

AGENDA

**Technical Advisory Committee**  
of the  
Calhoun Area Metropolitan Planning Organization  
**December 8, 2021**  
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from November 10, 2021
3. Old Business
  - A. TBA
4. New Business
  - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
  - B. Status report of ALDOT projects
  - C. Safety Observations
  - D. TAB
  - E. BIL – Bipartisan Infrastructure Law
  - F. RAA -Rebuild Alabama Act
5. Next TAC Meeting – January 12, 2022
6. Adjourn

## MINUTES

Technical Advisory Committee  
of the Metropolitan Planning Organization  
Wednesday, November 10, 2021  
10:00 a.m.

Those attending:

Brady Whatley	ALDOT, East Central Region
David Thompson	JSU
Fred Denney	City of Oxford
Jennifer Green	JSU
Libby Messick	EARPDC, MPO Coordinator
Rodney McCain	Calhoun County
Sundae Ragland	ALDOT
Toby Bennington	City of Anniston

The meeting was called to order at 10:03 a.m. by Ms. Libby Messick.

Upon reviewing the minutes of the October 13, 2021, meeting, a motion to approve the minutes was made by Mr. Toby Bennington and was seconded by Mr. Rodney McCain. Motion carried.

### **OLD BUSINESS:**

There were no old business items to discuss.

### **NEW BUSINESS:**

Ms. Messick called for review of the FY 20-23 TIP Spreadsheet and Administrative Modifications. She gave the members handouts of the list of MPO projects. Ms. Messick explained that there were eight administrative modifications for the month that created changes on the TIP spreadsheet and one administrative modification that did not create changes to the TIP spreadsheet.

Ms. Messick next called for discussion of Status Report of ALDOT projects. There were no updates from ALDOT received at this time.

Next, Ms. Messick continued by calling for discussion of Safety Observations. She explained that there was a handout in the agenda packet with the list of concerns from the CAC that had been discussed at previous meetings for review. Ms. Messick called attention to item #15, narrow road/intersection Saks Rd/43<sup>rd</sup> St. The new infrastructure bill will include funding that could be used for Safe Routes for School. Mr. Toby Bennington stated he would have Mr. Branton Cole with the City of Anniston follow up on item #21. Mr. Fred Denney updated item #22, increased speed limit on the western terminus of Bynum Blvd. The study for this issue concluded that an increase in speed was not justified. This item will be moved to closed status.

Next, Ms. Messick called for the Report on Urban Fixed Route and ADA Handicapped Transit Systems. Ms. Messick explained the ADA Paratransit Ridership for Anniston had 613 (increase) one-way trips, Jacksonville had 118 (increase) one-way trips, 20 trips for Weaver (decrease), and Oxford had 156 (increase) one-way trips. For the Urbanized area 103 (increase) one-way trips and 100 (increase) one-

way trips for the Rural area. Fixed-route ridership had a total of 7,679 (decrease) riders for the month of October.

The next TAC meeting will be Wednesday, December 8, 2021, at 10:00 a.m.

There being no other business to discuss, the meeting was adjourned at 10:14 a.m.

## December 2021 Administrative Modifications

*That created changes on the TIP spreadsheet:*

1. #11 CN (100052525) Snow Street Drainage Improvements and Resurfacing
  - Current Funding: \$2,237,834
  - Requested Funding: \$2,178,131
  - Decrease CN by \$59,703 to cover overrun in PE (100052524)
2. #11 PE (100052524) Snow Street Drainage Improvements and Resurfacing
  - Current Funding: \$120,000
  - Requested Funding: \$179,703
  - Transfer \$59,703 from CN (100052525) funds to PE to cover overrun. (Authorized in 2009 and 2011)

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

1. #30 CN (100057407) Re-Configure intersection SR-4 (US-78) at CR-186 (Barry Street)
  - Old Target Start Date: April 29, 2022
  - New Target Start Date: May 27, 2022
  - New target start date in same FY, no change needed.
2. #45 CN (100064899) Resurfacing Russell Drive from Russell Drive to Alexandria Road
  - Old Target Start Date: May 27, 2022
  - New Target Start Date: June 24, 2022
  - New target start date in same FY, no change needed.
3. #60 CN (100070245) Bicycle lane, striping and possible 2 ft shoulder widening along south Noble Street from Chestnut St to 4<sup>th</sup> St.
  - Old Target Start Date: April 29, 2022
  - New Target Start Date: June 24, 2022
  - New target start date in same FY, no change needed.

