



EARPDC

2050 LONG RANGE TRANSPORTATION PLAN

Calhoun Area Metropolitan Planning Organization

PREPARED BY:



SAIN
ASSOCIATES

PREPARED FOR:



EARPDC

East Alabama Regional Planning
& Development Commission

Calhoun Area Metropolitan Planning Organization (MPO)

2050 Long-Range Transportation Plan (LRTP)

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East Alabama Regional Planning and Development Commission
Quintard Tower, Suite 300
1130 Quintard Avenue
Anniston, AL 36202
(256) 237-6741

Date: September 18, 2025

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Yvette Taylor, PhD, Regional Administrator

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Bradley B. Lindsey, P.E., State Local Transportation Engineer

STAFF TO THE MPO

Elizabeth Wright, Regional Planner

TECHNICAL ADVISORY COMMITTEE (TAC)

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Chris Gann, P.E., Assistant Engineer

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Director, Planning & Economic
Development
Branton Cole, Engineering Project Manager

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Todd Gauntt, Street Department

CITY OF WEAVER

Jonathan Ingram, Public Works

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Steven Corley, P.E., Alexander City Area
Michael Bergh, P.E.
Pre-Construction Engineer,
Alexander City Area
Robert Barrett Dees, P.E., Assistant State Local
Transportation Engineer, Planning

JACKSONVILLE STATE UNIVERSITY

ANNISTON ARMY DEPOT

Cassandra Simmons
Sammy Goss

ANNISTON WATER WORKS

Clifton Osborne

AREAWIDE COMMUNITY TRANSIT SYSTEM (ACTS)

Shane Christian, EARPDC Transit Coordinator

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RESOLUTION # 885

**Calhoun Area Metropolitan Planning Organization (MPO)
Adopting the FINAL 2050 Long Range Transportation Plan (LRTP)**

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Section 1201 and 1202, December 2015); 42 USC 2000d-14, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

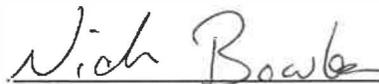
WHEREAS, Title 23 CFR 450.322, the metropolitan transportation planning process requires the development of a metropolitan transportation plan with a minimum 20-year horizon, includes long and short-range strategies for an integrated transportation network, requires review every five years (four years in air quality non-attainment or maintenance areas), requires approval of the MPO Policy Committee, and the effective date of approval by the Alabama Department of Transportation, the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the MPO has participated in the Interagency Consultation and Public Participation Process for the 2050 Long Range Transportation Plan as required under 23 CFR 450.322(g) and (i); and

WHEREAS, the East Alabama Regional Planning and Development Commission (EARPDC), as staff to the Calhoun Area MPO, and consistent with the above provisions and in cooperation with the Local Transportation Bureau of the Alabama Department of Transportation, has prepared a Final 2050 Long Range Transportation Plan; now

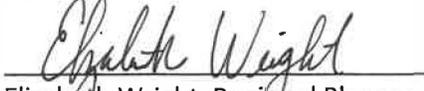
THEREFORE, BE IT RESOLVED, that the Calhoun Area MPO hereby adopts the FINAL 2050 Long Range Transportation Plan (LRTP) for the Calhoun Urban Area.

I hereby certify that the above is a true and correct copy of a resolution adopted by the Calhoun Area MPO Policy Committee at a meeting held on September 18, 2025.



Councilman Nick Bowles, Chairman
City of Weaver

ATTEST:



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

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Executive Summary

Federal regulations for metropolitan planning organizations require the development of a 25-year Long-Range Transportation Plan of projects that “lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.” The Long-Range Transportation Plans must:

1. Identify current transportation needs;
2. Forecast future transportation needs; and
3. Establish strategies and projects that address the needs. [23 CFR 450.322(b)]

This plan updates the 2045 Long-Range Transportation Plan (LRTP) to 2050. The Alabama Department of Transportation (ALDOT) established 2020 as the base year for this plan update. Accordingly, 2020 socio-economic data and employee/business data purchased from USAinfo were utilized for the update. Calhoun Area MPO staff and the consultant reviewed the municipalities' land use maps and patterns and developed a 2020 base year model. Population and land use trends were projected to 2050 and input into a 2050 version of the model. The model then indicated which road and street segments would be congested or deficient in the future year. Pedestrian and bicycle accessibility and safety are a priority for EARPDC, and bicycle/pedestrian projects were developed by reviewing the current EARPDC Bike/Ped plan, consultation with EARPDC staff, and public engagement. The Anniston Transit Plan was recently updated, and recommendations from this study are included in the LRTP. This analysis ultimately results in a list of projects and improvements necessary to mitigate congestion and improve multi-modal accessibility in 2050.

Generally, the 2050 LRTP update indicates a continuation of existing land use patterns and congested areas similar to the 2045 plan. **2050 congested or deficient road segments include: AL- 21 north of I-20, in the US-431 interchange area, and in Jacksonville, US-431 north of Bynum-Leatherwood Road, and a short segment of US-78 east of US-431.** Completing the Eastern Bypass has helped relieve congestion along central AL 21 except during peak hours and has improved access to/from the McClellan area. **A land use pattern of dispersal continues to leave low-density and underutilized urban cores surrounded by low-density residential suburbs. Trip times and average trip lengths continue to increase, and job growth, while usually occurring near the major corridors, is stagnant.**

1.0 Introduction

1.1 Purpose

This report documents the year 2050 long-range transportation plan for the Calhoun Area Transportation Study. The purpose of the long-range transportation plan is to (1) identify current transportation needs, (2) forecast future transportation needs, and (3) establish strategies and projects that address the needs. The federal regulations (23 CFR Part 450.324) related to this topic state that the strategies and projects should “lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.” While the plan is required to consider all modes of transportation and transportation funding, the governing body, the Calhoun Area Metropolitan Planning Organization (MPO), only has oversight of federal highway and transit funds.

1.1.1 Laws and Regulations

The laws that require Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans are Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Section 450.324 specifically relates to the development of long-range transportation plans.

1.1.2 Scope of the Planning Process

In November 2021, the Investment in Infrastructure Jobs Act (IIJA) was signed into law. The IIJA serves as the primary five-year surface transportation legislation, authorizing funding for highway programs over fiscal years 2022 through 2026. The IIJA carried forward eight of the ten required planning factors modified in the 2015 Fixing America’s Surface Transportation (FAST) Act. The MPO shall consider the ten planning factors as part of the development of transportation plans and programs. The planning factors are outlined in Title 23 USC, Section 134(h). The regulations require the transportation planning to follow the 3C process, which is continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. **Safety.** Increase the safety of the transportation system for motorized and non-motorized users. 23 CFR 450.306(b)(2)
2. **Security** Increase the security of the transportation system for motorized and non-motorized users. 23 CFR 450.306(b)(3)
3. **Accessibility & Mobility** Increase accessibility and mobility of people and freight. 23 CFR 450.306(b)(4)
4. **Multimodal Connectivity** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. 23 CFR 450.306(b)(6)
5. **System Preservation** Emphasize the preservation of the existing transportation system. 23 CFR 450.306(b)(8)
6. **Economic Vitality** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. 23 CFR 450.306(b)(1)
7. **Environmental Quality** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation

improvements and State and local planned growth, housing, and economic development patterns. 23 CFR 450.306(b)(5)3

8. **System Efficiency** Promote efficient system management and operation. 23 CFR 450.306(b)(7)
9. **Resiliency & Reliability** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. 23 CFR 450.306(b)(9)
10. **Travel & Tourism** Enhance travel and tourism. These factors are reflected in this plan's vision statement, goals, strategies, and projects. 23 CFR 450.306(b)(10)

1.1.3 Planning Emphasis Areas (PEAs)

On December 30, 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEA). PEAs are specific areas that the MPO shall integrate into the ongoing 3C planning work. The following provides a summary of the currently applicable federal PEAs. Federal Planning Emphasis Areas (PEA) include:

1. Complete Streets
2. Public Involvement
3. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
4. Federal Land Management Agency (FLMA) Coordination
5. Planning and Environmental Linkages (PEL)
6. Data in Transportation Planning

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.

Housing and Consistency with Other Plans

- The Infrastructure Investment and Jobs Act (IIJA) completed several changes to include housing considerations in the metropolitan transportation planning process, including the requirement for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns. This is consistent and inherent in the travel demand forecasting model and the updated census household data used to create it. The IIJA makes several changes to include housing considerations in the metropolitan transportation planning process, including—
 - Updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)]
 - Adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)]
 - Requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)]

- Adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)]
- Adding affordable housing organizations to a list of stakeholders, MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]
- Within a metropolitan planning area that serves a transportation management area, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a housing coordination plan. [§ 11201(d)(5); 23 U.S.C. 134(k)]

The Calhoun Area MPO continues to address the requirements by including early and ongoing consultation and collaboration with land use management and economic development agencies in the area, as well as 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.

In accordance with Public Law 117-58 Infrastructure and Investment Jobs Act (IIJA), 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.

1.1.4 Amendment Process

Amendments to formal planning documents containing project listings and funding will be carried out pursuant to sections of Title 23 Code of Federal Regulations (CFR) 450, applicable to road and highway projects under various Federal Highway Administration (FHWA) funding programs and those transportation projects and funding actions under Federal Transit Administration (FTA) programs.

While governing regulations are specific to the Long-Range Transportation Plan (Metropolitan Transportation Plan, Regional Transportation Plan), the short range component of the Long-Range Transportation Plan, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP), the process is extended in Alabama to those plans with projects and funding presented in tabular or listed format, to include the Congestion Management Plan (CMP), the Bicycle and Pedestrian Plan, and the amended project listings of the Long-Range and TIP documents under the Air Quality Conformity Process.

An amendment to the Long-Range Plan, TIP, and STIP documents may take one of two forms: 1. Administrative Modification, or 2. Formal Amendment Process.

1. An **Administrative Modification** is a minor change to project costs, funding sources, or project/phase start dates. Such minor changes or adjustments do not require public involvement activities, reestablishment of financial constraint, or, in areas of air quality non-conformity, confirmation of conformity determination. Amendments of this nature are generally conducted through coordination of the ALDOT Bureau of Transportation Planning and Modal Programs staff and MPO staff to minimize plan modification

- and documentation activities and costs.
2. The **Formal Amendment** Process is a major change to project costs, design scope, funding amounts, project/phase start dates, or a revision approved and required in the MPO plans by the State as an adjunct to its Public Involvement process. This process requires public notice, in addition to MPO monthly meeting agendas, review by the public and MPO advisory committees, reviews by federal agencies, a vote by the MPO Policy Board, and an executed Resolution of adoption. The process criteria, then, under which a formal amendment occurs, are when a plan or document:
 - a. Adds a project
 - b. Deletes a project
 - c. Project costs exceed 20% of the original projected costs
 - d. Changes a project start or completion date
 - e. Changes the project design scope or termini description

Amendments to Congestion Management Plans (TMAs only) and Bicycle Pedestrian Plans (now a formal plan in Alabama) are subject to the same processes as above. However, ALDOT will generally work with MPOs to make adjustments to these documents on a more informal basis to accommodate public involvement meetings and advisory committee scheduling.

1.2 MPO Structure

Transportation planning within the Calhoun study area falls under the auspices of the Calhoun Area Metropolitan Planning Organization (MPO). The Calhoun Area Transportation Study was created in 1976 upon execution of an agreement (updated in 2007) between the cities of Anniston, Oxford, Jacksonville, Hobson City, Weaver, Calhoun County, Talladega County, the East Alabama Regional Planning and Development Commission, and the Highway Department (now the Alabama Department of Transportation). The Metropolitan Planning Organization (MPO) comprises the Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee. Following is a list of the policy committee voting members:

- The mayor and one council member of the City of Anniston
- The mayor and one council member of the City of Oxford
- The mayor and one council member of the City of Jacksonville
- The mayor and one council member of the City of Hobson City
- The mayor and one council member of the City of Weaver
- The Chairman and one commission member of the Calhoun County Commission
- The Executive Director of the East Alabama Regional Planning and Development Commission
- The East Central Region engineer of the Alabama Department of Transportation

This committee oversees all decision-making responsibilities relative to the transportation planning process in the Calhoun Study Area.

The Metropolitan Planning Organization Policy Committee receives input and advice from the Technical Advisory Committee (TAC). This committee consists of members who work in areas related to transportation planning and, in many instances, work directly in some planning capacity, such as city planning and engineering. This committee is vital to the success of the overall transportation planning process, as these professionals are the individuals who must integrate the end product of their collective efforts into their own work responsibilities on a daily basis. This is also the first line of responsibility for decision-making in the planning process. The Technical Advisory Committee is typically made up of the following voting members:

- Public Works Director, City of Anniston
- Director of Planning and Economic Development, City of Anniston
- Street Superintendent, City of Oxford
- Mayor’s Assistant, City of Oxford
- Street Department Representative, City of Oxford
- Planning, Development & Stormwater Director, City of Jacksonville
- Street Superintendent, City of Jacksonville
- A representative from the City of Hobson City
- Director of Public Works of the City of Weaver
- The Calhoun County Engineer
- The Calhoun County Assistant Engineer
- a representative of Jacksonville State University
- a representative from the Anniston Water Works
- a representative of the ALDOT Bureau of Transportation Planning and Modal Programs
- Assistant State Local Transportation Engineer of the Alabama Department of Transportation
- a representative of the region office of the Alabama Department of Transportation
- District Engineer of the Alabama Department of Transportation
- a representative of the Federal Highway Administration
- a representative of the Calhoun County Chamber of Commerce
- a representative of the Anniston Army Depot (AOD)
- City Planner of the City of Anniston

The Metropolitan Planning Organization (MPO) also receives input and advice from the Citizens Advisory Committee (CAC), which is made up of approximately 43 citizens who live throughout the study area.

1.3 Study Area

Two boundaries are defined in a transportation study area: the urban area boundary and the study area boundary. The urban area boundary is defined largely by the U. S. Census Bureau. The Metropolitan Planning Organization (MPO) defines the study area boundary in cooperation with the Alabama Department of Transportation. The study area is defined as the urban boundary plus the area projected to become urbanized within the next twenty years. Included in the Calhoun Area Transportation Study are the Cities of Anniston, Oxford, Jacksonville, Hobson City, and Weaver, plus unincorporated portions of Calhoun County and a small area in northern Talladega County, as shown in Figure 1.1.

1.4 Public Involvement

The process of preparing the long-range transportation plan included several opportunities for input of public comments and comments by local elected officials. The process included input by these groups early in the planning process, as well as input regarding the entire long-range transportation plan in its draft stage. Opportunities for public review and comment, as well as those public comments received, are included in the Documentation Process in Appendix E.

The current 2045 Long-Range Transportation Plan (LRTP) was adopted in October 2020. Additional information on public involvement may be obtained by viewing the 2019 Public Participation Plan (PPP) on the MPO website at:

https://earpdc.org/wp-content/uploads/2022/07/2019_Final_PPP_Calhoun_MPO.pdf.

1.5 Documentation Process

This project is an update of the current long-range transportation plan for the Calhoun study area. The current 2045 long-range transportation plan was adopted by the Metropolitan Planning Organization (MPO) in October 2020. The base year of the current long-range transportation plan was 2015, and the horizon year was 2045. Responsibility for transportation planning for the Metropolitan Planning Organization (MPO), including the long-range transportation plan, rests with the Transportation Planner of the East Alabama Regional Planning and Development Commission.

1.6 Title VI

The Calhoun Area MPO is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and means by which to engage in the planning process, the MPO has established the following public participation goals for all plans and programs.

- **An Open Process** - To encourage early and continued public participation. All MPO meetings are open to the public and media.
- **Easy Information Access** - To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process.
- **Notice of Activities** - To provide timely and adequate public notice of hearings, meetings, reviews, and the availability of documents.
- **Public Input and Organizational Response** - To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- **An Inclusive Process** - To encourage participation in the planning process by traditionally underserved segments of the community, low-income groups, minorities, persons with disabilities, and the elderly, and to consider the needs of these groups when developing programs, projects, or plans.

1.7 Americans With Disabilities Act (ADA)

The Calhoun Area MPO seeks to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq). Access to meetings by persons with disabilities is encouraged through the selection of venues with wheelchair accessibility, the distribution of timely meeting notices, and the support of ADA amenities on all roadways and pedestrian improvements. The Calhoun Area MPO further encourages an active role in LRTP development and all transportation planning by the physically impaired through membership in the Citizens Advisory Committee (CAC).

1.8 Limited English Proficiency and Language Assistance Plan

The MPO will be guided by applicable provisions of FTA C 4702.1b in providing assistance to those with Limited English Proficiency. The LEP plan and Language Assistance Plan are attached to the Long-Range Plan in Appendix C.

1.9 Planning Districts

To provide a higher-level summary of socio-economic data and designate geographic areas to project future year socio-economic data, the traffic analysis zone system shown in Figure 1.2 was aggregated

into planning districts. Eleven planning districts were designated in the Calhoun study area. The planning districts are as follows:

<u>Number</u>	<u>Name</u>
1	Talladega
2	Jacksonville
3	Bynum/Depot
4	Oxford/Hobson City
5	Chocolocco
6	Fort McClellan
7	Weaver/Saks
8	Alexandria
9	West Anniston
10	Golden Springs
11	Central Anniston

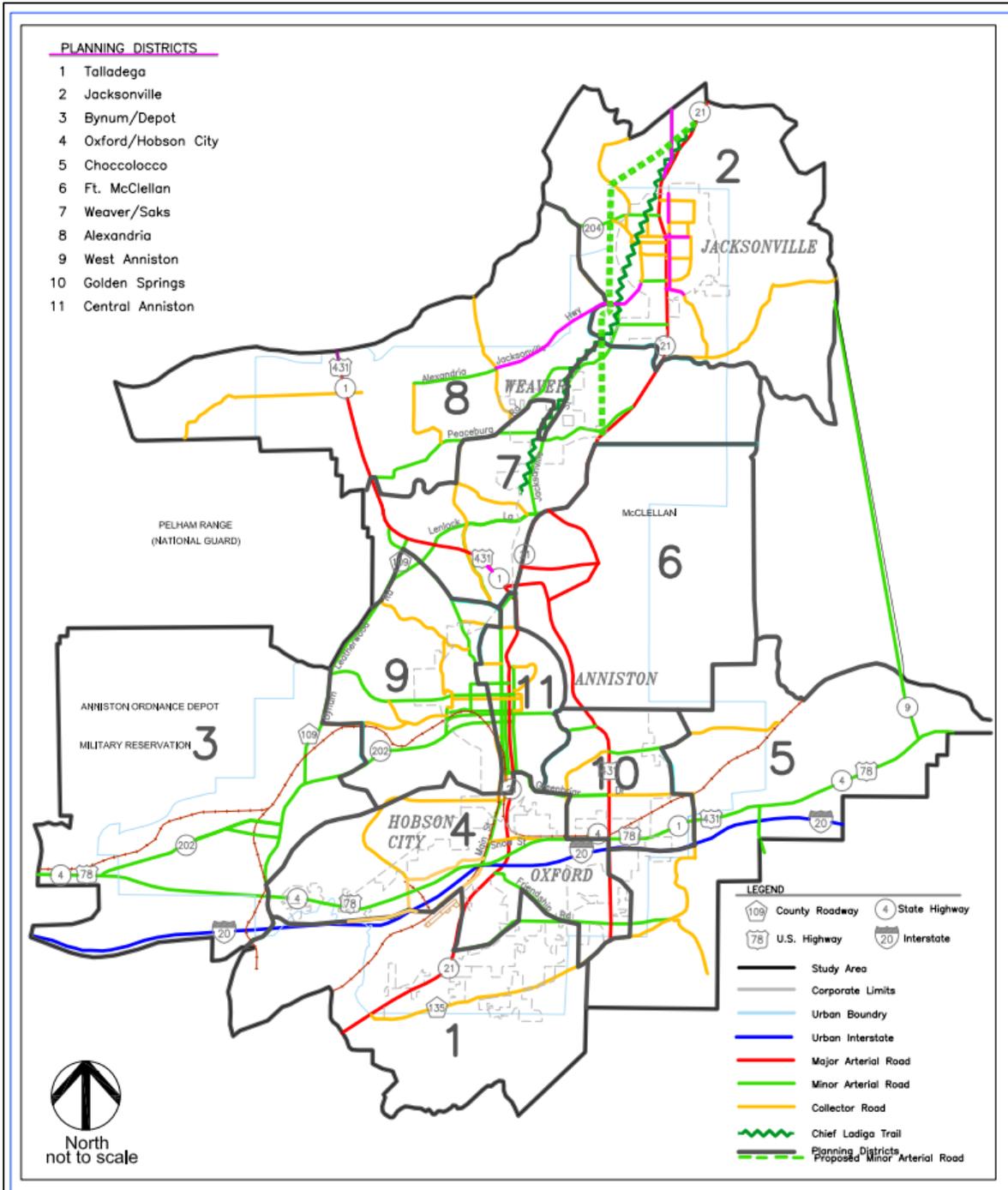


Figure 1.1 Planning Districts

The boundaries of the eleven planning districts are shown in Figure 1.2. It should be noted that there is no area-wide correlation between planning district boundaries and corporate limits.

1.10 Goals, Performance Measures and Targets

Federal transportation legislation, beginning with the Moving Ahead for Progress in the 21st Century (Map-21) Act, and continuing with the FAST Act and the IIJA, has directed state DOTs and MPOs to develop their LRTP and four-year TIPs through a “performance-driven, outcome-based approach to planning,” or an approach known as “Performance Management.” When implemented effectively, performance management can improve project delivery, inform investment decisions, and provide greater transparency and accountability. The core of this approach is the use of performance measures and performance targets to evaluate how well the transportation system is functioning.

Federal transportation legislation laid the foundation for a “performance-driven, outcome-based approach to planning” by outlining seven national goals for the transportation network. To achieve the national goals, FHWA has required states and MPOs to monitor their transportation systems using specific performance measures. These measures will be used to identify progress in achieving the performance targets described below.

The measures were released in three groups.

- **PM1** has five measures that are related to safety.
- **PM2** has six measures that are related to infrastructure conditions, specifically related to pavement and bridge conditions
- **PM3** has seven measures that address system performance, including system reliability, freight movement, and environmental sustainability.

Table 1.1 provides performance measures and targets as adopted by the MPO and the State of Alabama. The full Calhoun Area MPO Performance Measure System Report is Appendix B.

In keeping with the federal IIJA requirements, MPOs in Alabama are required to address sustainability performance measures related to the State’s Livability Principles and Indicators initiative discussed in the Introduction chapter. The general process below illustrates how the 2050 LRTP incorporates an outcome and performance-based planning approach.

