

Calhoun Area Metropolitan Transportation Study

FINAL

FY 2024-2027 Transportation Improvement Program (TIP)



Developed by the Calhoun Area Metropolitan Planning Organization (MPO)
December 2022 – July 2023

ADOPTED August 17, 2023

CALHOUN AREA TRANSPORTATION STUDY

FINAL

FY 2024-2027 Transportation Improvement Program



This document is available at: www.earpdc.org/mpo-documents

For information regarding this document please contact:

Elizabeth (Libby) Messick, Senior Planner
East Alabama Regional Planning and Development Commission
(EARPDC)

1130 Quintard Avenue, Suite 300

Anniston, AL 36202

(256) 237-6741

(256) 237-6763 Fax

TDD (800) 548-2547

elizabeth.messick@earpdc.org

This document was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), the Calhoun Area Metropolitan Planning Organization (MPO) and its local governments in partial fulfillment of requirements in 23 USC 134 and 135, amended by the Infrastructure Investment and Jobs Act (IIJA) 11201, November 2021.

The contents of this document do not necessarily reflect the official views or policies of the US Department of Transportation.

Calhoun Area Metropolitan Planning Organization (MPO) Policy Committee

CALHOUN COUNTY

Tim Hodges, Calhoun County Commission
Fred Wilson, Calhoun County Commission

CITY OF ANNISTON

Jack Draper, Mayor
Jay Jenkins, Council – Vice Chairman

CITY OF HOBSON CITY

Alberta McCrory, Mayor
Suzie Jones, Council

CITY OF JACKSONVILLE

Johnny L. Smith, Mayor
Terry Wilson, Council

CITY OF OXFORD

Alton Craft, Mayor
Phil Gardner, Council

CITY OF WEAVER

Jeff Clendenning, Council – Chairman
Nick Bowles - Council

EARPDC

Lori Sokol, Executive Director

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

DeJarvis Leonard, PE, East Central Region

Non-Voting MPO Members

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Mark Bartlett, PE, Administrator AL Division

FEDERAL TRANSIT ADMINISTRATION (FTA)

Rhonda King, Program Analyst

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Bradley B. Lindsey, PE, State Local
Transportation Engineer

STAFF TO THE MPO

Elizabeth (Libby) Messick, Senior Planner

Calhoun Area Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC)

CALHOUN COUNTY

Rodney McCain, PE, County Engineer
Chris Gann, PE, Assistant Engineer

CITY OF ANNISTON

Toby Bennington, AICP, Director, Planning &
Economic Development
David Arnett, Public Works

CITY OF HOBSON CITY

Anita Jackson, Council

CITY OF JACKSONVILLE

Mark Stephens, Planning, Development &
Stormwater Director
Stanley Carr, Street Superintendent

CITY OF OXFORD

Fred Denney, Mayor's Assistant
Rusty Gann, City Engineer
Vann Hollingsworth, Street Department

CITY OF WEAVER

Joey Conger, Public Works

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Steve Haynes, PE, East Central Region
Steven Corley, PE, East Central Region
Shane Brown, PE, Anniston District
Robert Barrett Dees, PE, Assistant State
Local Transportation Engineer, Planning

JACKSONVILLE STATE UNIVERSITY

David Thompson, Director, Capital Planning
& Facilities
Jennifer Green, Director, Economic
Development & Business Research

ANNISTON ARMY DEPOT

Dustin Gillihan

ANNISTON WATER WORKS

Phillip Burgette

AREAWIDE COMMUNITY TRANSIT SYSTEM (ACTS)

Shane Christian, EARPDC Transit
Coordinator

**Calhoun Area Metropolitan Planning Organization (MPO)
Citizens Advisory Committee (CAC)**

CALHOUN COUNTY

Rodney Cox
George Salmon
Theodore Smart
Edward Sturkie, Sr.
Tim Huddleston – Vice Chair
Reuben Johnson
Dr. David West
Julie Borelli
Anne Key
Bill Williams

ANNISTON

Ed Kimbrough
Miller Parnell –Chairman
Phillip Keith
James Robert Jenkins
Tony Ball
8 Vacancies

JACKSONVILLE

Jarrold Simmons
David Thompson
Richard Lindblom
TL Thompson
Jamie “Red” Etheredge
Matthew Boone
1 Vacancy

HOBSON CITY

Regina Jones
Johnnie C. Phillips, Jr.
Melissa Malone

OXFORD

Darryl League
Buford Parker
Bruce Britton
Lem Burrell
Lavoy Jordan
Terry Parker
7 Vacancies

WEAVER

Frank Thomas
2 Vacancies

ANNISTON ARMY DEPOT

Mike Matthews
Dustin Gillihan
Kevin Ashley, PE

**ALABAMA DEPARTMENT OF
TRANSPORTATION (ALDOT)**

1 Vacancy

Note: Advisory Committees serve at the pleasure of the MPO and memberships may vary according to appointment practices and the ability of citizens to serve. Therefore, it would not be uncommon that the makeup of individual committees may vary between MPO approval of draft documents and final documents.

Calhoun Area Metropolitan Planning Organization (MPO)
Bicycle and Pedestrian Advisory Committee
Mailing list

- Linda Hearn, Calhoun Chamber of Commerce
- Preston York
- Tom Downing
- Terry Phillis
- Stephen Folks, Director Anniston PARD
- Chief Shane Denham, Anniston PD
- Marcus Tillman, Anniston PARD
- Patrick Wigley, Wig's Wheels
- Tom Nelson, NEABA
- Reilly Johnson, Anniston Main Street Director
- Earl Warren, Boys and Girls Clubs of Calhoun County
- Ana Shea Nicholls
- Andy Hatley
- Scott Brightwell
- Lee Hedgepeth, Anniston Star
- Todd Davis
- Jovita and Jackie Young
- David Reddick
- Rosie Kidd
- Anni Nichols
- Curtis and Angie Cupp
- David Dawson
- Robert Pietroboni
- Delores Pierce
- Bob Jackson
- Andrew Tyson
- Richard Stubbs
- C. Jerome Freeman
- Len Hearn
- Michael Mathews
- Carl Neumann
- Kumira Lemon-Mason
- Julie Moss, McClellan Development Authority
- Fred Couch
- Janice Burns, Director Jacksonville PARD
- Matt Johnson
- The Chanticleer Editor
- Pete Conroy, Rails-to-Trails Board, Jacksonville State University
- Jacksonville State University Disability Support Services
- Scott Edmiston, Scott's Bicycles
- T.L. Thompson, Jacksonville Planning Commission
- Officer Bobby Yancey, Oxford PD
- Nathan McGathy
- Jim Pettus, Fun Wheels
- Don Hudson, PARD
- Cindy Kuehn
- Kevin Cunningham
- Chief Wayne Bush, Weaver PD
- Diane Runnells
- Sundae Ragland, ALDOT State Pedestrian and Bicycle Coordinator
- Sonya Baker, ALDOT Assistant Bureau Chief, Planning Studies
- Geneva Brown, ALDOT Assistant Region Engineer

RESOLUTION # 857

Calhoun Area Metropolitan Planning Organization (MPO) Adopting the FINAL FY 2024-2027 Transportation Improvement Program (TIP)

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended Infrastructure Investment and Jobs Act, November 2021); 42 USC 2000d-14, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and


WHEREAS, Title 23 CFR 450.316(a)(1) et al, requires that transportation projects in urbanized areas funded by the Federal Highway Administration and the Federal Transit Administration be included in a Transportation Improvement Program (TIP) and adopted annually by vote of the Calhoun Area metropolitan Planning Organization (MPO); and

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

WHEREAS, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission (EARPDC), as staff to the MPO and in cooperation with the Bureau of Local Transportation, Alabama Department of Transportation, has prepared a Draft FY 2024-2027 Transportation Improvement Plan (TIP); now

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

Passed and adopted this the 17th day of August 20.



Mayor Jeff Clendenning, Chairman
City of Weaver

ATTEST:



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

Table of Contents

1.0	Introduction.....	1
1.1	Purpose.....	1
1.2	MPO History and Organization.....	1
1.3	Regulations for the TIP.....	2
	1.3.1 Consistency with other Plans.....	3
	1.3.2 Conformity Determination.....	3
1.4	Scope of the Planning Process.....	4
1.5	Planning Emphasis Areas.....	4
1.6	TIP Process.....	8
1.7	TIP Amendment Process and Criteria.....	9
1.8	Public Participation Process.....	10
1.9	Title VI.....	11
1.10	Livability Principles and Indicators.....	12
1.11	Environmental Mitigation.....	13
1.12	Climate Change.....	13
1.13	Air Quality Plannig.....	14
1.14	Level of Effort (LVOE).....	15
1.15	Financial Constraint.....	15
1.16	Project Selection and Prioritization.....	16
1.17	Bicycle and Pedestrian Planning.....	16
1.18	Safety Planning.....	17
1.19	Regionally Specific Projects.....	18
1.20	Freight Planning.....	18
1.21	Performance Measures and System Performance Report.....	18
	1.21.1 Highway Safety/PM1.....	19
	1.21.2 Pavement and Bridge Conditions/PM2.....	21
	1.21.3 System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program/PM3.....	24
	1.21.4 Transit Asset Management (TAM) Plan.....	26
1.22	Complete Streets.....	27
2.0	Projects.....	28
2.1	MPO Portal Description.....	28
2.2	Funding Category Descriptions.....	29
2.3	MPO Portal Report Format.....	32
2.4	Project Listings.....	33
	2.4.1 Surface Transportation Attributable Projects.....	34
	2.4.2 Other Surface Transportation Program Projects.....	46
	2.4.3 NHS/Interstate Maintenance/NHS Bridge Projects.....	47
	2.4.4 Appalachian Highway System Projects.....	48
	2.4.5 Transportation Alternatives.....	49
	2.4.6 Bridge Projects.....	50
	2.4.7 State Funded Projects.....	51
	2.4.8 Enhancement Projects.....	52
	2.4.9 Transit Projects.....	53
	2.4.10 System Maintenance Projects.....	54
	2.4.11 Safety Projects.....	55
	2.4.12 Other Federal and state Aid Projects.....	56

2.4.13	Congestion Mitigation and Air Quality Projects.....	57
2.4.14	High Priority and Congressional Earmark Projects.....	58
2.4.15	Carbon Reduction CRP Attributable Projects.....	59
2.4.16	Other Carbon Reduction Program Projects.....	60
2.4.17	Authorized Projects.....	61
2.4.18	Locally Funded Regionally Significant Projects.....	64
3.0	Appendices.....	65
3.1	Abbreviations and Acronyms.....	66
3.2	Calhoun Area MPO Study Area Maps.....	69
3.3	Financial Documentation.....	71
3.1.1	Spreadsheet for all TIP Fiscal Years 2024-2027/Financial Plan.....	72
3.1.2	Urban Funds Report.....	73
3.1.3	Internal FY24-27 TIP Spreadsheet.....	75
3.4	Livability Indicators.....	77
3.5	MPO Self Certification – TIP/STIP MOU.....	81
3.6	Public Review and Comment Documentation.....	93

1.0 Introduction

1.1 Purpose

The Metropolitan Planning Organization (MPO) of the Calhoun Area Transportation Study (CATS) is responsible for adopting a Transportation Improvement Program (TIP) every four years. The TIP is an important element of a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process. The TIP presents a four-year program for improvement in the various transportation systems located within the study area as identified in the Calhoun Area 2045 Long Range Transportation Plan (LRTP), the twenty-five-year plan for the CATS area. This plan can be found at www.earpdc.org/mpo-documents/. This plan provides the foundation for projects listed in the TIP. The TIP guides the Alabama Department of Transportation (ALDOT) in its annual allocation of funds for transportation improvements and becomes part of the State TIP.

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

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

1.2 MPO History and Organization

A Metropolitan Planning Organization (MPO) is created to carry out the transportation planning activities of a Metropolitan Planning Area (MPA). Each urbanized area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish an MPO (renewed by Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) in 2005, Moving Ahead for Progress in the 21st Century (MAP-21) in 2012, the Fixing Americas Surface Transportation (FAST) Act in 2015, and the Infrastructure Investment and Jobs Act (IIJA) in 2021). MPOs are responsible for the continuing, cooperative, and comprehensive (3-C) transportation

¹ formerly Section 9

² formerly Section 16(b)2

planning process for their urban area.

Urbanized areas are designated decennially by the US Census Bureau and reflect urban growth, not political boundaries. For example, urban land uses in the Calhoun area extend outside of municipal boundaries into non-incorporated areas of the County. Therefore, the Calhoun Area MPO includes all the areas included in the member municipalities as well as portions of the un-incorporated communities of Saks, Cobb Town, Eulaton, Wellborn, Alexandria, Choccolocco, Cedar Springs and Pleasant Valley. The Calhoun urbanized area encompasses un-incorporated portions of Calhoun County and the cities of Oxford, Hobson City, Anniston, Weaver and Jacksonville. Municipal boundaries of the City of Oxford extend into northern Talladega County; therefore, Commissioners from the Talladega County Commission have been invited to participate as non-voting members of the MPO Policy Committee.

Accordingly, MPOs are responsible for the transportation planning process in the entire urban area and not a single political entity. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas which have coalesced but may have different land uses, travel patterns and densities. In short, transportation planning needs to be regional in scope because transportation systems occur across governmental boundaries. The MPO for the Calhoun area Transportation Study (CATS) signed its joint agreement concerning the transportation planning process with the ALDOT in 1975 (updated in 2007, 2015, 2017, and 2021), in accordance with the Federal Highway Act of 1962. The 1962 Act specified that urbanized areas (populations greater than 50,000) must develop a “3C transportation planning process”, a process that is comprehensive, cooperative, and continuing, for federal-aid projects approved after July 1, 1965. A new agreement stipulating the various duties and responsibilities of the parties involved was signed with ALDOT in May/June 2007, updated in February/March 2015, in February/March 2017, and updated again in 2021.

1.3 Regulations for the TIP

The FY 2024-2027 TIP has been developed in accordance with the IIJA, as signed into law by President Biden in November 2021. IIJA³ is the most recent transportation legislation which amends, modifies, and adds to the existing 23 USC 134 and 135. This language establishes planning policy, defines MPO organizational structure, and delineates MPO and State responsibilities in the transportation planning process. Under this code⁴, the law emphasizes not only the need for public involvement by the public and any interested parties, but it also requires fundamental procedures be developed and followed to ensure direct public access to information and the opportunity for input into the process. The metropolitan planning process promotes consistency between transportation improvement, state, and local planned land use change and economic development patterns⁵.

Maps are included in the TIP in accordance with IIJA requirements for visualization techniques to aid in project location and comprehension. Detailed project profile maps are included projects sponsored through the Calhoun Area MPO in Section 2.4.1, pages 34-44, of this document. In

³ Public Law 117-58

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

⁵ Section 1201(a) § 134(h)(E).

addition, a map of the urbanized area indicating the location of each MPO project is distributed during the public review period and is also included in Appendix 3.2, page 79.

1.3.1 Consistency with other Plans

There are general and specific directions under the IJA for requirements of consistency⁶. In revising 23 USC 134, Sec. 1201(a) §134(g)(3) states, “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area...or to coordinate its planning process, to the maximum extent practicable, with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area...”. TIP specificity is found in 1201(a)§134(j)(2)(C): “Each project shall be consistent with the long-range transportation plan...” The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134 and is to be found in 23 CFR 450.326.

The Calhoun Area MPO addresses this requirement by including early and ongoing consultation and collaboration with land use management and economic development agencies in the area and the inclusion of planning personnel from the local jurisdictions on the Technical Advisory Committee (TAC). Incorporating these key agencies and individuals in the transportation planning process permits broad acknowledgment of transportation planning and land use development activities at the local and regional level which can present opportunities for cooperation and coordination.

The spirit and intent of the IJA are clear. In accordance with Public Law 117-58 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multi-Modal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process and Environmental Plans

1.3.2 Conformity Determination (If Non-Attainment)

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

⁶ Sec. 1201

1.4 Scope of the Planning Process

Federal law establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The metropolitan planning process promotes consistency between transportation improvement and state and local planned growth and economic development patterns⁷. MPOs shall provide for consideration of projects and tasks that meet the following ten planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce (or mitigate) the stormwater impacts on surface transportation.
10. Enhance travel and tourism.

1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Offices of Planning have jointly issued guidelines for three Planning Emphasis Areas (PEAs). The PEAs are topical areas for which the MPOs and States are expected to develop and identify work tasks for inclusion in their planning work programs and statewide planning and research work programs.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

FHWA divisions and FTA regional offices should work with State departments of transportation (State DOT), MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and a net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate UPWP tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to

⁷ Section 1201(a) 134(j)(2)

reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will not only ensure public involvement in the planning process but also ensure plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. It is encouraged to use strategies that:

1. improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities
2. plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management
3. reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors
4. offer reduced public transportation fares as appropriate
5. target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services, and
6. consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.”

In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine impact on safety for all road users. This effort should work to include provisions for safety in future

transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution. Each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense.

The DOD's facilities include military bases, ports, and depots. The road networks that provide

access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs.

Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data

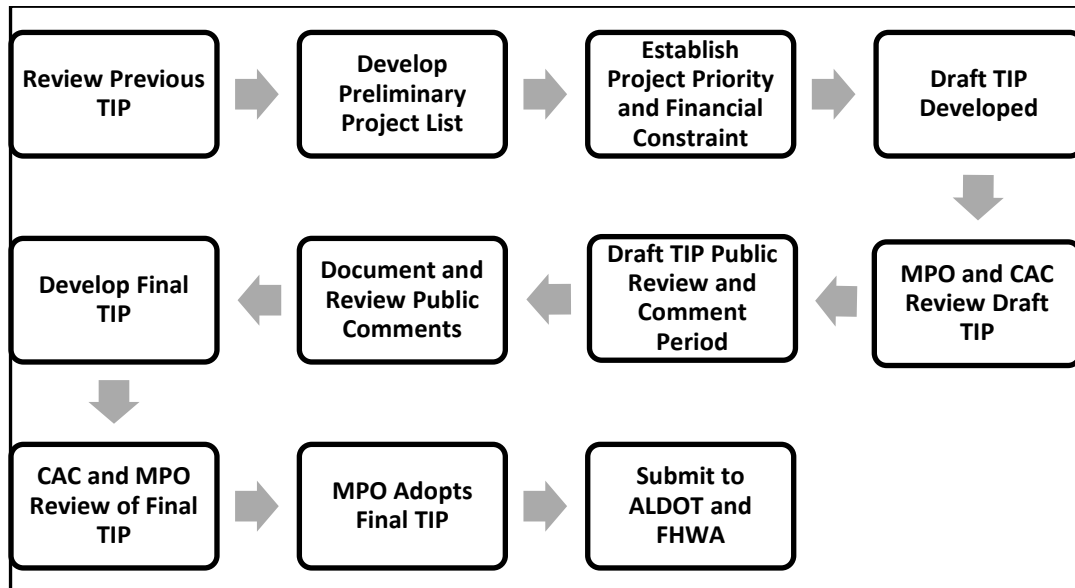
assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

1.6 TIP Process

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

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

TIP PROCESS



1.7 TIP Amendment Process and Criteria

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

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

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

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

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

⁸ 23 CFR 450.104

- Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount

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

1.8 Public Participation Process

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

- **Citizens Advisory Committee (CAC)** – The CAC is comprised of citizens from each of the MPOs member governments. CAC members are charged with the responsibility of formal citizen review of transportation planning documents and the local transportation planning process. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee and the MPO Policy Board for review. Approval of the Draft and Final versions are voted on and recommendations are forwarded to the Policy Board.
- **Public Comment Period** – After the TIP is developed in Draft form, the public is invited to offer comments. To announce the TIP public comment period, several actions are taken:
 1. A block ad is placed in the local newspaper of the largest circulations
 2. the EARPDC website will have information on the public meeting, the draft plan and the comment period under the Latest News and Calendar sections, and
 3. flyers are mailed to local human service and health agencies, municipal libraries, other transportation providers, senior centers, and public housing offices.

The block ad announcement and flyers will have instructions on several ways to obtain a copy of the draft plan or information and how to access it on-line. Copies of the draft TIP will contain comment forms and can be picked up in the EARPDC lobby, mailed upon request, downloaded from the webpage. Digital copies of the draft TIP and comment form are placed on the EARPDC webpage.

- **MPO Staff Consultation** – The public (including CAC members) is encouraged to contact Calhoun Area MPO staff to discuss issues, comments and concerns regarding the draft TIP, its development, or proposed projects.

1.9 Title VI

The Calhoun Area MPO assures, through an annual certification, that no persons or Disadvantaged Business Enterprise (DBE) shall on the grounds of race, creed, sex, disability, or national origin, be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination in Federally assisted programs or projects. It is the goal of the Calhoun Area MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. These ideals are included and outlined in the 2019 Public Participation Plan for Transportation Planning adopted by the MPO in February 2019 and available at the MPO webpage at: www.earpdc.org/mpo-documents/. All MPO and committee meetings are listed on the EARPDC website, announced by memos mailed to the members and the local media at least 7 days before the meeting, and open to the public. All meetings are conducted in handicapped accessible, smoke free locations. MPO projects and plans when formulated, are designed to pay attention to the existence, composition, and distribution of minority population groups disadvantaged business enterprises in the project area.

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

- **Civil Rights Act of 1964**, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program based on race, color, or national origin. 23 USC 324 which prohibits discrimination based on sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- **Rehabilitation Act of 1973**, 29 USC 701 Section 504, which prohibits discrimination based on a disability, and in terms of access to the transportation planning process.
- **Americans with Disabilities Act of 1990** which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- **Executive Order 12898** or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health, or the environment will identify and avoid disproportionately high or adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- **Limited English Proficiency (LEP) Plan** which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October

2012. The Calhoun Area MPO has completed a Four Factor Analysis of the Calhoun Area Metropolitan Planning Area (MPO) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPO that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan is discussed in the Public Participation Plan and can be accessed at: www.earpdc.org/mpo-documents/.

To further support the public participation goals of the Calhoun Area MPO, the public is encouraged to participate in the development of the Transportation Improvement Program (TIP). The FY 2024-2027 TIP process will include public involvement meetings designed to obtain input from the public concerning the TIP process in the Calhoun Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendix 3.6 of this document.

All Calhoun Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment on these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at meetings they attend. The Transportation Planner at the Calhoun Areas MPO should be contacted to coordinate an address to any MPO committee and to obtain draft and final documents.

1.10 Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principals and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these Livability Principles which are established by federal law and cannot be changed by the MPO:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

MPOs are encouraged to employ or adapt following Livability Indicators they feel best reflects their local conditions/needs and that can be easily tracked over time, as well as presented in tables, charts or GIS mapping:

1. Percent change in households located within one-half (1/2) mile of transit service and/or percent change in non-auto (transit, walking, bicycling) trips
2. Percent change in housing costs per household; and/or percent increase in home ownership
3. Percent change in educational attainment; and/or percent decrease in unemployment
4. Percent change in in-fill projects; and/or percent increase in revitalization projects
5. Percent change in number of regional sustainable infrastructure projects; and/or change in number of regional preservation initiatives
6. Percent of households within one-half (1/2) mile of mixed-use destinations; and/or percent change in average trip times

ALDOT and FHWA require that the indicators be presented in the narrative and Appendices of the following documents: LRTP, UPWP, TIP, PPP, CMP (if applicable) and the Air Quality Conformity Report (if applicable). Livability Indicator and Data are included in Appendix 3.4.

1.11 Environmental Mitigation

MPOs are asked to consider the adverse environmental impact their project may have on both the human and natural environments. To this end, IJJA required MPOs to discuss:

“...types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.”⁹

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

To satisfy this requirement, the Calhoun Area MPO will, to the extent practicable, place greater emphasis on the environmental impact of federally funded transportation projects in the region. In addition, the Calhoun Area MPO will continue to develop and maintain relationships with state and local government/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

1.12 Climate Change

FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels and that consideration of potential long-range effects by and to the transportation network be addressed. To that end, FHWA requires the following excerpt be present in the TIP, LRTP, and other selected documents:

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

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

According to the FHWA report Integrating Climate Change into the Transportation Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for most emissions.

Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel-efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.

In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increase in severe weather and extreme high temperatures. Long term transportation planning will need to respond to these threats. *-Introduction to Integrating Climate Change into the Transportation Planning Process – Federal Highway Administration, Final Report, July 2008.*

Some effects are currently begin addressed through Air Quality Conformity Determination actions in areas that have been designated as National Ambient Air Quality Standards (NAAQS) non-conforming. The Calhoun Area MPO is neither in non-attainment status now nor is it anticipating non-attainment status in the near future. Therefore, no climate change measures are present in the TIP currently. However, in the future this may change either by an increase in ground-level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

1.13 Air Quality Planning

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the NAAQS. An MPO that has been determined to be in violation of the NAAQS is said to be in 'non-attainment' status. The Calhoun Area MPO is neither in non-attainment status nor is it anticipating non-attainment status in the near future. Therefore, no air quality mitigation measures are present in the TIP currently. However, those MPOs in attainment have tasks established in the Unified Planning Work Program (UPWP) for training in NAAQS monitoring and possible outreach activities. Anticipated additional Climate Change and Greenhouse Gas requirements will have an effect outside the document production requirements that would include the TIP. Calhoun Area MPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House and Senate legislation likely to become the next transportation legislation.

1.14 Level of Effort (LVOE)

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

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

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

1.15 Financial Constraint

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

\$2,269,501 in fiscal year 2024
\$2,269,501 in fiscal year 2025
\$2,269,501 in fiscal year 2026
\$2,269,501 in fiscal year 2027

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

\$2,836,876 in fiscal year 2024
\$2,836,876 in fiscal year 2025
\$2,836,876 in fiscal year 2026

\$2,836,876 in fiscal year 2027

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

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

1.16 Project Selection and Prioritization

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

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

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

1.17 Bicycle and Pedestrian Planning

The law states that "Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and state." Due consideration is defined by the FHWA as, "at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of all new and improved transportation

facilities. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine...unless *exceptional circumstances* exist...and the decision not to accommodate them should be the exceptions rather than the rule.” – 23 USC 217. In general, exceptional circumstances are defined as;

1. Bicyclists and pedestrians are prohibited by law from using the roadway.
2. The cost of establishing bikeways or walkways would be excessively disproportionate (20 percent of the project cost) to the need or probable use.
3. Where scarcity of population or other factors indicate an absence of existing and future need.

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

ALDOT Requirements

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

1.18 Safety Planning

Safety Planning has been addressed in Sec. 1.11 of the 2045 Long Range Transportation Plan. The FY 2023 Unified Planning Work Program indicates that the MPO staff working with the Technical Advisory Committee (TAC) of the MPO, will continue to monitor traffic crash data, address transportation safety and security issues, and explore methods to improve safety and visibility. Further the MPO adopts and support a set of Safety Performance Measure Targets set by ALDOT for the MPO.

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

1.19 Regionally Significant Projects

According to 23 CFR 450.14, a regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.32) that is on a facility which serves regional transportation needs (such as access to/from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc.) or transportation terminals as well as most terminals themselves and would normally be included in the modeling of a metropolitan area's transportation network, including as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. Therefore, there is a requirement to include all regionally significant transportation project in the TIP regardless of funding source. Both state and federally funded projects are included in the 'State Funded Projects' and the 'Systems Maintenance Projects' tables, found in Chapter 2.0. Currently, the MPO has one private or public/private funded projects of regional significance in the area. All regionally significant projects are included in Section 2.4.18 on page 63 and indicated on the TIP project map in Appendix 3.2, page 68 of this document.

1.20 Freight Planning

Freight is one of many factors that is included in the scope of the planning process. The IJIA states the planning process "shall provide for consideration of projects and strategies that will...increase the accessibility and mobility of people and for freight...enhance the integration and connectivity of the transportation system, across and between modes, for people and freight...". The Calhoun Area MPO does not have a separate freight plan at this time; however, freight planning is addressed within the 2045 LRTP. Calhoun Area MPO staff will also continue to include representatives of the freight industry to the CAC, TAC, and Policy committee meetings as well as seek out training and educational opportunities regarding freight transportation planning.

1.21 Performance Measures and System Performance Report

Pursuant to the MAP-21 Act enacted in 2012, the FAST Act enacted in 2015, and IJIA enacted in 2021, state Departments of Transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the FHWA and the FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)¹¹. This regulation implements the transportation planning and transportation performance management provisions

¹¹ 23 CFR 450.314

of MA-21, the FAST Act, and IIJA.

In accordance with The Planning Rule and the Alabama Performance Management Agreement between the ALDOT and the Alabama Transportation Planners Association (ATPA), ALDOT and each Alabama MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following.

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

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

1.21.1 Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures¹² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities,
2. Rate of fatalities per 100 million vehicle miles travelled (VMT),
3. Number of serious injuries,
4. Rate of serious injuries per 100 million VMT, and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2022 and are based on an anticipated 5-year rolling average (2018-2022). Alabama statewide safety performance targets for 2022 and 2023 are included in Table 1, along with statewide safety performance for the recent reporting period¹³. The Calhoun Area MPO adopted the Alabama statewide safety performance targets on November 17, 2022, with Resolution 840.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

¹² 23 CFR Part 490, Subpart B

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

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

Performance Measure	2014-2018 Baseline	2016-2020 Target	2016-2020 Actual	2022 Target	2023 Target
Number of Fatalities	930.8	964	969.6	961	1,000
Rate of Fatalities	1.35	1.35	1.384	1.4	1.44
Number of Serious Injuries	7,824.4	8,143	6,817.2	6,000	6,500
Rate of Serious Injuries	11.4	11.025	9.706	9	9.82
Number of non-motorized fatalities and non-motorized serious injuries	371.8	384	367	365	400

All Baseline Performance and Targets are Alabama statewide performances and targets on a 5-year rolling average.

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Calhoun Area FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes: specifically, the Alabama Strategic Highway Safety Plan (SHSP), the Alabama HSIP, the current 2045 Alabama Statewide Transportation Improvement Plan (STIP), and the current Calhoun Area MPO 2045 LRTP.

- The Alabama SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Alabama. Existing highway safety plans are aligned and coordinated with SHSP, including (but not limited to) the Alabama HSIP, MPO and local agencies' safety plans. The SHSP guides ALDOT, the Alabama MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Alabama.
- The ALDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The ALDOT STIP summarizes the transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Calhoun Area MPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2024-2027 TIP includes several key safety investments. A total of \$3,956,747 has been programmed in the FY 2024-2027 TIP to improve highway safety: averaging approximately to \$989,187 per year.

1.21.2 Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition¹⁴ and bridge condition¹⁵ for the National Highway Performance Program (NHPP). This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition,
2. Percent of Interstate pavements in poor condition,
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition,
4. Percent of non-Interstate NHS pavements in poor condition,
5. Percent of NHS bridges by deck area classified as in good condition, and
6. Percent of NHS bridges by deck area classified as in poor condition.

1.21.2.1 Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that area in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metrics are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

1.21.2.2 Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on;

¹⁴ 23 CFR Part 490, Subpart C

¹⁵ 23 CFR Part 940, Subpart D

however, they are nearing a point where substantial reconstruction or replacement is needed.

1.21.2.3 Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018 and ran through December 31, 2021. ALDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018 and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period began January 1, 2022 and will cover through December 31, 2025 with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2021, while the current four-year targets represent expected condition at the end of the calendar year 2023.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets.
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets.
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

The Calhoun Area MPO adopted the ALDOT statewide PM2 targets November 17, 2022 with Resolution 840. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by ALDOT.

Table 2: Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Performance Baseline	2-year Target	2021 4-year Target	2-year Actual	New 2- and 4-year Targets
Percent of Interstate pavements in good condition	N/A*	N/A*	50%	N/A*	50%
Percent of Interstate pavements in poor condition	N/A*	N/A*	5%	N/A*	5%
Percent of non-Interstate NHS pavements in good condition	79.9%	40%	40%	36.9%	25%
Percent of non-Interstate NHS pavements in poor condition	4.1%	5%	5%	2.6%	5%
Percent of NHS bridges (by deck area) in good condition	27.2%	27%	27%	27.3%	25%
Percent of NHS bridges (by deck area) in poor condition	2.0%	3%	3%	0.5%	3%

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

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Alabama’s Transportation Asset Management Plan (TAMP), the current 2045 Alabama Statewide Transportation Plan (STIP), and the Calhoun Area 2045 Long Range Transportation Plan.

- IJIA requires ALDOT to develop a TAMP for all NHS pavements and bridges within the state. ALDOT’s TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of ALDOT’s statewide pavement and bridge condition targets.
- The ALDOT STIP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues
- The Calhoun Area MPO 2045 LRTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards ALDOT’s statewide PM2 targets, the FY 2024-2027 TIP includes several investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$6,157,875 for bridges has been programmed in the FY 2024-2027 TIP to improve conditions, averaging approximately \$1,539,469 per year.

1.21.3 System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System¹⁶, freight movement on the Interstate system¹⁷, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹⁸. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate system that are reliable

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED)
5. Percent of non-single occupant vehicle travel (non-SOV)
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction)

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Calhoun Area MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

1.21.3.1 System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people travelling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the

¹⁶ 23 CFR Part 490, Subpart E

¹⁷ 23 CFR Part 490, Subpart F

¹⁸ 23 CFR Part 490, Subparts G and H

vehicle miles travelled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles travelled.

1.21.3.2 Freight Movement Performance Measures

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th) percentile for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

1.21.3.3 PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures the first performance period began on January 1, 2018 and ended December 31, 2021. ALDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018 and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022 to December 31, 2025 with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021 respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets,
- Percent of person-miles on the non-Interstate NHS that area reliable – four-year targets; and
- Truck Travel Time Reliability – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

The Calhoun Area MPO adopted the ALDOT statewide PM3 targets on November 17, 2022 with Resolution 840. Table 3 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by ALDOT.

On or before October 1, 2020, ALDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018 to December 31, 2019. ALDOT and the Calhoun Area MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3: System Performance/Freight Movement Performance and Targets

Performance Measure	Baseline	2- and 4 year Targets
Percent of person-miles traveled on the Interstate system that are reliable	98.8%	92%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	95.3%	90%
Truck Travel Time Reliability Index	1.22	1.3

The Calhoun Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes: specifically, the Alabama Statewide Freight Plan, the current 2045 STIP and the Calhoun Area 2045 LRTP.

- ALDOT’s Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Alabama’s highway freight mobility well into the future. The Plan identifies freight needs and the criteria Alabama will use to determine investments in freight and prioritizes freight across modes.
- The ALDOT STIP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Calhoun MPO 2040 LRTP addresses reliability, freight movement, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards ALDOT’s statewide PM3 targets, the FY 2024-2027 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.

1.21.4 Transit Asset Management (TAM) Plan

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits.

At the time of this document, TAM targets were adopted by the Calhoun County MPO on June 16, 2022, with Resolution 836. To support ALDOT’s goal for this PM, the Calhoun Area MPO will continue to work with the Transit Advisory Board and the Areawide Community Transit System (ACTS) to ensure the following targets are supported. The TAM is comprised of 3 individual targets.