**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF November 18, 2021**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)

SURFACE TRANSPORTATION PROGRAM (STP)

Authorized to Proceed

PE Preliminary Engineering

Moved from one FY to another FY

RW Right of Way

Funded by ATRIP or ARRA

UT Utilities

New Project or Allocation Change

CN Construction

	Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
3	Resurface Chief Ladiga Trail w/Sidewalk Connection City of Weaver	100062151	Weaver	COMPLETE	CN	276,000							
4	Signal Upgrade at SR-21 / Baltzell Gate Rd. (ARRA \$ Re-assigned to Frank Akers Rd.)	100047014	Anniston		CN					642,878			
5	Signal Improvements at Lenlock / SR-21	100047016	Anniston		CN				320,057				
6	McIntosh Rd. Improvements and Re-Alignment	100054925	Calhoun County		UT		50,785						
		100054926	Calhoun County	COMPLETE	CN		1,445,675						
7	Lenlock/Saks Road Intersection & Turn Lanes	100051026	Calhoun County	COMPLETE	CN	1,459,613							
11	Snow Street Drainage Improvements & Resurfacing	100052525	Oxford	COMPLETE	CN		2,178,131						
14	Alexandria-Jville Rd. Resurface from McClellan Rd. to Cedar Springs Rd.	100064930	Calhoun County		CN				538,117				
23	64th Street Bridge Replacement (BIN 6204) (PE developed by County Eng.)	100054937	Calhoun County		RW								
		100054938			UT								
		100054939			CN								
25	Coffee (A) Street - Resurface from SR-21 to Alexandria Rd.	100043808	Jacksonville	COMPLETE	CN	334,248							
30	Barry Street/US 78 - Reconfigure Intersection	100057404	Oxford		PE								
		100057405			RW				989,149				
		100057406			UT							119,406	
		100057407			CN							2,010,131	
33	Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.)	100060694	Anniston		RW			522,903					
33		100074029			CN								
35	Noble/4th St. Intersection Improvements	100063208	Anniston		CN				879,462				
36	Bike/Ped Improvements at 10th, Clydesdale, & 11th	100063210	Anniston		CN	43,874							
37	Bike/Ped Improvements at 14th, 11th, and Cobb Ave. (CN Includes \$25k for Bicycle Parking Racks)	100063212	Anniston		CN	229,983							
38	Intersection Lighting at SR-202/Bynum Leatherwood	100064881	Calhoun County	COMPLETE	PE	24,000							
		100064882		COMPLETE	CN		328,607						
39	Mountain St. NE Resurface from SR-21 to 8th Ave	100064883	Jacksonville		PE		48,716						
		100064884			CN				771,051				
40	Church Ave Resurface from 11th St to SR-21	100064885	Jacksonville		PE			118,686					
		100064886			CN						1,719,506		
41	Airport Rd. Bridge Replacement @ Coldwater Creek (BIN 11215)	100064887	Oxford		PE			340,890					
		100064888			RW							10,510	
		100064889			UT								79,614
		100064890			CN								
43	Lenlock Lane Resurface from US-431 to Anniston CL (PE developed by County Eng.)	100064895	Calhoun County	COMPLETE	CN	686,407							
44	Bynum Leatherwood/Old Gadsden Rd Roundabout	100064896	Calhoun County		PE			314,115					
					CN							1,411,310	
45	Russell Dr. Resurface from Alexandria Rd to Peaceburg Rd.	100064898	Weaver		PE			47,553					
		100064899			CN							509,492	
46	4-lane Greenbrier Rd. to Golden Spring Rd. cost overruns Resolution 733	100008423	Anniston	COMPLETE	CN		533,835		119,894				
47	Wilmer, Greenbrier to G Street, cost overruns Anniston		Anniston		PE		1,977						
		100047017		COMPLETE	CN		51,532						
48	Friendship Road Widening and Bridge Replacement Phase I	100070247	Oxford		PE					311,264			
		100070248			RW							329,150	
		100070249			UT							323,165	
		100070250			CN								1,515,107
49	Friendship Road Widening and Bridge Replacement Phase II	100070253	Oxford		PE					349,181			
		100070254			RW							195,171	