- (1) **Set a Regional Vision** - use public and stakeholder input to develop a regional vision. Use the transect concept to contextualize the vision by area type within the region.
- (2) **Define Goals and Objectives** - develop goals that address desired outcomes consistent with the regional vision and national goals set forth in the IIJA. Develop specific objectives that are measurable to foster achievement of the stated goals.
- (3) **Establish System Performance Measures** - select performance measures that are consistent with the regional goals and objectives and are consistent with the ALDOT Livability Principles and Indicators. Monitoring these measures over time will allow the MPO to respond to unforeseen circumstances and track progress.
- (4) **Assess Baseline System Performance** - conduct an asset inventory for the existing transportation system along with a technical analysis of the existing travel patterns in the region. The inventory and analysis are supplemented by input from the public and stakeholders.

- (5) **Identify Desired System Performance** - Focus the 2050 LRTP on the preferred overall trend of performance measures. Forecast Future Conditions and Needs - Forecast future growth from 2020 to 2050 in the Calhoun Area MPO region. The impacts of the forecast changes in land use and demographics are modeled using the existing transportation system and committed projects. Additional future projects are then evaluated both individually and as a package of programmed improvements.
- (6) **Develop Implementation Strategy** - Develop a prioritization methodology using technical analysis, stakeholder, and public input. The projects that best address the future multi-modal needs in the Eastern Shore region are given prioritization for the plan provided there are no adverse environmental justice impacts or cost/funding constraints.

Table 1.1 Performance Measures and Targets

FHWA Annual Targets - Safety Performance Measures (PM1) (Annual Targets)	Baseline 2022	Calendar Yr Targets 2024	Calendar Yr Targets 2025
Number of Fatalities	970	1000	1000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.392	1.400	1.400
Number of Serious Injuries	6817	6400	6300
Rate of Serious (per 100 million Vehicle Miles Traveled)	10.510	9.800	9.800
Number of non-motorized fatalities and serious injuries	362	400	400
FHWA Bridge/Pavement Performance Measures (PM2)	Baseline 2022	2-Year Target 2024	4-Year Target 2026
%Of Pavements of the Interstate System in Good Condition	71.8%	>50.0%	>50.0%
%Of Pavements of the Interstate System in Poor Condition	1.2%	<5.0%	<5.0%
%Of Pavements of the Non-Interstate NHS in Good Condition	36.9%	>25.0%	>25.0%
%Of Pavements of the Non-Interstate NHS in Poor Condition	2.6%	<5.0%	<5.0%
%Of NHS Bridges in Good Condition by deck area	27.3%	≥25.0%	≥20.0%
%Of NHS Bridges in Poor Condition by deck area	0.5%	<3.0%	<3.0%
FHWA System Performance Measures (PM3)	Baseline 2022	2- Year Targets 2024	4-Year Targets 2026
% Of Person-Miles Travels on the Interstate that are Reliable	98.7%	92.0%	92.0%
% Of Person-Miles Travels on the Non-Interstate that are Reliable	95.5%	90.0%	90.0%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.21	1.30	1.30
FTA Annual Targets - Transit State of Good Repair Performance Measures		2023	2024
% Of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)		Reduce inventory by 5%	Reduce inventory by 5%
% Of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)		Reduce by 10%	Reduce by 10%
% Of FTA-funded Facilities with condition rating 3.0 (adequate) of FTA Average TERM Scale		No more than 20% facilities rate less than adequate	No more than 20% facilities rate less than adequate

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 Livability Principles 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 the following Livability Indicators they feel best reflect 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 policies; and/or change in number of regional preservation initiatives
- (6) Percent of households within ½ mile of mixed-use destinations; and/or percent change in average trip times

A description of the principles and indicators can be found in Appendix E.

2.0 EXISTING TRANSPORTATION SYSTEM

2.1 Roadway Classifications and Descriptions

All transportation networks have some form of classification to categorize the hierarchy of movement in the system. The roadway network developed for the Calhoun study area was based on the functional classification system prepared by the Alabama Department of Transportation with assistance from the MPO. The components of this network are interstates, principal arterials, minor arterials, collectors, and local streets. The distribution of mileage in these classifications was as follows:

Interstate	24.319 miles
Principal Arterials	47.206 miles
Minor Arterials	147.186 miles
Major Collector	108.064 miles
Minor Collector	10.001 miles
Local Streets	1038.055 miles
TOTAL	1374.831 miles

Each type of roadway provides separate and distinct traffic service functions and is best suited for accommodating particular demands. Their designs also vary in accordance with the characteristics of traffic to be served by the roadway. The following is a brief description of each roadway type. The following roadways are classified in Figure 2.1.

Interstates are divided highways with full control of access and grade separation at all intersections. The controlled access character of interstates results in high-lane capacities, enabling these roadways to carry up to three times as much traffic per lane as arterials. Interstates move traffic at relatively high speeds.

Arterials are important components of the total transportation system. They serve as feeders to the interstate system as well as major travel ways between land use concentrations within the study area. Arterials are typically roadways with relatively high traffic volumes and traffic signals at major intersections. The primary function of arterials is moving traffic. Arterials provide a means for local travel and land access.

Collectors provide both land service and traffic movement functions. Collectors serve as feeders between arterials, as well as providing access to the local streets. Collectors are typically lower volume roadways that accommodate short distance trips.

Local Streets sole function is to provide access to the land uses that are immediately adjacent to the roadways. These streets are not included in the computer network for this project.

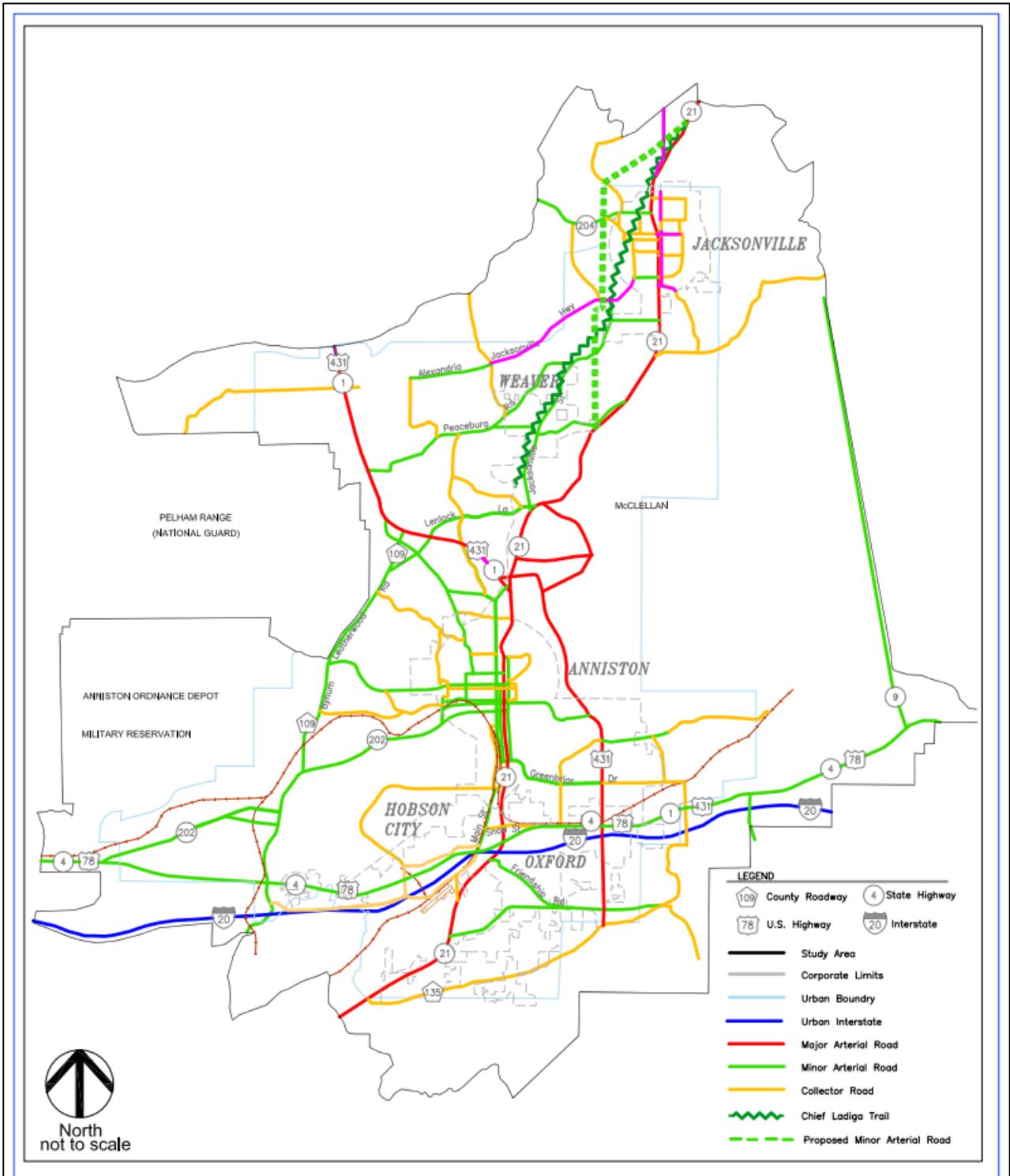


Figure 2.1 Functionally Classified Roadways

2.2 Regional Access Routes

The Calhoun Study Area is served by an interstate highway (I-20), two U. S. highways (U. S. Highway 78 and U. S. Highway 431), and three state highways (Alabama Highway 21, Alabama Highway 202, and Alabama Highway 204). These highways offer both north-south and east-west regional access. Interstate 20 allows excellent access to both Birmingham and Atlanta. The following is a description of the major roadways within the study area.

Interstate 20 is a limited-access interstate highway with a six-lane cross-section. Interstate 20 enters the eastern border of the study area and exits the western border. Within the study area, I-20 has four interchanges: U. S. Highway 431, Golden Springs Road, Alabama Highway 21, and Coldwater Road. The posted speed limit along I-20 is 70 mph.

U. S. Highway 431 (Alabama Highway 1) is a two, four, and six-lane principal arterial roadway. It enters the study area at the southern border, follows the Anniston Eastern Bypass, and exits the study area at the northern border. The posted speed limit along U.S. Highway 431 is 35-65 mph.

U. S. Highway 78 (Alabama Highway 4) is a two, three and four lane minor arterial roadway. It enters the study area at the eastern border and exits the study area at the western border. The posted speed limit along U.S. Highway 78 is 35-55 mph. U.S. Highway 78 provides parallel regional access to Interstate 20 through the study area.

Alabama Highway 21 is a two, four and six lane principal arterial roadway. It enters the study area in the extreme southern portion of the study area and extends through the northern section of the study area. The posted speed limit along Alabama Highway 21 is 35-65 mph.

Alabama Highway 202 is a two and four-lane minor arterial roadway that enters the study area at the western border and terminates at its intersection with S. R. 21/ U. S. Highway 431 in downtown Anniston. The posted speed limit along Alabama Highway 202 is 35-55 mph.

Alabama Highway 204 is a two-lane minor arterial roadway that extends from U.S. Highway 431 to S. R. 21 in Jacksonville. The posted speed limit along Alabama Highway 204 is 35 - 55 mph.

2.3 Existing Traffic Volumes

Traffic volumes, as indicated by traffic counts at various locations on the roadway network, reflect current travel patterns and how well the network is serving the travel demand. The traffic counts are collected throughout the study area annually by ALDOT. Existing average annual daily traffic counts, which were conducted in 2021, are shown in Figure 2.2.

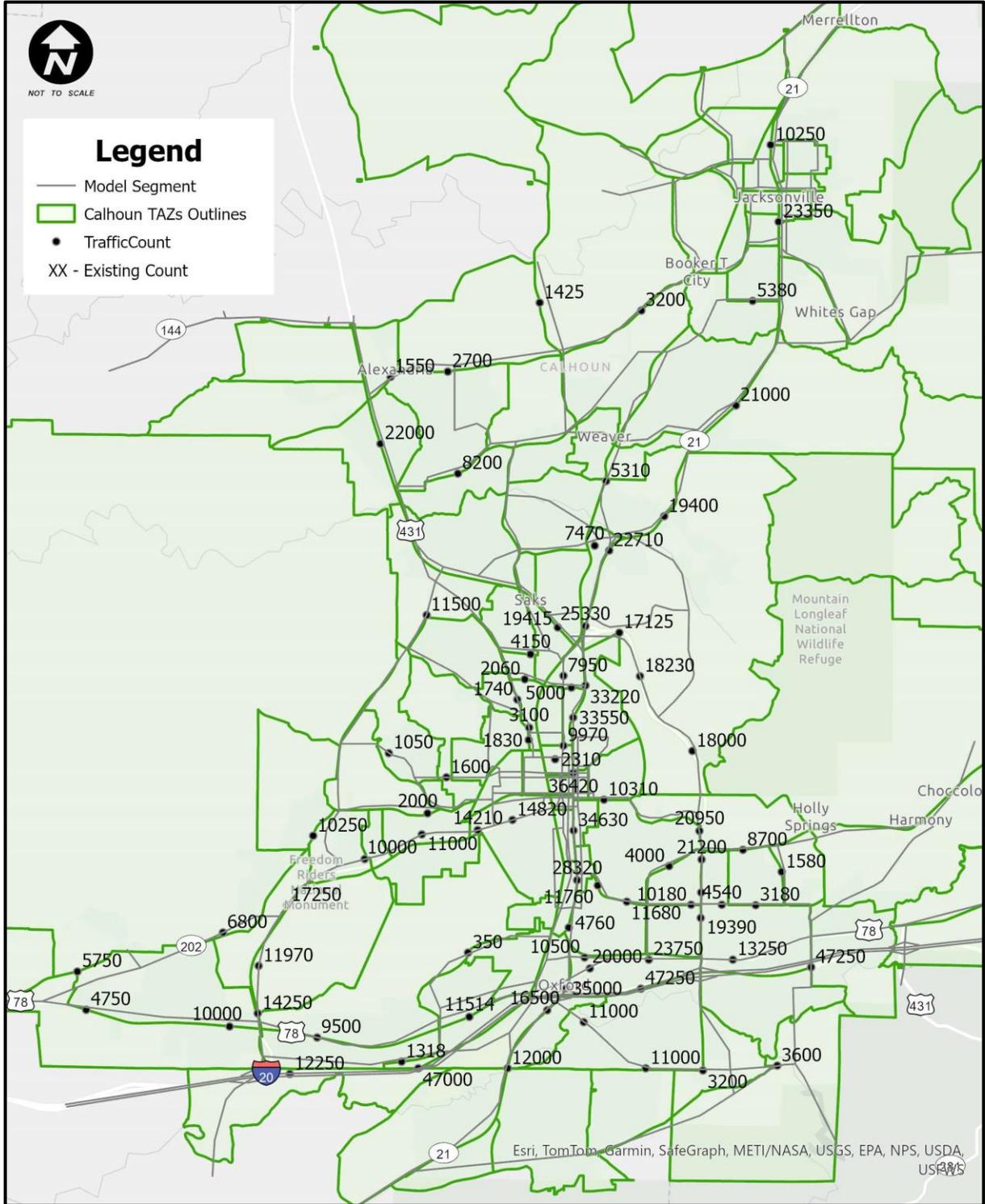


Figure 2.2 2021 ADT Traffic Volumes

2.4 Roadway Network Evaluation

Roadway networks are evaluated by comparing the traffic volumes along each facility to the roadway's capacity. Roadway capacity is defined as the ability of the facility to accommodate traffic. Service flow volume is the level of traffic flow (vehicles per day) that can be accommodated at various levels of service. The current level of service scale (LOS), as developed by the Transportation Research Board in the latest edition of the *Highway Capacity Manual*, ranges from a level of service A to a level of service F. Abbreviated definitions of each level of service are as follows:

Level of Service A	Free traffic flow
Level of Service B	Reasonably free flow
Level of Service C	Stable traffic flow
Level of Service D	High-density stable traffic flow
Level of Service E	Capacity level traffic flow
Level of Service F	Forced or breakdown traffic flow

As a general rule, desired operation of a roadway should be no lower than level of service C. Level of service D may be acceptable under certain circumstances. A level of service E or F is considered unacceptable.

The methodology used to evaluate roadway segment capacity in this project was an analysis relating roadway classification, number of lanes, levels of service, and daily service volumes. The estimated 24-hour capacities of the facilities included in the area network are shown in Table 2.

Table 2.1 ALDOT Approved Capacities

Link Type	Functional Classification	Number of Lanes	Daily Capacity
11	Freeways	4	68,000
12		6	102,000
13		8	136,000
14		10	170,000
21	Expressways	4	50,000
22		6	75,000
23		8	100,000
31	Divided Principal Arterials	2	22,000
32		4	33,900
33		6	50,000
34		8	73,600
35	Undivided Principal Arterials	2	17,800
36		4	31,000
37		6	45,800
38		8	63,100
41	Divided Minor Arterials	2	21,000

Link Type	Functional Classification	Number of Lanes	Daily Capacity
42		4	31,900
43		6	45,600
44		8	
45	Undivided Minor Arterials	2	17,800
46		4	27,400
47		6	
48		8	
51	Divided Collectors	2	20,800
52		4	28,500
53		6	42,000
54	Undivided Collectors	2	16,600
55		4	26,200
56		6	38,700
61	One-Way Principal Arterials	2	17,100
62		3	25,600
63		4	
71	One-Way Minor Arterials	2	14,100
72		3	19,500
73		4	26,000
81	One-Way Collectors	2	11,300
82		3	15,600
83		4	20,800
91	One-Way Ramps	1	9,000
92		2	18,000
93		3	27,000
98	Time Barriers		
99	Centroid Connectors	2	14,000

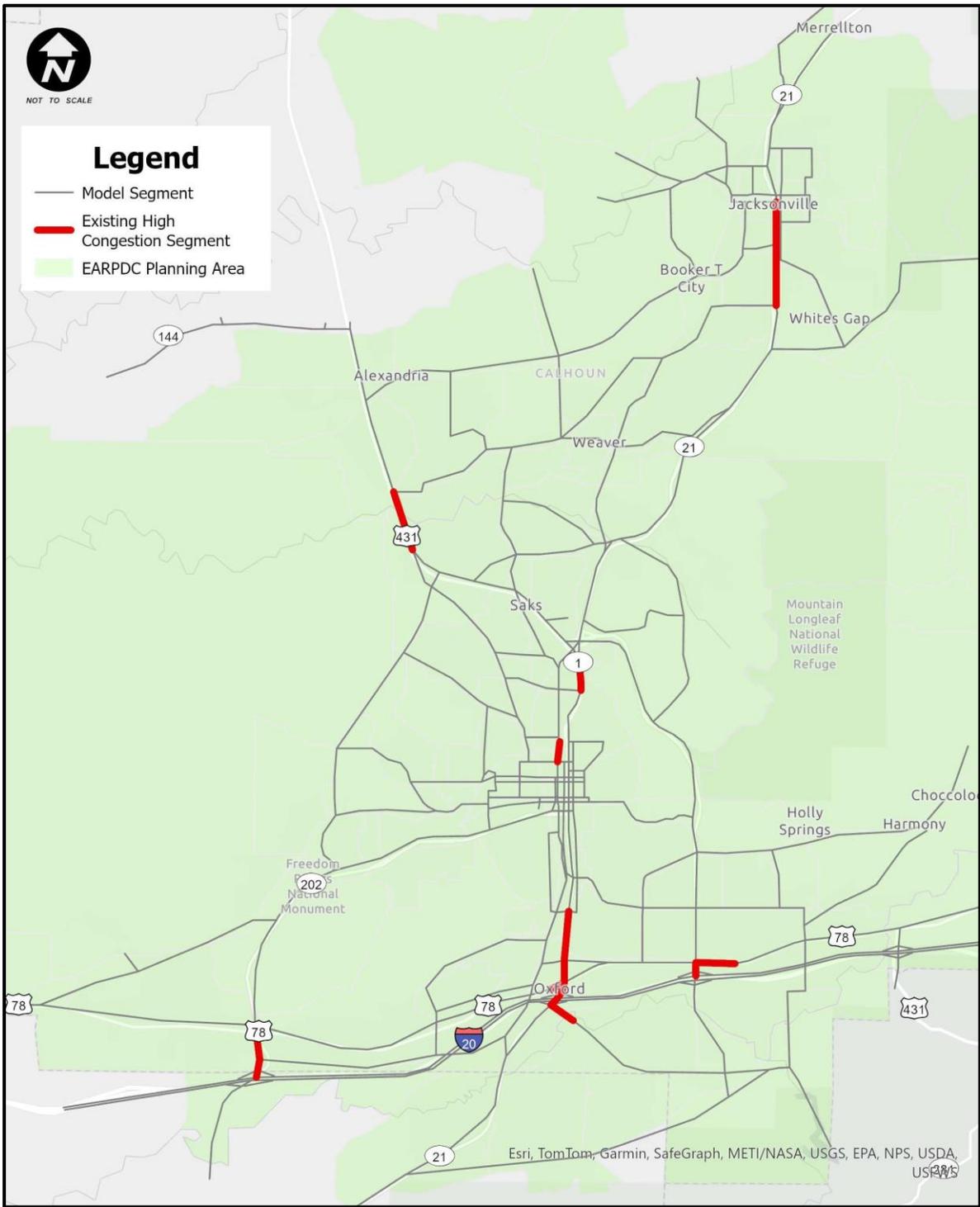


Figure 2.3 Existing Deficient Links

2.5 Public Transit

Public transit is provided by the Areawide Community Transportation System (ACTS), a fixed route system with a complementary Americans Disability Act (ADA) demand response service. The system is funded by the City of Anniston, the City of Oxford, the Anniston Limousine, Inc, and a Federal Transit Administration (FTA) Section 5307 grant administered by East Alabama Regional Planning and Development Commission.

ACTS operates four routes - North/East routes and South/West routes. The service area covers approximately 53 miles combined. The service currently operates four buses, which extend routes into Anniston, Oxford, and portions of the City of Weaver, and the Town of Hobson City. The program's central transfer point is the Amtrak Station on 4th Street, one block west of Noble Street in Anniston. The service operates Monday through Friday from 6:00 am until 6:00 pm and on Saturdays between 10:00 am and 5:00 pm.

The ACTS fixed route transit system vehicles have SportsRack 'Type 2' bicycle carriers and provide access to the Chief Ladiga Trail on its North route in Weaver and serves the Amtrak station on its West, South and East routes. The cities of Anniston, Oxford, Weaver, Jacksonville, and the Town of Hobson City partner with ACTS to offer ADA paratransit service for citizens with disabilities, through a separate demand response service. This is a curb-to-curb service that is provided on a prearranged basis. Figure 2.4 illustrates the transit routes within the study area.

During Fiscal Year 2023-2024, the ACTS system reported a total of 83,340 fixed route passenger trips, with an average of 6,945 monthly trips. The average monthly ridership from January 2025 through March 2025 was reported as an average monthly ridership of 5,468 riders. The North route is most utilized with an average monthly ridership of 1,714 passengers per month from January 2025 - March 2025 followed by the South route with 1,400 passengers per month. Figure 2.4 shows the existing transit routes.