1.21.4.1 Asset Category: Rolling Stock (Revenue Vehicles)

This Performance Measure target is for the percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB). These vehicles include vans, cutaway buses, body-in-chassis, and full-size buses.

1.21.4.2 Asset Category: Equipment (Non-Revenue Vehicles)

This Performance Measure target is for the percentage of non-revenue vehicles within a particular asset class that have met or exceeded their ULB. Equipment is defined as nonexpendable, tangible property, having a useful life of at least one year. ALDOT will inventory only FTA purchased equipment over \$50,000.

1.21.4.3 Asset Category: Facilities

This Performance Measure target is for the percentage of facilities with a condition rating below 3.0 on an FTA Transit Economic Requirement Modal (TERM) Scale.

Table 4: Transit Asset Management Targets

Performance Measure	2022 Targets
Rolling Stock (Revenue Vehicles)	Reduce current active inventory of minivans, vans, and cutaway buses by 5%
Equipment (Non-Revenue Vehicles)	Reduce by 5%
Facilities	No more than 20% of FTA facilities with a condition rating below 3.0 (adequate)

1.22 Complete Streets

The IIJA (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) requires States and Metropolitan Planning Organizations (MPOs) to use not less than 2.5 percent of State Planning and Research (SPR) and Metropolitan Planning (PL) funds, respectively, on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities as part of the transportation planning process carried out under 23 U.S.C. 135 (Statewide and Nonmetropolitan Transportation Planning) and 23 U.S.C. 134 (Metropolitan Transportation Planning).

The IIJA defines the term *Complete Streets standards or policies* as “...standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles” (BIL § 11206(a)).

FHWA encourages States, MPOs, and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations. A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and

accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

In general, the Complete Streets design model includes careful consideration of measures to set and design for appropriate speeds; separation of various users in time and space; improvement of connectivity and access for pedestrians, bicyclists, and transit riders, including for people with disabilities; and addressing safety issues through implementation of safety countermeasures. Application of the Complete Streets design model is recommended on roadways where adjacent land use suggests that trips could be served by varied modes, and to achieve complete travel networks for various types of road users.

Eligible Complete Streets planning activities include:

- Safety: Prioritizing Safety in All Investments and Projects
- Transit Flex
- Transferability Between FHWA Programs
- Americans with Disabilities Act (ADA)
- Equity
- Climate Change and Sustainability
- Labor and Workforce
- Truck Parking

2.0 Projects

2.1 MPO Portal Description

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

2.2 Funding Category Descriptions

Surface Transportation Attributable Projects

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

Other Surface Transportation Program Projects

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

National Highway Systems/ Interstate Maintenance/ NHS Bridge Projects

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

Appalachian Highway Systems Projects

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

Transportation Alternatives Program (TA)

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

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

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects. Safe Routes and ADA projects are included here
- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
- Environmental mitigation activity, including pollution prevention and abatement, to:
 - Address stormwater management and control, and water pollution prevention and

¹⁹ 23 USC 213(b)

- abatement related to highway runoff
 - Reducing wildlife mortality and maintain connectivity among habitats
- Recreational trails program²⁰
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe routes to school coordinator
- Planning, design, or construction of boulevards and other roadways in the Right-of-Way (RW) of former Interstate System routes or other divided highways

Bridge Projects (State and Federal)

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

State Funded Projects

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

Enhancement Projects

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

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

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Historic preservation and rehabilitation, including railroad and canal facilities with some exceptions (see section 101(a)(29)(E))
- Archaeological planning and research
- Establishment of transportation museums

Transit Projects

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

²⁰ 23 USC 206

System Maintenance Projects

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

Safety Projects

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

Other Federal and State Aid Projects

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

High Priority and Congressional Earmark Projects

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

Authorized Projects

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

2.3 MPO Portal Report Format

2.4.1 Surface Transportation Attributable Projects

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

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

2.4 Project Listings

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

1. Surface Trans STP attributable projects

Sponsor: CITY OF ANNISTON												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44337	100070238 STPSU 0819 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY	0.00	PE	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$14,798 \$0 \$3,700	\$18,498
44338	100070241 STPSU 0202 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1075 F	0.00	PE	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$26,906 \$0 \$6,726	\$33,632
44340	100070244 STPSU 0819 ()	BICYCLE LANE STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET	1.50	PE	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$4,624 \$0 \$1,156	\$5,781
44340	100070245 STPSU 0819 ()	BICYCLE LANE STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET	0.00	CN	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$36,996 \$0 \$9,249	\$46,244
44337	100070239 STPSU 0819 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY	0.00	CN	P	SIDEWALK	2026	0.000	EXEMPT	NA	\$150,957 \$0 \$37,739	\$188,696
44338	100070242 STPSU 0202 ()	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1075 F	0.30	CN	P	SIDEWALK	2026	0.000	EXEMPT	NA	\$137,233 \$0 \$34,308	\$171,542
Totals By Sponsor							Federal	\$371,514			ALL Funds	\$464,393
Sponsor: CITY OF JACKSONVILLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44309	100070208 STPSU 0819 (255)	RESURFACING ON GEORGE DOUTHIT DRIVE SOUTHWEST FROM BRIERWOOD PLACE SOUTHWEST TO SR-21	1.22	CN	P	RESURFACING	2024	0.000	EXEMPT	NA	\$889,207 \$0 \$222,302	\$1,111,508
Totals By Sponsor							Federal	\$889,207			ALL Funds	\$1,111,508
Sponsor: CITY OF OXFORD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
40170	100064888 STPSU 0815 (260)	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN 11215 CITY OF OXFORD GRADE DRAIN BASE PAVE AND BRIDGE	0.00	RW	P	BRIDGE REPLACEMENT	2024	64888.000	EXEMPT	NA	\$8,577 \$0 \$2,144	\$10,721
40170	100064889 STPSU 0815 (260)	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN 11215 CITY OF OXFORD GRADE DRAIN BASE PAVE AND BRIDGE	0.00	UT	P	BRIDGE REPLACEMENT	2024	64889.000	EXEMPT	NA	\$64,971 \$0 \$0	\$64,971

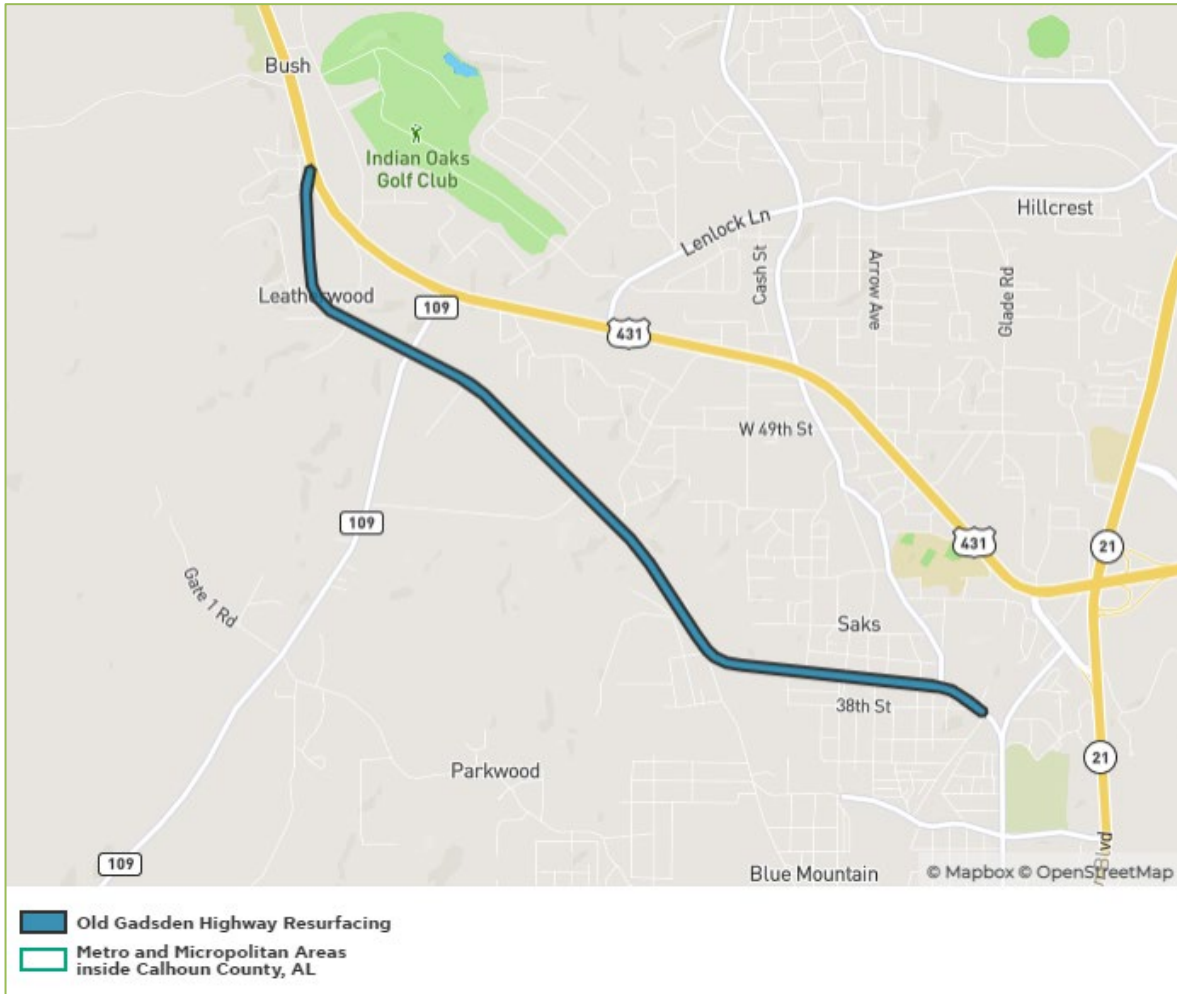
1. Surface Trans STP attributable projects

44342	100070248 STPSU 0819 (251)	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	RW	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	EXEMPT	NA	\$268,613 \$0 \$67,153	\$335,766
44342	100070249 STPSU 0819 (251)	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	UT	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	EXEMPT	NA	\$263,729 \$0 \$0	\$263,729
44345	100070254 STPSU 0819 (252)	REMOVAL AND REPLACEMENT OF EXISTING BRIDGE ON FRIENDSHIP RD (BIN 004773) OVER CHOCCOLOCCO CREEK RELIEF AND REMOVAL OF EXISTING BRIDGE (BIN 004774) OVER CHOCCOLOCCO CREEK RELIEF WITH A CULVERT (PHASE II)	0.00	RW	P	BRIDGE REPLACEMENT	2024	0.000	EXEMPT	NA	\$159,276 \$0 \$39,819	\$199,095
44345	100070255 STPSU 0819 (252)	REMOVAL AND REPLACEMENT OF EXISTING BRIDGE ON FRIENDSHIP RD (BIN 004773) OVER CHOCCOLOCCO CREEK RELIEF AND REMOVAL OF EXISTING BRIDGE (BIN 004774) OVER CHOCCOLOCCO CREEK RELIEF WITH A CULVERT (PHASE II)	0.00	UT	P	BRIDGE REPLACEMENT	2024	0.000	EXEMPT	NA	\$156,379 \$0 \$0	\$156,379
44348	100070262 STPSU 0819 (253)	RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	0.00	RW	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	EXEMPT	NA	\$89,363 \$0 \$22,341	\$111,703
44348	100070269 STPSU 0819 (253)	RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	0.00	UT	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	EXEMPT	NA	\$87,737 \$0 \$0	\$87,737
44342	100070250 STPSU 0819 ()	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2025	0.000	EXEMPT	NA	\$1,453,640 \$0 \$363,410	\$1,817,051
44345	100070257 STPSU 0819 ()	REMOVAL AND REPLACEMENT OF EXISTING BRIDGE ON FRIENDSHIP RD (BIN 004773) OVER CHOCCOLOCCO CREEK RELIEF AND REMOVAL OF EXISTING BRIDGE (BIN 004774) OVER CHOCCOLOCCO CREEK RELIEF WITH A CULVERT (PHASE II)	0.00	CN	P	BRIDGE REPLACEMENT	2025	0.000	EXEMPT	NA	\$2,973,509 \$0 \$743,377	\$3,716,886
44348	100070271 STPSU 0819 ()	RESURFACING WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	EXEMPT	NA	\$654,332 \$0 \$163,583	\$817,915

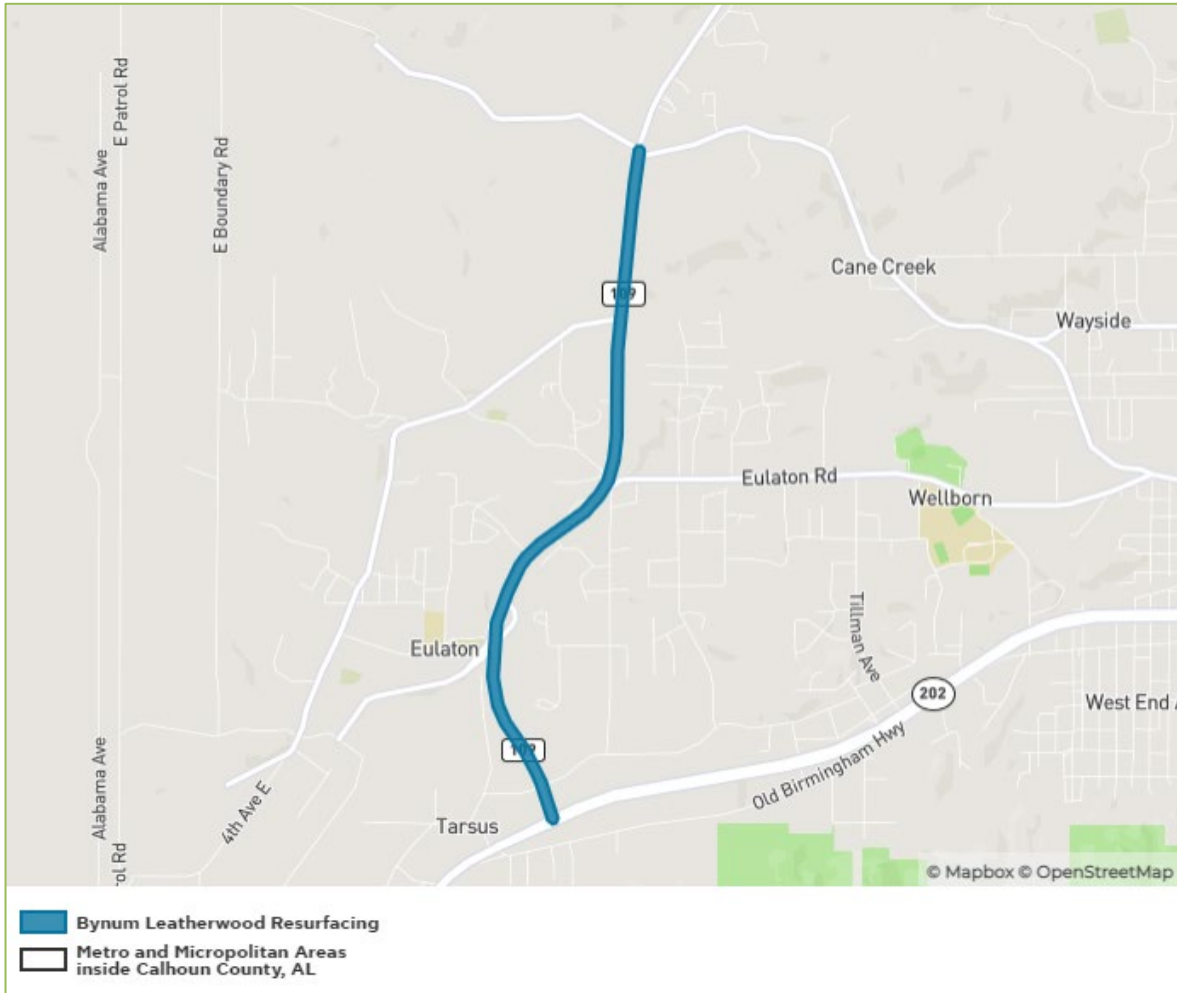
1. Surface Trans STP attributable projects

40170	100064890 STPSU 0815 (260)	BRIDGE REPLACEMENT ON AIRPORT ROAD 0.26 AT COLDWATER CREEK BIN 11215 CITY OF OXFORD GRADE DRAIN BASE PAVE AND BRIDGE	CN	P	BRIDGE REPLACEMENT	2027	64890.000	EXEMPT NA	\$1,820,681 \$0 \$455,170	\$2,275,851
Totals By Sponsor					Federal		\$8,000,807		ALL Funds	\$9,857,805