**CALHOUN AREA MPO**

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CN Construction

Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
	100070255			UT							191,622	
	100070257			CN								
50 Friendship Road Widening and Bridge Replacement Phase III	100070259	Oxford		PE					150,748			
	100070262			RW							109,503	
	100070269			UT							107,510	
	100070271			CN								
51 Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville) (PE by County Eng.)	100070224			CN					725,341			
52 Whites Gap Rd and Whites Gap Rd SE - Resurfacing (PE developed by County Eng.)	100070226	Calhoun County		CN						1,113,827		
53 AL Hwy 202/Hunter St. - Signal Upgrade	100070695	Calhoun County		PE					30,300			
	100070228	Calhoun County		CN						125,025		
54 Roy Webb Rd. - Resurfacing (PE developed by County Eng.)	100070230	Calhoun County		CN							978,786	
55 Eulation Gate Rd. - Resurfacing (PE developed by County Eng.)	100070232	Calhoun County		CN								390,227
56 Resurfacing Henry Road and Country Club Dr SW to Fairway Dr SW	100070197	Jacksonville		PE						88,179		
	100070198			CN							641,640	
57 Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	100070203	Jacksonville		PE							212,715	
	100070208			CN								1,100,503
58 Baltzell Gate Connector Multi-use path	100070238	Anniston		PE								
	100070239			CN								
59 Coldwater Mountain/Mulberry St. to Legarde, multi-use path	100070241	Anniston		PE								
	100070242			CN								
60 Anniston to Oxford Bike Lane; S Noble and Chestnut	100070244	Anniston		PE							5,667	
	100070245			CN							45,333	
Hillyer Robinson Ind. Parkway Safety Improvements overrun - CLOSED	100054927		CLOSED	PE						22,512		
	100054928		CLOSED	CN					4,147			
Resurfacing CR-187 (Friendship Rd) From CR-193 (Boiling Spring Rd) to SR-21	100054996		CLOSED	PE					24,468			
Frank Akers		Anniston	CLOSED	PE						17,200		
PROGRAMMED					3,054,124	4,639,258	1,344,147	3,617,730	2,238,327	3,086,250	7,201,113	3,085,452
APPORTIONMENT					2,182,759	2,266,095	2,363,956	2,463,701	2,521,554	2,540,505	2,540,505	2,540,505
CARRYOVER					9,694,529	8,823,163	6,450,000	7,469,809	6,315,781	6,599,008	6,053,263	1,392,655
AVAILABLE					11,877,287	11,089,258	8,813,956	9,933,511	8,837,334	9,139,513	8,593,768	3,933,160
BALANCE					8,823,163	6,450,000	7,469,809	6,315,781	6,599,008	6,053,263	1,392,655	847,708

**CURRENT CONSTRUCTION PROJECTS**

<b><u>PROJECT NO.</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>STATUS</u></b>
NH-FMGR-0001(613)	US- 431 Access Management from MP. 233.238 to 240.049	Guardrail, bridge rail retrofit, concrete items, shoulder work, permanent stripe & punch list
STPOA-0021(516)	SR-21 Signal Upgrade at Baltzell Gate Rd. and Lenlock Lane	Awaiting Final Acceptance
STPOA-0815(261)	Church Ave. resurfacing and Traffic stripe from SR-21 to 11th. St. Jacksonville	Finishing up permanent stripe and completing punch list
STPAA-HSIP-0004(551)	US 78 resurfacing from Coldwater Creek bridge to AL 21 in Oxford	Placing permanent stripe and completing punch list
IM-IO20(360)	I-20 resurfacing from Snow Creek To the Calhoun/Cleburne County line	Awaiting permanent stripe and punch list completion
RP-STPAA-HSIP-FMGR- 0009(578)	AL 9 resurfacing from US 78 to .07 miles south of Nature Trail	Wearing surface completed from double bridges to Natures Trail. Project has been winterized due to seasonal limitations