2.5.1 Urban Transit

5307 projects include normal and annual administrative and operations activities and the annual vehicle re-placement schedule of 2 buses and 2 vans each calendar year. The 5307 Urban Transit operations funding level is \$989,894 and a preventative maintenance budget of \$250,000. Operational expenses are shared 50/50 by federal and local sources. Federal sources fund 80 percent of capital costs with the remaining 20 percent provided through local matching funds. The Section 5307 program has applied for and is awaiting approval for use of Section 5339 Buses and Bus Facilities Grant program funds to implement ADA transition items for the building and to purchase and install an elevator. The Section 5307 program has also added repairing passenger shelters along with the addition, removal, and relocation of bus stop signs in its budget. Table 2.2 includes estimates for urban transit funding over the planning period.

Jacksonville State University (JSU) has established the Gamecock Express (GE) fixed route system within the City of Jacksonville and the JSU campus, which crosses/connects with the Chief Ladiga Trail at several points. The Gamecock Express provides several continuous routes within the campus and City depending on the time of year and is open to both students and citizens of Jacksonville. All vehicles have been outfitted with SportRacks (2) bicycle carriers and fares are included in tuition for students and are waived for local citizens.

2.5.2 Rural Transit

The 5311 Rural Transit program is a curb-to-curb demand response transit service for the rural areas of Calhoun County and utilizes ADA equipped vehicles. This service is designed to ensure people in rural areas are provided with the opportunity to use public transportation to enhance their quality of life. One-way trips on the ACTS rural system are generated in the rural area and attracted to destinations in the urban area; however almost all rural trips are two-way, eventually returning the passenger to their place of residence in the rural area of the county. The ACTS rural transit services are offered Monday - Friday 7:00 am to 5:00 pm. Rural transportation is available to those who live outside the city limits of Oxford, Hobson City, Anniston, Weaver, Jacksonville and Piedmont. The Cities are considered urban areas and since Anniston has a 'fixed route' service, rural transportation does not serve points within the city limits. The 5311 Rural Transit operation funding level is \$928,088 for FY 2024-2025. Average ridership for the rural transit system in Calhoun County is about 160 passengers per month. Rural transit operation expenses are funded 50/50 federal/local and capital costs are shared 80/20 with the federal portion being 80%. Table 2.2 includes estimates of rural transit funding over the planning period.

Table 2.2 Transit Projects

Description	FY 2025*	Funding Level	Type	Est. Total Funding
Sec. 5307 Anniston Transit Operating Funds	2025*	1,203,060	Federal/Local	\$30,076,500
Sec. 5307 Anniston Capital Vehicle Replacement	2025*	\$300,770	Federal/Local	\$7,519,250
Sec. 5307 Anniston Transit Preventive Maintenance	2025*	\$110,490	Federal/Local	\$2,762,250
Sec. 5307 Anniston Capital Support Equipment/Facilities	2025*	\$12,280	Federal/Local	\$307,000
Sec. 5311 Calhoun County Transit Operating Asst.	2025*	\$420,000	Federal/Local	\$10,500,000
Sec. 5311 Calhoun County Transit Admin. Asst.	2025*	\$80,000	Federal/Local	\$2,000,000
Sec. 5311 Calhoun County Transit Capital for FY 2010	2025*	\$200,000	Federal/Local	\$5,000,000
Sec. 5311 Calhoun County Capital Support Equipment/Facilities	2025*	\$10,000	Federal/Local	\$250,000

* Based on percentages of FTA 5307 and 5311 projects from previous plan

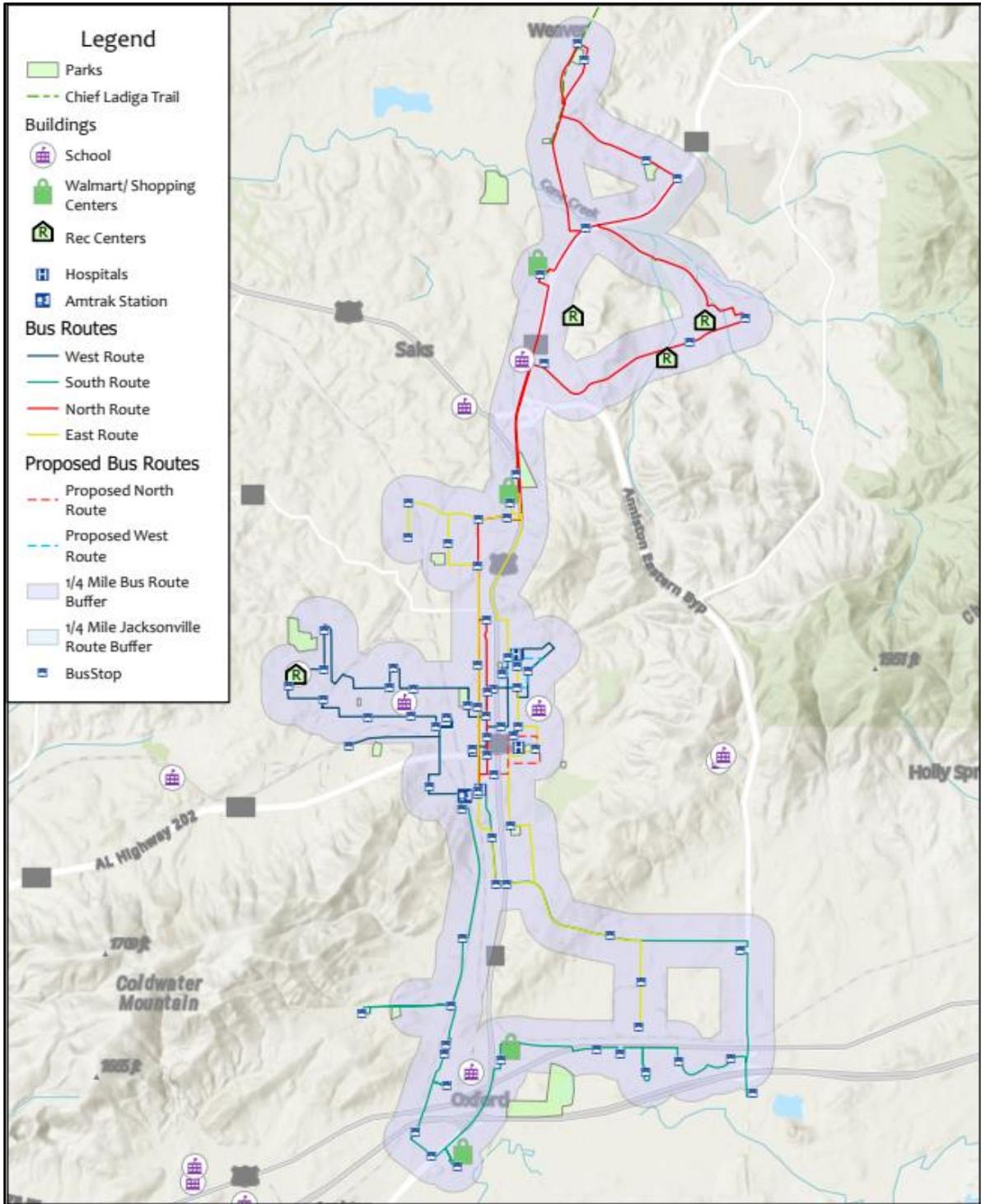


Figure 2.4 Existing Transit Routes

2.6 Pedestrian and Bicycle Facilities

The 2019 Calhoun Area MPO Bicycle and Pedestrian Plan update was prepared to improve multimodal transportation options for residents in the Calhoun MPO area. This plan prioritized bicycle and pedestrian facilities by focusing on the installation of three types of facilities:

- Share-the-Road Routes, which provide signage and pavement markings to designate routes and improve motorist awareness of the presence of bicycles in traffic;
- bicycle Lanes, which provide designated lanes with signage and pavement markings adjacent to the shoulder or curb;
- multi-use paths, which are paved trails adjacent to a roadway but separated from vehicle travel lanes for use by cyclists and pedestrians.

Additionally, the Anniston 2021 Bicycle and Pedestrian Implementation Plan was developed to identify new connections and strategies, update the project cost estimates, and prioritize the five-year and ten-year phasing schedule. Since 2021, sequential projects have been initiated and implemented to support the continued advancement of prioritized phases identified in the implementation plan, which includes:

- shared use bike lanes on a downtown loop of 11th Street, Christine Avenue, 18th Street, and Cobb Street;
- Noble Street bike lanes from AL-202 to 4th Street;
- the McClellan Spur from the Chief Ladiga Trail (CLT) to AL-21.



Photo 1: Traditional Bike Lane

The Chief Ladiga Trail is a premier 39.5-mile trail that serves the Calhoun MPO area. In April 2025, the City of Anniston celebrated the completion of the 6.5-mile extension of the Chief Ladiga Trail. The extension of the trail enhances connectivity for cyclists, pedestrians and motorists by linking Anniston’s Multimodal Amtrak Station through Central and Southern Anniston to Coldwater Mountain and the Silver Comet Trail in Georgia. The Chief Ladiga Trail is a 105-mile continuous trail experience making it one of the longest paved pedestrian pathways in the United States. The newest update to the CLT extension is the opening of the M&H Valve gate path and the newly installed safety signs to provide trail users with access to emergency resources and safety information. The extension of the Chief Ladiga Trail also offers key features including but not limited to:

- The Official Anniston Trailhead at Michael Tucker Park;
- New segments connecting Anniston Middle School, Saks Elementary, Zinn Park, and Norwood Park;
- Safe road crossing points and wayfinding signs along US-431, AL-202, and McClellan Blvd
- Greater proximity to key retail areas, neighborhoods, and parks;

- A scenic path through historic downtown Anniston, with access to the Amtrak Transit Multimodal Center, and;
- Connectivity to the Dr. David Satcher Trailhead and Downtown Connector Trail.



Photo 2: McClellan-Spur Chief Ladiga Trail

The Chief Ladiga Trail remains a key bicycle and pedestrian facility in the Calhoun MPO area, running through both the campus of Jacksonville State University (JSU) and the City of Jacksonville. In recent years, the City of Jacksonville established the Jacksonville Bicycle Advisory Committee (JBAC), which has actively promoted bicycle-friendly improvements. Photo 3 demonstrates some of those changes that have been implemented in Jacksonville near Ladiga Street and Clinton Street. While the 2045 LRTP documented the installation of Share-the-Road signs and sharrows on several Jacksonville streets, there have been no new documented installations of additional Share-the-Road signage since that update.

Complementing the Chief Ladiga Trail, the Coldwater Mountain Bike Trail provides another major recreational asset in the MPO area. Several local spur trails in Jacksonville connect directly to the Chief Ladiga Trail, strengthening the overall network of bicycle facilities. Together with the previously installed sharrows, these connections highlight Jacksonville’s role as a hub for regional trail activity.

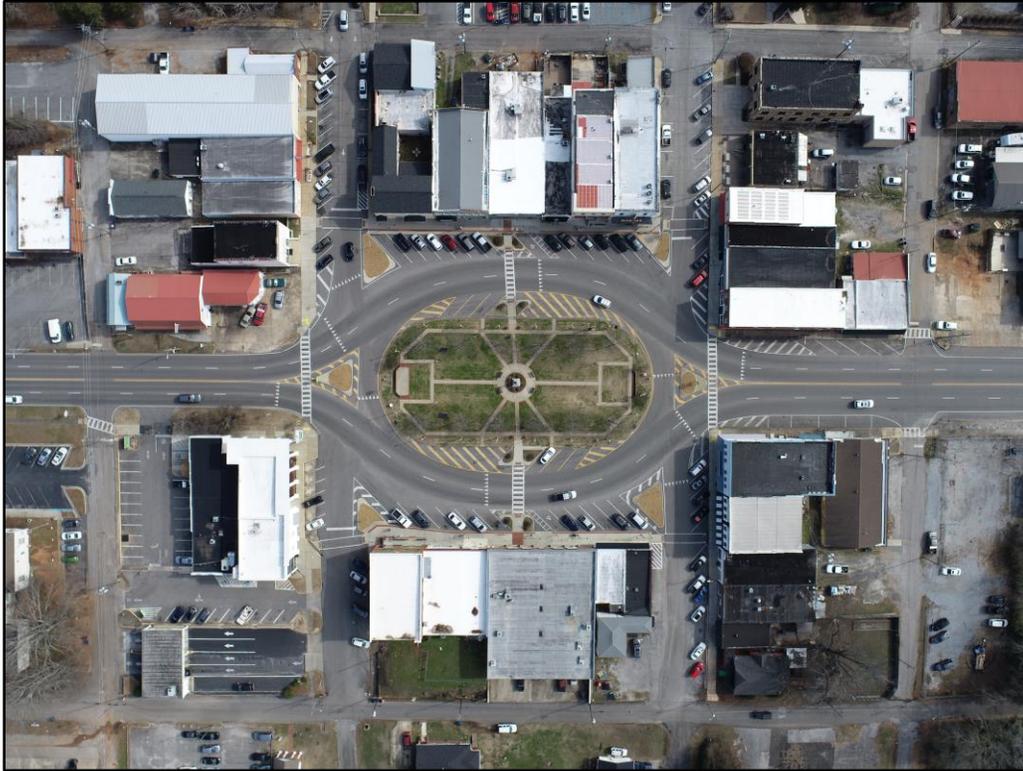


Photo 3: Jacksonville Pedestrian Facilities at Ladiga Street and Clinton Street

Pedestrian infrastructure in the MPO area is more concentrated in older parts of the community. Sidewalks are primarily located in the historic central business districts, with coverage decreasing in residential neighborhoods developed after the 1950s and 1960s. Non-classified roads in downtown areas and older neighborhoods also contain sidewalks, while additional recreational walking facilities are available at the Golden Springs Community Center, Washington Park, LaGarde Park, Ezell Park, and the Oxford Civic Center.

A prior sidewalk gap study identified several missing links in the pedestrian network, particularly in the West Anniston area. Further discussion of pedestrian safety and connectivity challenges is included in Section 9. In addition, supplementary sidewalk connections within the Oxford city limits remain a priority and are being addressed through the Oxford Bicycle and Pedestrian Master Plan.

Furthermore, excerpts from the Calhoun Area 2019 Bicycle and Pedestrian Plan and the 2021 Anniston Bicycle and Pedestrian Program Implementation Plan are provided in Appendix B to illustrate proposed bicycle and pedestrian facility enhancements.

2.7 Freight Component (All Modes)

The urbanized portion of Calhoun County has various freight options. Primary freight modes in the urban area are trucks and rail. Approximately 13 trucking and shipping firms are located in the area, offering numerous types of service and nationwide coverage. There are approximately 8 large shippers/manufacturers in the area and 3 transportation brokers. The Norfolk Southern railroad runs multiple trains each day and provides rail service to the area along its main line which connects to New Orleans and New York. The Anniston Regional Airport is available for freight and general aviation needs.

The trucking industry has the biggest impact on freight movement in the Calhoun study area. A survey of 25 local shippers and large manufacturers was completed in December 2019. A meeting was held with members of the Alabama Trucking Association (ATA) and local shipper representatives to develop projects that would improve the movement of freight throughout the Calhoun study area. A list of short-term inexpensive and long-term expensive projects was developed. Several short-term projects have been completed or incorporated into existing projects. A few long-term projects required ALDOT to purchase right-of-way and these more expensive projects will be addressed as improvements are made on the adjacent roadway. Projects that were thought to have the most impact on freight movement in the Calhoun study area are as follows:

- Widening US-78 east of US-431
- Improve the intersection of Quintard Avenue and US-78

There is an extensive freight intermodal system in the Calhoun area. Included in this system is the Norfolk-Southern Railway, which has approximately 36 trains a day through the area. Ten major truck lines have terminal facilities in the study area. Several of the industrial sites in the area, as well as the Anniston Army Depot, are intermodal facilities. These sites are both truck-to-train and train-to-truck facilities. There are two tank farms in the study area. One tank farm is a pipeline-to-truck facility, and the other is a rail-to-truck facility. The pipeline-to-truck facility transports natural gas, and the rail-to-truck facility transports liquid petroleum. Both tank farms are located on Alabama Highway 78 East in Oxford. Freight Generators for the Calhoun Area are illustrated in Figure 2.5.

2.7.1 Trucking

A survey of 25 local trucking/freight companies in December 2019 found that approximately 18 companies were operating in the urban area ranging in size from 2 employees to 220 employees. The survey along with the 2017 Alabama Statewide Freight Plan resulted in a list of short-term and long-term projects to improve freight movement in the area. These firms offer a variety of options including, less-than-truckload, truckload, flat bed, ocean-going-container, dry or liquid bulk tanker and refrigerated (reefer) shipping. Additionally, there are 8 large manufacturers with significant freight shipping activity. Other firms located outside of the area offer service to the other numerous commercial, retail and manufacturing businesses.

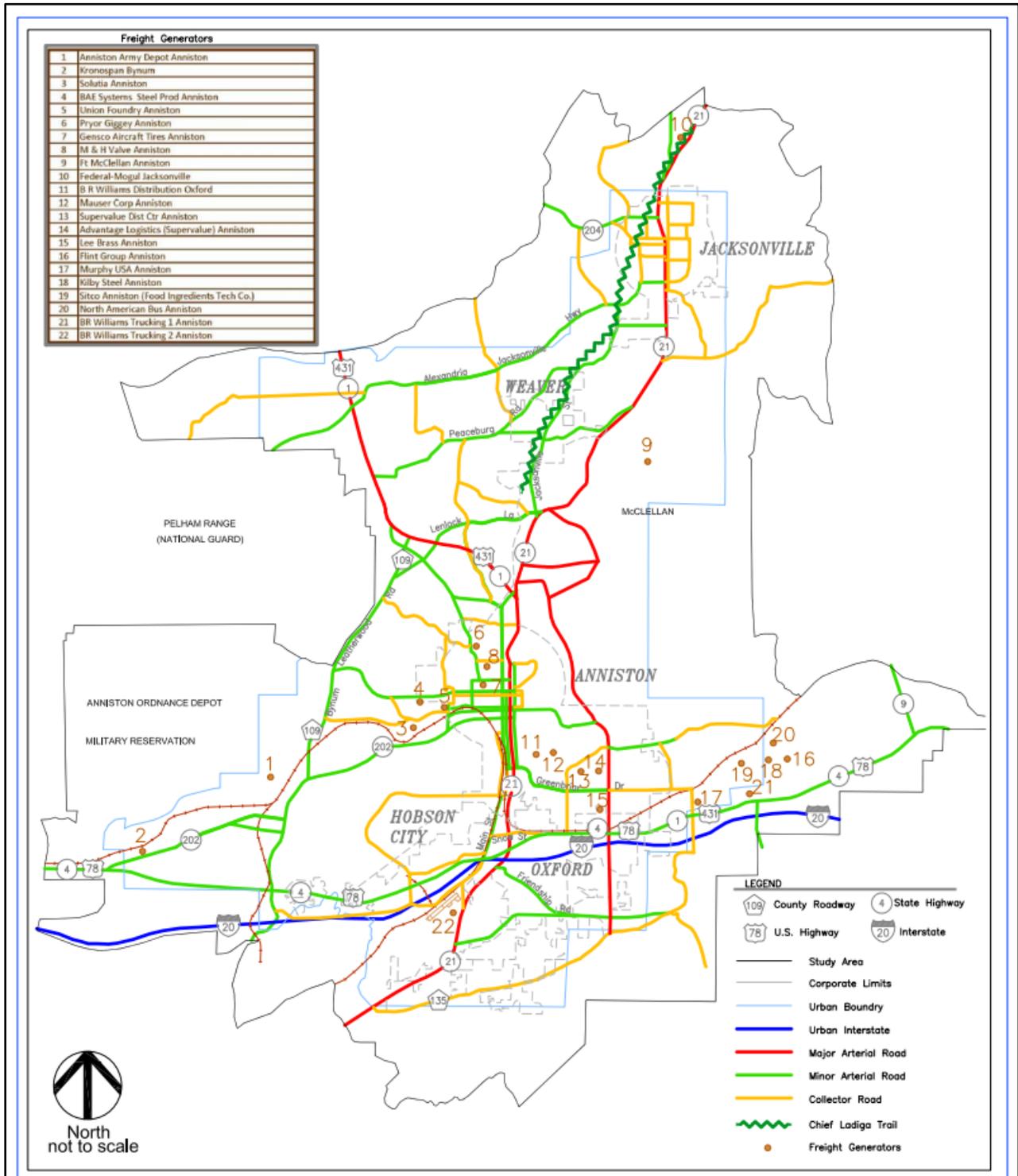


Figure 2.5 Freight Generators

2.7.2 Railroad

Norfolk Southern Railway Company (NS), a Class 1 railroad, provides rail freight service in the area along the main line, which is generally oriented in a southwest to northeast direction through the area. Approximately 36 trains each day pass through the urbanized area of Calhoun County. Most of the lines are double tracked with several parallel switching and storage track segments located in central Anniston. NS operates approximately 21,000 route miles in 22 states and the District of Columbia and serves every major container port in the eastern US. Several miles of single track through the Talladega National Forest with numerous curves inhibit NS traffic flow and speed.



Photo 4: Norfolk Southern Railway Company

2.7.3 Airport

The Calhoun urbanized area is served by a general aviation airport operated by the City of Anniston. The airport has the capability to service corporate aircraft and large commercial aircraft. It also provides service to military aircraft that land in conjunction with the Anniston Army Depot. The airport is an A139 certificated facility with a 7,000-foot lighted runway oriented E/W 50 and 230 degrees with ILS approach capability. It has approximately 32,000 annual operations and over 500,000 square feet of paved apron and seal-coated ramp. This airport is FAA Designated C-III (up to 118' wingspan), and it can accommodate dual wheel aircraft up to 620,000 pounds. The Anniston Regional Airport provides hangars, tie downs, flight instruction, 100LL, and Jet-A fuel. The City of Anniston is currently funding a Master Plan for the airport area.

2.7.4 Pipelines

Three pipelines are located throughout the area. They are oriented in an E/W direction and are located adjacent to and parallel to Interstate 20 through the area. According to the National Pipeline Mapping system they are operated by Colonial Pipeline Co. and Plantation Pipeline Co. both of Alpharetta, Georgia, and Southern Natural Gas Co. of Birmingham, AL. These pipelines carry non-HVL products and natural gas. A pipeline/truck transfer facility is located on Hwy 78 East in Oxford. Colonial Pipeline's Oxford Station is located off Friendship Road in Oxford.

2.8 Passenger Modal System

The Modal System consists of sites providing linkages between one or more modes of transportation. In a true modal system, the performance or use of one mode will affect another. The passenger intermodal system should provide an efficient, safe, and convenient process to move one person or a number of people. Passenger intermodal involves the movement of people or goods using two or more modes of transportation, the same as freight intermodal movement. These modes can be classified as motorized and non-motorized. The motorization can further be broken down into automobile or transit (bus, taxi, or train), and non-motorized to pedestrian or bicycle. Transit facilities in the area include Amtrak, which provides service to the area twice each day. Intercity bus service in the Calhoun area is provided by Greyhound. The local transit system provides access to the Chief Ladiga Trail in Weaver and both the Amtrak and Greyhound terminals.

