

AGENDA

Technical Advisory Committee of the Calhoun Area Metropolitan Planning Organization

November 7, 2018
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from October 10, 2018
3. Old Business
 - a. TBA
4. New Business
 - A. Review FY 16-19 TIP Spreadsheet and Administrative Modifications
 - B. Resolution #770 Amendment of Bylaws
 - C. Review and Approval of Reclassification of Henry Road, Jacksonville
 - D. Proposed TAC date and time change
 - E. Status report of ALDOT projects
 - F. Safety Observations*
 - G. Federal-aid eligibility for commercial motor vehicle parking (handout)
 - H. Update from Bicycle-Pedestrian Plan
 - I. Public Participation Plan Update
 - J. TAB
5. Next TAC Meeting – December 12, 2018
6. Adjourn

MINUTES
Technical Advisory Committee
of the Metropolitan Planning Organization
Wednesday, October 10, 2018
10:00 a.m.

Those attending:

Libby Messick	EARPDC
Mark Stephens	City of Jacksonville
Brian Rosenbalm	Calhoun County
Toby Bennington	City of Anniston
Fred Denney	City of Oxford
Michael Hosch	Calhoun County
Steven Corley	ALDoT, East Central Region
Michael Bergh	ALDoT, East Central Region
Chase Rich	ALDoT, East Central Region
Johnny L. Smith	Mayor, City of Jacksonville
Jana Monday	CDG Engineers
Shannon T. Jones	ALDoT, East Central Region
Matt Haynes	CDG Engineers

The meeting was called to order at 10:04 a.m. by Ms. Libby Messick.

Upon reviewing the minutes of the September 12, 2018 meeting, a motion to approve the minutes was made by Mr. Mark Stephens and was seconded by Mr. Fred Denney. Motion carried.

OLD BUSINESS:

There was no Old Business to discuss at this time.

NEW BUSINESS:

Ms. Messick called for review of the FY 16-19 TIP Spreadsheet. She gave the members handouts of the list of MPO projects and also reviewed the Administrative Modifications for the month. Ms. Messick explained that there were two modifications that changed the projects FY, so she added 1% to the allocation. The other modifications stayed in the same FY. Mr. Toby Bennington said that the City was going to request additional funding for project #33, but that he would be presenting the request to the TAC first at their next meeting.

Next, Ms. Messick called for Status Report of ALDoT projects. Mr. Shannon Jones reviewed the local construction projects which was given as a handout for review, and Mr. Steven Corley gave an update on the regional projects.

Ms. Messick continued by calling for discussion of Concerns from the CAC. Ms. Messick gave the members a handout with the list of concerns for review. Mr. Fred Denney said that the Mayor and himself were going to check on the intersection lighting at Hwy 202/Bynum Blvd. intersection. Mr. Shannon Jones said that the ADLoT could do a speed study to see if the speed limit could be changed at the intersection of County Line Rd/21, but Mr. Fred Denney said that is a dangerous intersection that does not need the speed limit increased. Mr. Toby Bennington explained that the City has already been in discussion of the speed limit from the Hardees on 202 to Coldwater and they are planning to do a speed study.

Next, Ms. Messick continued by giving an Update from the Bicycle/Pedestrian Plan stakeholder meeting that was held on October 3rd. She stated that they had twelve attendees that were not staff and there were good suggestions and discussions that will be taken into consideration.

Ms. Messick continued with New Business by calling for discussion of whether the members wanted to keep receiving the MPO/RPO newsletter by email or mail. It was decided to keep sending them by email to the members that receive the monthly meeting emails. The others will still be sent out by mail for those that do not receive the monthly meeting emails.

Next, Ms. Messick continued by giving the report for the Fixed-Route ridership for the month of September. There were 8,607 passengers on the Fixed-Route during September. The final table in the agenda is the ADA Paratransit ridership for the month of September. There were 769 trips for the City of Anniston, 179 trips for the City of Jacksonville, 16 trips for the City of Weaver, 152 trips for the City of Oxford, 319 trips for the Urbanized part of the County and 220 trips for the Rural part of the County.