## MPO CAC Safety Observations

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
1	Oxford	Bynum Blvd/Hwy 202 Intersection	Incorporate a light at this intersection to see it better at night	09/19/18	8/11/21	✓	✓	Solar may be approved by ALDOT for this location as it may be a while before Alabama Power gets power to the intersection. The City of Oxford is hoping to add this as an MPO project in the TIP	OPEN
6	Anniston	Henry Road intersection at the Bypass	Addition of street lighting	11/14/18	11/13/19	✓	✓	Anniston is working with Alabama Power. Process has started.	OPEN
15	Calhoun County	Saks Road @ 43rd street	Road is narrow, school buses make wide turns at this intersection, difficult for 2 cars to pass, school children walk in the ditch (photos)	07/24/19	06/1/20	✓	✓	Widening: This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP. School children: <del>TAP applications are being accepted until May 15.</del>	OPEN
17	Calhoun County	Bynum Leatherwood Rd./Morrisville Road intersection	Turn lane needed for the landfill entrance	10/28/19	07/8/20	✓	✓	This issue is being investigated. A possible resolution has been presented to the County Commissioner.	OPEN
18	Calhoun County	Bynum Leatherwood Road/Eulaton Gate	Extend turn lane/deceleration lane on the Southbound side of Bynum Leatherwood from Eulaton Gate to begin at Hutto Hill Road. This will allow adequate stacking for ANAD workers during morning entry times and allow egress for travelers heading south towards SR202	1/14/20	7/8/20	✓	✓		OPEN



Safety Observations

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
21	Anniston/ ALDOT	10 <sup>th</sup> and Quintard intersection	Left turn signal timing seems short. Traffic backs up at this light.  Could turn lane length be increased	5/20/20	07/08/20	✓	✓	The signals from 8 <sup>th</sup> to 21 <sup>st</sup> are on a coordinated system, so if timing is added to one light, then the entire system would need to be retimed. The City of Anniston has asked ALDOT to evaluate the feasibility of extending the turn lane at this intersection as it is an ALDOT maintained road. Branton Cole to follow up with ALDOT.	OPEN
23	Anniston	431/Greenbriar intersection or Greenbriar/Quintard intersection	Turning signalization duration for SB traffic is short	3/17/21	6/22/21	✓	✓	Toby Bennington has asked Lance Ambrester to look into changes in traffic volume at this intersection	OPEN
26	Jacksonville	204/Nesbit Lake Rd intersection	Increased safety measures	11/17/21				Libby will provide crash information for the intersection	OPEN

## Fixed-Route Ridership

	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22
Oct	9,851	9,011	9,560	9,993	8,871	5,541	7,679
Nov	9,077	9,481	9,225	8,504	7,665	5,425	7,272
Dec	9,749	9,459	8,205	8,082	7,596	5,266	
Jan	8,957	8,019	7,510	8,239	7,614	5,177	
Feb	9,573	8,462	8,960	7,800	7,262	4,773	
Mar	9,965	9,707	9,493	8,979	7,185	5,512	
Apr	9,338	8,240	8,942	9,045	4,285	6,263	
May	8,838	9,900	9,502	8,774	5,141	6,498	
Jun	9,745	9,977	9,905	7,993	5,852	7,197	
Jul	9,164	8,971	8,820	8,626	6,160	7,836	
Aug	10,241	10,511	10,617	9,314	6,111	7,771	
Sep	9,543	9,280	8,607	7,868	5,923	8,019	