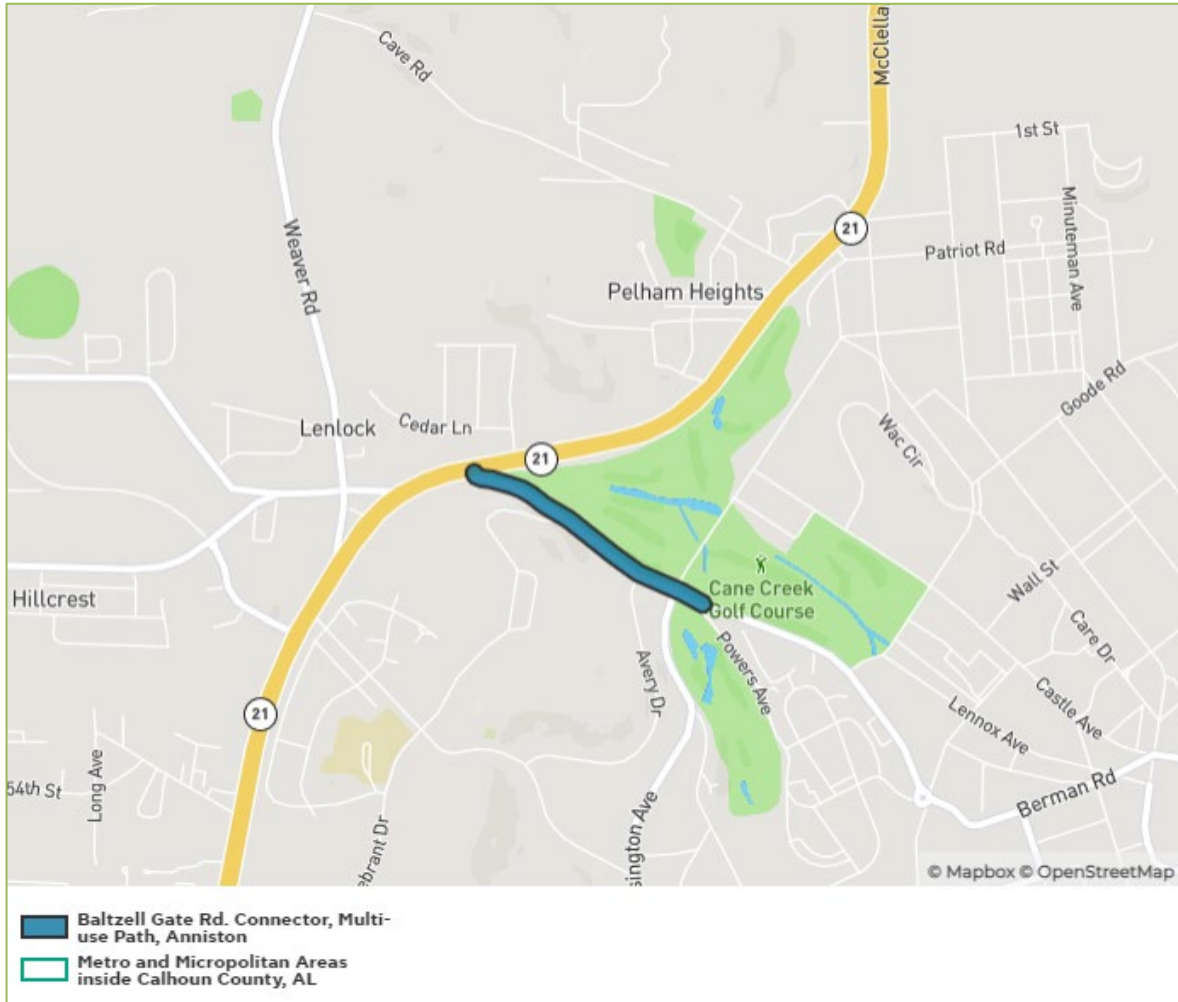
2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Old Gadsden Highway Resurfacing from Railroad Ave to Hwy 431
Sponsor: Calhoun County
CN #



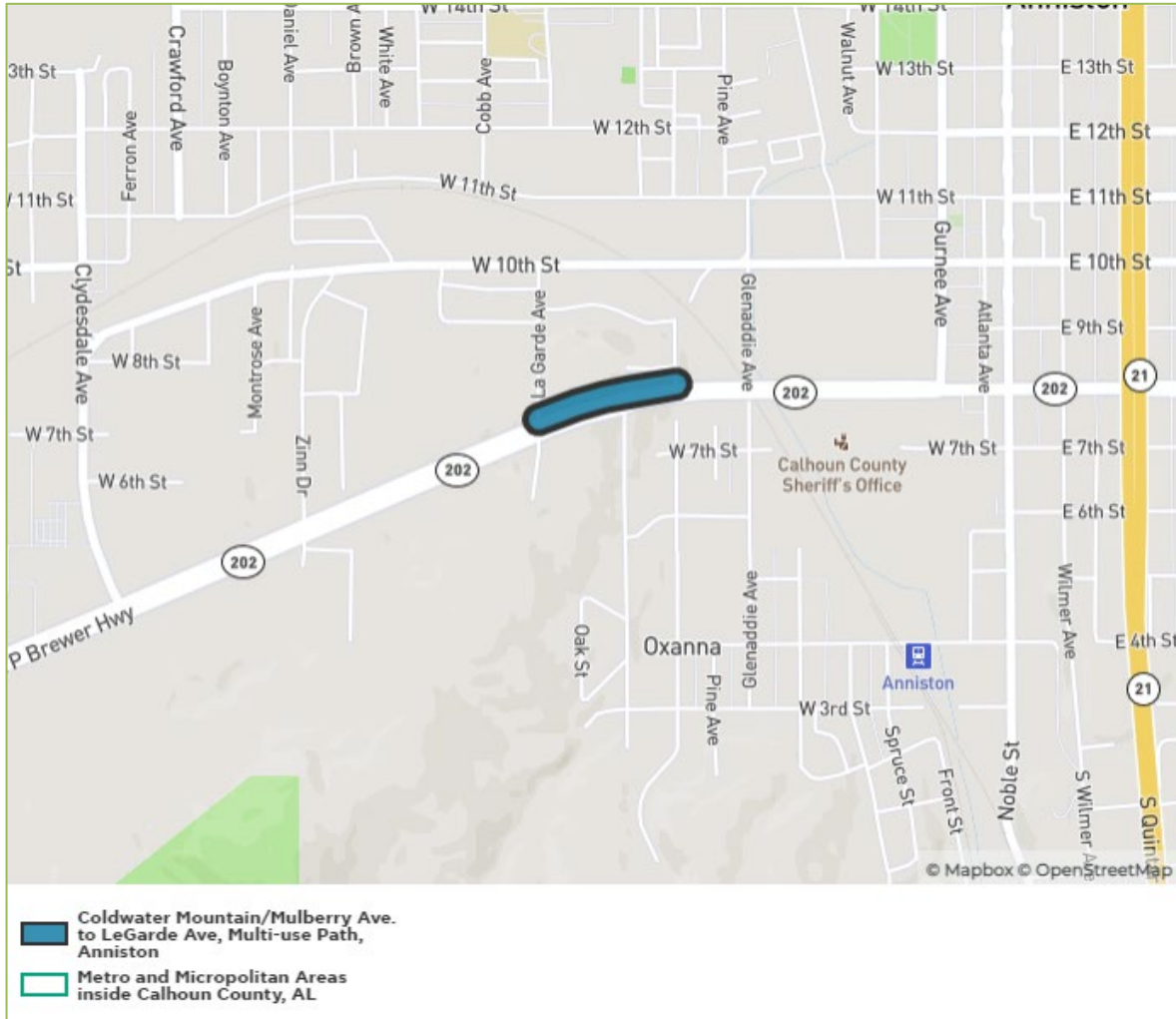
2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Bynum Leatherwood Road Resurfacing from Morrisville Rd. to AL-202
Sponsor: Calhoun County
CN#



2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Bicycle and Pedestrian Multi-Use Path Construction and Ride Share on Baltzell Gate Road
from SR-21 to West of Federal Way
Sponsor: City of Anniston
PE # 100070238
CN # 100070239



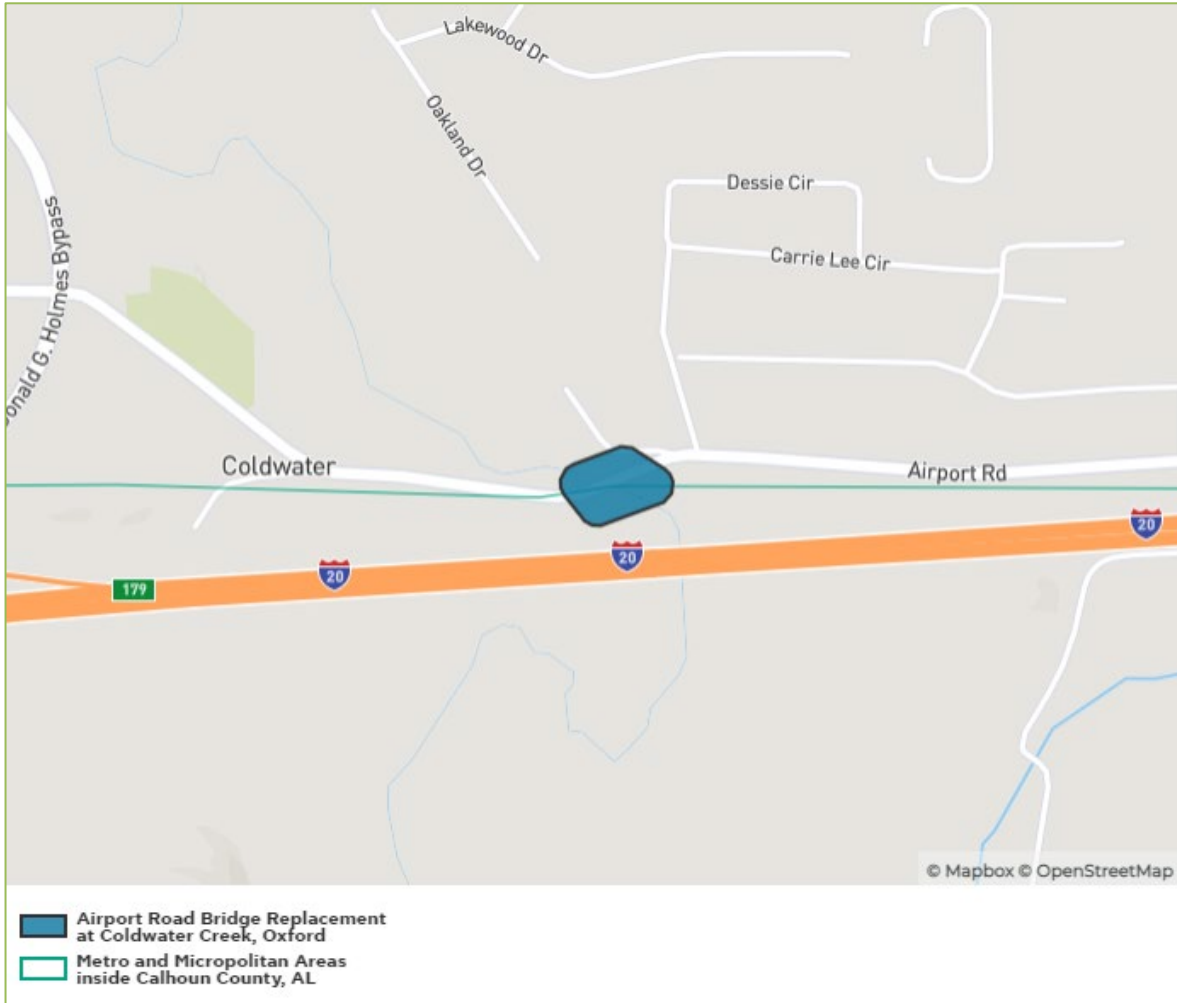
2023 Calhoun Area MPO
 2.4.1 Surface Transportation Attributable Projects
 Bicycle and Pedestrian Multi-Use Path Construction SR-202 Coldwater
 Mountain/Mulberry Street to LeGarde Avenue
 Sponsor: City of Anniston
 PE # 100070241
 CN # 100070242



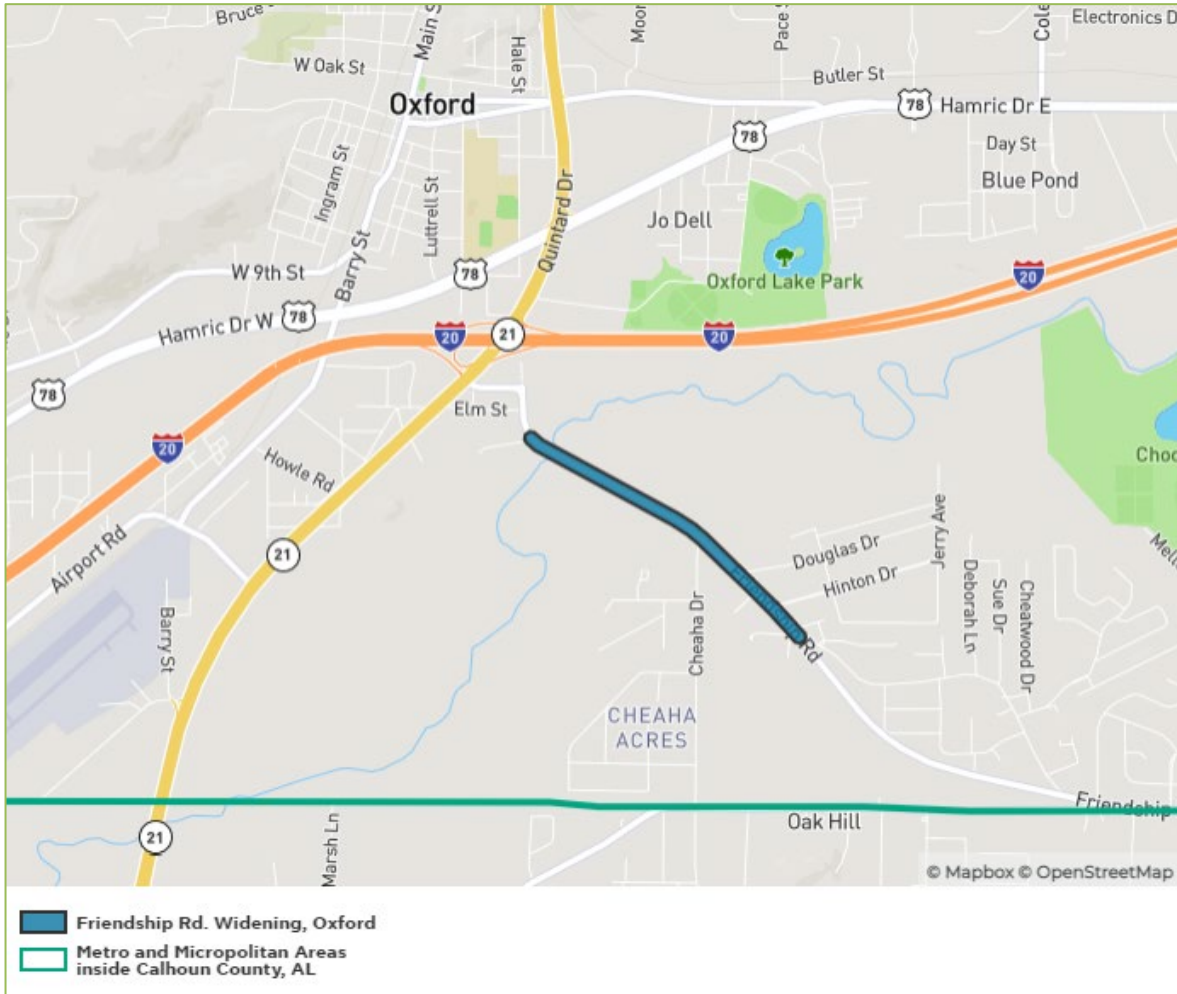
2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Bicycle Lane Striping and Possible 2 FT Shoulder Widening Along South Noble Street from
Chestnut Street to Fourth Street
Sponsor: City of Anniston
PE # 100070244
CN # 100070245



2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Bridge Replacement on Airport Road at Coldwater Creek
BIN 11215
Sponsor: City of Oxford
RW # 100064888
UT # 100064889
CN # 100064890



2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Widening on Friendship Road from Cheaha Drive to Circle Drive (Phase I)
Sponsor: City of Oxford
UT # 100070249
CN # 100070250



2023 Calhoun Area MPO

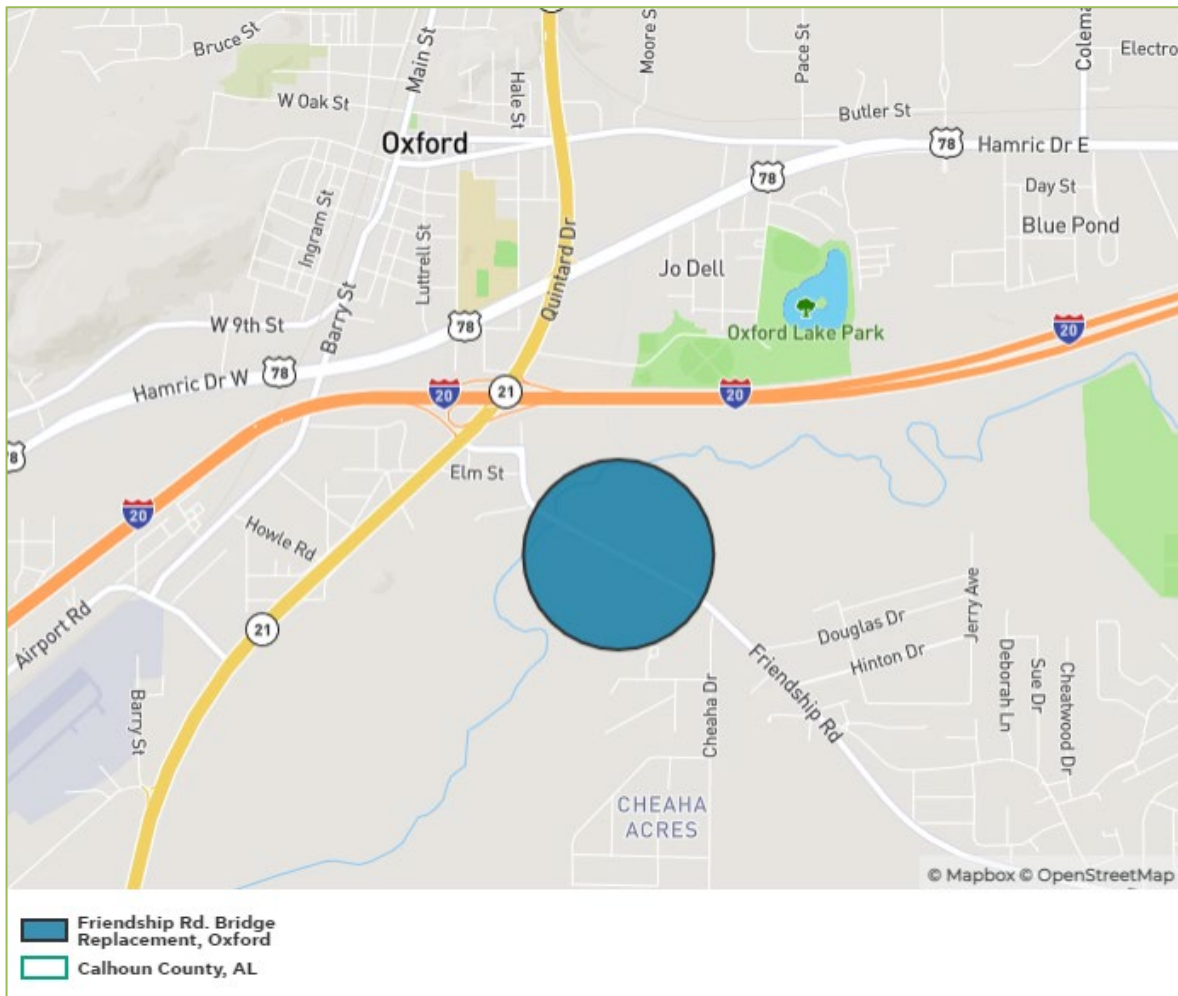
2.4.1 Surface Transportation Attributable Projects