There being no other business to discuss, a motion was made by Mr. Mark Stephens to adjourn at 10:21 a.m., which was seconded by Mr. Toby Bennington. Motion carried.

The next TAC meeting will be Wednesday, November 7, 2018 at 10:00 a.m.

Administrative Modifications

That created changes on the TIP spreadsheet:

1. #30 RW (PI #100057405) RE-CONFIGURE INTERSECTION SR-4 (US-78) AT CR-186 (BARRY STREET)
Old Engineers Estimate: \$1,149,114
New Engineers Estimate: \$989,149
- Decreased previous estimate by \$159,965 < 20% (\$229,823)
2. #25 CN (PI #100043808) RESURFACE COFFEE STREET FROM SR-21 TO ALEXANDRIA ROAD IN JACKSONVILLE
CPMS Support request to decrease CN funds to add to PE budget of same project
Current Funding: \$356,621
Requested Funding: \$331,477
- Decreased previous funding by \$25,144 < 20% (\$71,324)
3. #25 PE (PI #100043807) RESURFACE COFFEE STREET FROM SR-21 TO ALEXANDRIA ROAD IN JACKSONVILLE
CPMS Support request to increase PE using CN funds of the same project
Current Funding: \$16,553
Requested Funding: \$19,324
-Increased PE funds by \$2,771 < 20% (\$3,311)
4. #5 CN (PI #100047016) TRAFFIC SIGNAL IMPROVEMENTS AT THE INTERSECTION OF LENLOCK LANE AND SR-21 IN THE CITY OF ANNISTON
Old Engineers Estimate: \$150,801.00
New Engineers Estimate: \$169,029.02
-Increased CN estimate by funds by \$18,228.02 < 20% (\$30,160.02)

That did not create changes on the TIP spreadsheet:

CALHOUN AREA MPO

FINAL FY16-19 TIP AS OF November 5, 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	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
40 Church Avenue - Resurface (11th St. NE to AL 21) #100064885 #100064886	PE CN										118,686	1,115,862		
41 Airport Rd. Replace Bridge BN #011215 (at Coldwater Ck.) #100064887 #100064888 #100064889 #100064890	PE RW UT CN										227,250	10,201 76,508 909,000		
42 9th Street & Caffey Drive - Resurface (AL 78 to Barry St.) #100064891 #100064892	PE CN											61,131 403,508		
43 Lenlock Lane - Resurface (US431 to Anniston CL) PE - Dev. By Calhoun County Eng. Dept. #100064895 COMPLETE	PE CN								800,000					
44 Bynum Leatherwood/Gadsden Hwy Intersection Improvements #100064896 (Add lanes and Signal) #100064897	PE CN										294,000	899,909		
45 Russell Drive - Resurface (Alexandria Rd. to Peaceburg Rd.) #100064898 Authorized for Classification Oct. 13, 2015 #100064899	PE CN										47,553	408,744		
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 CN										1,977 57,844			
PROGRAMMED		2,526,067	1,624,000	1,064,480	776,116	1,219,093	4,732,909	837,574	2,888,429	4,356,632	1,243,035	7,690,884	408,744	477,626
APPORTIONMENT		1,860,924	2,012,431	1,860,924	1,947,991	2,098,415	2,099,475	2,099,475	2,182,759	2,266,095	2,363,956	2,363,956	2,363,956	2,363,956
CARRYOVER		8,239,879	7,574,736	7,963,167	8,759,611	9,931,486	10,810,808	8,177,374	9,439,275	8,733,605	6,643,068	7,763,989	2,437,061	4,392,273
AVAILABLE		10,100,803	9,587,167	9,824,091	10,707,602	12,029,901	12,910,283	10,276,849	11,622,034	10,999,700	9,007,024	10,127,945	4,801,017	6,756,229
BALANCE		7,574,736	7,963,167	8,759,611	9,931,486	10,810,808	8,177,374	9,439,275	8,733,605	6,643,068	7,763,989	2,437,061	4,392,273	6,278,603

Resolution # 770

Adopting the Revision to the Policy, Procedure, and Bylaw Manual for the Calhoun Area Transportation Study

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 amended 23 USC 134 and 135 (SAFETEA-LU Section 6001 August 2005); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the existing Policy, Procedure, and Bylaw Manual for the Calhoun Area Transportation Study has not been updated since July 2004;

THEREFORE, BE IT RESOLVED that the Calhoun Area MPO hereby adopts the proposed Amended Policy, Procedure, and Bylaw Manual for the Calhoun Area Transportation Study.