2.9 Locally Funded Regionally Significant Projects

As defined in 23 CFR 450.104, a regionally significant project is a project—other than those that may be grouped in the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) pursuant to 23 CFR 450.216 and 450.326—located on a facility that serves regional transportation needs. These include, but are not limited to, facilities providing access to and from areas outside the region, major activity centers within the region, major planned developments such as new retail malls or sports complexes, or transportation terminals, as well as most terminals themselves. Regionally significant projects are typically included in the modeling of the metropolitan area's transportation network and, at a minimum, encompass all principal arterial highways and all fixed-guideway transit facilities offering a significant alternative to regional highway travel. Therefore, there is a requirement to include all regionally significant transportation projects regardless of funding source. Table 2.4 shows the transportation projects that were paid for with local funds that have a regional impact.

Table 2.3 *Locally Funded Regionally Significant Projects*

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

3.0 SOCIO-ECONOMIC DATA

The interrelationship between land use and a transportation system is used to determine the demand for travel on a roadway network. Each land use (residential, retail, non-retail, etc.) generates and attracts traffic, dependent on the nature of the development and the amount of land developed. In order to identify this demand for travel, inventories of existing land uses must be accomplished. This information is used in conjunction with the physical location of the adjacent land uses, constraints of the roadway network, and other related factors to develop the interrelationship between land use and the transportation system.

3.1 Base Year (2020) Socio-economic Data

Each traffic analysis zone within the study area was inventoried to determine the existing primary land use within its boundary. Factors used to characterize land use within each TAZ are listed below:

- Households
- Mean Income of Households
- Retail Employment
- Non-Retail Employment
- School Enrollment

There were 40,180 households inventoried within the study area in 2020. The average income for these households was \$41,189. According to the U.S. Bureau of Labor Statistics (BLS), there were 42,325 employed persons in Calhoun County in December 2020. Based on 2020 employment data, there were 5,655 retail jobs and 30,822 non-retail jobs reported within the study area, not including military personnel. There were 30,146 persons enrolled in school within the study area in 2020. It should be noted that the household and mean income data are collected at the location of the home. The employment data is collected at the work site, and the school enrollment is collected at the school site.

3.2 Socio-economic Data Forecast

The generation of future traffic is based on a forecast of the socio-economic data used to develop the base year model. The target year for this plan update calls for a long-range forecast to 2050. Sain Associates prepared the data forecast using historic trends in development patterns and census figures. Other considerations included the density of development in each TAZ and the suitability of vacant land for development in each TAZ. The socio-economic forecasts were projected at the planning district level and then refined at the TAZ level. The base year and forecast year study area totals for each data variable are shown in Table 3.1.

Table 3.1 Socio-economic Forecasts

Data Variable	2020	2050	% Change
Households	40,180	40,501	1.05%
Mean Income	\$41,889	\$41,889	0.0%
Retail Employment	5,655	6,039	6.8%
Non-Retail Employment	30,822	33,388	8.0%
School Enrollment	30,146	27,287	-9.6%

It should be noted that the mean income was assumed to remain constant over the 30-year period. It is fully recognized that there will be a significant increase in income in most, if not all, of the traffic analysis zones through the year 2050. However, most of this increase in income will be the result of inflation and not increased buying power. It can be assumed that income growth due to inflation does not yield a corresponding change in the number of trips generated by a household. The trip generation rates used in this model are based on 2020 income data. Therefore, in order to discount the effects of inflation and eliminate the need for adjustments to the trip generation rates, it was determined to hold mean income by traffic analysis zone constant.

4.0 Environmental Considerations

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

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. Environmental mitigation is discussed in Appendix F.

Some effects are currently being 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 measures are currently present in the TIP. 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.

4.2 Air Quality Conformity

The Clean Air Act (CAA), codified as Title 42 of United States Code (USC) Section 7401, and implemented by the Environmental Protection Agency (EPA) under Title 40 of Code of Federal Regulations (CFR), Parts 51 and 93, establishes tolerance standards on ground-level and atmospheric pollutants and provides for corrective mitigation measures when area monitor readings exceed allowable levels. Air quality in Alabama, as in other states, is adversely affected by pollutant emissions from automobile and truck exhaust systems, and this condition is exacerbated by congestion on urban roadways. This connection between automobile/truck emissions, traffic congestion, and increasing pollutant levels is well established and acknowledged by the EPA, the Federal Highway Administration (FHWA), and other agencies.

Common pollutants include ozone (O₃) and particulate matter 2.5 (PM_{2.5}), among others, and the EPA standards, which determine tolerance violations, are known as the National Ambient Air Quality Standards (NAAQS). Standards are typically established for ground-level ozone in terms of parts per billion (ppb) and for particulate matter, in tons per day. A violating pollutant is measured by a monitoring station in 1-hour and 8-hour increments for a given year to arrive at allowable averages.

Title 40 CFR Part 93 provides the rules and regulations for Air Quality Conformity, stating the procedures and requirements necessary by states and local governments to reach conformity, and Titles 23 and 49 of USC are interpreted through the Federal Highway Administration's (FHWA) 23 CFR 450 to ensure conformity compliance is carried through in local planning by the MPO's and other transportation agencies.

Conformity, as commonly defined, is a process that ensures federal funding and approval go to transportation activities that are consistent with our air quality goals. The US Department of Transportation cannot fund, authorize, or approve federal actions to support projects that do not conform to Clean Air Act requirements governing the current National Ambient Air Quality Standards (NAAQS). At the very heart of Air Quality Conformity is the requirement that projects are included in a conforming and fiscally constrained transportation plan (Long-Range Plan) and a similarly constrained short-range program, a Transportation Improvement Program (TIP).

States are required to establish State Implementation Plans (SIPs), providing air quality goals for transportation plans and programs. The SIP, as set forth in 23 CFR 450.104, will generally state that transportation activities will not cause new air quality violations, worsen existing conditions, or delay timely attainment of the air quality standards. This then describes the heart of the conformity process.

SIPs are established for the various pollutants monitored in a given area, as required by CAA. Each pollutant is assigned an allowable emission ceiling, referred to as the emissions "budget." This becomes the highest level of emissions allowed under a Long-Range Transportation Plan or TIP, while demonstrating attainment of standards. It is against the budgets that readings from monitoring stations are measured to determine whether an area or county is non-conforming and thus must begin the mitigation process. Failing to meet conformity rules or exceeding emissions budgets can have varying outcomes, most of them unpleasant. They may include the loss of federal funding, projects underway can be halted, federal permits can be denied, and projected projects can be frozen in place, any of which can seriously and immediately impact a road network. For all of those reasons, it is essential that immediate steps be taken by the affected MPO to begin the Air Quality Conformity Determination process.

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 at the project level at this time. However, those MPOs in attainment have tasks established in the Unified Planning Work Program (UPWP) for training in NAAQS monitoring and possible outreach activities.

5.0 TRANSPORTATION MODELING PROCESS

5.1 Travel Demand Models

Travel demand models are developed to predict future traffic on the street and highway system. The models are initially developed using estimates of existing socio-economic data to duplicate travel for the base year, which, for this study, was 2020. How well the model simulates the base year is taken as an indication of how well it will predict future travel. If the model cannot produce traffic volumes similar to those observed on existing streets and highways, then the model is reevaluated, and adjustments are made. The process of building and modifying the model to simulate base year travel is called calibration. This adjustment or calibration process continues until the model is adequately simulating base year traffic conditions. After the model is calibrated, forecasts for the future year’s socio-economic data are used as input into the model to predict future travel demand.

Roadway travel demand in the study area was analyzed using a standard travel demand modeling process. The standard modeling process is defined by a four-step analysis procedure:

- Step 1 Trip Generation
- Step 2 Trip Distribution
- Step 3 Mode Split
- Step 4 Assignment

As the standard transportation demand modeling process in the State of Alabama deals only with private transportation (i.e., not public transit), Step #3, mode split, is ignored.

The Alabama Department of Transportation had adopted a transportation demand modeling package known as Cube Voyager, developed by Citilabs, for use in modeling in the State of Alabama. Cube Voyager performs the various steps required in the modeling process. The state is currently migrating from Cube Voyager to TransCAD, however the EARPDC model has not been migrated from Cube Voyager to TransCAD to date. The following sections address the modeling process in more detail.

5.2 Roadway Network

The network file is an abstract, computerized representation of the actual roadway network. The network file is created by transferring a roadway map to a form that can be processed by the computer program. The roadway network includes all roadways that are classified as a collector or higher grade. At each intersection node numbers are assigned. These node numbers are used to define individual links in the roadway network. The length, carrying capacity, and average speed of each link in the network are coded as part of the roadway network description. TAZs are connected to the roadway network by imaginary lines through which the trips produced in or attracted to each TAZ may gain access to the roadway system. This entire abstract description of the actual roadway network is coded, entered into the computer, and becomes the network file for the study area.

5.3 Traffic Analysis Zones

The study area is divided into individual cells called traffic analysis zones (TAZ). A traffic analysis zone is defined as a subdivision of a study area of homogeneous land use within a distinct border

for the compilation of land use and traffic generation data. The TAZ system developed by the Calhoun Area MPO was employed for this analysis. A total of 121 zones are included within the study area boundary. The TAZ structure is illustrated in Figure 5.1, and the socio-economic data by TAZ is included in Appendix E.

5.4 Trip Generation

The trip generation program translates estimates of the socio-economic data into the number of trips. Given estimates of the socio-economic data for a TAZ, the trip generation program predicts the number of trips that will be produced by that TAZ and the number of trips that will be attracted to that TAZ from all other TAZs in the study area. (See Figure 5.1.) To perform trip generation, the relationships between observed travel and socio-economic data are defined through the use of mathematical equations and ratios. To determine the total number of trips that a TAZ may produce or attract, the number of households or employees within that TAZ is multiplied by the appropriate trip generation rate. Using this process, productions and attractions are produced for each TAZ.

Sain Associates developed a stand-alone trip generation program to replicate the ALDOT trip generation process used to calculate productions and attractions on a per-traffic analysis zone basis. The purpose of the program is to take seven data files prepared by the user to calculate productions and attractions by zone for each of six trip purposes. The seven data files that must be supplied by the user are:

- (1) automobile ownership by income range
- (2) trip generation rate by household by automobile ownership by income range
- (3) trip purpose percentages
- (4) trip attraction rates
- (5) socio-economic data set
- (6) percent external-external trips to total trips for five classifications of roadways
- (7) external zone numbers, counts, and road types

The trip generation program produces production and attraction data files for six trip purposes. These six trip purposes are:

Trip Purpose 1	Home Base Work (HBW)
Trip Purpose 2	Home Base Other (HBO)
Trip Purpose 3	Non-Home-Based (NHB)
Trip Purpose 4	Truck-Taxi (T-T)
Trip Purpose 5	Internal-External (I-E)
Trip Purpose 6	External-External (E-E)

The Alabama DOT trip generation program calculates productions and attractions using the socio-economic data set and the data files containing the automobile ownership and trip rate

information. Calculation of production is a three-step process. First, the number of households in the zone is subdivided into four automobile ownership groups (0, 1, 2, 3+) according to the percentage included in the automobile ownership file. The income of the zone is used to choose the line of the automobile ownership file to use. Second, the number of households in the zone, previously divided into automobile ownership categories, is multiplied by trip rates to generate production. Once again, the income of the zone is used to select the line of the trip generation

file to be used in the calculation. Third, the productions are divided into six trip purposes according to the data in the trip purpose percentage file.

Trip attractions are calculated in a one-step process. The trip attraction file contains factors by which to multiply data from the socio-economic data file to produce trip attractions for the various trip purposes.

The trip generation program allows for the input of external zone counts, roadway types, and percent external-external trips to produce internal-external and external-external production and attraction files.

The trip generation program requires six income ranges. The income ranges selected for use in the State of Alabama are shown below.

- \$0 - \$9,999
- \$10,000 - \$19,999
- \$20,000 - \$29,999
- \$30,000 - \$39,999
- \$40,000 - \$49,999
- \$50,000 +

The automobile ownership curve is a four-by-six matrix. The columns represent the four automobile ownership categories (0, 1, 2, 3+). The rows represent the six income ranges. The data in each cell of the matrix represents the percent of households in the income range that own that number of automobiles. Each row of the matrix sums up to 100%. Table 5.1 shows the automobile ownership curve for the Calhoun study area.

The trip generation curve is also a four-by-six matrix. The four columns are the automobile ownership categories, and the six rows are the income ranges. The data in each cell of the matrix represents the trips per household in the income range which own that number of automobiles.

Table 5.2 shows the trip generation rate curve for the Calhoun study area.

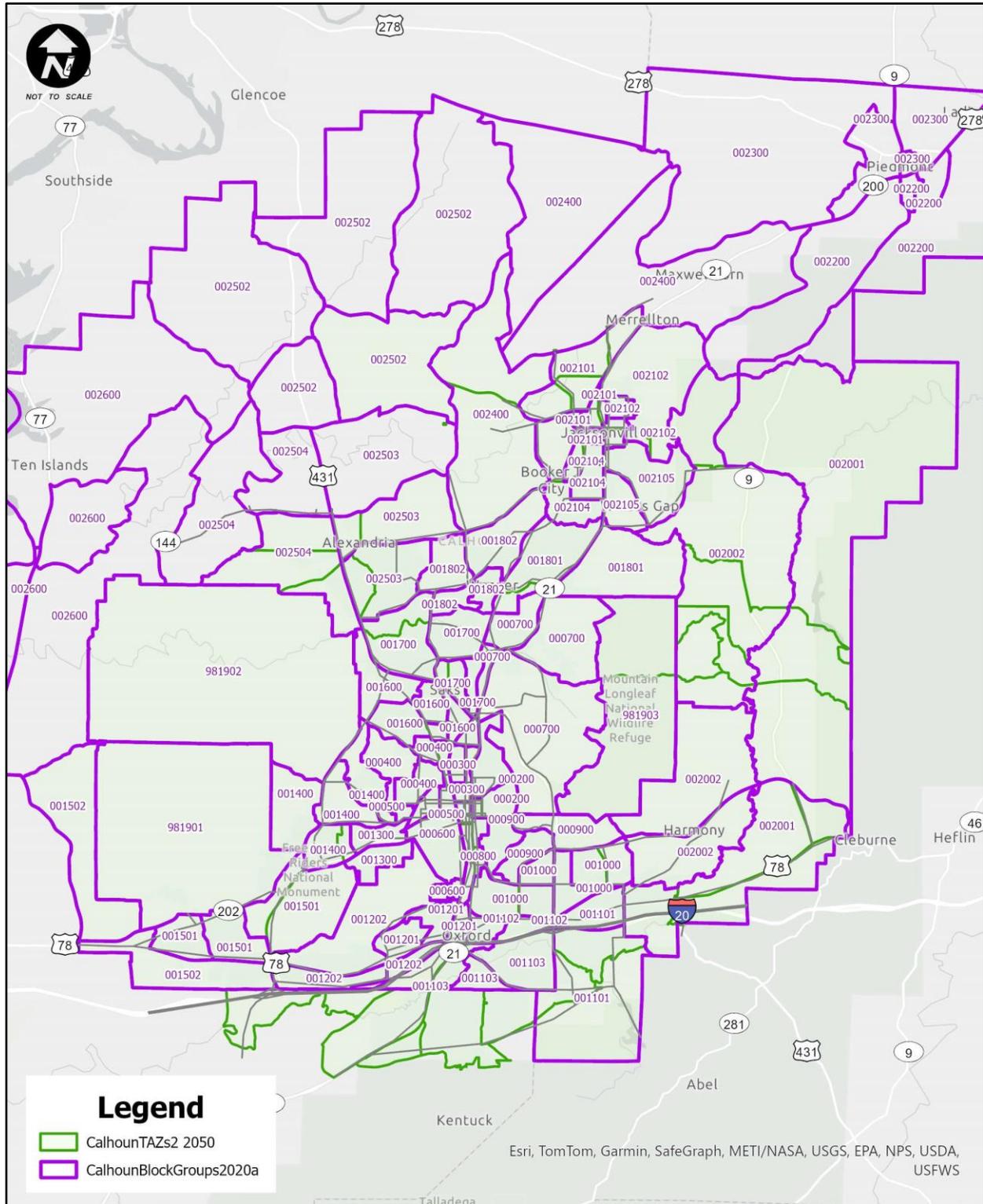


Figure 5.1 Traffic Analysis Zones

Table 5.1 Trip Production Cross-Classification
Matrix #1 - Automobile Ownership Curve

Income Range	Automobile Ownership			
	0 Autos	1 Auto	2 Autos	3+ Autos
\$0 - \$9,999	34.3%	47.2%	13.7%	4.9%
\$10,000 - \$19,999	8.2%	51.5%	31.2%	9.1%
\$20,000 - \$29,999	3.1%	32.1%	46.9%	17.8%
\$30,000 - \$39,999	1.1%	19.9%	52.1%	26.9%
\$40,000 - \$49,999	0.5%	11.9%	51.2%	36.5%
\$50,000 +	0.0%	4.2%	40.1%	55.7%

Table 5.2 Trip Production Cross-Classification
Matrix #2 - Trip per Household Curve

Income Range	Automobile Ownership			
	0 Autos	1 Auto	2 Autos	3+ Autos
\$0 - \$9,999	0.304	2.583	4.179	4.874
\$10,000 - \$19,999	0.646	4.103	5.508	6.201
\$20,000 - \$29,999	1.192	5.533	6.384	7.108
\$30,000 - \$39,999	2.381	10.319	11.112	12.483
\$40,000 - \$49,999	1.242	8.298	9.088	9.991
\$50,000 +	0.593	8.693	9.766	10.330

The trip purpose percent file is a four-item file that contains the percent of total trips that are: home base work, home base other, non-home base and truck and taxi. The first three trip purposes must add to 100%. The trip purpose shares for the Calhoun study area are shown below.

Home Base Work (HBW)	22%
Home Base Other (HBO)	53%
Non-Home Base (NHB)	25%
Truck-Taxi (TT)	15%

The trip attraction file is an eleven-item file that contains factors to multiply against the socio-economic data file to produce trip attractions. The eleven attraction factors and associated weights are shown below.

Home Base Work per Employee	1.230
Home Base Other per Household	0.700
Home Base Other per Student	0.580
Home Base Other per Retail Employee	5.540

Home Base Other per Non-Retail Employee	1.240
Non-Home Base per Household	0.350
Non-Home Base per Retail Employee	3.160
Non-Home Base per Non-Retail Employee	0.620
Truck-Taxi per Household	0.210
Truck-Taxi per Retail Employee	1.940
Truck-Taxi per Non-Retail Employee	0.380

Internal-external attractions at each internal zone are calculated by a ratio of the total employment in each internal zone to the total internal-external production at the external zones.

A methodology separate from the Alabama Department of Transportation trip generation program was used to determine internal-external productions and external-external productions and attractions for each external zone.

Total base year productions and attractions for each of the six trip purposes are shown in Table 5.3.

Table 5.3 2020 Base Year Productions and Attractions

Trip Purpose	Productions	Attractions
Home Base Work	66,316	66,406
Home Base Other	176,844	175,691
Non-Home Base	73,685	80,450
Truck-Taxi	36,842	31,140
Internal-External	73,730	73,730
External-External	36,865	36,865
Total	464,282	464,282

5.5 Trip Distribution

After trip generation has been completed, the productions and attractions for each TAZ are calculated. Trip distribution is the process by which the trips originating in one TAZ are distributed to other TAZs throughout the study area, as seen in Figure 5.1. The output from trip distribution is a set of tables called trip tables that show travel flow between each pair of zones.

The method used to distribute trips throughout the Calhoun study area was the gravity model. In the gravity model, the number of trips between two areas is directly proportional to the amount of activity in the areas and inversely proportional to the separation between the areas (represented as a function of travel time). In other words, the areas farther from each other will tend to exchange fewer trips. The generalized formula for the gravity model relates the desire for travel to three factors: 1) trip productions; 2) trip attractions; and 3) friction factors. The formula is:

$$\frac{Trips_{ij} = Prods_i * Attrs_j * FF_{ij}}{\sum Attrs_j * FF_{ij}}$$

where

Prods_{*i*} = productions at origin zone *i*

Attrs_{*j*} = attractions at destination zone *j*

FF_{*ij*} = friction factor between origin zone *i* and destination zone *j*

The effect of travel time on the exchange of trips between two zones is represented by a friction factor. Simply stated, a friction factor represents the level of accessibility between each zone, with higher value meaning greater accessibility and lower travel time. Each trip purpose must have a set of friction factors. The maximum time value of friction factors used in the Calhoun model was 45 minutes.

5.6 Traffic Assignment

In trip generation, the number of trips by zone was forecast. Those forecast trips were then given destinations by trip distribution. Assigning these trips to specific routes and establishing traffic volumes is the last phase of the forecasting process. In the assignment process the existing trip tables that are produced in the trip distribution step of the modeling process is used to assign base year trips to the base year network. Trips between any two zones will generally follow the path (roadway links) between zones that require the least amount of travel time. In determining the time to go from one zone to another, delays due to congestion are taken into consideration.

The equilibrium assignment process, which was used in this study, considers demand in relation to capacity. The equilibrium assignment technique consists of a series of all-or-nothing loadings with an adjustment of travel time according to delays encountered in the associated iteration. The assignment from each iteration is combined with the assignment for the previous iteration in such a way as to minimize the travel time of each trip. As a result of these time adjustments, the loadings of different iterations may be assigned to different paths. By combining information from various iterations, the number of iterations required to reach equilibrium is reduced. Equilibrium occurs when no trip can be made by an alternate path without increasing the total travel time of all trips on the network.

5.7 Model Calibration

The overall goal of the model validation effort is to improve the model's predictive capabilities and ability to provide reasonable forecasts. This is done by developing a base year model and evaluating how well the model is able to replicate the existing conditions. To verify that the EARPDC model properly simulated the study area, the base year assignments were validated using the procedures found in the *Minimum Travel Demand Model Calibration and Validation Guidelines for the State of Tennessee, Travel Estimation Techniques for Urban Planning*, and the *FHWA Travel Model Validation and Reasonability Checking Manual*.

The validation of the EARPDC model was initiated on an area-wide basis. The base year travel demand model output was compared to existing daily traffic counts on a functional class and ADT basis to assess the model performance at the system level. Figure 2.2 illustrates the model performance by volume group.

RMSE and %RMSE are both measures of accuracy of the traffic assignment, measuring the average error between the observed and modeled traffic volumes on links with traffic counts. Figure 5. 2 illustrates the results of the RMSE analysis.