Removal and Replacement of Existing Bridge on Friendship Rd (BIN 0044773) and Removal of Existing Bridge (BIN 004774) Over Choccolocco Creek Relief (Phase II)

Sponsor: City of Oxford

UT # 100070255

CN # 100070257

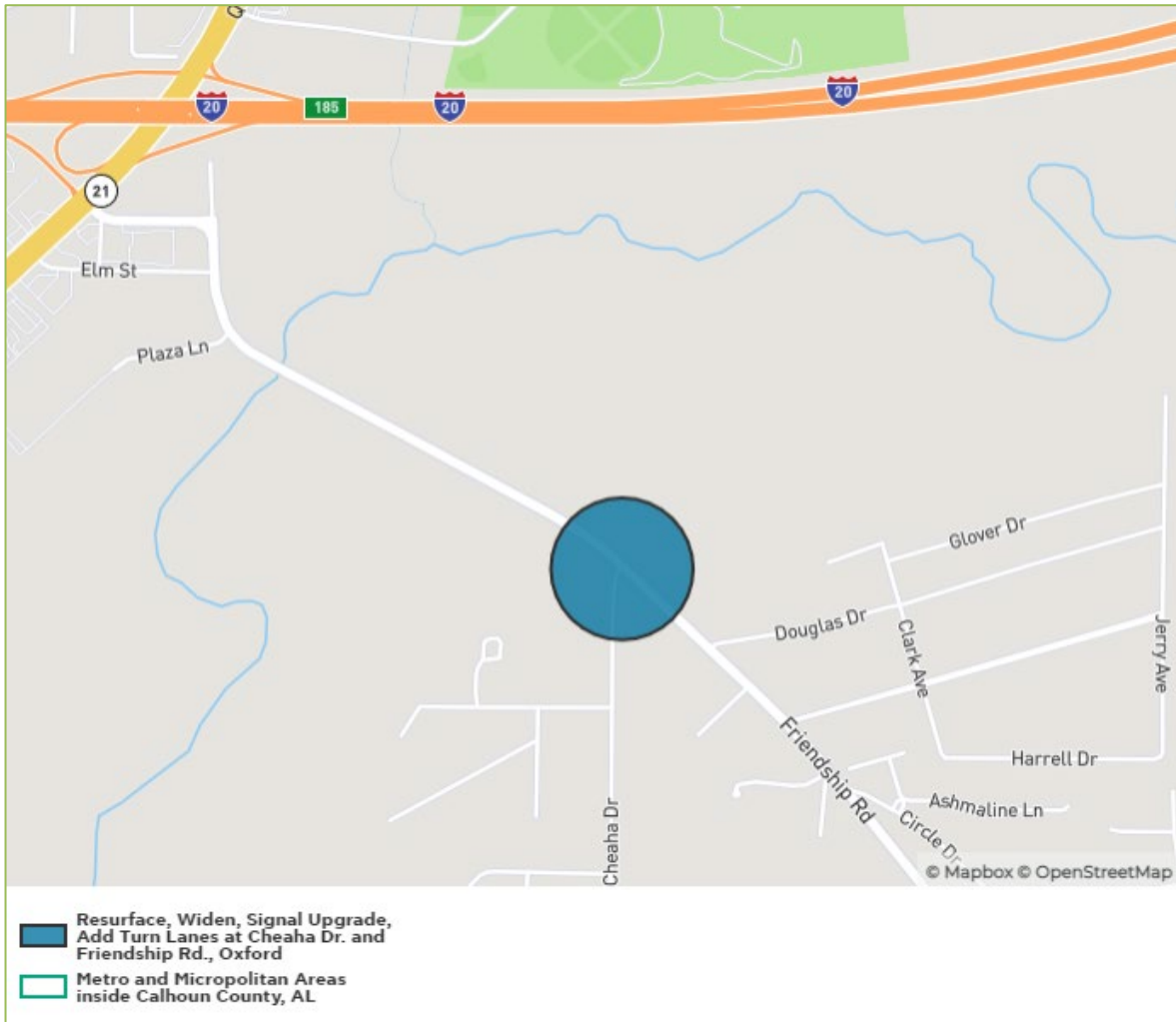


2023 Calhoun Area MPO
2.4.1 Surface Transportation Attributable Projects
Resurfacing, Widening, and Upgrading Existing Turn Signals and Adding Turn Lanes on
Friendship Road at Cheaha Drive (Phase III)

Sponsor: City of Oxford

UT # 100070269

CN # 100070271



2.4.2 Other Surface Transportation Program Projects

Sponsor:

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

No Records Found

3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47362	100073565 NH-HSIP 0021 ()	RESURFACING TRAFFIC STRIPING AND ACCESS MANAGEMENT ON SR-21 FROM .291 MILES NORTH OF SUMMERALL GATE ROAD (MP 258.370) TO GEORGE DOUTHIT DRIVE (MP 265.252)	6.88	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$4,848,000 \$1,212,000 \$0	\$6,060,000
Totals By Sponsor						Federal		\$4,848,000			ALL Funds	\$6,060,000

2.4.4 Appalachian Highway System Projects

Sponsor:

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

No Records Found

5. Transportation Alternatives

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48845	100075855 TAPAA TA23 (915)	SIDEWALK ALONG GEORGE DOUTHIT DRIVE SW AND JAMES HOPKINS ROAD SW IN THE CITY OF JACKSONVILLE	0.00	CN	P	SIDEWALK	2024	0.000		NA	\$800,000 \$0 \$200,000	\$1,000,000
Totals By Sponsor						Federal		\$800,000			ALL Funds	\$1,000,000

2.4.6 Bridge Projects (State and Federal)

Sponsor:

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

No Records Found

2.4.7 State Funded Projects

Sponsor:

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

No Records Found

2.4.8 Enhancement Projects

Sponsor:

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

No Records Found

9. Transit Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49772	100076994 FTA9 TR24 ()	LEVEL OF EFFORT-SECTION 5307-ANNISTON (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2024	0.000		NA	\$1,279,483 \$319,871 \$0	\$1,599,354
49846	100077069 FTA9 TR25 ()	LEVEL OF EFFORT-SECTION 5307-ANNISTON (APPORTIONMENT FY 2023)	0.00	TR	P	UNCLASSIFIED	2025	0.000		NA	\$1,301,271 \$325,318 \$0	\$1,626,589
49848	100077071 FTA9 TR26 ()	LEVEL OF EFFORT-SECTION 5307-ANNISTON(APPORTIONMENT FY 24-EST)	0.00	TR	P	UNCLASSIFIED	2026	0.000		NA	\$1,301,271 \$325,318 \$0	\$1,626,589
49849	100077072 FTA9 TR27 ()	LEVEL OF EFFORT-SECTION 5307-ANNISTON(APPORTIONMENT FY 25-EST)	0.00	TR	P	UNCLASSIFIED	2027	0.000		NA	\$1,301,271 \$325,318 \$0	\$1,626,589
Totals By Sponsor						Federal		\$5,183,296			ALL Funds	\$6,479,120

2.4.10 System Maintenance Projects

Sponsor:

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

No Records Found

11. Safety Projects

Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47362	100073565 NH-HSIP 0021 ()	RESURFACING TRAFFIC STRIPING AND ACCESS MANAGEMENT ON SR-21 FROM .291 MILES NORTH OF SUMMERALL GATE ROAD (MP 258.370) TO GEORGE DOUTHIT DRIVE (MP 265.252)	6.88	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$2,692,642 \$299,182 \$0	\$2,991,824	
48553	100076877 RHPD RR24 (902)	RAILROAD CROSSING IMPROVEMENTS FOR THE INSTALLATION OF SIGNS MARKINGS LEGENDS LIGHT EMITTING DIODES (LEDS) ON W 4TH STREET AT NS RAILROAD DOT NO. 727088L REF. 1587.	0.00	CN	P	RR CROSSING IMPROVEMENTS	2024	0.000		NA	\$90,000 \$0 \$0	\$90,000	
Totals By Sponsor						Federal		\$2,782,642			ALL Funds	\$3,081,824	

12. Other Federal and State Aid Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47760	100075135-ATRP2-08-2022-389 ()	INTERSECTION IMPROVEMENTS AT SR-4 (US-78) AND LEON SMITH INCLUDING TURN LANES AND SIGNAL UPGRADES; INTERSECTION IMPROVEMENTS AT SR-4 (US-78) AND SUNNY EVE ROAD/ DEARMANVILLE ROAD INCLUDING TURNLANES AND TRAFFIC SIGNAL	0.00	RW	P	INTERSECTION IMPROVEMENTS	2024	0.000		NA	\$0 \$50 \$0	\$50
47760	100075136-ATRP2-08-2022-389 ()	INTERSECTION IMPROVEMENTS AT SR-4 (US-78) AND LEON SMITH INCLUDING TURN LANES AND SIGNAL UPGRADES; INTERSECTION IMPROVEMENTS AT SR-4 (US-78) AND SUNNY EVE ROAD/ DEARMANVILLE ROAD INCLUDING TURNLANES AND TRAFFIC SIGNAL	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000		NA	\$0 \$1,979,950 \$0	\$1,979,950
Totals By Sponsor						Federal		\$0			ALL Funds	\$1,980,000

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:

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

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

Sponsor:

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

No Records Found

2.4.15 Carbon Reduction CRP attributable projects

Sponsor:

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

No Records Found

2.4.16 Other Carbon Reduction program projects

Sponsor:

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

No Records Found

2.4.17 Authorized Projects

1. Surface Trans STP attributable projects

Sponsor: CALHOUN COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
40174	100075806 STPSU 0815 (264)	INSTALLATION OF A ROUNDABOUT AT THE BYNUM LEATHERWOOD ROAD (CR-109) AND OLD GADSDEN HIGHWAY INTERSECTION	0.00	CN	A	INTERSECTION IMPROVEMENTS	2023	0.000	EXEMPT	NA	\$1,561,463 \$390,366 \$0	\$1,951,829
Totals By Sponsor						Federal		\$1,561,463			ALL Funds	\$1,951,829
Sponsor: CITY OF OXFORD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34291	100057407 STPSU 0004 (536)	RECONFIGURE INTERSECTION SR-4 (US-78) AT CR-186 (BARRY ST) IN THE CITY LIMITS OF OXFORD	0.26	CN	A	INTERSECTION IMPROVEMENTS	2023	57407.000	EXEMPT	NA	\$2,160,403 \$0 \$540,101	\$2,700,504
Totals By Sponsor						Federal		\$2,160,403			ALL Funds	\$2,700,504

2. Other Surface Transportation Program Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
23124	100061463 BR 0009 (590)	BRIDGE REPLACEMENT ON SR-9 OVER SOUTHERN RAILROAD (BIN 005152) 1.8 MILES NORTH OF SR-4 (US-78) NEAR IRON CITY (SUFF=43.1STAT=FO 2001 HBRRP LIST)	0.25	PE	A	BRIDGE REPLACEMENT	2023	0.000	EXEMPT	NA	\$135,141 \$33,785 \$0	\$168,926
Totals By Sponsor						Federal		\$135,141			ALL Funds	\$168,926

3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43010	100075186 NH-HSIP 0001 (626)	RESURFACING TRAFFIC STRIPE GUARDRAIL GUARDRAIL END ANCHORS BRIDGE GUARDRAIL RETROFIT ON SR-1 (US-431) FROM SR-144 (MP 242.216) TO 0.280 MILES SOUTH OF SR-204 (MP 246.800)	4.58	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2023	0.000	EXEMPT	NA	\$5,012,562 \$1,253,140 \$0	\$6,265,702
43010	100075186 NH-HSIP 0001 (626)	RESURFACING TRAFFIC STRIPE GUARDRAIL GUARDRAIL END ANCHORS BRIDGE GUARDRAIL RETROFIT ON SR-1 (US-431) FROM SR-144 (MP 242.216) TO 0.280 MILES SOUTH OF SR-204 (MP 246.800)	4.58	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2023	0.000	EXEMPT	NA	\$0 \$0 \$0	\$0
Totals By Sponsor						Federal		\$5,012,562			ALL Funds	\$6,265,702

5. Transportation Alternatives

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46271	100072660 TAPSU TA21 (901)	SIDEWALK AND STREETScape IMPROVEMENTS ALONG WEST 15TH STREET FROM KELLY AVENUE TO THE WELLNESS TRAIL AND ALONG KELLY AVENUE FROM WEST 14TH STREET TO WEST 15TH STREET	0.00	CN	A	SIDEWALK	2023	0.000		NA	\$640,000 \$0 \$0	\$640,000
Totals By Sponsor						Federal		\$640,000			ALL Funds	\$640,000

7. State Funded Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49066	100076089 ST- 008-021-007 ()	ACCESS AND PEDESTRIAN SAFETY EVALUATION IN JACKSONVILLE AND THROUGH THE JSU CAMPUS ON SR-21 FROM THE SQUARE TO 11TH STREET NE AND ON SR-204 FROM NISBET LAKE ROAD TO SR-21	1.24	PE	A	INTERSECTION IMPROVEMENTS	2023	0.000	EXEMPT	NA	\$0 \$50,000 \$0	\$50,000
Totals By Sponsor						Federal		\$0			ALL Funds	\$50,000

9. Transit Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49190	100076241 FTA9C TR23 ()	SECTION 5307 TRANSIT EAST AL REG PLAN AND DEV COMM CAPITAL ROLLING STOCK (1 TRANSIT VAN - INSURANCE VEHICLE)	0.00	TR	A	UNCLASSIFIED	2023	0.000		NA	\$22,144 \$0 \$60,794	\$82,938
Totals By Sponsor											Federal \$22,144	ALL Funds \$82,938

11. Safety Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43010	100075186 NH-HSIP 0001 (626)	RESURFACING TRAFFIC STRIPE GUARDRAIL GUARDRAIL END ANCHORS BRIDGE GUARDRAIL RETROFIT ON SR-1 (US-431) FROM SR-144 (MP 242.216) TO 0.280 MILES SOUTH OF SR-204 (MP 246.800)	4.58	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2023	0.000	EXEMPT	NA	\$0 \$0 \$0	\$0
43010	100075186 NH-HSIP 0001 (626)	RESURFACING TRAFFIC STRIPE GUARDRAIL GUARDRAIL END ANCHORS BRIDGE GUARDRAIL RETROFIT ON SR-1 (US-431) FROM SR-144 (MP 242.216) TO 0.280 MILES SOUTH OF SR-204 (MP 246.800)	4.58	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2023	0.000	EXEMPT	NA	\$44,210 \$4,912 \$0	\$49,122
Totals By Sponsor											Federal \$44,210	ALL Funds \$49,122

12. Other Federal and State Aid Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46638	100073059 RALG-08-2021 -290 ()	WIDENING AND RESURFACING A PORTION OF MOUNTAIN STREET NORTHEAST FROM ENGLEWOOD DRIVE TO CHIMNEY PEAK TOWER ROAD.	0.00	CN	A	RESURFACING	2023	0.000		NA	\$0 \$250,000 \$0	\$250,000
47760	100074479 ATRP2-08- 2022-389 ()	INTERSECTION IMPROVEMENTS AT SR-4 (US-78) AND LEON SMITH INCLUDING TURN LANES AND SIGNAL UPGRADES; INTERSECTION IMPROVEMENTS AT SR-4 (US-78) AND SUNNY EVE ROAD/ DEARMANVILLE ROAD INCLUDING TURNLANES AND TRAFFIC SIGNAL	0.00	PE	A	INTERSECTION IMPROVEMENTS	2023	0.000		NA	\$0 \$20,000 \$0	\$20,000
Totals By Sponsor											Federal \$0	ALL Funds \$270,000

2.4.18 Locally Funded Regionally Significant Projects

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

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

Municipality	Project Description	Project Length	Project Type	FY	Estimated Total Cost
Anniston	Chief Ladiga Trail Southern Terminus	7.2 miles	Multi-use Trail	2023	8,000,000