Passed and adopted this 15th day of November 2018.

Councilman Jerry Parris, Chairman
City of Jacksonville

ATTEST:

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

CURRENT CONSTRUCTION PROJECTS

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
STPOA-7440(600)	Resurface & Drainage Imp. on Snow Street from SR 21 to US 78 In Oxford	Drainage Wok On-going
NH-0021(558)	Resurface & Stripe on SR 21 from George Douthit to Pine Island Rd.	Striping and Punch list
HSIP-I020(347)	I 20 Median Barrier in Calhoun And Cleburne Counties	Finishing guardrail work
STPAA-HSIP-0004(544)	Resurfacing of US 78 from Talladega County to SR 202	Started west end
NH-0021(563)	Resurfacing of SR 21 from Pine Island Rd. to Prices	Striping and Punch list
STPAA-0021(564)	Resurfacing of SR 21 from SR 200 To SR 9	Striping and Punch list
NH-HSIP-0200(501)	Resurfacing of SR 200	Striping and Punch list
99-504-690-000-501	Bridge Painting Project over RR In Calhoun, Clay, Talladega, and Chambers counties	Started in a couple of counties

MPO CAC Safety Observations

Number	City	Location	Suggestion	Date-Original	Date-Recent	Suggested by	Jurisdiction	Response	Status
1	Oxford	Bynum Blvd/Hwy 202 Intersection	Incorporate a light at this intersection to see it better at night	9/19/18			Oxford	Oxford will be submitting a new project to the MPO to add lighting at the intersection	OPEN
2		I-20 east bound exit at Hwy 202	Reduce sight limitation from exiting the I-20 east bound exit ramp	9/19/18					OPEN
3	Oxford	Between Choccolocco and Munford	Is it possible to increase the speed limit to 65?	9/19/18			Oxford	Shannon Jones from ALDOT suggested a speed study to see if the speed limit could be changed at the intersection of County Line Rd/21. Mr. Fred Denney of Oxford indicated further safety issues with increased speed at this intersection.	CLOSED
4	Anniston	Between Hardees on Hwy 202 to Coldwater	Is it possible to increase the speed limit to 65?	9/19/18			Anniston	There are plans for a Coldwater Mountain Trail head on the Anniston side of 202 across from LaGarde Street. The City of Anniston has already been in discussion of the speed limit and they are planning to do a speed study in this area.	OPEN
5	Anniston	S Quintard and P Street intersection	Removing traffic light or its capability to stop traffic at this intersection	10/18/18		Dennis Reeves	Anniston	Mr. Toby Bennington of Anniston will request a traffic study at this intersection as suggested by Mr. Steve Haynes of ALDOT to warrant removal of the light or use as flashing light until business is back at that intersection	OPEN

COMMERCIAL MOTOR VEHICLE PARKING: FEDERAL-AID ELIGIBILITY

A. Background

Commercial motor vehicle parking shortages are a national safety concern. An inadequate supply of commercial motor vehicle parking can result in tired commercial motor vehicle drivers continuing to drive because they have difficulty finding a place to park for rest or choosing to park at unsafe locations, such as on the shoulder of the road or exit ramps. The Jason's Law Truck Parking Survey Results and Comparative Analysis released in August 2015, along with numerous other studies have identified a severe commercial motor vehicle parking shortage in some regions, a lack of adequate information for commercial motor vehicle drivers about parking capacity at existing facilities, and the challenges associated with routing and delivery requirements and accommodating rest periods.

States are encouraged to include commercial motor vehicle parking considerations in their State Freight Plans (49 U.S.C. 70202) and solicit input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees (49 U.S.C. 70201). States have the flexibility to use a number of Federal-aid highway funding programs for commercial motor vehicle parking. They can also apply for discretionary grants to fund commercial motor vehicle parking projects.