Table 7.4 Model Performance by Functional Classification

Functional Classification	Percent Deviation	Target Percent Deviation (FHWA)
Major Arterial	2.3%	+/- 10%
Minor Arterial	-4.4%	+/- 15%
Collector	0.6%	+/- 25%

Table 7.5 Model Performance by Traffic Volume Groups

Volume Range	Percent Deviation	Target Percent Deviation (FHWA)
20,000 - 40,000	3.1%	+/- 25%
10,000 - 20,000	3.7%	+/- 29%
5,000 - 10,000	-2.6%	+/- 36%
2,000 - 5,000	3.7%	+/- 47%

Percent Root Mean Squared Error (%RMSE) is a measure of the accuracy of the traffic assignment, measuring the average error between the observed and modeled traffic volumes on links with traffic counts

$$\%RMSE = \frac{((Model - Count) / (Number of Counts - 1)) * 100}{(Count / Number of Counts)}$$

Table 7.6 %RMSE by Facility Type

Functional Classification	Actual RMSE	Target RMSE (FHWA)
Major Arterial	31.73	36.768
Minor Arterial	42.37	43.895
Collector	63.14	77.482
All	20.21	36.767

Scatterplots are useful validation tools that show modeled traffic volumes versus the observed traffic volumes.

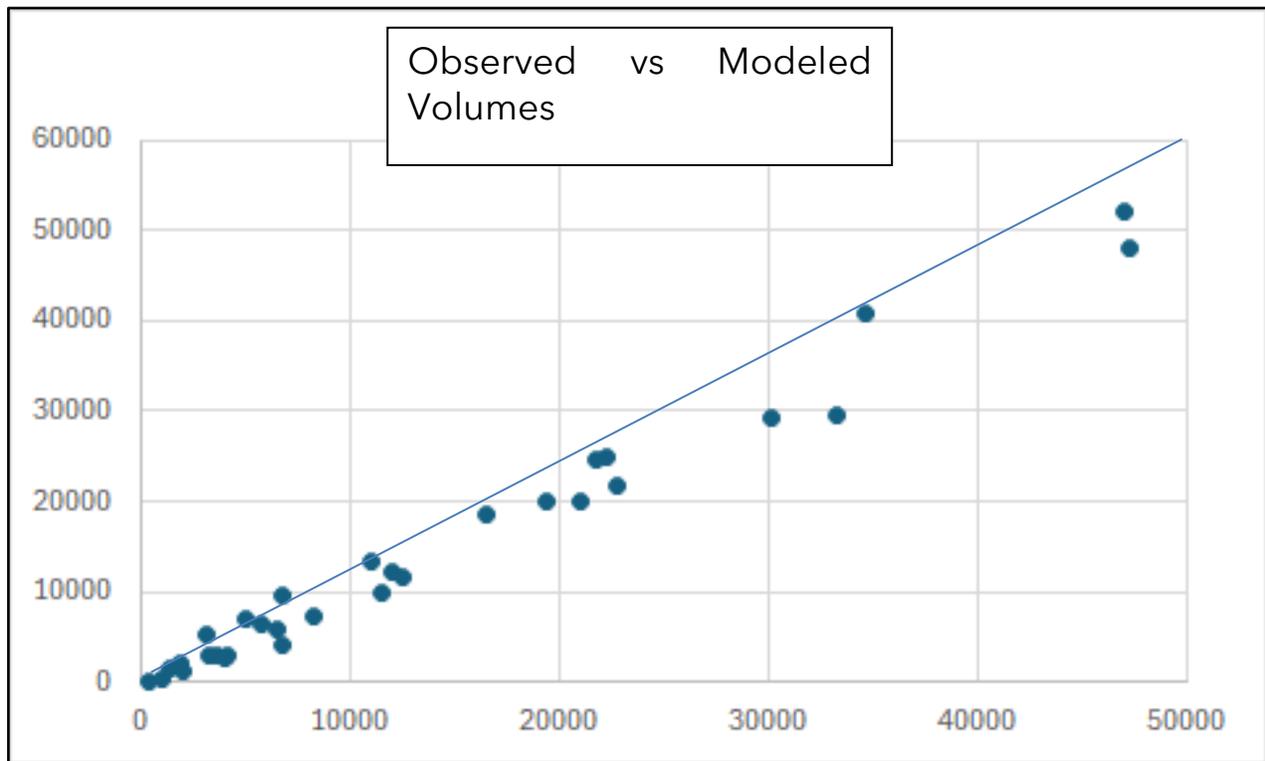


Figure 5.2 Model Scatter Plot

As the figures and tables illustrate, the base year 2020 EARPDC travel demand model validates within acceptable thresholds. Adjustments to link speeds and adding curves to the network to more accurately reflect distances were the primary approaches to achieving validation. Minor adjustments to trip generation rates, highway capacities, and centroid loading were also made to achieve model validation. The final step of the model validation that was completed prior to developing future year forecasts was conducting a sensitivity analysis with the travel demand model using an initial 2050 demographic forecast. The sensitivity analysis consisted of testing several land use and transportation scenarios (i.e., adding large residential development to TAZ, adding lanes to key highways, and adding employment to TAZ) and evaluating the model output for reasonableness.

6.0 TRAVEL DEMAND FORECASTS

6.1 Future Year Productions and Attractions

The Sain Associates trip generation program was used to calculate future year (2050) productions and attractions in the same manner as base year productions and attractions were calculated. The 2050 socio-economic data, presented in an earlier section of this report, was used to calculate the future year productions and attractions. Internal-external productions and external-external productions and attractions were calculated using historical traffic growth patterns at each external zone. The productions and attractions for the future year 2050 conditions are shown in

Table 6.1.

Table 6.1 2050 Future Year Productions and Attractions

Trip Purpose	Productions	Attractions
Home Base Work	66,467	66,467
Home Base Other	177,244	177,244
Non-Home Base	62,707	62,707
Truck-Taxi	37,634	37,634
Internal-External	116,027	116,027
External-External	65,503	65,503
Total	487,948	487,948

6.2 Future Year Trip Table

Future year 2050 productions and attractions were distributed using the gravity model according to the methodology used to distribute the existing year productions and attractions. Resultant trip tables for each of the six trip purposes for 2050 were produced. These trip tables were then added and converted to origin-destination format.

6.3 Future Year No Build Assignment

Before any roadway improvements are added to the network, the future year 2050 trip table is assigned to the no-build network using the assignment methodology and criteria cited previously.

The *No Build* network, also known as the *Existing Plus Committed* network, includes the 2020 roadway network as presented earlier, plus any significant projects (in terms of capacity addition) included in the Transportation Improvement Program (TIP) through Fiscal Year (FY) 2020. The purpose of this step is to identify where future year deficiencies might occur. The results of the 2050 no-build assignment are shown in Figure 6.1.

6.4 Projected Deficiencies

Roadways that show a projected peak hour volume/capacity (v/c) ratio of greater than 0.90 during the peak hour should be considered deficient. As the travel demand model assigns traffic on a daily basis, calculations were completed in Cube Voyager to account for the temporal distribution of traffic across the day. Emphasis should be placed on those areas where the v/c ratio is greater than 0.90. Based on those ratios, the roadways estimated to be deficient by 2050 are shown in Figure 6.2.

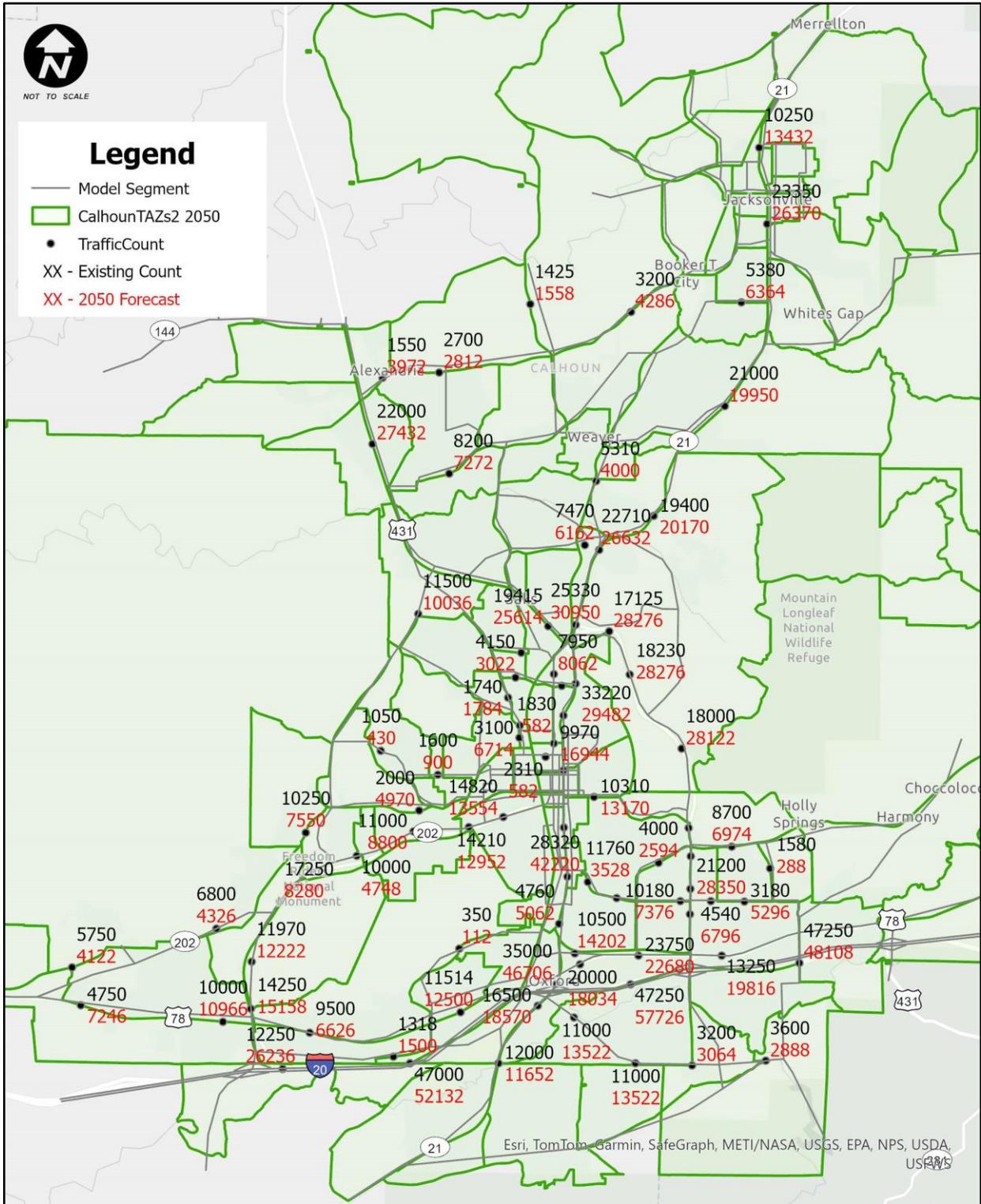


Figure 6.1 2050 Volumes: Existing Plus Committed Network

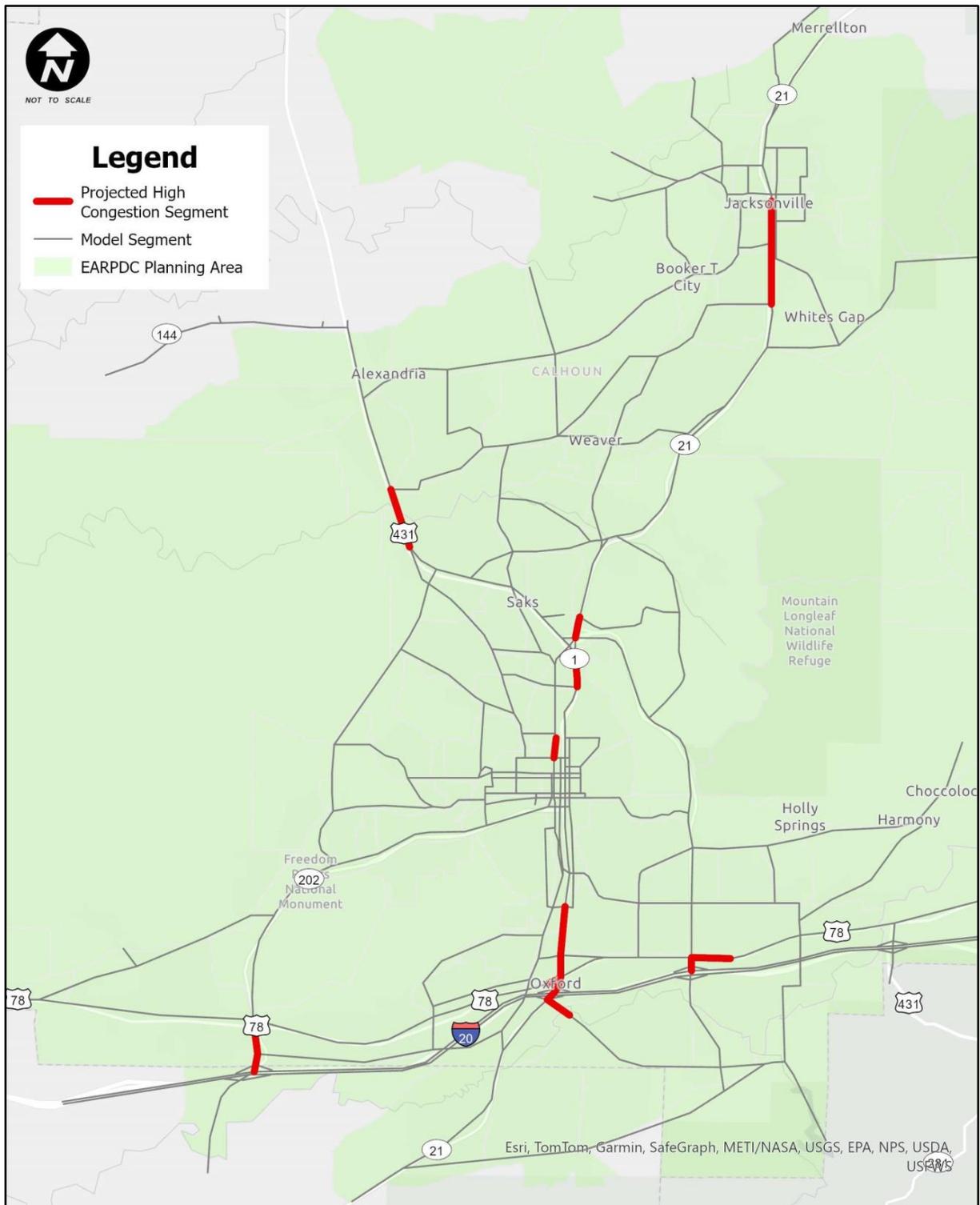


Figure 6.2 2050 Deficient Roadway Links: Existing Plus Committed Network

7.0 FINANCIAL PLAN

Federal regulations require long-range transportation plans to be financially constrained. Projected revenues based on historic funding must be adequate to fund the projects included in the 2050 Long-Range Transportation Plan. The Financial Plan was developed to demonstrate the implementation strategy of the long-range transportation plan. Multiple federal funding sources were considered in developing the financial position of the Calhoun Area MPO. These included National Highway System (NHS) funds, Surface Transportation Program - Attributable to Any Area (STP-AA) funds, Surface Transportation Program - Attributable to Other Areas (STP-OA) funds, Congressional Demonstration Project/High Priority Projects, Maintenance Funds, and Federal Transit Administration (FTA) funds.

The NHS and the STP-AA funds are matched at the state level and are available to the entire state. The Maintenance Allocation outlines the ability of the involved governments and agencies to maintain their existing transportation systems, as well as any new facilities built under the 2050 Long-Range Transportation Plan. FTA funds are for transit projects in the area and are matched on a local basis. The Calhoun Area Metropolitan Planning Organization (MPO) currently receives an allocation of approximately \$1,626,589 per year. This money is provided on a 20% local match basis.

To develop the financial plan for other funding categories, the MPO staff and ALDOT constructed a framework of annual funding benchmarks for all relevant funding categories. The revenue forecast includes funding for roadway projects that have received commitments from ALDOT and the local governments. These projects will be in the Fiscal Years 2024-2027 TIP and shown in Table 7.1 under the heading "TIP".

For the remaining forecast categories, ALDOT and the local governments used multiple years of data to calculate annual averages. The averages for highway projects were divided into two categories, Capacity or Management, Operations, and Maintenance (MOM), based on the percentage of these types of projects over the multi-year period. Generally, ALDOT defines a Capacity project as one that adds through lanes to an existing road or the construction of a new road. Every other type of highway project is considered Management, Operations, or Maintenance. The annual averages were multiplied by 25 to calculate a 25-year forecast for the plan.

The transit funding forecasts are based on TIP Fiscal Years 2024-2027 funding averages and MPO staff estimates. The averages and estimates were multiplied by 25% to forecast the future year dollar amounts. Transit projects may consist of capital and operational items. Capital projects include the purchase of vehicles and equipment, as well as preventative maintenance charges. Operational projects cover the costs of providing transit services, such as salaries, insurance, and utilities.

7.1 Estimated Implementation Costs

The total estimated cost of each project identified in the Calhoun Area 2050 Long-Range Transportation Plan was provided by ALDOT and local officials or developed by Sain Associates. The total estimated costs of LRTP by funding category and the available funds for each funding category for the 25-year planning period are illustrated in Table 7.1.

Table 7.1 2050 Long-Range Plan - Projects by Funding Category

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
1	Four-lane Bynum-Leatherwood Road (CR109) from Alabama Highway 202 to Morrisville Road	1.4 miles	2	4	\$0	\$29,790,000	\$0	\$0	\$29,790,000
2	Widen Friendship Road from AL 21 to Cheaha Drive to include replacing bridges #4773 and #4774	0.9 miles	2	4	\$3,585,000	\$0	\$0	\$4,422,000	\$8,007,000
3	Four-lane Choccolocco Road from Greenbrier Road to area study boundary	1.4 miles	2	4	\$0	\$0	\$0	\$6,826,000	\$6,826,000
4	Construct the Jacksonville Bypass from Alabama Highway 21 South to Alabama Highway 21 North	4.5 miles	N/A	2	\$0	\$0	\$0	\$26,600,000	\$26,600,000
5	Widen Friendship Road from Cheaha Drive to Leon Smith Blvd.	2.3 miles	2	4	\$0	\$0	\$0	\$11,212,000	\$11,212,000
6	Four-lane Bynum-Leatherwood Road (CR109) from Morrisville Road to U. S. Highway 431.	5.9 miles	2	2	\$0	\$24,205,000	\$0	\$9,065,000	\$33,270,000
7	Upgrade Traffic Signals at the intersection of AL 21 and Lenlock Lane	N/A	2	2	\$277,000	\$0	\$0	\$0	\$277,000
8	Resurface Cedar Springs Rd from Alexandria/Jacksonville Hwy to Cedar Springs Drive	3.3 miles	2	2	\$876,000	\$0	\$0	\$0	\$876,000
9	Resurface Whites Gap Rd SE from SR 21 to Jacksonville City Limits and from Whites Gap Rd to SR 9	5.6 miles	2	2	\$1,286,000	\$0	\$0	\$0	\$1,286,000
10	Reconfigure the Intersection of US Hwy 78 and Barry St	N/A	4	4	\$674,000	\$0	\$0	\$0	\$674,000
11	Construct a roundabout at the intersection of Bynum-Leatherwood Road and Old Gadsden Highway	N/A	2	2	\$413,000	\$0	\$0	\$0	\$413,000
12	Resurface Alexandria/Jacksonville Hwy from Cedar Springs Road to the Jacksonville City Limits	3.3 miles	2	2	\$734,000	\$0	\$0	\$0	\$734,000

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
13	Upgrade Traffic Signals at the intersection of SR 202 and Hunter Street	N/A	4	4	\$102,000	\$0	\$0	\$0	\$102,000
14	Resurface Roy Webb Rd from SR 21 to Foster West Rd	4.1 miles	2	2	\$979,000	\$0	\$0	\$0	\$979,000
15	Resurface Eulaton Gate Rd from Bynum-Leatherwood Rd to Anniston Army Depot Gate	0.5 miles	3	3	\$390,000	\$0	\$0	\$0	\$390,000
16	Upgrade Traffic Signals at the intersection of SR 21 and Baltzell Gate Rd	N/A	4	4	\$543,000	\$0	\$0	\$0	\$543,000
17	Construct a multi-use path along Baltzell Gate Rd from SR 21 to west of Federal Way	1.0 miles	N/A	N/A	\$183,000	\$0	\$0	\$0	\$183,000
18	Construct a multi-use path along SR 202 from Coldwater Mountain/Mulberry St. to Legarde Ave	0.2 miles	N/A	N/A	\$165,000	\$0	\$0	\$0	\$165,000
19	Stripe bicycle lane along South Noble St from Chestnut St to Fourth St.	1.5 miles	N/A	N/A	\$0	\$0	\$0	\$51,000	\$51,000
20	Resurface Church Ave from SR 21 to 11 th St	3.3 miles	N/A	N/A	\$1,909,000	\$0	\$0	\$0	\$1,909,000
21	Resurface Henry Rd and Country Club to the Jacksonville City Limits	1.0 miles	2	2	\$557,000	\$0	\$0	\$0	\$557,000
22	Resurface George Douthit Dr from SR 21 to Brierwood Pl	1.2 miles	N/A	N/A	\$1,358,000	\$0	\$0	\$0	\$1,358,000
23	Replace the Bridge on Airport Road #11215	N/A	2	2	\$2,195,000	\$0	\$0	\$0	\$2,195,000
24	Resurface Mountain St SE from SR 21 to 8 th Ave NE	0.6 miles	2	2	\$456,000	\$0	\$0	\$0	\$456,000
25	Upgrade traffic signal and add turn lanes at the intersection of Friendship Rd and Cheaha Dr	N/A	2	4	\$0	\$0	\$0	\$1,345,000	\$1,345,000
26	Resurface Russell Dr from Alexandria Rd to Peaceburg Road	0.7 miles	2	2	\$409,000	\$0	\$0	\$0	\$409,000
27	Widen and resurface SR 144 from US 431 to the St. Clair County line	9.4 miles	2	2	\$0	\$0	\$4,382,000	\$0	\$4,382,000
28	Replace the Bridge on SR 9 #5152	N/A	2	2	\$2,159,000	\$0	\$1,793,000	\$0	\$3,952,000
29	Resurface Alexandria/Jacksonville Hwy from McClellan Rd to Cedar Springs Rd	2.5 miles	2	2	\$538,000	\$0	\$0	\$0	\$538,000

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
30	Resurface US 431 from the Anniston Eastern Bypass to SR 144	8.9 miles	4	4	\$0	\$0	\$5,917,000	\$0	\$5,917,000
31	Improve CR 5 from Interstate 20 to U.S. Highway 78	1.6 miles	2	2	\$0	\$0	\$2,256,000	\$0	\$2,256,000
32	Construct sidewalks and ADA curb cuts along Main St from East Fourth Street to Snow St, along Snow St from Main St to Choccolocco St and along Choccolocco St from McCain St to Snow St in Oxford	0.7 miles	2	2	\$0	\$0	\$0	\$480,000	\$480,000
33	Resurface Bowl Rd - Mountain Longleaf Wildlife Refuge	0.4 miles	2	2	\$0	\$0	\$237,000	\$0	\$237,000
34	Replace the Bridge on SR 204 #4684	N/A	2	2	\$361,000	\$0	\$0	\$0	\$361,000
35	Replace the Bridge on 64 th Street #6204	N/A	2	2	\$549,000	\$0	\$0	\$0	\$549,000
36	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	5.9 miles	2	2	\$0	\$0	\$28,763,000	\$0	\$28,763,000
37	Resurface Interstate 20 from SR 21 to the Cleburne County Line	8.3 miles	4	4	\$6,868,000	\$0	\$0	\$0	\$6,868,000
38	Widen and resurface US Highway 78 from SR 202 to SR 21	5.8 miles	2-4	2-4	\$3,788,000	\$0	\$0	\$0	\$3,788,000
	Project Costs				31,354,000	53,995,000	43,348,000	60,001,000	188,698,000
	Amount Allocated				\$31,379,000	\$53,995,000	\$114,471,000	\$61,593,000	\$246,920,000
	Amount Carried Over				\$0	\$0	\$71,123,000	\$1,592,000	\$58,222,000

8.0 TRANSPORTATION PLAN DEVELOPMENT

The MPO followed a five-step process to develop the Long-Range Transportation Plan. The steps included data collection, data projection, data review, project selection, and plan review and approval.