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

<b>ADA Paratransit Ridership</b>						
<b>Fiscal Year 2021-2022</b>	<b>Anniston</b>	<b>Jacksonville</b>	<b>Weaver</b>	<b>Oxford</b>	<b>Section 5307 CC Urban</b>	<b>Section 5311 CC Rural</b>
October	613	118	20	156	103	100
November	619	132	14	146	99	117
December						
January						
February						
March						
April						
May						
June						
July						
August						
September						
2022 Avg./Mo.	1232 616	250 125	34 17	302 151	202 101	217 109



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News

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## The Bipartisan Infrastructure Law Will Deliver for Alabama

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Alabama is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Alabama.** For decades, infrastructure in Alabama has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Alabama a C- on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Alabama residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

**Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians.** In Alabama there are 620 bridges and over 2961 miles of highway in poor condition. Since 2011, commute times have increased by 8.9% in Alabama, and on average, each driver pays \$434 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Alabama would expect to receive approximately \$5.8 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 32.3% more than the State’s Federal-aid highway formula funding under current law (1). Alabama can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Alabama can also expect to receive approximately \$128 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$146 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

**Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety.** Over five years, Alabama will receive approximately \$32 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels. Local and tribal governments in Alabama will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, Alabama can expect to receive approximately \$44.3 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant (3). This represents about a 47% increase in funding compared to FAST Act levels (4). Alabama will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Alabama also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

**Improve healthy, sustainable transportation options for millions of Americans.** Alabamians who take public transportation spend an extra 66.2% of their time commuting and non-White households are 4.5 times more likely to commute via public transportation. 24.8% of transit vehicles in the state are past useful life. **Based on formula funding alone, Alabama would expect to receive about \$402 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 34% increase over 2021 FAST Act formula transit funding levels.**

**Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options.** The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Alabama would expect to receive about \$79 million over five years to support the expansion of an EV charging network in the state (6). Alabama will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

**Modernize and expand passenger rail and improve freight rail efficiency and safety.** The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Alabama will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

**Improve our nation's airports.** The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Alabama would receive approximately \$142 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

**State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:**

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.

- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

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- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###

# **Rebuild Alabama Act Annual Grant Program Fiscal Year 2022 Program Guidelines**

This document contains information regarding the Rebuild Alabama Act (RAA) Annual Grant Program for Fiscal Year (FY) 2022. The RAA Annual Grant Program is administered by the Alabama Department of Transportation (ALDOT). Prospective project-sponsoring governmental agencies are encouraged to thoroughly review this document, as well as the FY 2022 RAA Annual Grant Program Application and FAQ document, when considering developing a project application.

## **A. ELIGIBILITY:**

Any political subdivision of the State of Alabama (Municipal and County Governments) is eligible to apply for funding under the RAA Annual Grant Program.

Project applications may be submitted for improvements to any classified public road or bridge owned and maintained by the applicant that is open to public traffic.

The final eligibility of applications and proposed project activities will be determined by ALDOT upon evaluation of the application submitted.

## **B. COMPETITIVE SELECTION**

RAA Annual Grant Program funds are awarded through a competitive project selection process.

## **C. PROJECT FUNDING:**

The RAA Annual Grant Program was established by Legislative Act #2019-2. The program allocates no less than \$10 million annually to eligible projects as identified by ALDOT during a fiscal year.

The maximum funding provided to any project in FY 2022 will be \$250,000.00.

RAA Annual Grant program funding is only available for eligible construction activities. No Preliminary Engineering, Right-of-Way, Utility Relocation, Construction Engineering & Inspection or Materials Testing costs will be eligible.

RAA Annual Grant Program awarded funds will be issued to the sponsoring agency either (1) upon ALDOT's receipt of a Notice of Award from the sponsoring agency to the contractor, or (2) upon ALDOT's receipt of a Purchase Order (PO) from the sponsoring agency issued against a valid, eligible in-place bid contract.

RAA Annual Grant Program awarded funds cannot be transferred to another project and may only be used to fund improvements consistent with the intent of the original project application.



RAA Annual Grant Program funds may be combined with other funding sources when approved by ALDOT. In such cases, the more restrictive funding requirements may apply to all funds utilized. Note that RAA Annual Grant funding availability deadlines still apply when combined with other funding sources.