B. Jason's Law:

Section 1401 of MAP-21, "Jason's Law," established eligibility for a range of facilities to provide commercial motor vehicle parking that serves the National Highway System (NHS) to improve the safety for commercial motor vehicle operators. Eligible projects under section 1401 include:

1. Constructing safety rest areas (as defined in 23 U.S.C. 120(e)(1)) with commercial motor vehicle parking;
2. Constructing commercial motor vehicle parking facilities adjacent to truck stops and travel plazas;
3. Opening existing facilities such as inspection and weigh stations and park-and-ride facilities to accommodate commercial motor vehicle parking;
4. Promoting the availability of publicly or privately provided commercial motor vehicle parking on the NHS using intelligent transportation systems (ITS) or other means;
5. Constructing turnouts¹ along the NHS for commercial motor vehicle parking;

¹ Construction of turnouts and other facilities must meet applicable access and design standards incorporated by reference at 23 CFR part 625.

6. Making capital improvements to seasonal public commercial motor vehicle parking facilities to allow the facilities to remain open year-round; and,
7. Improving the geometric design of interchanges on the NHS to improve access to commercial motor vehicle parking facilities.

C. Federal-aid Highway Funding Eligibility:

Commercial motor vehicle parking projects as described under section 1401(b) of MAP-21 may be an eligible activity under the following formula programs:

1. **Surface Transportation Block Grant Program (STBG)** – Provides specific eligibility for the construction of truck parking on Federal-aid highways under 23 U.S.C. 133(b)(1)(E). See additional information at:
<http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.
2. **National Highway Freight Program (NHFP)** – The NHFP provides formula funds to States to improve the condition and performance of the National Highway Freight Network under 23 U.S.C. 167(i)(5)(C). Eligible activities include truck parking facilities² and real-time traffic, truck parking, roadway condition, and multimodal transportation information systems³. The NHFP funds are eligible for use on the National Highway Freight Network, as appropriate. See additional information at:
http://www.ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/sl116nhfpguidance/
3. **Highway Safety Improvement Program (HSIP)** – Truck parking facilities may be funded through this program⁴, provided the need for truck parking is consistent with the State Strategic Highway Safety Plan (SHSP) developed under 23 U.S.C. 148 and corrects or improves a roadway feature that constitutes a hazard to road users or addresses a highway safety problem. See additional information at:
<http://safety.fhwa.dot.gov/legislationandpolicy/fast/qanda.cfm>
4. **National Highway Performance Program (NHPP)** - NHPP funds may be obligated for a project on an eligible facility that supports progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS⁵. Eligible projects include highway safety improvements on the NHS⁶, which may include truck parking per 23 U.S.C. 148⁷. See additional information at:
<http://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm>.
5. **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** - While CMAQ funding is not eligible for construction of commercial motor vehicle parking, truck stop electrification systems that reduce the need for commercial motor vehicles to

² 23 U.S.C. 167(i)(5)(c)(xi).

³ 23 U.S.C. 167(i)(5)(c)(xii).

⁴ 23 U.S.C. 148(a)(4)(B)(xxiii).

⁵ 23 U.S.C. 119(d).

⁶ 23 U.S.C. 119(d)(2)(I)

⁷ 23 U.S.C. 148(a)(4)(B)(xxiii).

idle may be eligible under 23 U.S.C. 149. Eligibility must be determined in consultation with the U.S. Environmental Protection Agency based upon the likelihood that the associated emissions reduction would benefit a nonattainment or maintenance area. See additional information at: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> and https://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Federal Share – The Federal-aid share of eligible project costs shall be established at the time of the project agreement (authorization) pursuant to 23 CFR 630.106(f). The standard Federal share for projects using most Federal-aid Highway program funds is 90 percent for a project on the Interstate System (excluding a project to add new general purpose lanes), or 80 percent for other types of projects. Under 23 U.S.C. 120 (a) and (b), an upward sliding scale adjustment applies for States containing large amounts of public lands.

Certain safety projects, including safety rest areas where the U.S. Department of Transportation has determined there to be a shortage of public and private rest areas, may have a Federal share of 100 percent, as provided in 23 U.S.C. 120(c)(1). The Federal Highway Administration (FHWA) Division Administrator would need to determine there is a shortage of public and private rest areas along a highway corridor⁸. This provision is limited for all safety projects using the provision to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104. See additional information on Federal share at: <http://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.cfm>.