3.0 Appendices

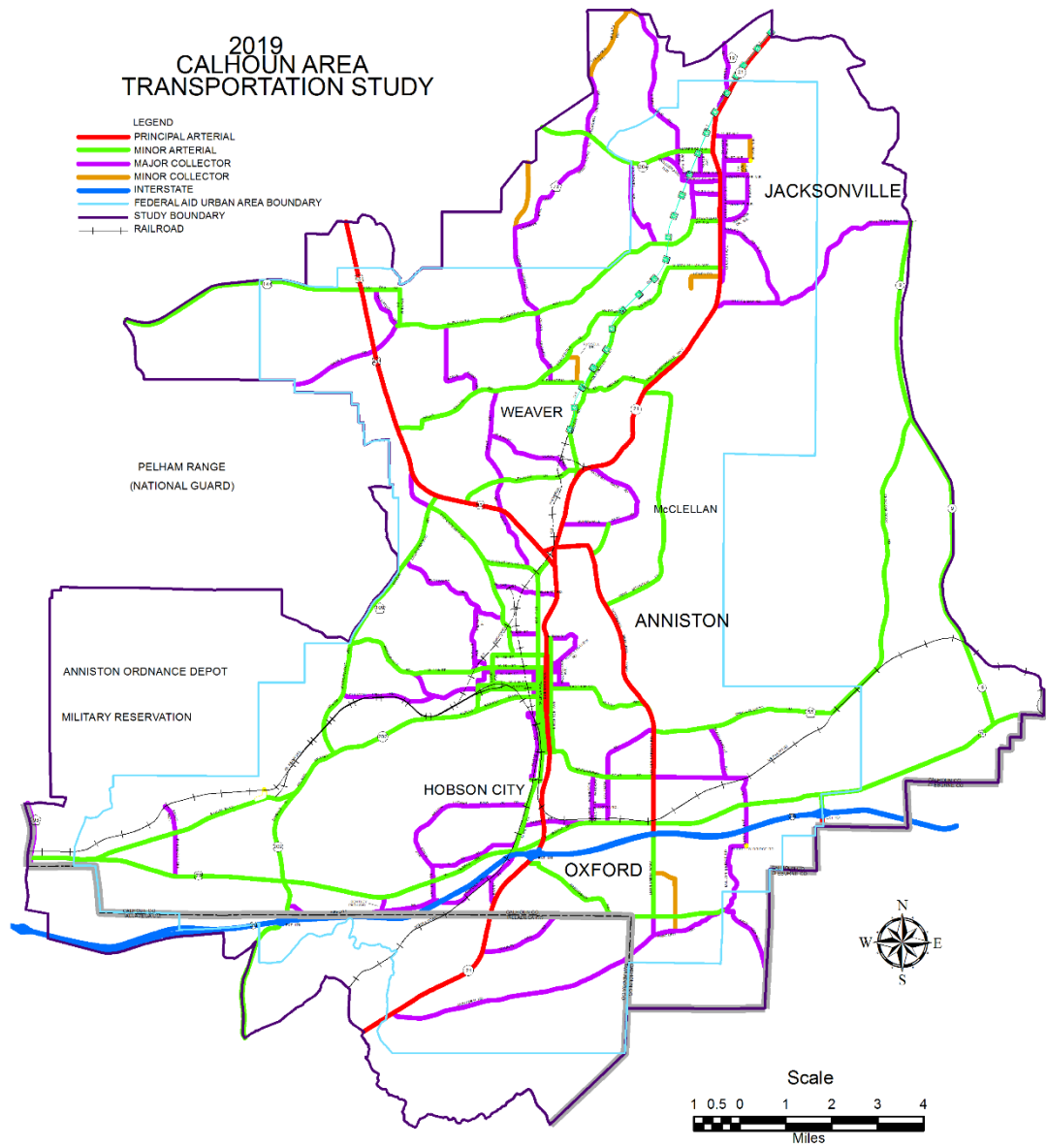
3.1 Abbreviations and Acronyms

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

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

UABC	Urban Extension
UPWP	Unified Planning Work Program
UT	Utilities
USC	United States Code
VMT	Vehicle Miles Travelled

3.2 Calhoun Area MPO Study Area Map



Source: Calhoun Area MPO Staff

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

Calhoun Area MPO Study Area Map with TIP Projects



- Airport Road Bridge Replacement at Coldwater Creek, Oxford
- Friendship Rd. Widening, Oxford
- Friendship Rd. Bridge Replacement, Oxford
- Resurface, Widen, Signal Upgrade, Add Turn Lanes at Cheaha Dr. and Friendship Rd., Oxford
- Baltzell Gate Rd. Connector, Multi-use Path, Anniston
- Coldwater Mountain/Mulberry Ave. to LeGarde Ave, Multi-use Path, Anniston
- Anniston to Oxford Bike Lane; S Noble and Chestnut St., Anniston
- Old Gadsden Highway Resurfacing
- Bynum Leatherwood Resurfacing
- Metropolitan Planning Organizations inside Calhoun County, AL

3.3 Financial Documentation

3.3.1 ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan Calhoun Area MPO

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan Calhoun Area MPO					
		2024	2025	2026	2027
1	Surface Transportation Attributable Projects				
	Carryover From Previous Year (Federal Funds Only)	\$2,028,933	\$1,065,204	\$361,196	\$1,208,175
	Apportionment (Federal Funds Only)	\$2,269,501	\$2,269,501	\$2,269,501	\$2,269,501
	Funds Available to the MPO for Programming (Federal Funds Only)	\$4,298,434	\$3,334,705	\$2,630,697	\$3,477,676
	Estimated Cost of Planned Projects (Federal Funds Only)	\$3,233,230	\$2,973,509	\$1,422,522	\$2,620,680
	Balance Forward (Federal Funds Only)	\$1,065,204	\$361,196	\$1,208,175	\$856,996
2	Other Surface Transportation Program Projects (Includes Bridge projects not on NH System)				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
3	National Highway Performance Program (APD, IM, Bridge projects on NH System)				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	0%	0%	0%
4	Appalachian Highway System Projects				
	State Funds Available for Programming (Total Funds)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
5	Transportation Alternatives				
	Funds Available for Programming (Federal Funds Only)	\$800,000	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
6	Bridge Projects				
	Funds Available for Programming (State Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
7	State Funded Projects				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
8	Enhancement Projects				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
9	Transit Projects				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
10	System Maintenance Projects				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
11	Safety Projects				
	Funds Available for Programming (State Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
12	Other Federal and State Aid Projects				
	Funds Available for Programming (State Funds Only)	\$1,979,950	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
13	Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
	Carryover From Previous Year (Federal Funds Only)	\$0	\$0	\$0	\$0
	Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Balance Forward (Federal Funds Only)	0%	0%	0%	0%
14	High Priority and Congressional Earmark Projects (Money still available)				
	This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor.				
	Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA ANNISTON

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100064888	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN # 11215 CITY OF OXFORD, GRADE, DRAIN, BASE, PAVE AND BRIDGE	RW	\$8,577	03/01/2024	Planned	
100064889	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN # 11215 CITY OF OXFORD, GRADE, DRAIN, BASE, PAVE AND BRIDGE	UT	\$64,971	06/01/2024	Planned	
100070208	RESURFACING ON GEORGE DOUTHIT DRIVE SOUTHWEST FROM BRIERWOOD PLACE SOUTHWEST TO SR-21	CN	\$889,207	12/08/2023	Planned	
100070238	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY	PE	\$14,798	11/01/2023	Planned	
100070241	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION, SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1,075 FT	PE	\$26,906	02/01/2024	Planned	
100070244	BICYCLE LANE, STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET	PE	\$4,624	02/01/2024	Planned	
100070245	BICYCLE LANE, STRIPING AND POSSIBLE 2 FT SHOULDER WIDENING ALONG SOUTH NOBLE STREET FROM CHESTNUT STREET TO FOURTH STREET	CN	\$36,996	02/23/2024	Planned	
100070248	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	RW	\$268,613	03/01/2024	Planned	
100070249	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	UT	\$263,729	07/01/2024	Planned	
100070254	REMOVAL AND REPLACEMENT OF EXISTING BRIDGE ON FRIENDSHIP RD (BIN 004773) OVER CHOCCOLOCCO CREEK RELIEF AND REMOVAL OF EXISTING BRIDGE (BIN 004774) OVER CHOCCOLOCCO CREEK RELIEF WITH A CULVERT (PHASE II)	RW	\$159,276	01/01/2024	Planned	
100070255	REMOVAL AND REPLACEMENT OF EXISTING BRIDGE ON FRIENDSHIP RD (BIN 004773) OVER CHOCCOLOCCO CREEK RELIEF AND REMOVAL OF EXISTING BRIDGE (BIN 004774) OVER CHOCCOLOCCO CREEK RELIEF WITH A CULVERT (PHASE II)	UT	\$156,379	04/01/2024	Planned	
100070262	RESURFACING, WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	RW	\$89,363	01/01/2024	Planned	
100070269	RESURFACING, WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	UT	\$87,737	04/01/2024	Planned	

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$2,217,618
FY Apportionment	\$2,269,501
FY Special Allocation	\$0
Total Funds	\$4,487,119

Authorized Projects	\$0
Planned Projects	\$2,071,176
Total Project Funds	\$2,071,176

Unobligated Balance	\$4,487,119
Remaining Balance	\$2,415,943

100070250	WIDENING ON FRIENDSHIP ROAD FROM CHEAHA DRIVE TO CIRCLE DRIVE (PHASE I); PHASE I WILL INCLUDE DESIGN AND FUNCTIONAL DRAINAGE TO CORRECT EXISTING WATER FLOW ISSUES	CN	\$1,453,640	11/08/2024	Planned	
-----------	--	----	-------------	------------	---------	--

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **ANNISTON**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
------------	---------------------	-------	---------------	------------	--------	------------

100070257	REMOVAL AND REPLACEMENT OF EXISTING BRIDGE ON FRIENDSHIP RD (BIN 004773) OVER CHOCCOLOCCO CREEK RELIEF AND REMOVAL OF EXISTING BRIDGE (BIN 004774) OVER CHOCCOLOCCO CREEK RELIEF WITH A CULVERT (PHASE II)	CN	\$2,973,509	06/27/2025	Planned	
-----------	--	----	-------------	------------	---------	--

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$2,415,943	Authorized Projects	\$0	Unobligated Balance	\$4,685,444
FY Apportionment	\$2,269,501	Planned Projects	\$4,427,150	Remaining Balance	\$258,294
FY Special Allocation	\$0	Total Project Funds	\$4,427,150		
Total Funds	\$4,685,444				

100070239	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION AND RIDE SHARE ON BALTZELL GATE ROAD FROM SR-21 TO WEST OF FEDERAL WAY	CN	\$150,957	11/07/2025	Planned	
-----------	---	----	-----------	------------	---------	--

100070242	BICYCLE AND PEDESTRIAN MULTI-USE PATH CONSTRUCTION, SR-202 COLDWATER MOUNTAIN/MULBERRY STREET TO LEGARDE AVENUE FOR 1,075 FT	CN	\$137,233	01/30/2026	Planned	
-----------	--	----	-----------	------------	---------	--

100070271	RESURFACING, WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE	CN	\$654,332	06/26/2026	Planned	
-----------	--	----	-----------	------------	---------	--

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$258,294	Authorized Projects	\$0	Unobligated Balance	\$2,527,795
FY Apportionment	\$2,269,501	Planned Projects	\$942,522	Remaining Balance	\$1,585,273
FY Special Allocation	\$0	Total Project Funds	\$942,522		
Total Funds	\$2,527,795				

100064890	BRIDGE REPLACEMENT ON AIRPORT ROAD AT COLDWATER CREEK BIN # 11215 CITY OF OXFORD, GRADE, DRAIN, BASE, PAVE AND BRIDGE	CN	\$1,820,681	02/26/2027	Planned	
-----------	---	----	-------------	------------	---------	--

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$1,585,273	Authorized Projects	\$0	Unobligated Balance	\$3,854,774
FY Apportionment	\$2,269,501	Planned Projects	\$1,820,681	Remaining Balance	\$2,034,093
FY Special Allocation	\$0	Total Project Funds	\$1,820,681		
Total Funds	\$3,854,774				

CALHOUN AREA MPO

TIP LIST AS OF August 1, 2023

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)

SURFACE TRANSPORTATION PROGRAM (STP)

Authorized to Proceed

Moved from one FY to another FY

Funded by ATRIP or ARRA

New Project or Allocation Change

Project Description	ID#	Sponsor	Status	Scope	2020	2021	2022	2023	2024	2025	2026	2027
4 Signal Upgrade at SR-21 / Baltzell Gate Rd. ARRA \$ Re-assigned to Frank Akers Rd.	100047014	Anniston		CN	683,257							
Resurface CR-187 (Friendship Rd) From CR-193 (Boiling Springs Rd) to SR-21	100054996	Oxford	CLOSED	PE	24,468							
23 64th Street Bridge Replacement (BIN 6204) (PE developed by County Eng.)	100054937	Calhoun County	Deleted	RW					0			
	100054938		Deleted	UT							0	
	100054939		Deleted	CN							0	
30 Barry Street/US 78 - Reconfigure Intersection	100057406	Oxford		UT			28,123					
	100057407			CN				2,700,504				
40 Church Ave Resurface from 11th St to SR-21	100064886	Jacksonville		CN		1,719,506						
41 Airport Rd. Bridge Replacement @ Coldwater Creek (BIN 11215)	100064888	Oxford		RW					10,721			
	100064889			UT					81,214			
	100064890			CN								2,275,850
44 Bynum Leatherwood/Old Gadsden Rd Roundabout (CN previously 100064897 (deleted))	100075806	Calhoun County		CN				1,951,829				
45 Russell Dr. Resurface from Alexandria Rd to Peaceburg Rd.	100064899	Weaver		CN			719,335					
48 Friendship Road Widening and Bridge Replacement Phase I	100070247	Oxford		PE	311,264							
	100070248			RW					335,765			
	100070249			UT					329,658			
	100070250			CN						1,817,051		
49 Friendship Road Widening and Bridge Replacement Phase II	100070253	Oxford		PE	349,181							
	100070254			RW					199,094			
	100070255			UT					195,473			
	100070257			CN						3,716,886		
50 Friendship Road Widening and Bridge Replacement Phase III	100070259	Oxford		PE	150,748							
Resurfacing Widening, and Upgrading existing turn signals, adding turn lanes	100070262			RW					111,704			
	100070269			UT					109,671			
	100070271			CN							817,915	
51 Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville) (PE developed by County Eng.)	100070224	Calhoun County		CN	685,866							
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			CN		124,726						
54 Roy Webb Rd. - Resurfacing (PE developed by County Eng.)	100070230	Calhoun County		CN			1,276,108					
55 Eulation Gate Rd. - Resurfacing (PE developed by County Eng.)	100070232	Calhoun County		CN				510,302				
56 Resurfacing Henry Road and Country Club Dr SW to Fairway Dr SW	100070197	Jacksonville		PE			83,546					
	100070198			CN			1,284,353					
57 Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	100070203	Jacksonville		PE			212,715					
	100070208			CN					1,111,508			
58 Baltzell Gate Connector Multi-use path	100070238	Anniston		PE					18,497			
	100070239			CN							188,695	
59 Coldwater Mountain/Mulberry St. to Legarde, multi-use path	100070241	Anniston		PE					33,632			
	100070242			CN							171,541	
60 Anniston to Oxford Bike Lane; S Noble and Chestnut	100070244	Anniston		PE					5,781			
	100070245			CN					46,244			
61 Old Gadsden Highway Resurfacing from Railroad Ave to Hwy 431		Calhoun County		CN							600,000	
62 Bynum Leatherwood Resurfacing from Morrisville Rd to AL-202		Calhoun County		CN								1,000,000
PROGRAMMED					2,235,083	2,958,059	3,604,180	5,162,634	2,588,964	5,533,937	1,778,152	3,275,850
APPORTIONMENT					2,558,459	2,540,505	2,781,251	2,836,876	2,836,876	2,836,876	2,836,876	2,836,876
CARRYOVER					6,002,012	6,325,388	5,907,834	5,084,905	2,759,146	3,007,059	309,998	1,368,723
AVAILABLE					8,560,471	8,865,893	8,689,085	7,921,781	5,596,023	5,843,935	3,146,875	4,205,599
BALANCE					6,325,388	5,907,834	5,084,905	2,759,146	3,007,059	309,998	1,368,723	929,749

CALHOUN AREA MPO

CARBON REDUCTION FUNDS AS OF June 1, 2023

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)
CARBON REDUCTION FUNDS

PE Preliminary Engineering
RW Right of Way
UT Utilities
CN Construction

Project Description	ID#	Sponsor	Status	Scope	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
35 Noble/4th St. Intersection Improvements	100063207 100063208	Anniston		PE CN	17,356				22,518								
PROGRAMMED					17,356	0	0	0	22,518	0	0	0	0	0	0	0	0
APPORTIONMENT					0	0	0	0	0	0	0	267,624	272,976	272,976	272,976	272,976	272,976
CARRYOVER					0	-17,356	-17,356	-17,356	-17,356	-39,874	-39,874	-39,874	227,750	500,726	773,702	1,046,678	1,319,654
AVAILABLE					0	-17,356	-17,356	-17,356	-17,356	-39,874	-39,874	227,750	500,726	773,702	1,046,678	1,319,654	1,592,630
BALANCE					-17,356	-17,356	-17,356	-17,356	-39,874	-39,874	-39,874	227,750	500,726	773,702	1,046,678	1,319,654	1,592,630

3.4 Livability Indicators

1. Percent change in households located within one-half mile of fixed route transit routes and/or percent change in non-auto (transit, walking, bicycling trips)