8.1 Data Collection

The data collection effort involved the compilation of socio-economic data, transportation system inventory, environmental data, historic trends and financial data. The data was collected by the staff of the East Alabama Planning and Development Commission and reviewed by the MPO and the Alabama Department of Transportation for accuracy.

8.2 Data Projections

To plan for the future, the MPO must make assumptions about how the study area will develop. To accomplish this, existing data were projected forward to the year 2050. The forecasted data included households, retail employment, non-retail employment, and school enrollment. The forecasted data was allocated to the TAZ level to show future land use and emphasize the growth areas that should be addressed in the plan.

The socio-economic data that were collected and projected were used in the transportation demand modeling process to calibrate the model to base year conditions and to forecast future traffic volumes on the study area roadways.

8.3 Data Review

The data review process involved examining the results from the transportation demand model runs, socio-economic data, and environmental factors. The MPO used the results of the transportation demand model to identify segments of the roadway network that were expected to exceed their design capacities by the year 2050. The MPO reviewed the socio-economic data and the environmental factors to determine if there were any transportation deficiencies that were not identified in the transportation demand modeling process.

8.4 Project Selection

When the MPO began selecting projects for inclusion in the transportation plan, projects that would help to alleviate transportation deficiencies were identified in the data review step. Projects that addressed capacity problems, safety concerns, traffic management issues, economic development and social services activities were selected. The selected projects were analyzed using the transportation demand model to determine their effects on future traffic flow.

The final task in the project selection process was to determine if sufficient funds were available to construct the proposed projects. Based on the Financial Plan described in a previous section of this report, it was determined that sufficient funds would be available over the 25-year planning period to construct the projects that were identified for inclusion in the Calhoun Area 2050 Long-Range Transportation Plan.

9.0 ROADWAY PLAN

Using the five-step process outlined in the Transportation Plan Development chapter of this document and the Financial Plan, the roadway plan was developed. The goals of the roadway plan were to relieve traffic congestion and increase mobility throughout the study area while providing a safe and efficient transportation system for the year 2050. Roadway projects identified in the 2045 Long-Range Transportation Plan that had not been completed were brought forward to develop the 2050 Roadway Plan, described in Table 9.1 and illustrated in Figure 9.1.

9.1 Future Year Daily Traffic Volumes

Future year trips were assigned to the roadway plan network using the Cube Voyager model to determine the benefit of the 2050 Roadway Plan. The 2050 forecasted daily volumes are illustrated in Figure 9.2. Based on these future year volumes the projected deficient links were determined and are illustrated in Figure 9.3.

Table 9.1
 2050 Long-Range Plan - Financially Constrained Capacity and Maintenance and Operations
 2050 Long-Range Plan - Projects by Funding Category

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
1	Four-lane Bynum-Leatherwood Road (CR109) from Alabama Highway 202 to Morrisville Road	1.4 miles	2	4	\$0	\$29,790,000	\$0	\$0	\$29,790,000
2	Widen Friendship Road from AL 21 to Cheaha Drive to include replacing bridges #4773 and #4774	0.9 miles	2	4	\$3,585,000	\$0	\$0	\$4,422,000	\$8,007,000
3	Four-lane Choccolocco Road from Greenbrier Road to area study boundary	1.4 miles	2	4	\$0	\$0	\$0	\$6,826,000	\$6,826,000
4	Construct the Jacksonville Bypass from Alabama Highway 21 South to Alabama Highway 21 North	4.5 miles	N/A	2	\$0	\$0	\$0	\$26,600,000	\$26,600,000
5	Widen Friendship Road from Cheaha Drive to Leon Smith Blvd.	2.3 miles	2	4	\$0	\$0	\$0	\$11,212,000	\$11,212,000
6	Four-lane Bynum-Leatherwood Road (CR109) from Morrisville Road to U. S. Highway 431.	5.9 miles	2	2	\$0	\$24,205,000	\$0	\$9,065,000	\$33,270,000
7	Upgrade Traffic Signals at the intersection of AL 21 and Lenlock Lane	N/A	2	2	\$277,000	\$0	\$0	\$0	\$277,000
8	Resurface Cedar Springs Rd from Alexandria/Jacksonville Hwy to Cedar Springs Drive	3.3 miles	2	2	\$876,000	\$0	\$0	\$0	\$876,000
9	Resurface Whites Gap Rd SE from SR 21 to Jacksonville City Limits and from Whites Gap Rd to SR 9	5.6 miles	2	2	\$1,286,000	\$0	\$0	\$0	\$1,286,000
10	Reconfigure the Intersection of US Hwy 78 and Barry St	N/A	4	4	\$674,000	\$0	\$0	\$0	\$674,000
11	Construct a roundabout at the intersection of Bynum-Leatherwood Road and Old Gadsden Highway	N/A	2	2	\$413,000	\$0	\$0	\$0	\$413,000
12	Resurface Alexandria/Jacksonville Hwy from Cedar	3.3 miles	2	2	\$734,000	\$0	\$0	\$0	\$734,000

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
	Springs Road to the Jacksonville City Limits								
1 3	Upgrade Traffic Signals at the intersection of SR 202 and Hunter Street	N/A	4	4	\$102,000	\$0	\$0	\$0	\$102,000
1 4	Resurface Roy Webb Rd from SR 21 to Foster West Rd	4.1 miles	2	2	\$979,000	\$0	\$0	\$0	\$979,000
1 5	Resurface Eulaton Gate Rd from Bynum-Leatherwood Rd to Anniston Army Depot Gate	0.5 miles	3	3	\$390,000	\$0	\$0	\$0	\$390,000
1 6	Upgrade Traffic Signals at the intersection of SR 21 and Baltzell Gate Rd	N/A	4	4	\$543,000	\$0	\$0	\$0	\$543,000
1 7	Construct a multi-use path along Baltzell Gate Rd from SR 21 to west of Federal Way	1.0 miles	N/A	N/A	\$183,000	\$0	\$0	\$0	\$183,000
1 8	Construct a multi-use path along SR 202 from Coldwater Mountain/Mulberry St. to Legarde Ave	0.2 miles	N/A	N/A	\$165,000	\$0	\$0	\$0	\$165,000
1 9	Stripe bicycle lane along South Noble St from Chestnut St to Fourth St.	1.5 miles	N/A	N/A	\$0	\$0	\$0	\$51,000	\$51,000
2 0	Resurface Church Ave from SR 21 to 11 th St	3.3 miles	N/A	N/A	\$1,909,000	\$0	\$0	\$0	\$1,909,000
2 1	Resurface Henry Rd and Country Club to the Jacksonville City Limits	1.0 miles	2	2	\$557,000	\$0	\$0	\$0	\$557,000
2 2	Resurface George Douthit Dr from SR 21 to Brierwood Pl	1.2 miles	N/A	N/A	\$1,358,000	\$0	\$0	\$0	\$1,358,000
2 3	Replace the Bridge on Airport Road #11215	N/A	2	2	\$2,195,000	\$0	\$0	\$0	\$2,195,000
2 4	Resurface Mountain St SE from SR 21 to 8 th Ave NE	0.6 miles	2	2	\$456,000	\$0	\$0	\$0	\$456,000
2 5	Upgrade traffic signal and add turn lanes at the intersection of Friendship Rd and Cheaha Dr	N/A	2	4	\$0	\$0	\$0	\$1,345,000	\$1,345,000
2 6	Resurface Russell Dr from Alexandria Rd to Peaceburg Road	0.7 miles	2	2	\$409,000	\$0	\$0	\$0	\$409,000
2 7	Widen and resurface SR 144 from US 431 to the St. Clair County line	9.4 miles	2	2	\$0	\$0	\$4,382,000	\$0	\$4,382,000
2 8	Replace the Bridge on SR 9 #5152	N/A	2	2	\$2,159,000	\$0	\$1,793,000	\$0	\$3,952,000
2 9	Resurface Alexandria/Jacksonville Hwy from McClellan Rd to Cedar Springs Rd	2.5 miles	2	2	\$538,000	\$0	\$0	\$0	\$538,000

	Project Description	Length	Lanes Before	Lanes After	TIP	Capacity	MOM	MPO	Estimated Cost (YOE)
30	Resurface US 431 from the Anniston Eastern Bypass to SR 144	8.9 miles	4	4	\$0	\$0	\$5,917,000	\$0	\$5,917,000
31	Improve CR 5 from Interstate 20 to U.S. Highway 78	1.6 miles	2	2	\$0	\$0	\$2,256,000	\$0	\$2,256,000
32	Construct sidewalks and ADA curb cuts along Main St from East Fourth Street to Snow St, along Snow St from Main St to Choccolocco St and along Choccolocco St from McCain St to Snow St in Oxford	0.7 miles	2	2	\$0	\$0	\$0	\$480,000	\$480,000
33	Resurface Bowl Rd - Mountain Longleaf Wildlife Refuge	0.4 miles	2	2	\$0	\$0	\$237,000	\$0	\$237,000
34	Replace the Bridge on SR 204 #4684	N/A	2	2	\$361,000	\$0	\$0	\$0	\$361,000
35	Replace the Bridge on 64 th Street #6204	N/A	2	2	\$549,000	\$0	\$0	\$0	\$549,000
36	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	5.9 miles	2	2	\$0	\$0	\$28,763,000	\$0	\$28,763,000
37	Resurface Interstate 20 from SR 21 to the Cleburne County Line	8.3 miles	4	4	\$6,868,000	\$0	\$0	\$0	\$6,868,000
38	Widen and resurface US Highway 78 from SR 202 to SR 21	5.8 miles	2-4	2-4	\$3,788,000	\$0	\$0	\$0	\$3,788,000
	Project Costs				31,354,000	53,995,000	43,348,000	60,001,000	188,698,000
	Amount Allocated				\$31,379,000	\$53,995,000	\$114,471,000	\$61,593,000	\$246,920,000
	Amount Carried Over				\$0	\$0	\$71,123,000	\$1,592,000	\$58,222,000

Table 9.2
2045 Long-Range Plan - Financially Constrained Capacity and Maintenance and Operations

Project Description	Status	Time Range	Start Year	Length	Lanes Before	Lanes After	Purpose And Need	Bicycle and Pedestrian Improvements	Estimated Cost (YOE)	
Capacity Projects										
1	Four-lane Bynum-Leatherwood Road (CR109) from Alabama Highway 202 to Morrisville Road	LRTP	Long	2044	1.4 miles	2	4	Increase Capacity	Bicycle Lanes	\$29,790,000
2	Four-lane Choccolocco Road from Greenbrier Road to area study boundary	LRTP	Long	2043	1.4 miles	2	4	Increase Capacity	Bicycle Lanes	\$6,826,000
3	Construct the Jacksonville Bypass from Alabama Highway 21 South to Alabama Highway 21 North	LRTP	Long	2045	4.5 miles	N/A	2	Increase Capacity	Bicycle Lanes	\$26,600,000
4	Widen Friendship Road from Cheaha Drive to Leon Smith Blvd.	LRTP	Long	2043	2.3 miles	2	4	Increase Capacity	Bicycle Lanes	\$11,212,000
5	Four-lane Bynum-Leatherwood Road (CR109) from Morrisville Road to U. S. Highway 431.	LRTP	Long	2041	5.9 miles	2	4	Increase Capacity	Bicycle Lanes	\$33,270,000

Maintenance Projects

17	Construct a multi-use path along Baltzell Gate Rd from SR 21 to west of Federal Way	TIP	Short	2023	1.0 miles	N/A	N/A	Safety	Multi-Use Path	\$183,000
18	Construct a multi-use path along SR 202 from Coldwater Mountain/Mulberry St. to Legarde Ave	TIP	Short	2021	0.2 miles	N/A	N/A	Safety	Multi-Use Path	\$165,000
26	Resurface Russell Dr from Alexandria Rd to Peaceburg Road	TIP	Short	2021	0.7 miles	2	2	Maintenance	N/A	\$409,000
27	Widen and resurface SR 144 from US 431 to the St. Clair County line	TIP	2020	Short	9.4 miles	2	2	Safety	N/A	\$4,382,000
28	Replace the Bridge on SR 9 #5152	TIP LRTP	2023	Short	N/A	2	2	Safety	N/A	\$3,952,000
29	Resurface Alexandria/Jacksonville Hwy from McClellan Rd to Cedar Springs Rd	TIP	2020	Short	2.5 miles	2	2	Maintenance	N/A	\$538,000
30	Resurface US 431 from the Anniston Eastern Bypass to SR 144	TIP	2020	Short	8.9 miles	4	4	Maintenance	N/A	\$5,917,000
31	Improve CR 5 from Interstate 20 to U.S. Highway 78	LRTP	2030	Short	N/A	2	2	Maintenance	N/A	\$2,256,000
32	Construct sidewalks and ADA curb cuts along Main St from East Fourth Street to Snow St, along Snow St from Main St to Choccolocco St and along Choccolocco St from McCain St to Snow St in Oxford	TIP	2020	Short	0.7 miles	2	2	Safety	Sidewalk	\$480,000
33	Resurface Bowl Rd - Mountain Longleaf Wildlife Refuge	TIP	2020	Short	0.4 miles	2	2	Maintenance	N/A	\$237,000
34	Replace the Bridge on SR 204 #4684	TIP LRTP	2023	Short	N/A	2	2	Maintenance	N/A	\$361,000
35	Replace the Bridge on 64 th Street #6204	TIP	2024	Short	N/A	2	2	Maintenance	N/A	\$549,000
36	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	LRTP	2045	Long	5.9 miles	2	2	Safety	Bicycle Lanes	\$28,763,000
37	Resurface Interstate 20 from	TIP	2021	Short	8.3 miles	4	4	Maintenance	N/A	\$6,868,000

	SR 21 to the Cleburne County Line									
38	Widen and resurface US Highway 78 from SR 202 to SR 21	TIP	2021	Short	5.8 miles	2-4	2-4	Maintenance	N/A	\$3,788,000
	Total	\$188,698,000								

Note: See Figure 9.1

2050 Visionary Transportation Plan

	Project Description	Status	Length	Lanes Before	Lanes After	Estimated Cost (YOE)
A	Four-lane U.S. Highway 78 from the existing four-lane west to the study area boundary.	L RTP	4.0 miles	2	4	\$21,000,000
B	Construct the Oxford Western Connector from AL Highway 21 to I-20.	L RTP	3.2 miles	N/A	2	\$22,000,000
C	Six-lane Quintard Ave from Anniston Airport Rd. to Greenbrier Rd.	L RTP	3.3 miles	4	6	\$12,000,000
D	Six-lane Quintard Avenue from 18th St. to the AL Highway 21 split	L RTP	1.7 miles	4	6	\$9,000,000
E	Four-lane U.S. Highway 78 from the existing four lane east to the study area boundary	L RTP	5.9 miles	2	4	\$32,000,000
F	Widen Baltzell Gate Rd from Alabama Highway 21 to Federal Way	L RTP	1.0 miles	2	4	\$7,194,000
G	Widen Summerall Gate Rd from Alabama Highway 21 to Watson Way	L RTP	0.8 miles	2	4	\$6,133,000
H	Widen Summerall Gate Rd from Watson Way to Exchange Ave	L RTP	0.6 miles	2	4	\$4,708,000

