Vacant		Oxford	
1	Frank Thomas	454-4840	Weaver	Citizen
2	Richard Robbins	689-2782	Weaver	New
3	Jerry D. Lewallen	453-5639	Weaver	Citizen
1	Ray Read	235-4510	Anniston Army Depot	Has Not Attended
2	Mike Matthews	235-4148 or 310-0739	Anniston Army Depot	AOD Civilian Ex. Assistant
3	Dustin Gillihan	235-4722	Anniston Army Depot	AOD Liason
1	Patricia Green	831-5068	Hobson City	Resigned
2	Joe L. Cunningham	831-7720	Hobson City	Citizen
3	Isaih Evans	831-4074	Hobson City	New
1	Vacant	??	ALDOT Local Transportation Bureau	ALDOT

Bold = Need to be Replaced.

Fixed-Route Ridership								
	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Oct	7,850	9,757	11,074	10,266	11,357	9,851	9,011	9,560
Nov	7,714	9,178	10,168	9,690	9,644	9,077	9,481	9,225
Dec	8,333	9,439	9,069	9,610	10,621	9,749	9,459	8,205
Jan	7,514	9,458	10,188	9,240	10,446	8,957	8,019	7,510
Feb	8,050	9,687	10,002	10,393	8,826	9,573	8,462	8,960
Mar	9,064	10,131	10,117	11,245	9,467	9,965	9,707	9,493
Apr	8,245	9,466	10,261	11,463	9,872	9,338	8,240	8,942
May	8,650	9,787	10,258	11,512	9,548	8,838	9,900	9,502
Jun	9,326	10,234	9,781	10,747	10,449	9,745	9,977	
Jul	9,358	9,821	10,136	11,707	10,535	9,164	8,971	
Aug	11,080	11,209	11,488	12,075	10,275	10,241	10,511	
Sep	10,218	9,573	9,756	11,370	9,688	9,543	9,280	

TOTAL	105,402	117,740	122,298	129,318	120,728	114,041	111,018	71,397
AVG/MO	8,784	9,812	10,192	10,777	10,061	9,503	9,252	8,925

Fixed-Route Ridership								
	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Oct	7,850	9,757	11,074	10,266	11,357	9,851	9,011	9,560
Nov	7,714	9,178	10,168	9,690	9,644	9,077	9,481	9,225
Dec	8,333	9,439	9,069	9,610	10,621	9,749	9,459	8,205
Jan	7,514	9,458	10,188	9,240	10,446	8,957	8,019	7,510
Feb	8,050	9,687	10,002	10,393	8,826	9,573	8,462	8,960
Mar	9,064	10,131	10,117	11,245	9,467	9,965	9,707	9,493
Apr	8,245	9,466	10,261	11,463	9,872	9,338	8,240	8,942
May	8,650	9,787	10,258	11,512	9,548	8,838	9,900	9,502
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2017/2018

TAC	MPO	CAC
10-Jan	18-Jan	17-Jan
7-Feb	15-Feb	14-Feb
7-Mar	15-Mar	14-Mar
11-Apr	19-Apr	
9-May	17-May	16-May
13-Jun	21-Jun	
11-Jul	19-Jul	18-Jul
8-Aug	16-Aug	
12-Sep	20-Sep	19-Sep
10-Oct	18-Oct	
7-Nov	15-Nov	14-Nov
12-Dec	20-Dec	

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

June 21, 2018 - 10:00 a.m.

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SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

June 21, 2018 – 10:00 a.m.

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