Average number of jobs within a 30-minute Public Transit					
Municipality	2015	2016	2017	2018	2019
Calhoun MPO Area	1,480.8	1,491.4	1,499.8	1,483.5	1,483.7
Oxford	869.8	871.6	859.2	869.9	869.8
Hobson City	1,993.1	1,980.1	1,903.4	1,962.9	1,962.9
Anniston	3,168.5	3,221.4	3,227.8	3,115.0	3,155.0
Weaver	49.5	50.8	46.4	47.7	47.7
Jacksonville	1,379.5	1,376.5	1,453.3	1,336.5	1,336.5

Sources: University MN Access Across America

Commuting Data									
Municipality	Motorcycle	Taxi	Bicycle	Walk	Public Transit	Other Transit	Carpool	Drive Alone	Work from home
Calhoun Area MPO	82	0	0	532	259	221	4,383	34,848	1,201
Jacksonville	0	0	0	94	0	9	415	4,889	115
Weaver	0	0	0	33	4	0	21	957	54
Anniston	0	0	0	207	42	0	1,432	6,223	403
Hobson City	0	0	0	7	15	8	17	275	0
Oxford	40	0	0	33	44	49	1,406	8,207	308

Source: US Census ACS 5-year 2016-2020

2. Percent change in housing costs per household and/or percent increase in home ownership

Change in Primary Owner (Individual) Residential Ownership			
Municipality	2018	2021	% change
Calhoun Area MPO	34,897	32,432	-7.06%
Oxford	7,416	4,964	-33.06%
Hobson City	271	364	34.32%
Anniston	8,300	9,874	18.96%
Weaver	1,213	898	-25.97%
Jacksonville	3,322	2,733	-17.73%

Sources: Tax Assessor (ATTOM)

Monthly Ownership Costs as a Percentage of Income									
Municipality	<10%	10-14%	15-19%	20-24%	25-29%	30-34%	35-39%	40-49%	50%+
Calhoun Area MPO	7,580	5,318	4,321	2,925	1,681	865	562	981	1,552
Oxford	1,526	1,147	1,004	653	220	142	137	217	422
Hobson City	62	22	23	76	10	0	6	16	12
Anniston	1,705	946	730	603	358	229	164	225	592
Weaver	257	125	271	58	23	0	10	82	16
Jacksonville	631	711	177	446	187	80	41	96	121

Source US Census ACS 5-year 2016-2020

3. Percent change in educational attainment and/or percentage decrease in employment

Educational Attainment					
Calhoun Area MPO	High School Degree	Some College	Associates	Bachelor's	Graduate
2019	21,068.4	16,839.0	5,858.6	7,635.6	6,123.1
2021	21,312.6	17,280.9	6,100.0	7,818.2	6,369.1
% Change	1.16%	2.62%	4.12%	2.39%	4.02%
Oxford	High School Degree	Some College	Associates	Bachelor's	Graduate
2019	4,472.3	3,632.6	1,265.9	1,841.2	1,227.3
2021	4,533.9	3,766.4	1,321.4	1,924.4	1,304.2
% Change	1.38%	3.68%	4.38%	4.52%	6.27%
Hobson City	High School Degree	Some College	Associates	Bachelor's	Graduate
2019	149.2	149.8	41.7	35.4	42.8
2021	144.9	156.2	43.5	35.5	44.4
% Change	-2.9%	4.3%	4.3%	0.3%	3.7%
Anniston	High School Degree	Some College	Associates	Bachelor's	Graduate
2019	4,762.3	3,167.4	1,264.1	1,593.0	1,545.2
2021	4,744.9	3,114.4	1,299.1	1,562.4	1,579.4
% Change	-0.4%	-1.7%	2.8%	-1.9%	2.2%
Weaver	High School Degree	Some College	Associates	Bachelor's	Graduate
2019	532.6	503.6	257.7	300.5	178.6
2021	520.0	514.1	267.1	312.9	186.1
% Change	-2.4%	2.1%	3.6%	4.1%	4.2%
Jacksonville	High School Degree	Some College	Associates	Bachelor's	Graduate
2019	1,790.4	2,294.4	483.8	1,110.2	1,040.7
2021	1,861.0	2,414.0	501.2	1,144.2	1,067.7
% Change	3.94%	5.21%	3.60%	3.06%	2.59%

Source: US Census Bureau 2019, 2021

Percentage of People in Household	
Less than High School	9.91%
High School, Some College, or Associates Degree	43.56%
Bachelor's or Higher Degree	13.31%

Unemployment Rate		
Municipality	Rate	% Difference
Calhoun Area MPO	7.6%	na
Jacksonville	9.4%	23.2%
Weaver	10.3%	34.7%
Anniston	8.0%	4.2%
Hobson City	14.4%	88.0%
Oxford	3.4%	-55.0%
Employment Population Ratio		
Municipality	Ratio	% Difference
Calhoun Area MPO	52.5%	na
Jacksonville	52.4%	-0.1
Weaver	51.8%	-1.4
Anniston	47.2%	-10
Hobson City	50.9%	-2.9
Oxford	61.7%	17.6

Source: US Census Bureau ACS 5-year 2017-2021

- Percent change in in-fill projects and/or percent increase in revitalization projects

Percent of 2045 LRTP Projects to improve existing facilities = 89%

Percent of Transit Funding in the 2045 LRTP = 13%

- Percent change in the number of regional sustainable infrastructure policies and/or change in number of regional preservation initiatives

Plan Updates		
City	Comprehensive	Zoning
Anniston	2022	2016
Jacksonville	2016	2020
Oxford	2016	2017
Hobson City	2000	
Weaver		2020

Source: EARPDC and City websites

6. Percent of households within one-half mile of mixed-use destinations and/or percent change in average trip miles

Households within 1 mile of town center	2010	2016-2020
Anniston	2,565.8	2,243.9
Jacksonville	452.9	568.9
Oxford	1,183.9	1,137.3
Weaver	1,080.6	1,134.1

Sources: US Census 2010; ACS 2016-2020

Mean Commuting Time to Work (miles)			
City	2012	2016	% Change
Anniston	9	14.9	60.40%
Jacksonville	13.1	25.7	50.97%
Oxford	9.5	14.9	63.76%
Hobson City	6.3	14.3	44.06%
Weaver	10.2	15.9	64.15%
Calhoun County	9.9	16.7	59.28%

Sources: US HUD and DOT LAI V2.0 2012; US HUD and DOT LAI V3.0 2016

3.5 MPO Self Certification – TIP/STIP MOU

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

TABLE OF CONTENTS

Section	Page
1.1 PURPOSE	1-2
1.2 AUTHORITY	1-2
1.3 SCOPE	1-2
1.4 REFERENCES	1-2
1.5 FEDERAL CERTIFICATION REQUIREMENTS.....	1-3
1.6 CERTIFICATION PROCESS & QUESTIONS.....	1-3

1.1 PURPOSE

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

1.2 AUTHORITY

Infrastructure Investment and Jobs Act <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

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

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

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

1.3 SCOPE

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

1.4 REFERENCES

23 U.S.C. 134	-----	(Metropolitan Planning)
42 U.S.C. 2000d et seq.	-----	(Title VI of the Civil Rights Act of 1964)
42 U.S.C. 12101	-----	(Americans with Disabilities Act of 1990)
42 U.S.C. 7504 and 7506(c) and (d)	----	(Transportation Air Quality Conformity)
49 U.S.C. 5303	-----	(Metropolitan Planning)
Section 11101(e) of the IIJA	-----	(Disadvantaged Business Enterprises)
23 C.F.R. 450	-----	(Metropolitan Planning)
49 C.F.R. Part 26	-----	(Disadvantaged Business Enterprises)
49 C.F.R. 27	-----	(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
49 C.F.R. 37	-----	(Transportation Services for Individuals with Disabilities)
49 C.F.R. 38	-----	(Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

1.5 Self-CERTIFICATION REQUIREMENTS

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

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49*

U.S.C. 5303;

- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the IIJA (Public Law 117-58) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. *Parts 27, 37, and 38*;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 Certification PROCESS & Questions

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

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of

the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] **Yes**

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

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

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

agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] **Yes**

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] **Yes**
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] **Yes**
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] **Yes**
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] **Yes**
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] **NA**
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] **Yes**
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] **Yes**
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] **Yes**

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? **By communicating which projects will need to be moved into the next SIP and communicating the addition of new projects for the MPOs upcoming TIP to be included in the SIP.**
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? **The Calhoun Area MPO is in attainment for air quality. Current UPWP tasks for air quality include attending seminars regarding air quality training and monitoring air quality conditions and laws.**
3. Does the metropolitan planning process include a Congestion Management Process that

meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? **NA**

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **Communication with the ALDOT regarding regionally significant transportation projects to be added into the TIP.**

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

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

27.121] Yes

13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. Yes

Section (5): Section 11101(e) of the IIJA regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

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

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

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

450.334 Self-certifications and Federal certifications.

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

Resolution #849
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11011(e) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 117-58) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Calhoun Area MPO
Metropolitan Planning Organization


Signature

Jay Jenkins

Printed Name

Vice Chairman

Title

05/18/22
Date

Alabama
State Department of Transportation


Signature

John R. Cooper

Printed Name

Transportation Director

Title

Date



Calhoun Area MPO Municipality
ADA Transition Plan Status

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

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

3.6 Public Review and Comment Documentation

An initial review of the Draft FY 24-27 has been completed by the Citizens Advisory Committee on July 26, 2023.

0 comments were received.

The public comment period was between July 12 and July 26.

All comments were reviewed by the MPO before adopting the Final FY 24-27 TIP and are included in this document.

From: [Elizabeth Messick](#)
To: "Kim Jenkins"
Subject: RE: Proof for Block ad for June 28th
Date: Tuesday, June 13, 2023 9:47:00 AM
Attachments: [image001.png](#)
[image003.png](#)

Good morning, Kim.

The PO number for ad is 56257. Please let me know if there's any further information needed.

Libby Messick

Principal Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Anniston, AL 36202
Office: 256-237-674; Cell: 256-453-4265



From: Kim Jenkins <kjenkins@annistonstar.com>
Sent: Thursday, June 8, 2023 3:42 PM
To: Elizabeth Messick <elizabeth.messick@earpdc.org>
Subject: Re: Proof for Block ad for June 28th

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You are very welcome.

On Thu, Jun 8, 2023 at 3:40 PM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Wonderful! Thank you so much!

Libby Messick

Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Quintard Tower, Suite 300
1130 Quintard Ave.
Anniston, AL 36202
Office: 256-237-6741 Cell: 256-453-4265



From: Kim Jenkins <kjenkins@annistonstar.com>
Sent: Thursday, June 8, 2023 3:37 PM
To: Elizabeth Messick <elizabeth.messick@earpdc.org>
Subject: Re: Proof for Block ad for June 28th

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Elizabeth,

Yes ma'am! Tuesday will be just fine. I'll pull a tearsheet the day it runs as well as an affidavit to be sent to you once the ad has been published.

Thank you,

Kim Jenkins

Account Executive
Anniston Star
kjenkins@annistonstar.com
256 282 8101 cell
256 235 9215 office

On Thu, Jun 8, 2023 at 3:34 PM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Kim,

Looks great! I'll request a PO for the ad, but will not be back in the office until Tuesday. Will it be ok to send you that information then?

Libby Messick

Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Quintard Tower, Suite 300
1130 Quintard Ave.
Anniston, AL 36202
Office: 256-237-6741 Cell: 256-453-4265



From: Kim Jenkins <kjenkins@annistonstar.com>
Sent: Thursday, June 8, 2023 1:24 PM
To: Elizabeth Messick <elizabeth.messick@earpdc.org>
Subject: Re: Proof for Block ad for June 28th

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Elizabeth,

My apologies for the delay of getting this proof back to you .

Please find attached a proof for your approval.

If you see any changes that need to be made, please let me know. Once approved, I will move forward with scheduling your ad for Wednesday, June 28th.

Cost for this size (3 column x 6 inch ad)
is \$259.20.

Thank you,

Kim Jenkins
Account Executive
The Anniston Star
kjenkins@annistonstar.com
256 282-8101

On Tue, Jun 6, 2023 at 2:38 PM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Thank you. I made a minor adjustment as I had the wrong date in the ad. It will need to be run June 28th if possible.

Libby Messick

*Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Anniston, AL 36202
Office: 256-237-674; Cell: 256-453-4265*

From: Kim Jenkins <kjenkins@annistonstar.com>

Sent: Tuesday, June 6, 2023 1:08 PM

To: Elizabeth Messick <elizabeth.messick@earpdc.org>

Cc: kimjenkins5@gmail.com

Subject: Re: Block ad needed for June 30th, 2023 print

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Elizabeth,

I will get you a quote as soon as possible. It will be later this afternoon or first thing in the morning. Our graphics department is out until later today.

Thank you,

Kim Jenkins
Account Executive
The Anniston Star
kjenkins@annistonstar.com
256 282 8101

On Tue, Jun 6, 2023, 12:03 PM Elizabeth Messick <elizabeth.messick@earpdc.org> wrote:

Good afternoon!

Please see the attached block ad for a public meeting for the Calhoun Area MPO. I would like to request a quote for this ad to be printed Friday June 30th. Please feel free to contact me at this email or 256-237-6741.

Libby Messick

*Senior Planner, MPO Coordinator
East Alabama Regional Planning and Development Commission
PO Box 2186
Anniston, AL 36202
Office: 256-237-674; Cell: 256-453-4265*

Error! Filename not specified. Error! Filename not specified. Error! Filename not specified.



Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **Draft FY 2024 – 2027 Transportation Improvement Plan (TIP)**. The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately \$15 million toward projects over the four-year period. A copy of the updated Draft FY 24-27 TIP and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies of the Draft FY 24-27 TIP will also be available for review and comment at a public meeting scheduled for:

**Wednesday July 14th
4 - 5 pm**

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

The Calhoun Area Metropolitan Planning Organization (MPO) is also soliciting public review and comments on the **deletion of one project and addition of four projects in the Long Range Transportation Plan (LRTP) for Calhoun County and the City of Jacksonville**. The LRTP is a twenty-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. A copy of the proposed project additions, project deletions, and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies will also be available for review and comment at a public meeting scheduled for:

**Wednesday July 12th
4 - 5 pm**

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

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPDC – ADA Coordinator, Amanda Carroll at (256) 237-6741 at least 72 hours in advance of the meeting.

Public comments can be dropped off at the EARPDC offices, mailed to PO Box 2186 Anniston, AL 36202, faxed to (256) 237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.

For more information contact: Libby Messick, Senior Planner at the phone number and address above.

Requisition for Purchase

East Alabama Regional Planning
and Development Commission
1130 Quintard Avenue • P. O. Box 2186
Suite 300 • Quintard Tower
Anniston, Alabama 36202
Phone (256) 237-6741 Fax (256) 237-6763
e-mail: earpdc@adss.alabama.gov

Show this Requisition Number
on invoice, packing list
and packages

Date: 6-18-23
Requisition Number **56257**

To Anniston STAR
Name of Firm with which order is placed

Please enter our order as follows:

Street _____

City _____ State _____

Date Required _____

Ship Via _____ Prepaid _____ Collect _____

Terms: _____

Quant.	Description	Price	Unit	Amount
1	Block Ad in Anniston Star for public involvement for Fy24-27 TIP + 2045 LRTP updates			259.20

Remarks/Special Instructions	Subtotal	259.20
	Tax	Exempt
	Net Total	259.20

Purpose/Justification _____

Contract <u>GED0004-444</u> <u>Fy24 3.1</u>	Account Number	Requested by <u>LM</u>	Approved by <u>JEH</u>	Financial Approval
---	----------------	---------------------------	---------------------------	--------------------

THE STATE OF ALABAMA

CALHOUN COUNTY }

Kim Jenkins personally appeared before me, a Notary Public in and for said County, who being duly sworn according to law, that she is a clerk of Consolidated Publishing, Inc. dba/ The Anniston Star, a newspaper published in said County, and that the publication of a certain notice, a true copy of which is hereto affixed, has been made in said newspaper in the issues here dated as follows:

Subscribed and sworn to before me this

30 day of June 2023

Kim Jenkins
CLERK

My Commission Expires 10/20/2024

Penne K Davis
NOTARY PUBLIC

PRINTERS FEE _____

Ad# 926466 3x6 display ad (Draft FY2024-2021)
run date 6/30/23 (TIP)

ion
IA)
ess,
AD)
l to
ad-
ma



Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **Draft FY 2024 – 2027 Transportation Improvement Plan (TIP)**. The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately \$15 million toward projects over the four-year period. A copy of the updated Draft FY 24-27 TIP and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies of the Draft FY 24-27 TIP will also be available for review and comment at a public meeting scheduled for:

Wednesday July 14th
4 - 5 pm

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

The Calhoun Area Metropolitan Planning Organization (MPO) is also soliciting public review and comments on the **deletion of one project and addition of four projects in the Long Range Transportation Plan (LRTP) for Calhoun County and the City of Jacksonville**. The LRTP is a twenty-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. A copy of the proposed project additions, project deletions, and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies will also be available for review and comment at a public meeting scheduled for:

Wednesday July 12th
4 - 5 pm

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

This is a handicapped accessible building and room. Persons needing special accommodations to attend this meeting should contact the EARPDC – ADA Coordinator, Amanda Carroll at (256) 237-6741 at least 72 hours in advance of the meeting.

Public comments can be dropped off at the EARPDC offices, mailed to PO Box 2186 Anniston, AL 36202, faxed to (256) 237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.