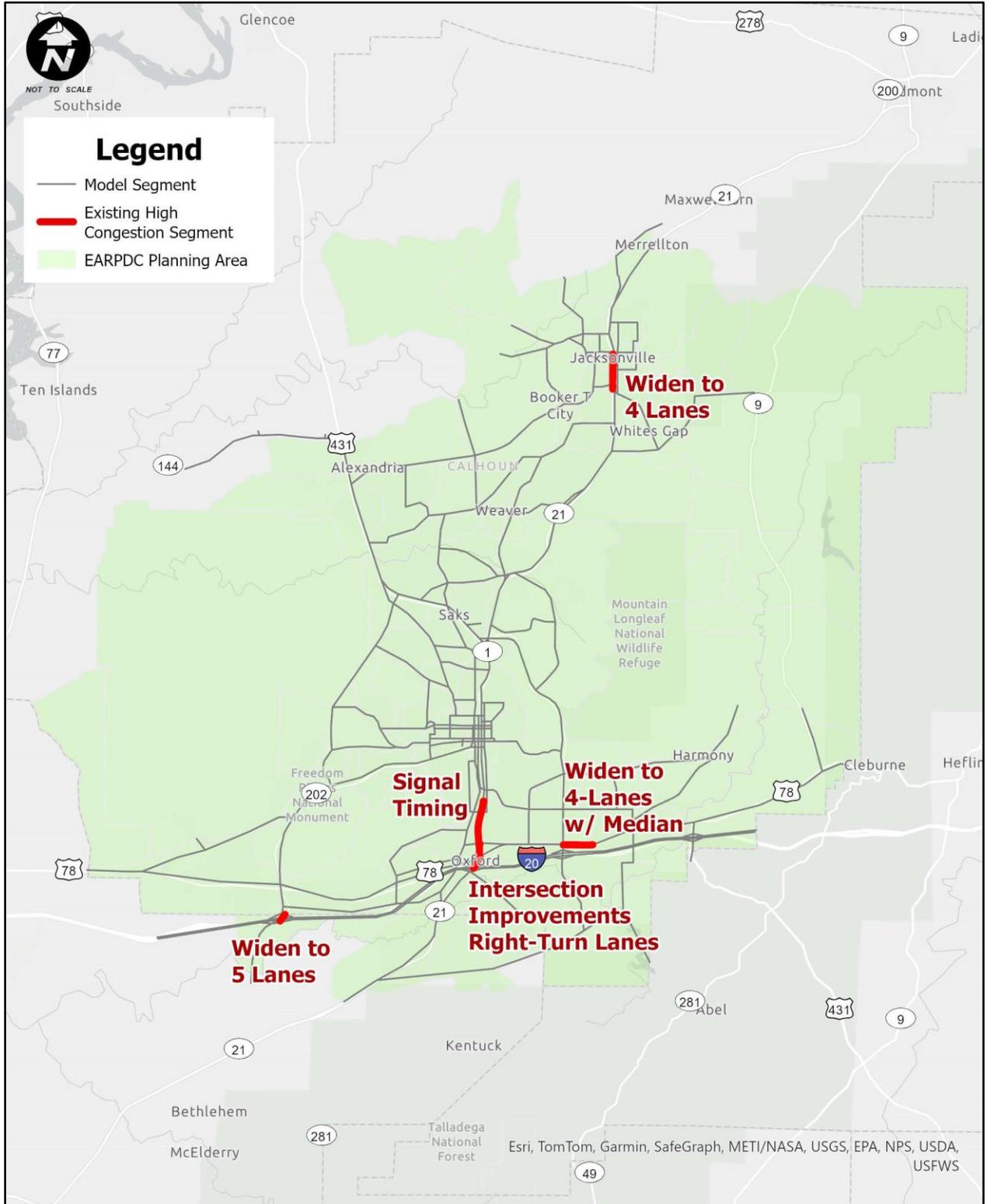


Figure 9.1 2050 Long-Range Plan Capacity and Operations Projects

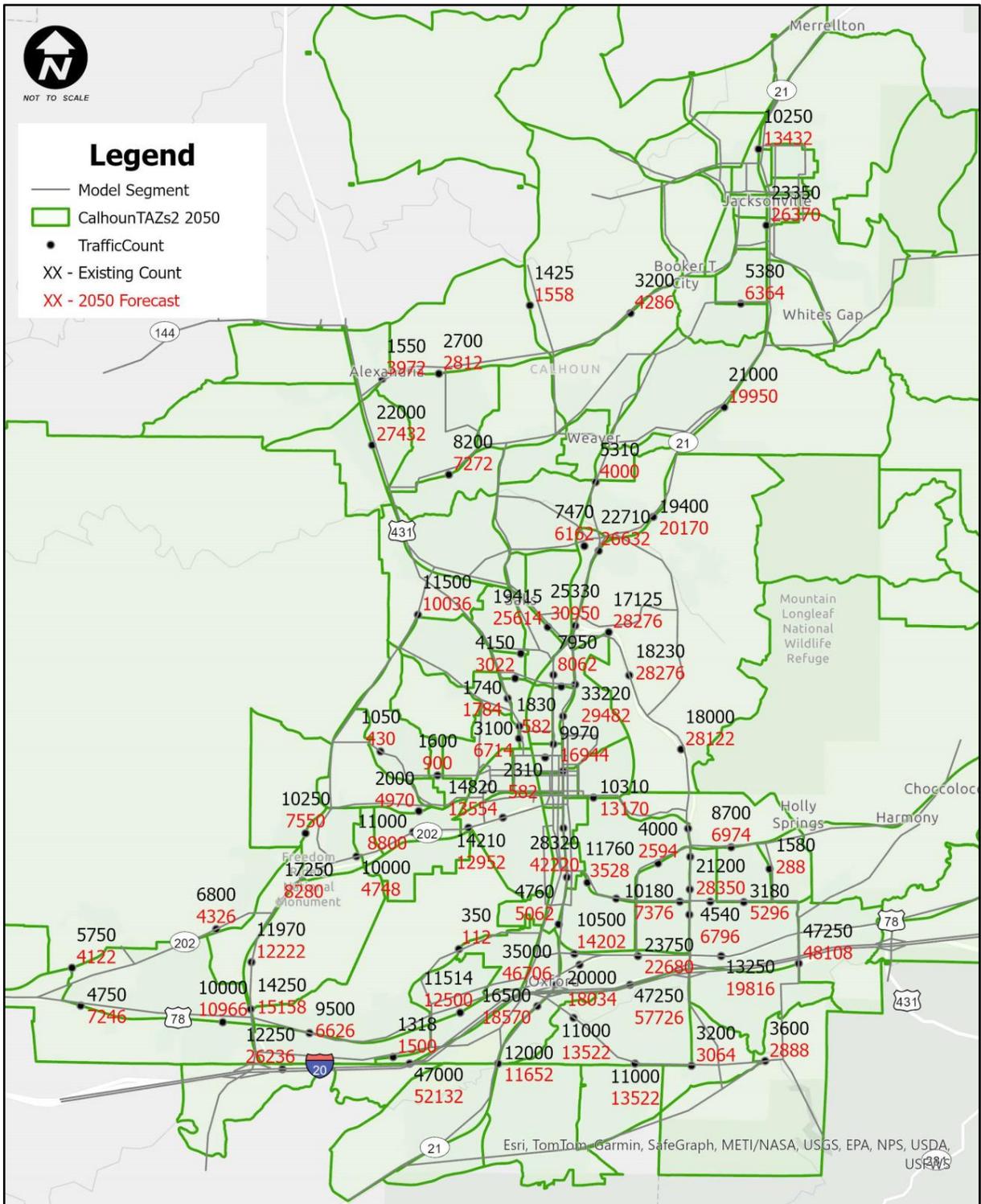


Figure 9.2 2050 Forecasted Daily Volumes

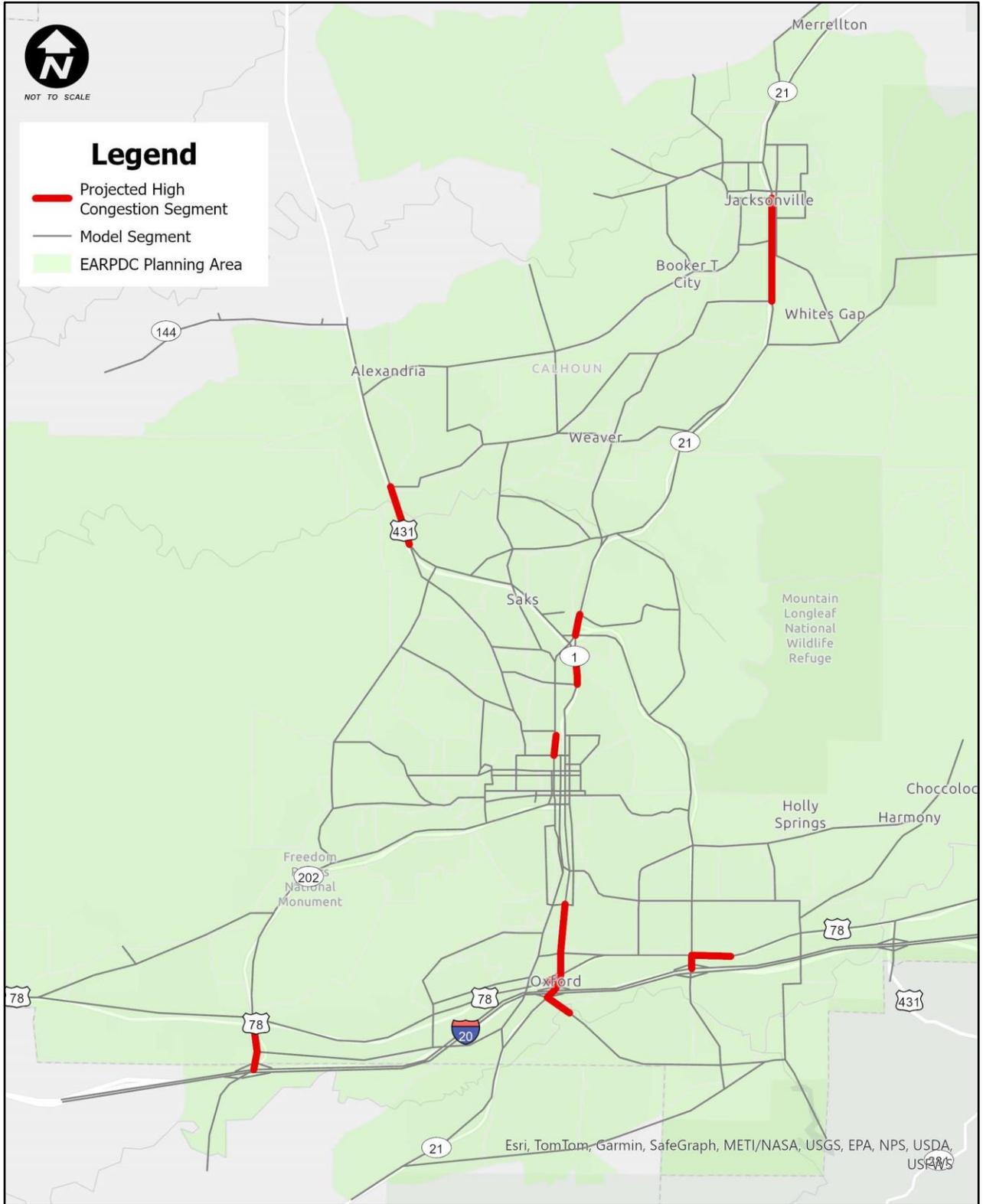


Figure 9.3 2050 Long-Range Plan Deficient Links

9.2 2050 Visionary Plan

MPOs are required to develop a financial plan to demonstrate how the long-range transportation plan can be implemented. MPOs are obligated to balance the financial costs of the plan projects against expected revenue. This limitation prevents some needed projects from being included in the transportation plan, but it also reduces unrealistic expectations. All projects that could not fit into the transportation plan due to financial constraints were included in the 2050 Visionary Plan. These projects can be added to the plan by amendment if funding becomes available. The fact that a project is on the Visionary Plan demonstrates the MPO's commitment to the project even though adequate funding is not currently available. The MPO will maintain the visionary plan in hopes that additional funding will be acquired. The projects that compose the 2050 Visionary Plan are included in Table 9.3 and mapped in Figure 9.4.

Although the projects from the MPO's bicycle and pedestrian plan are not listed, they are considered part of the 2050 Visionary Plan. For a complete listing of these projects, please see the current *Bicycle and Pedestrian Plan of the Calhoun Area*. Excerpts from the plan can be found in Appendix .

Table 9.3 2050 Visionary Transportation Plan

	Project Description	Status	Length	Lanes Before	Lanes After	Estimated Cost (YOE)
A	Four-lane U.S. Highway 78 from the existing four-lane west to the study area boundary.	L RTP	4.0 miles	2	4	\$21,000,000
B	Construct the Oxford Western Connector from AL Highway 21 to I-20.	L RTP	3.2 miles	N/A	2	\$22,000,000
C	Six-lane Quintard Ave from Anniston Airport Rd. to Greenbrier Rd.	L RTP	3.3 miles	4	6	\$12,000,000
D	Six-lane Quintard Avenue from 18th St. to the AL Highway 21 split	L RTP	1.7 miles	4	6	\$9,000,000
E	Four-lane U.S. Highway 78 from the existing four lane east to the study area boundary	L RTP	5.9 miles	2	4	\$32,000,000
F	Widen Baltzell Gate Rd from Alabama Highway 21 to Federal Way	L RTP	1.0 miles	2	4	\$7,194,000
G	Widen Summerall Gate Rd from Alabama Highway 21 to Watson Way	L RTP	0.8 miles	2	4	\$6,133,000
H	Widen Summerall Gate Rd from Watson Way to Exchange Ave	L RTP	0.6 miles	2	4	\$4,708,000

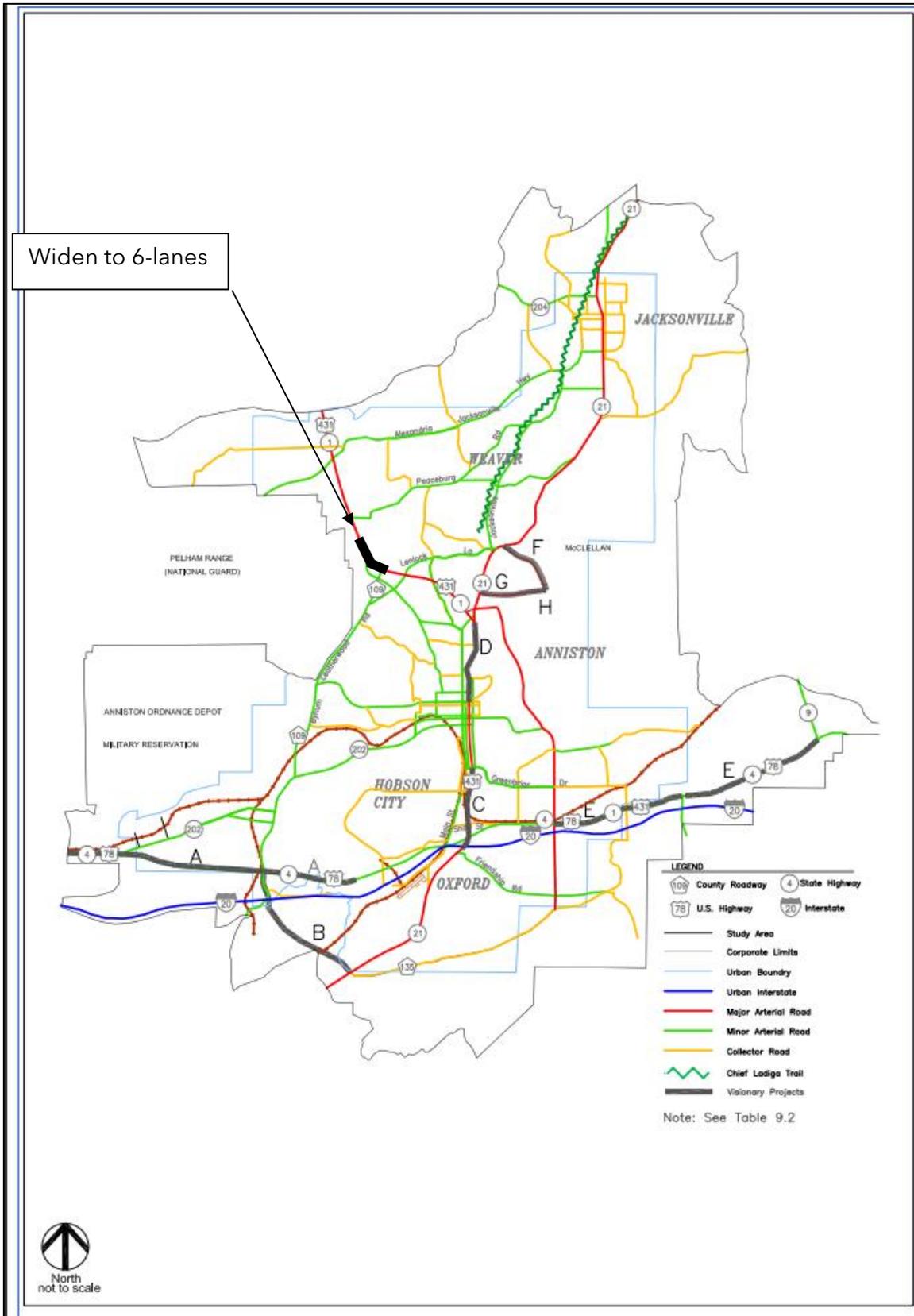


Figure 9.4 Visionary Plan Map

9.3 Pedestrian and Bicycle Facilities Overview

Bicycle and pedestrian facilities enhance urban mobility and improve the quality of life while relieving traffic congestion and expanding roadway capacity. Bicycling and walking are both viable transportation alternatives with a large recreational presence in the Calhoun County MPO Area. In compliance with 23 CFR § 450.324, this LRTP includes pedestrian and bicycle facilities as a part of an integrated multimodal system. The Alabama Code of Law, Sec. 32-5A-263 designates bicycles as legal vehicles that can be operated in the right-hand lane on any street (unless specifically prohibited). The Calhoun Area MPO adopted the *Calhoun Area 2019 Bicycle/Pedestrian Plan* in June 2019 (Res. #787).

When designing the highway projects from the LRTP, the final selection of the most suitable bicycle and pedestrian facilities will require an evaluation of design issues, rights-of-way, and construction costs. In the project selection process, bicycling and pedestrian facilities will be contained within the scope of all projects unless one of the following exceptional circumstances occurs:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use.

PROWAG, or the Public Rights-of-Way Accessibility Guidelines, are a set of detailed technical standards for designing and building accessible pedestrian facilities in public spaces, such as sidewalks, crosswalks, and transit stops. Published by the U.S. Access Board, PROWAG is a crucial update to the Americans with Disabilities Act (ADA), providing a specific rulebook for the public right-of-way that addresses a gap left by previous regulations.

While PROWAG became effective in September 2023, it becomes an enforceable legal standard for federal aid projects once adopted by the U.S. Department of Justice (DOJ) and the U.S. Department of Transportation (DOT). The DOT issued a final rule adopting PROWAG for new construction and alterations of transit stops in the public right-of-way, effective January 17, 2025. Sidewalks constructed in the Calhoun County MPO Area as part of projects of the Calhoun County Area MPO 2050 LRTP must be built to PROWAG standards.

Maps of the proposed bicycle projects from the *Calhoun Area 2019 Bicycle/Pedestrian Plan* and the *Anniston 2021 Bicycle and Pedestrian Implementation Plan* are shown in Appendix B and C, respectively.

9.3.1 Pedestrian Facilities Needs and Problems

Below is a list of needs and problems that were identified by the Calhoun Area MPO for pedestrian facilities:

- Several gaps exist in the current sidewalk network along classified roads.
- Additional sidewalk segments are needed/wanted to connect residential areas to commercial/retail.
- Existing sidewalks have not been adequately maintained/repared.
- A dispersed, low-density land use pattern makes many pedestrian trips undesirable and impractical.

9.3.2 Pedestrian Facilities Strategies

In addition to the projects identified in the *Calhoun Area 2019 Bicycle/Pedestrian Plan* (see Appendix B), below is a list of strategies identified by the Calhoun Area MPO to address the needs and problems associated with the provision of pedestrian facilities:

- Construct and complete gaps in the sidewalk network when improvements are made to the adjacent street segment.
- Require new developments and roadway projects to include pedestrian facilities and connections.
- Recognize the need for sidewalks within ¼ mile of activity centers.
- Include updated sidewalk inventory when updating the existing 2019 Bicycle/Pedestrian Plan.
- Purchase and distribute pedestrian safety brochures and materials.
- Promote efforts to make small-scale pedestrian connections between destinations and activity centers.

9.3.3 Bicycle Facilities Needs and Problems

Below is a list of needs and problems that were identified by the Calhoun Area MPO for bicycle facilities:

- Require bicycle parking facilities at all new developments.
- Increase emphasis on bicycle safety.
- Emphasis on making bicycling an acceptable and normal transportation mode.
- A dispersed and low-density land use pattern makes most trips by bicycle impractical.

9.3.4 Bicycle Facilities Strategies

In addition to a variety of proposed bicycle projects in the *Calhoun Area 2019 Bicycle/Pedestrian Plan* (see Appendix), the following recommendations are proposed:

- Encourage designated bicycle parking at all public facilities and major destinations.
- Design roads to accommodate bicyclists safely when possible.
- Use the American Association of State Highway and Transportation Officials (AASHTO) standards for construction.
- Encourage bicycle safety programs.
- Develop Bicycle Safety Education Program for:
 - 4th graders
 - Physical education teachers
 - adults
 - law enforcement
- Place *Share-the-Road* signs on various streets in the urban area.
- Purchase and distribute bicycle safety brochures and materials.
- Promote efforts to provide inter-modal connections between non-motorized activities and other modes of transportation.

9.4 Public Transit Plan

The process of preparing the public transit plan portion of the long-range transportation plan was performed using the following steps:

1. An analysis of the existing operational conditions of the current public transit system.
2. Soliciting public input regarding the existing public transit operation.
3. Soliciting public input regarding the public transit needs in the study area.
4. Performing a traffic analysis zone (TAZ) level analysis to determine the demand for public transit in the study area.

Public transit helps increase the mobility of an area while decreasing traffic congestion and reducing the demand for parking. Transit projects should be viewed as providing a service to an area instead of being expected to make a profit. The *Anniston Area Transit Study* was updated by Sain Associates in 2023, and the study recommendations included minor changes to two routes in Anniston and developing a new route in Jacksonville. In January 2010, the central transfer stop for the ACTS was relocated to the Anniston Multi-modal Transportation Center (MMTC) located at the renovated historic Norfolk Southern/Amtrak station at 4th Street in Anniston. The City of Anniston recently completed the extension to the Chief Ladiga Trail rails-to-trails facility to the MMTC. Further planned improvements for the ACTS fixed route system include, in the short term: extending service hours by one additional hour, establishing fixed stops with signs and bus shelters; and in the long term: regular replacement of older vehicles and reduction in headways for the heaviest used routes. After declining during COVID, overall ridership on the ACTS system has begun to rebound in recent years, with a 2023 ridership of 87,218, but ridership continues to remain below pre-COVID conditions. For transit projects, see Figure 2.4. Existing Transit Routes are shown in Figure 2.4. Recommendations from the most recent Anniston Transit Plan are shown on Figures 9.5 and 9.6.

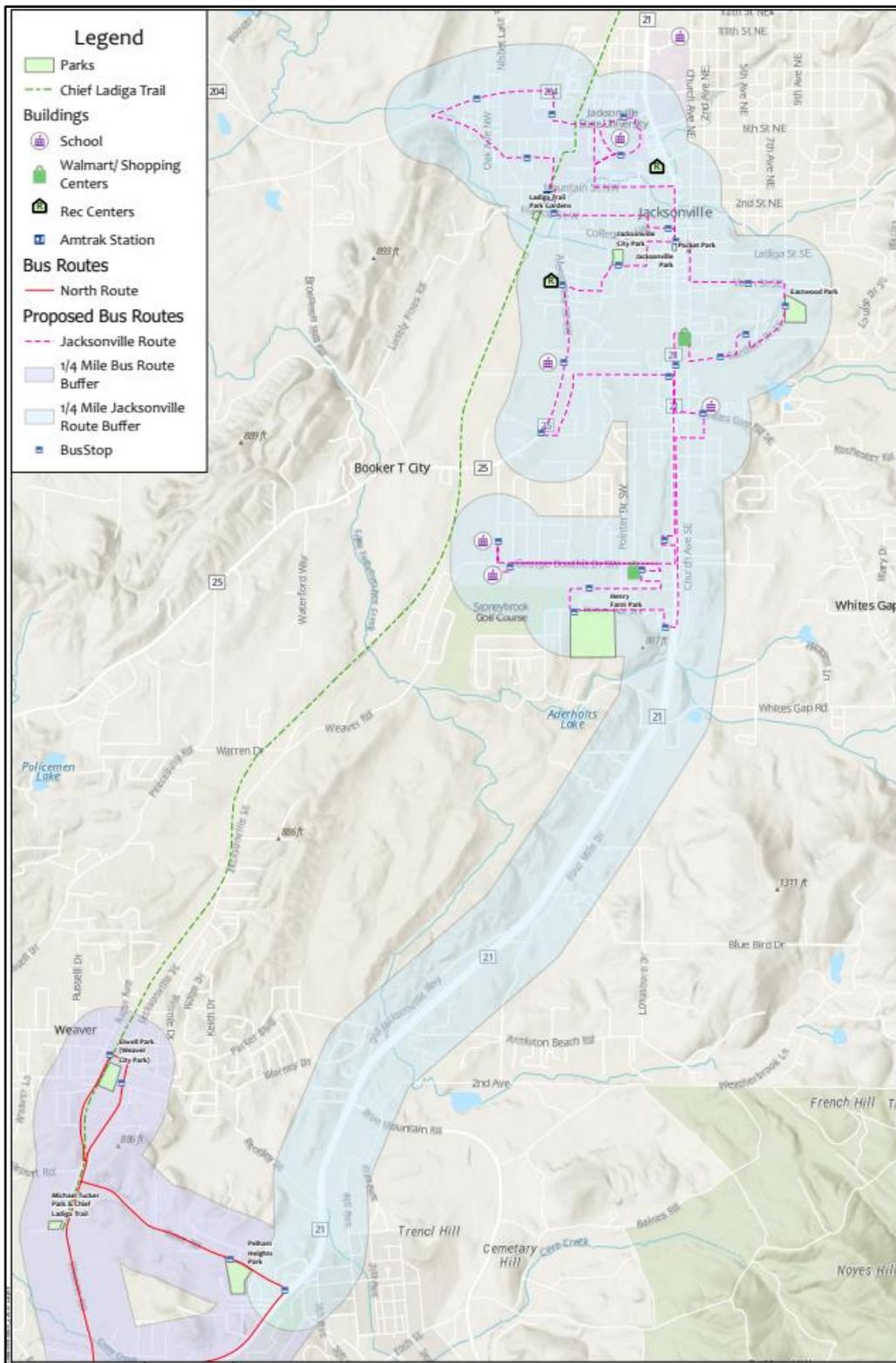


Figure 9.5 Existing and Proposed Anniston Transit System

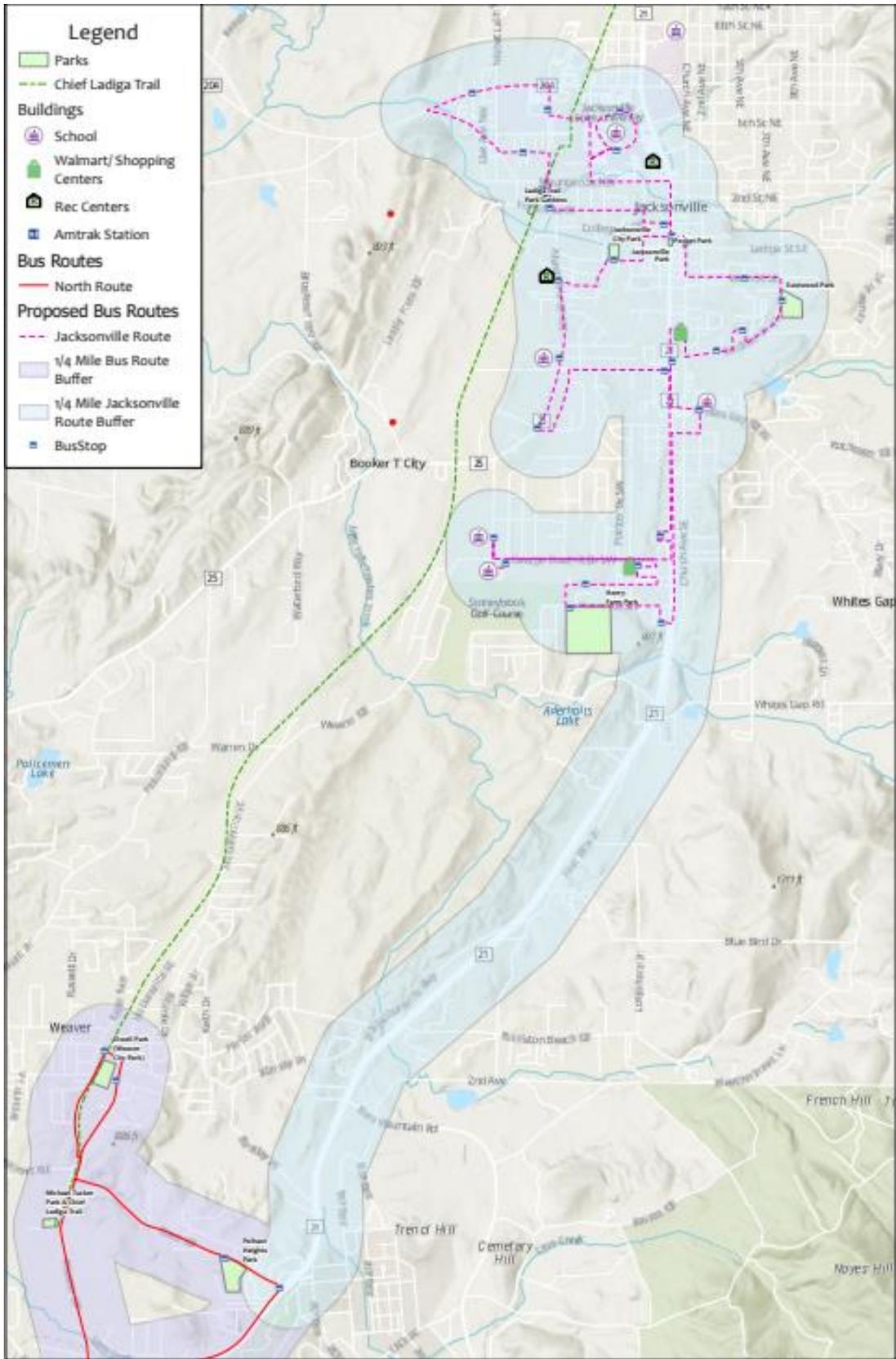


Figure 9.6 Modified Jacksonville Transit System

10.0 CONCLUSIONS

The Calhoun Area Transportation Plan has been carefully designed to accommodate existing as well as future transportation needs. Federal legislation makes it imperative that the study be continued if area governments are to continue receiving federal funds for transportation improvements. With the cooperation and coordination of the continuing study organization, it will be possible to maintain a plan that meets the needs of the urban area for the next twenty-five years, while retaining flexibility to accommodate unanticipated growth.