See additional information on increased Federal share at: <http://www.fhwa.dot.gov/federalaid/141125.cfm>.

D. Discretionary Grant Opportunities

- 1. Infrastructure for Rebuilding America (INFRA) Grants** – The Nationally Significant Freight and Highway Projects (also known as Infrastructure for Rebuilding America (INFRA)) program is a multiyear discretionary grant program authorized in the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94, December 4, 2014 and codified at 23 U.S.C. 117) to fund critical freight and highway projects. Eligible projects include highway freight projects on the National Highway Freight Network, highway projects on the NHS, and other specified intermodal freight projects. The INFRA Grant can cover up to 60 percent of the total project cost. See additional information at: <https://www.transportation.gov/buildamerica/infragrants> and <https://www.fhwa.dot.gov/fastact/factsheets/infragrantsfs.cfm>.

⁸ As a safety project, a data-driven systemic process should be used to identify highway corridors that have a shortage of safety rest areas and are at risk for crashes related to driver fatigue or high instances of truck parking in illegal or unsafe locations that create hazards to other motorists. The analysis should support additional rest areas as an appropriate countermeasure to mitigate commercial motor vehicle-related crashes or fatigue-related crashes. The Jason's Law Truck Parking Survey and Comparative Analysis, available at: https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/index.htm, along with State Freight Plans, truck parking plans, crash data, and commercial motor vehicle enforcement data, are good sources of information for making this determination.

2. **Better Utilizing Investments to Leverage Development (BUILD) Grants** - The National Infrastructure Investments program (also known as the Better Utilizing Investments to Leverage Development (BUILD) grant program), provides capital funding directly to any public entity, including States municipalities, counties, port authorities, tribal governments, and metropolitan planning organizations, including multi-modal and multi-jurisdictional projects that are difficult to fund through traditional federal programs. These grants are intended to support innovative projects that generate economic development and improve access to reliable, safe and affordable transportation. See additional information at: <https://www.transportation.gov/BUILDgrants>.

E. Additional Information:

The following publications provide additional information on the planning, design, and development of commercial motor vehicle parking facilities:

1. Jason's Law Truck Parking Survey, FHWA, 2015, available at http://www.ops.fhwa.dot.gov/freight/infrastructure/truck_parking/.
2. Commercial Driver Rest Area Requirements: Making Space for Safety, FHWA, 1996, available at: <http://www.fhwa.dot.gov/reports/append3.htm>.
3. Guide for Development of Rest Areas on Major Arterials and Freeways Third Edition, AASHTO, 2001, available from AASHTO.

2018 Avg./Mo. 848 204 12 175 298 264

ADA Paratransit Ridership						
Fiscal Year 2018-2019	Anniston	Jacksonville	Weaver	Oxford	Section 5307 CC Urban	Section 5311 CC Rural
October	928	216	22	141	381	200
November						
December						
January						
February						
March						
April						
May						
June						
July						
August						
September						

2019 Avg./Mo. 928 216 22 141 381 200

Fixed-Route Ridership							
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19
Oct	11,074	10,266	11,357	9,851	9,011	9,560	9,993
Nov	10,168	9,690	9,644	9,077	9,481	9,225	
Dec	9,069	9,610	10,621	9,749	9,459	8,205	
Jan	10,188	9,240	10,446	8,957	8,019	7,510	
Feb	10,002	10,393	8,826	9,573	8,462	8,960	
Mar	10,117	11,245	9,467	9,965	9,707	9,493	
Apr	10,261	11,463	9,872	9,338	8,240	8,942	
May	10,258	11,512	9,548	8,838	9,900	9,502	
Jun	9,781	10,747	10,449	9,745	9,977	9,905	
Jul	10,136	11,707	10,535	9,164	8,971	8,820	
Aug	11,488	12,075	10,275	10,241	10,511	10,617	
Sep	9,756	11,370	9,688	9,543	9,280	8,607	

Fiscal Year 2019 Meeting Dates

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