For more information contact: Libby Messick, Senior Planner at the phone number and address above.



is genuerly on the spicy side, so if
you don't like to break into a sweat
at mealtime, add half as much red
pepper flakes to the bowl with the

AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization
June 7, 2023
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from May 10, 2023
4. Old Business
 - A. TBA
5. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 852: Support the City of Oxford's TAP Application
 - C. Resolution 853: Support Jacksonville State University's TAP Application
 - D. Resolution 854: Amending the 2045 LRTP
 - E. Status report of ALDOT Pre-Construction projects
 - F. Status report of ALDOT Construction projects
 - G. Safety Observations
 - H. TAB
 - I. Draft Transit Study Review and Comment
 - J. **Public Involvement: Draft 2024-2027 TIP: July 12th 4 pm – 5 pm**
6. Next TAC Meeting – July 12, 2023
7. Adjourn

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
June 15, 2023
10:00 a.m.

- I. Call to Order
- II. Verification of Quorum
- III. Recognition of Guests
- IV. Old Business
 - A. Review and approve minutes from May 18, 2023
 - B. TBA
- V. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 852: Support the City of Oxford’s TAP Application
 - C. Resolution 853: Support Jacksonville State University’s TAP Application
 - D. Resolution 854: Amending the 2045 LRTP
 - E. CAC Appointments
 - F. Safety Observations
 - G. TBA
- VI. Other Business
 - A. Status Report of ALDOT Pre-Construction projects
 - B. Status Report on Other Local Projects from ALDOT
 - C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - D. Draft Transit Study Review and Comment
 - E. **Public Involvement: Draft 2024-2027 TIP: July 12th 4 pm – 5 pm**
 - F. Comments or Issues from Member Jurisdictions or Attendees
 - G. TBA
- VII. Next MPO Meeting – ~~Thursday, July 20, 2023~~ (ATPA Conference) July 27th, 2023?
- VIII. Adjourn

INSIDE THIS ISSUE

- MPO Updates
 - MPO Meetings
 - FY 24-27 TIP Public Involvement
 - 2045 LRTP project changes Public Involvement
 - Project Changes
- RPO Updates
 - FY23 Meetings
- ALDOT STIP
- Projects Proposed to Let
- Upcoming Funding Opportunities & Deadlines
- Calendar of Meetings

East Alabama Region Transportation Monthly Newsletter

July 2023 Issue

Calhoun Area MPO Updates

MPO Meetings

All MPO meetings have resumed to in-person with the option to attend virtually. Meeting notifications will reflect any changes if they occur. GoToMeeting has updated their web application and no longer has a call-in function. However, if you would like to attend virtually you may join any of the Calhoun Area MPO meetings from your computer, tablet, or smart phone via this link: <https://meet.goto.com/132611237>. To get the app now and be ready before the meetings start use this link: <https://meet.goto.com/install>. If you are not currently on the MPO notification mailing list and would like to receive mailed or email notifications of upcoming meetings, please email Libby at elizabeth.messick@earpdc.org. All MPO meetings are open to the public.

FY 24-27 Transportation Improvement Plan (TIP) Public Involvement

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **Draft FY 2024 – 2027 Transportation Improvement Plan (TIP)**. The TIP is a four-year plan which identifies local improvement projects sponsored by local jurisdictions through the Calhoun Area MPO. The plan allocates approximately \$15 million toward projects over the four-year period. A copy of the updated Draft FY 24-27 TIP and comment form can be reviewed prior to the meeting at the EARPDC website at www.earpdc.org or picked up at the EARPDC offices during normal working hours. Copies of the Draft FY 24-27 TIP will also be available for review and comment at a public meeting scheduled for: **Wednesday July 14th from 4 - 5 pm at** EARPDC 3rd floor Conference Room, 1130 Quintard Avenue, Anniston, AL 36202.

This is a handicapped accessible building and room. [Persons needing special accommodations to attend this meeting should contact the EARPDC – ADA Coordinator, Amanda Carroll at \(256\) 237-6741 at least 72 hours in advance of the meeting.](#)

Public comments can be dropped off at the EARPDC offices, mailed to PO Box 2186 Anniston, AL 36202, faxed to (256) 237-6763, or emailed to elizabeth.messick@earpdc.org. All public comments will be reviewed by the MPO and included in the final plan document.

For more information contact: Libby Messick, Senior Planner at the phone number and address above.

- [Authorized Project List for the Calhoun Area MPO - Fiscal Year 2020](#)
- [Authorized Project List for the Calhoun Area MPO - Fiscal Year 2019](#)
- [Authorized Project List for the Calhoun Area MPO - Fiscal Year 2018](#)

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a short-range four-year schedule of a prioritized list of transportation improvement projects. The TIP consists not only of MPO projects sponsored by the local jurisdictions, but also related projects funded by and through several funding sources including ALDOT, the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the State Safety Program, the Federal Railroad Administration, special Congressional earmarks or demonstration projects, and others. The TIP is updated every 4 years and amended as necessary between updates.

- **FY2024-2027 TIP DRAFT**
- [Transportation Improvement Program Fiscal Years 2020-2023](#)
- [Transportation Improvement Program Fiscal Years 2016-2019](#)

Long-Range Transportation Plan (LRTP)

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

Prefix	First Name	Last Name	Company	Address1	Address2	City	State	Zip
Mr.	Andrew	Wackerle	USDA Rural Development	1413-B Hillyer Robinson Ind. Pkwy		Anniston	AL	36207
			Anniston Housing Authority	500 Glenaddie Ave.		Anniston	AL	36201
			Wesley Apartments	1401 Noble St.		Anniston	AL	36201
			Anniston Housing Authority	500 Glen Addie Ave.		Anniston	AL	36201
			Oxford House	119 E. 6th St.		Anniston	AL	36203
			Hobson City Housing Authority	800 Armstrong St.		Anniston	AL	36201
			Jacksonville Housing Authority	895 Gardner Dr. SE #100		Jacksonville	AL	36265
			USDA - Rural Utilities Service	916 Francis St.		Anniston	AL	36206
			Ft. McClellan Army NG Trg Center	1023 Ft. McClellan		Fort McClellan	AL	36205
			Calhoun County Civil Defense	1702 Noble Street	Suite 103	Anniston	AL	36201
			Calhoun County Water Authority	2256 Alexandria-Wellington Rd.		Alexandria	AL	36250
			Natural Resources Conservation Service	1413 Hillyer Robinson Ind. Pkwy		Anniston	AL	36207
			Jacksonville Historic Society	119 Eighty Oaks		Jacksonville	AL	36265
			Mountain Longleaf NWR Office	2700 Refuge Headquarters Rd.		Decatur	AL	35603
			Calhoun County EMA	507 Francis Sreet W.		Jacksonville	AL	36265
			US FWS Regional AL Ecological Services Field Office	1208-B Main St		Daphne	AL	36526
			Alabama Forestry Commission	3985 AL HWY 21 N		Jacksonville	AL	36265
			Anniston Historic Preservation Commission	4309 McClellan Boulevard		Anniston	AL	36202
			Calhoun County Environmental Office	1702 Noble St.	Suite 103	Anniston	AL	36201
			Coosa Valley RC&D	8119 US-431		Heflin	AL	36264
			USDA Forest Service Talladega National Forest	Shoal Creek District	45 Highway 281	Heflin	AL	36264
			AL Wildlife and Fisheries	64 N Union Street	Suite 468	Montgomery	AL	36130
			Choccolocco Historical Society	PO Box 62		Choccolocco	AL	36254
			Mature Options Sr. Services	2222 Leighton Ave.		Anniston	AL	36207
			Anniston Taxi Co	3030 Noble Street		Anniston	AL	36201
			Renal Care Group	901 Leighton Ave.	Suite 102	Anniston	AL	36207
			Fresenius Kidney Care Anniston North	2017 Quintard Ave, Ste B		Anniston	AL	36201
		Anniston Golden Agers Senior Center	C/O Anniston Parks and Recreation	1128 Gurnee Ave		Anniston	AL	36205
			Department of Conservation and Natural Resources	4101 Hwy 21 N		Jacksonville	AL	36265
			Oxford Senior Center	424 Main Street		Oxford	AL	36203
			Calhoun County Health Department	3400 McClellan Blvd.		Anniston	AL	36201
			Kid One Transport	110 12th Street North		Birmingham	AL	35202
			NHC Place	1335 Greenbrier Dear Road		Anniston	AL	36703
			Jacksonville Health and Rehab	410 Wilson Dr. SW		Jacksonville	AL	36265
			Anniston Housing Authority	PO Box 2225		Anniston	AL	36202
			Hobson City Senior Center	610 MLK Drive		Hobson City	AL	36201
			Calhoun-Cleburne Mental Health	PO Drawer 2205		Anniston	AL	36202
			Calhoun County Enviornmental Services	3400 McClellan Blvd.		Anniston	AL	36201
			Family Services Center of Calhoun County	PO Box 2649		Anniston	AL	36202
			Beverly Health Care	1130 South Hale St., Box 3408		Oxford	AL	36203
			The Meadows	655 Gardner Dr. SE		Jacksonville	AL	36265
			Jacksonville Senior Center	501 Alexandria Rd. SW		Jacksonville	AL	36265
			Weaver Senior Center	406 Anniston St.		Weaver	AL	36277
			ARC Calhoun-Cleburne Counties	401 Noble Street		Anniston	AL	36201
			Health Services Center	608 Martin Luther King Dr		Anniston	AL	36201
			Community enabler Developer	104 E F Street.		Anniston	AL	36201
Ms.	Julie	Nix	Disabled Student Services, JSU	139 Daugette Hall	434 Trustee Circle	Jacksonville	AL	36265
			Jacksonville Community Center	501 Alexandria Rd. SW #A		Jacksonville	AL	36265
			Friendship Community Center	2930 Friendship Rd.		Oxford	AL	36203
			Anniston PARD	PO Box 2168		Anniston	AL	36202
			Interfaith Ministries, Inc	1431 Gurnee Ave.		Anniston	AL	36201
			Alabama Quality Healthcare	1316 Noble St		Anniston	AL	36201

			Alabama Department of Human Resources	415 W 11th St.		Anniston	AL	36202
			Calhoun County Alabama Chamber of Commerce	1330 Quintard Ave.		Anniston	AL	36201
			Calhoun County Habitat for Humanity	22 W 10th St.		Anniston	AL	36201
			United Way of East Central Alabama	1505 Wilmer Ave.	PO Box 1122	Anniston	AL	36202
			Calhoun Veterans Service Office	1702 Noble Street, Suite 109		Anniston	AL	36202
			Calhoun RSVP	310 Church Ave.		Jacksonville	AL	36265
Ms.	Annette	Rainge	Calhoun County Veterans Service Office	PO Box 643		Anniston	AL	36202
			Community Foundation of NE AL	1130 Quintard Ave #100		Anniston	AL	36201
			Gentiva Health Services	1328 Greenbrier Dear Rd		Anniston	AL	36207
			Health Services Center	608 MLK Drive	PO Box 1392	Anniston	AL	36202
			Health Services Center	1302 Noble St.		Anniston	AL	36202
			Health Services Center	320 E 15th St.		Anniston	AL	36207
			Health Services Center	608 Martin Luther King Dr.		Anniston	AL	36201
			West Anniston Foundation	800 Clydesdale Ave.		Anniston	AL	36201
			AL Regional Medical Center (SOBRA)	331 E 8th St.		Anniston	AL	36207
			Disabled American Veterans (DAV)	1810 Noble St.		Anniston	AL	36201
			Committee on People with Disabilities	1105 Woodstock Ave.		Anniston	AL	36207
			CST of Jacksonville	1610 Pelham Rd. S		Jacksonville	AL	36265
			USDA Forest Service Talladega National Forest	Shoal Creek District	45 Highway 281	Heflin	AL	36264
			Oxford Public Library	110 E. 6th Street		Oxford	AL	36203
			Jacksonville Public Library	200 Pelham Rd. S		Jacksonville	AL	36265
			Public Library of Anniston and Calhoun County	108 E. 10th St.		Anniston	AL	36201
			Carver Branch Library	722 W. 14th St.		Anniston	AL	36201
			Jacksonville Public Library	112 Ladiga St. SE		Jacksonville	AL	36265



COMMENT FORM

Calhoun Area Metropolitan Planning Organization

DRAFT FY 24-27 Transportation Improvement Program

Name: _____ Address: _____

State: _____ Zip Code: _____ Email: _____

Interest in Calhoun Area MPO (circle all that apply):

Public Official Local Business Owner Citizen Within MPO Area

Other _____

How did you hear about this meeting (circle all that apply):

Newspaper Ad Social Media Local Meeting Flyer Other _____

Please provide any comments you may have concerning the Formal Amendments. **Please specify the city in which the project(s) you are commenting on.** (Please Print and Use Back if Needed):

Please return this completed form to the Calhoun Area MPO by July 26, 2023:

Ms. Libby Messick, Principal Regional Planner, MPO Coordinator
P.O. Box 2186

Anniston, Alabama 36202

Phone: 256-237-6741; Fax: 256-237-6763

Email: elizabeth.messick@earpdc.org

SIGN-IN SHEET

FY 24-27 TIP and LRTP changes PUBLIC INVOLVEMENT

of the
Calhoun Area Metropolitan Planning Organization
July 12, 2023 – 4 p.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messick	EARPDC/MPO Coordinator		

AGENDA

CITIZENS ADVISORY COMMITTEE

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

July 26, 2023

10:00 am

1. Call to Order
2. Introductions
3. Old Business
 - a. Review and approval of CAC minutes from May 17, 2023
 - b. June MPO Administrative Modifications and Resolutions
4. New Business
 - a. Review FY 20-23 TIP and July 2023 Administrative Modifications
 - b. Status report of ALDOT Pre-Construction projects
 - c. Status report of ALDOT projects
 - d. Safety Observations
 - e. FY 2024-2027 TIP Draft
 - f. TBA
5. Other Business
 - A. CAC Vacancies
 - B. Subcommittee Report
 - C. Anniston Express and ADA Para-Transit Ridership
 - D. Next CAC Meeting – September 20, 2023
 - E. TBA
6. Adjourn

SIGN-IN SHEET

Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

July 26, 2023 – 10:00 a.m.

Virtual

Name	Phone Number
Benben Johnson	
Terry Parker	
Jarrod Simmons	
George Salmon	
Danielle Peden	
Melissa Malone	

SIGN-IN SHEET

Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

July 26, 2023 – 10:00 a.m.

Name	Phone Number
Darryl League	(205) 542-9764
Theodore SMART	(256) 343-5995

SIGN-IN SHEET

Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

July 26, 2023 - 10:00 a.m.

Name	Phone Number
Tim Huddleston	256-282-1566
GREG PIERCE (WEAVER)	256-499-5888
Miller Parwell	256-453-0388
Tony Ball	256-609-0710
Richard Underlin	256-435-9582
ANNE KEY	256-239-0351
David West	256 237 1621
Bill Williams	256-453-2152
James Jenkins	256-239-2411
Johnny [Signature]	205-422-9022
Jamie Ethelredge	256 996 0878
Darryl League	(205) 542-9764

AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization
August 9, 2023
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from June 7, 2023
4. Old Business
 - A. TBA
5. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 855: Increase CN funds for George Douthit Resurfacing
 - C. Resolution 856: Adopt the Fiscal Year 2024 UPWP
 - D. **Resolution 857: Adopt the Fiscal Year 2024-2027 TIP**
 - E. Status report of ALDOT Pre-Construction projects
 - F. Status report of ALDOT Construction projects
 - G. Safety Observations
 - H. TAB
6. Next TAC Meeting – September 13, 2023
7. Adjourn

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
August 9, 2023 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Brenton Cole	C.O.A		
GARY SMITH	ALDOT	SMITHG@DOT.STATE.AL.US (205) 327-4966	
MARY STEPHENS	JACKSONVILLE		
GARCIA Stevenson	ALDOT	longg@dot.state.al.us	
Meredith Byl	ALDOT	bylme@ "	
Brady Whatley	ALDOT	whatleybr@ "	
Fred M. Denny	OXFORD		

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
August 9, 2023 – 10:00 a.m.

Virtual

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messick	EAC MPO * in person		
Toby Bennington	City of Anniston		
Matt Haines	COG		
to Sundae Ragland	AROUT		

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
August 17, 2023
10:00 a.m.

- I. Call to Order
- II. Verification of Quorum
- III. Recognition of Guests
- IV. Old Business
 - A. Review and approve minutes from June 15, 2023
 - B. TBA
- V. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 855: Increase CN funds for George Douthit Resurfacing
 - C. Resolution 856: Adopt the Fiscal Year 2024 UPWP
 - D. **Resolution 857: Adopt the Fiscal Year 2024-2027 TIP**
 - E. FY24 Chairman/Vice Chairman Committee
 - F. CAC Appointments
 - G. Safety Observations
 - H. TBA
- VI. Other Business
 - A. Status Report of ALDOT Pre-Construction projects
 - B. Status Report on Other Local Projects from ALDOT
 - C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - D. Comments or Issues from Member Jurisdictions or Attendees
 - E. TBA
- VII. Next MPO Meeting – September 21, 2023
- VIII. Adjourn

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission

August 17, 2023 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Mesnick	EAC/MPO Coordinator		
ERR WRIGHT	EAC		
Chris Gann	Calhoun County		
Tony Bernington	City of Anniston		
Jeff Clendenning	City of Weaver		
Michael Bergh	ALDOT		
Gary Smith	ALDOT		
Mary Poundtree	FEMA		
Rodney McCain	Calhoun County		
Joe Meeds	Savi		
Stacey Brown	ALDOT		

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission
August 17, 2023 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Matt Hawes	COG		
Rod Scott	CEMPO		
Mark Stephens	City of Jacksboro		
Steven Corley	ALDOT		