A sponsoring governmental agency may only submit one project application per application cycle. Each County and Municipality will be viewed as an individual sponsor. Any project submitted by multiple sponsors shall be deemed as the eligible submission for all sponsors.

Sponsors with an active award may not submit another application until the awarded project has been let to contract or a purchase order utilizing a valid, eligible in-place bid contract has been issued.

Other funding sources to supplement RAA Annual Grant Program funds are not required, but projects containing a commitment to provide supplemental funding may be given favorable consideration.

#### **D. PROJECT PROGRESS:**

RAA Annual Grant Program funds are available to sponsoring agencies for a period of one (1) year from the notice of award. Funding awarded to a sponsoring agency not either let to contract or a purchase order issued against a valid, eligible in-place bid contract within one year of the notice of award are subject to rescission.

Any overrun in total project costs above the amount awarded, shall be the responsibility of the sponsoring agency.

#### **E. MISCELLANEOUS PROVISIONS:**

Projects must be let to competitive bid. In-place bids may also be utilized as long as those bids were awarded following all required competitive bid laws for eligibility. No other method of construction, such as force account is allowed.

Any costs incurred prior to issuance of a Notice of Award or a Purchase Order are not eligible.

RAA Annual Grant Program funds have reporting requirements. Recipients will be required to furnish any and all requested data to ALDOT or other specified or required entities necessary to satisfy any reporting requirements.

#### **F. APPLICATION SUBMISSION & SELECTION**

All applications **must be submitted electronically** no later than 5:00 pm on **January 14, 2022**. Applications should be sent to [RAAgrantApp@dot.state.al.us](mailto:RAAgrantApp@dot.state.al.us) as a .pdf (25 mb max per email, multiple emails may be sent if necessary) with “**FY 2022 RAA Grant Application – Sponsor Name**” in the subject line.

## Rebuild Alabama Act (RAA) Annual Grant Program

### FREQUENTLY ASKED QUESTIONS

***What is the ALDOT Annual Grant Program?*** The ALDOT Annual Grant Program is an ALDOT administered transportation infrastructure grant program for projects of local interest created in the Rebuild Alabama Act of 2019.

***What projects are eligible?*** Project applications may be submitted for improvements to any classified road or bridge open to public traffic.

***Who may apply?*** Any local governmental entity (county or municipality) within the State of Alabama.

***How much funding can be requested?*** The maximum awarded amount of funding per project is subject to change for any fiscal year. Please refer to the current fiscal year's project guidelines.

***Can the total cost of a project exceed the maximum awarded amount?*** Yes, however any overruns in total project costs, above the amount awarded, shall be the responsibility of the sponsor.

***Is a sponsor funding match required?*** There is no funding match required by the sponsor. However, projects containing a commitment to partial local funding will be given favorable consideration.

***Will a sponsor have to pay any funds "up-front"?*** No, the ALDOT Annual Grant is not a "cost reimbursement program" and invoicing ALDOT will not be required. Awarded funds will be issued to the sponsoring agency either (1) upon ALDOT's receipt of a Notice of Award from the sponsoring agency to the contractor, or (2) upon ALDOT's receipt of a Purchase Order from the sponsoring agency issued against an in-place annual bid.

***How many applications can I submit?*** Local project sponsors may only submit one application per application cycle. Once a project is selected, a local project sponsor may not submit another application until the awarded project has been let to contract or a purchase order issued against an in-place bid.

***How long is the funding available?*** Funds are available for 1 year from the notice of award. Funds awarded but not let to contract or had a purchase order issued against an in-place bid within 1 year are subject to rescission. If a project is in danger of exceeding the 1-year funding deadline, an extension request must be submitted by the sponsor and approved by ALDOT prior to the expiration of the funding deadline.

***Who is responsible for preliminary engineering?*** The sponsor will be responsible for the cost of all required preliminary engineering activities in accordance with ALDOT requirements at no cost to the project. This shall include but is not limited to costs associated with preparing the application, project development, environmental clearances, plan development, and contract letting. Furthermore, the sponsor is responsible for any environmental assessments, clearances, and permitting which may be required. Projects including preliminary engineering will be held to the funding deadlines established in the Annual Grant Program Guidelines.

***Must a project be on a certain Functional Classification of roadway?*** No. Project applications may be submitted for any classification of road or bridge open to public traffic.

***Will projects requiring right-of-way or easements be considered for award?*** Yes. Any application for project improvements that will require the acquisition of right-of-way or easements must be disclosed in the application. Non-adverse conditions (donation, value findings, etc.) should be documented with the application in the form of letters of support from the affected property owners. Applications that require significant and/or adverse right-of-way acquisition should be delayed until the subject right-of-way has been obtained.

Projects requiring right-of-way or easement acquisition will be held to the funding deadlines established in the ALDOT Annual Grant Program Guidelines.

Failure to disclose required right-of-way in the project application may be grounds for rescission and reallocation of awarded project funds.

***Who is responsible for right-of way or easement acquisition?*** The sponsor will be responsible for the cost of all right-of-way and easement acquisition in accordance with program requirements at no cost to the project. The nature of any required right-of-way or easements should be disclosed in the application.

***Will projects requiring permitted work on property owned by another entity be considered for award?*** Project improvement activities should only occur on property owned or on easements obtained by the sponsor. Applications involving work on property owned by another entity will generally not be considered unless the affected property owner is ALDOT. Any proposed work on ALDOT right-of way shall have the written support of the local ALDOT Region Engineer submitted with the application.

Failure to disclose necessary permitted work in the project application may be grounds for rescission and reallocation of awarded project funds.

***Who is responsible for obtaining necessary permits?*** The sponsor will be responsible for acquiring necessary permits at no cost to the project.

***Will projects requiring utility relocations be considered for award?*** Yes, however, any utility relocation costs will be the responsibility of the applicant and will not be an eligible cost to the project. Projects including utility relocations will be held to the funding deadlines established in the Annual Grant Program Guidelines.

Any utility relocations shall be identified in the project application. Failure to disclose required utility work / relocations in the project application may be grounds for rescission and reallocation of awarded project funds.

***Who will let the project to contract?*** The sponsoring governmental agency will be responsible for letting projects locally via competitive bid. In-place bids may also be utilized as long as the bids were awarded following all state and federal competitive bid laws. No other method of construction, such as force account will be allowed.

***Can a sponsor use an in-place annual bid to purchase materials and use their own forces to place the material?*** Yes, but only the cost of the materials that were purchased through the in-place annual bid would be eligible for reimbursement. The cost of the sponsor's forces (labor and equipment) would not be eligible for reimbursement under this program.

***Who is responsible for construction engineering and inspection?*** The sponsor will be responsible for the construction engineering and inspection (CE&I), as well as the testing and inspection of materials as required by ALDOT specifications.

***How does the ALDOT Annual Grant Program affect other Federal/State Funded Programs?*** Projects identified to receive other sources of Federal and/or State funds may be supplemented with annual grant funds (where allowed by ALDOT). If Annual Grant Program funds are combined with federal funds, the more restrictive federal requirements shall apply to the Annual Grant Program funds as well.

***Due to the funding restrictions placed on Annual Grant projects, what potential issues should be taken into consideration when developing applications.***

- Right-of-way acquisition or easement/permitting
- Utility / service relocations
- Cultural resources
- Environmental impacts
- Fiscal capability and the sponsoring agency's ability to provide funds to cover overruns and/or total project costs in excess of the award.

***How do I apply?*** Local project sponsors may apply for annual grant funding by submitting a complete and accurate project application. Detailed Annual Grant Program Guidelines and an Annual Grant Application can be found on the Annual Grant webpage: <https://www.dot.state.al.us/RAGrantprogram/>

***Who will select projects for funding?*** Applications will be accepted, reviewed, and awarded by ALDOT through a competitive selection process.

***When will applicants know they have a project selected for funding?*** All local project sponsors shall be notified in writing consistent with the deadlines established for each round of allocation.

**Fiscal Year 2022 Meeting Dates**

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