Generally, the 2050 LRTP update indicates a continuation of existing land use patterns and congested areas similar to the 2045 plan. 2050 congested or deficient road segments include AL-21 north of I-20, around the US-431 interchange, and in Jacksonville, US-431 north of Bynum-Leatherwood, and a short segment of US-78 east of US-431. The completion of the Eastern Bypass (Veterans Memorial Blvd.) relieved congestion along central AL-21 but did not eliminate it during peak hours. The Eastern Bypass also provides improved access to the McClellan area and will facilitate quicker re-development in the future. In general, a land use pattern of dispersal continues to leave low-density and underutilized urban cores surrounded by low-density residential suburbs. Trip times and average trip lengths are continuing to increase and job growth, while usually occurring near the major corridors, is not robust.

***Appendix A:
Abbreviations and Acronyms***

Abbreviations and Acronyms

ACS	American Community Survey
ALDOT	Alabama Department of Transportation
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CARE	Critical Analysis Reporting Environment
CBER	Center for Business and Economic Research
CBD	Central Business District
CEDS	Consumer Economic Development Strategy
CFR	Code of Federal Regulations
COOP	Continuity of Operations Plan
CTAC	Coordinated Transportation Advisory Council
CTP	Coordinated Transportation Plan
DBE	Disadvantaged Business Enterprise
DRI	Developments of Regional Impact
EARPDC	East Alabama Regional Planning and Development Commission
EPA	Environmental Protection Agency
ESRI	Environmental Systems Research Institute
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
ILS	Instrument Landing System
JARC	Job Access And Reverse Commute
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
PIP	Public Involvement Plan
PL	Planning Funds
PPP	Public Participation Process (Plan)
RAID	Redundant Array of Independent Discs
RPO	Rural Planning Organization
RSA	Retirement Systems of Alabama
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan

SPR	State Planning and Research
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
YOE	Year of Expenditure

***Appendix B: Excerpts from the
Performance Measure System Report***

Performance Measure Report

This Appendix serves as the System Performance Report for the 2050 Long Range Transportation Plan (LRTP). This report includes an evaluation of system performance with respect to the Federal performance targets and how the LRTP preferred scenario improves the performance of the transportation system. The progress descriptions include the performance data and associated performance target information that is available at the time of plan adoption.

Federal and Regional Framework

The East Alabama Regional Planning and Development Council provides program administrative support to the Calhoun Area Metropolitan Planning Organization (MPO). In cooperation with the Alabama Department of Transportation (ALDOT) and the Federal Highway Administration (FHWA), the MPO is responsible for carrying out the metropolitan transportation planning process, including public participation, for the Calhoun Urbanized Area. The MPO uses a performance-based planning and programming framework that incorporates federal and regional priorities and objectives. MPO staff incorporated the seven national planning goals and ten federal planning factors within the LRTP performance measures. The federal and regional performance measures were used in the evaluation of candidate projects.

Federal metropolitan planning rules under the most recent federal transportation bills, including the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), require incorporation of performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Regional Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The goals of the new performance management process are to make the most efficient use of federal transportation funds, refocus on national goals, increase accountability and transparency, and improve decision-making. Federal performance measures have been established to track progress in achieving national goals, which include the following:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Measures

Continued in the IIJA, Map-21 and FAST Act created a performance-based surface transportation program with requirements for State Departments of Transportation, Metropolitan Planning Organizations, and transit agencies. The requirements are continued with the IIJA. Along with DOTs, FHWA has required MPOs to adopt targets or accept the state target for the following categories:

Safety Performance Measures (PM1)

- a. Serious Injuries per Vehicle Miles Traveled
- b. Fatalities per vehicle miles Traveled
- c. Total Serious Injuries
- d. Total Fatalities
- e. Non-Motorized Fatalities and Serious Injuries

Bridge/Pavement Performance Measures (PM2)

- a. Percentage of Pavement on the Interstate in Good Condition
- b. Percentage of Pavement on the Interstate in Poor Condition
- c. Percentage of Pavement on the Non-Interstate NHS in Good Condition
- d. Percentage of Pavement on the Non-Interstate NHS in Poor Condition
- e. Percentage of Bridge Decks on the Non-Interstate NHS in Good Condition
- f. Percentage of Bridge Decks on the Non-Interstate NHS in Poor Condition

System Performance Measures (PM3)

- a. Percentage of Person-Miles Traveled on the Interstate that are Reliable
- b. Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable
- c. Truck Travel Time Reliability Index
- d. Annual Hours of Peak Excessive Delay Per Capita
- e. Percent of Non-Single Occupancy Vehicle (SOV) Travel
- f. Total Emissions Reduction

FTA's final rule defined the term "State of Good Repair" (SGR) and established a minimum Federal requirement for transit asset management. This requirement applies to all recipients and subrecipients who own, operate, or manage public transportation capital assets. Three SGR performance measures include:

- a. Rolling Stock (Revenue Vehicles): Percent by type that exceed Useful Life Benchmark (ULB)
- b. Equipment (over \$50,000): Percent of non-revenue service vehicles by type that exceed ULB
- c. Facilities: (FTA Sponsored): Percent rated less than 3.0 on the TERM scale

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA’s Urbanized Area Formula Grants to develop safety plans that include the processes and procedure to implement Safety Management Systems (SMS). The PTASP Final Rule requires that all public transportation providers develop safety performance measures. The below measures must be reflected in Metropolitan Transportation Plans and Transportation Improvement Programs updated or amended after July 20, 2021.

- a. Fatalities and Rate of Fatalities
- b. Injuries and Rate of Injuries
- c. Safety Events and Rate of Safety events
- d. Mean Distance between Major Mechanical Failures

Performance Targets

Following the establishment of performance measures, federal transportation legislation mandates that each state Department of Transportation (DOT) set specific performance targets for each measure to be met within a designated timeframe. These targets are determined based on recent performance trends, along with projections related to factors such as population growth, employment rates, vehicle-miles traveled, and other variables influencing system performance.

FHWA Safety Performance Measures (PM1)	Annual Target
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.44
Number of Serious Injuries	6,300
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.8
Number of Non-motorized fatalities and serious injuries	400
FHWA Bridge/Pavement Performance Measures (PM2)	2- and 4-Year Targets
% of Pavements of the Interstate System in Good Condition	50% or more
% of Pavements of the Interstate System in Poor Condition	5% or less
% of Pavements of the Non-Interstate NHS in Good Condition	25% or more
% of Pavements of the Non-Interstate NHS in Poor Condition	5% or less
% of NHS bridges in Good condition by deck area	20% measured in deck area or more
% of NHS bridges in Poor condition by deck area	3% measured in deck area or less
FHWA System Performance Measures (PM3)	2-Year Target
% of Person-Miles Traveled on the Interstate that are Reliable	92%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
FTA Transit State of Good Repair Performance Measures	Annual Target
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

At the end of each period, the state DOT is required to report its progress toward achieving these targets for each measure to the Federal Highway Administration (FHWA). Metropolitan Planning Organizations (MPOs) have the option to either establish their own performance measures and corresponding targets or to endorse the statewide targets. To date, the Calhoun Area MPO has chosen to align with the Alabama DOT's statewide targets.

Public Transportation Agency Safety Plan

Fixed Route (Bus) Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0.00047%	0.00
Safety Events	0.00	0.00
Rate of Safety Events*	0.00	0.00
Mean Distance Between Major Mechanical Failure	0.00	0.00

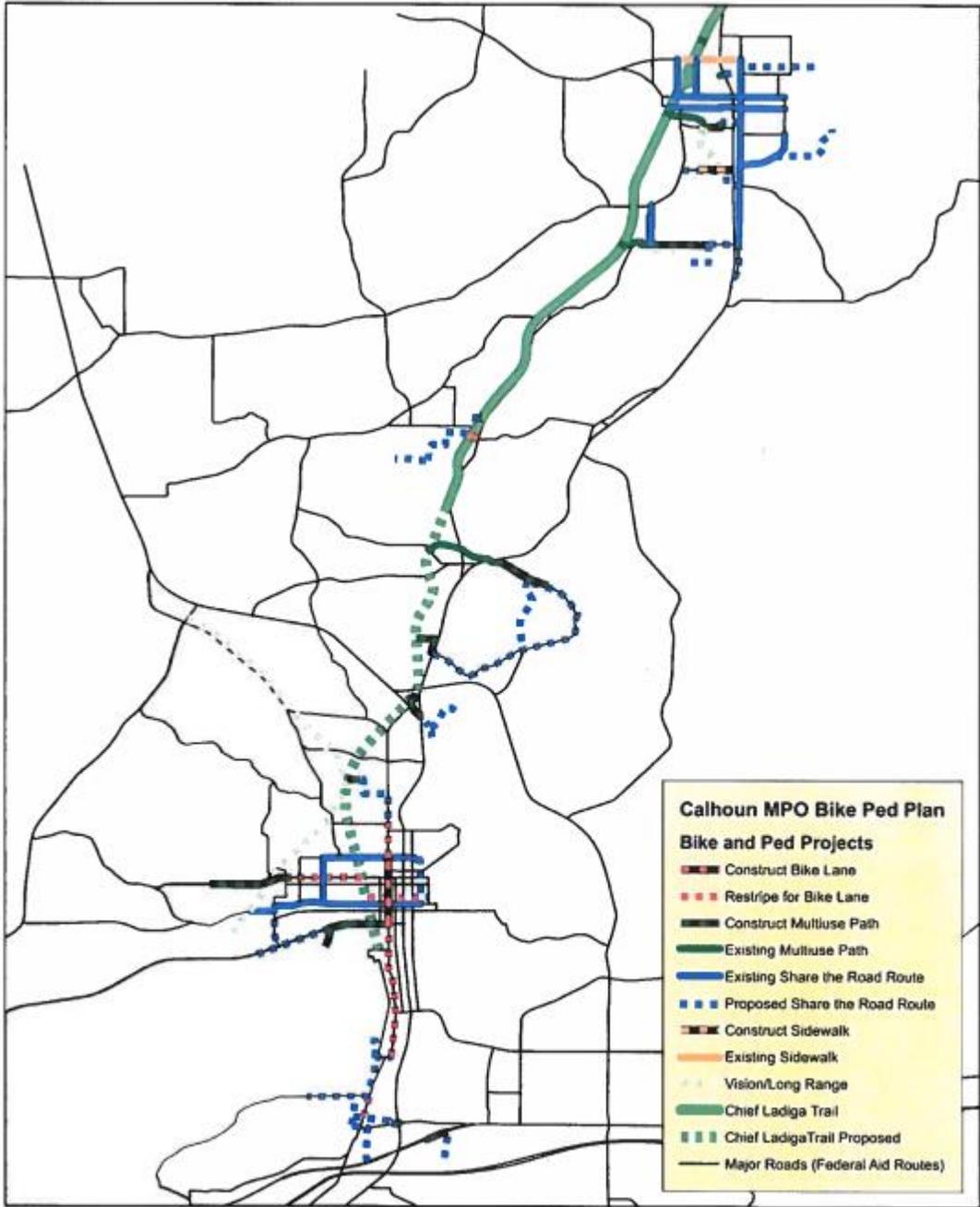
*rate = total number for the year/total revenue vehicle miles traveled

Demand Response Safety Performance Targets

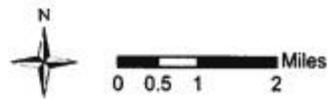
Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	*Report under small systems' waiver
Rate of Injuries*	0.00	0.00
Safety Events	0.00	0.00
Rate of Safety Events*	0.00	0.00
Mean Distance Between Major Mechanical Failure	0.00	0.00
Other	*Report under small systems' waiver	*Report under small systems' waiver

*rate = total number for the year/total revenue vehicle miles traveled

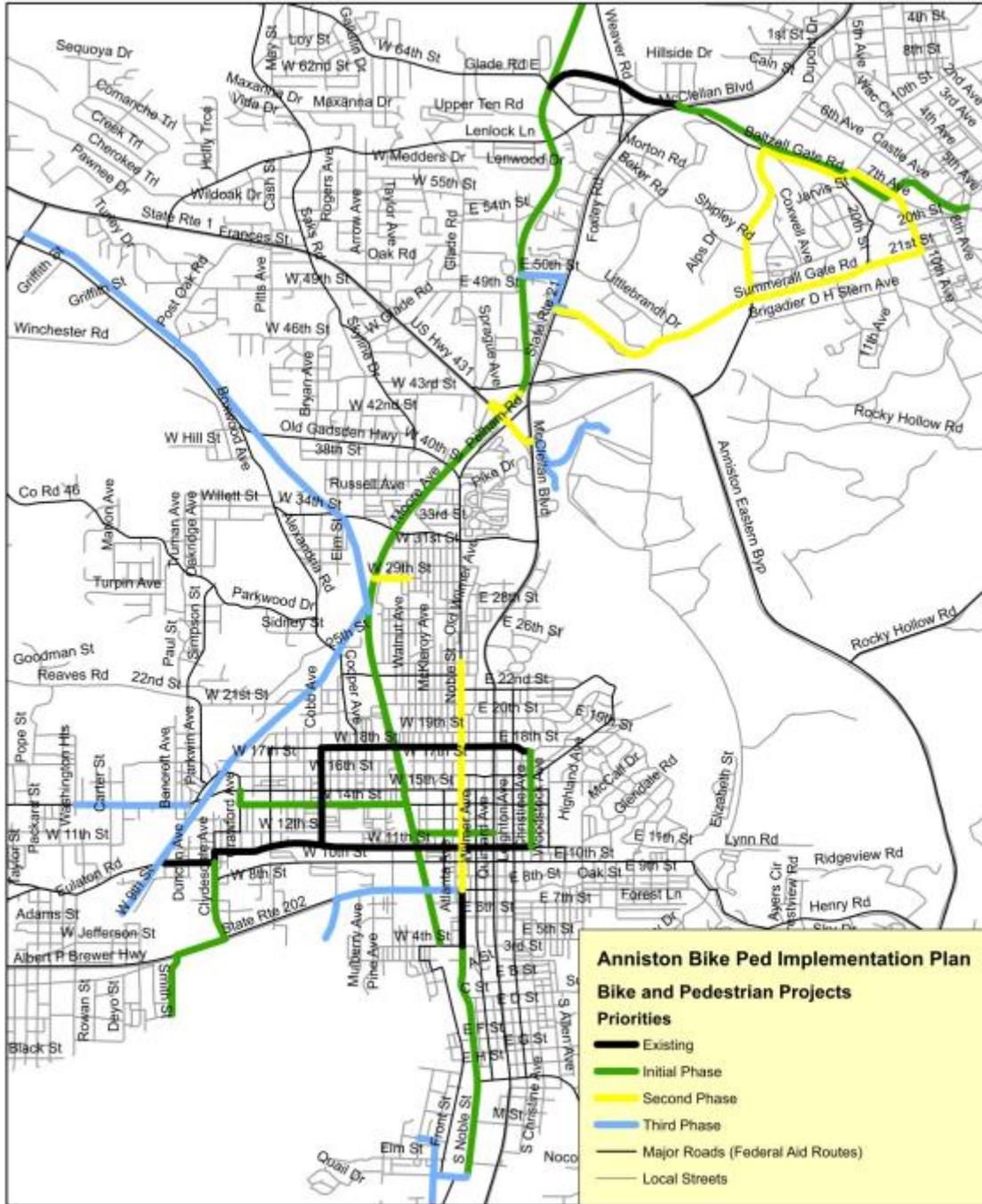
***Appendix C:
Excerpts from the 2019 Calhoun Area
MPO Bicycle and Pedestrian Plan***



Map 1 -- Calhoun MPO Area Projects



***Appendix D:
Excerpts from the Anniston 2021
Bicycle and Pedestrian Implementation Plan***



Proposed Priorities for Anniston Bike/Ped Program

0 0.5 1 2 Miles

Updated June 2021



Appendix E: Livability Indicators

Livability Indicators

As a measure of sustainability of the Livability Principles, the MPO will provide the following 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 Area MPO	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; Calhoun Area MPO UPWP FY 2024

Households Within 1/2 Mile of Fixed Route Transit				
Transit Type	Households	% Households	Est. Population	% Population
ACTS	11,287	35	26,882	34
Gamecock Express*	4,157	82	10,539	84

Calhoun Area 2020 Population = 116,441 Estimate of 2020 Urban Households = 53,052

*Jacksonville only data

Source: ESRI Comm. Analyst/US Census

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 and Calhoun Area MPO UPWP FY 2024

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	19.96%
Weaver	1,213	898	-25.97%
Jacksonville	3,322	2,733	-17.73%

Sources: Tax Assessor (ATTOM) and Calhoun Area MPO UPWP FY 2024

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	81	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

Sources: US Census ACS 5-year 2016-2020 and Calhoun Area MPO UPWP FY 2024

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	1,545.0
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 and Calhoun Area MPO UPWP FY 2024

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

Unemployment Rate		
Municipality	Ratio	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

Sources: US Census ACS 5-year 2017-2021 and Calhoun Area MPO UPWP FY 2024

4. Percent change in infill 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%

5. 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

Sources: EARPDC, City websites, and Calhoun Area MPO UPWP FY 2024

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

Source: US Census 2010; ACS 2016-2020; and Calhoun Area MPO UPWP FY 2024

Mean Commuting Time to Work (mile)			
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%

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

***Appendix F:
Limited English Proficiency (LEP) Plan***

DRAFT Limited English Proficiency (LEP) Plan

1.0 Introduction

1.1 Purpose

The purpose of this plan is to document how the Calhoun Area Metropolitan Planning Organization (MPO) integrates people with Limited English Proficiency (LEP) into the transportation planning process. The MPO, as the official decision-making body of the transportation planning process, determines how federal highway and transit funds are spent in Calhoun County. This plan includes an assessment of the Limited English Proficiency (LEP) population and how the MPO will address the potential needs of this population.

1.2 Laws and Regulations

Entities that receive federal funding must follow Section 601 of Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d. The Act states that no person shall "on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." To strengthen Title VI, Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, was issued on August 11, 2000. The order requires federal agencies that distribute financial assistance to non-federal entities to publish guidance detailing how the non-federal entities can provide meaningful access to LEP persons. The U.S. Department of Transportation released its LEP guidance on December 14, 2005. FTA issued Circular 4702.1B in October 2012, and this is generally cited by ALDOT as the most current LEP guidance.

1.3 Public Involvement

The Calhoun Area MPO Policy Committee adopted the LEP Plan as a portion of its 2013 Public Participation Plan (PPP) update at its August 15, 2013, meeting. Prior to this the availability of the draft plan was advertised through news releases to the local media and agencies and groups that work with minorities, low-income people, persons with disabilities, and elderly individuals. The draft plan was published on the East Alabama Regional Planning and Development Commission website in early July 2013 and was also available at the MPO's office and available for mailing upon request. The draft plan was discussed at the MPO committee meetings held in July and August of 2013. The MPO accepted comments on the plan from July 1, 2013 through August 14, 2013. Comments could have been submitted in person at the MPO offices and by postal mail, email, fax, and telephone.

2.0 Limited English Proficiency (LEP) Assessment

The U.S. Department of Justice, in their Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons, published a four-factor assessment to determine a federal funding recipient's obligation to provide LEP services. The four factors are:

- (1) The number or proportion of LEP persons served or encountered in the eligible service population
- (2) The frequency with which LEP individuals come in contact with the program
- (3) The nature and importance of the program, activity, or service provided by the program
- (4) The resources available to the recipient and costs.

The Department of Justice indicated that the analysis is intended to balance meaningful access for LEP people against imposing undue burdens on small local governments.

2.1 Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The 2007-2011 American Community Survey 5-year estimates (Table B16001) indicate that there were 13,182 people in the Anniston/Oxford Metro Area that did not speak English at home. Of this group, 3,557 spoke Spanish at home. The other most common non-English languages spoken at home were German (606), Korean (221), and Arabic (77). Of those that spoke Spanish at home 1,516 were estimated to speak English less than very well.

Language Spoken at Home	Estimated Number	Estimated Number Who Speak English Less Than Very Well
Spanish	3557	1516
German	606	138
Korean	221	92
Arabic	77	11

2007-2011 American Community Survey 5-Year Estimates for the Anniston/Oxford, AL Metro Area

2.2 The Frequency of Contact with Limited English Proficiency (LEP) People

Over the past 20 years the MPO staff has not had any contact with anyone who did not speak English very well. Over that same period, no individual or group has requested the MPO to provide an interpreter or to translate a document. Future interaction with LEP people is expected to be infrequent and unpredictable.

2.3 The Importance of the Program to Limited English Proficiency (LEP) People

The MPO plans how federal transportation funds are used in the urbanized area of the County. The MPO's work does not affect every resident. Nor does it provide direct, immediate, vital or emergency services, such as medical treatment, meals or shelter. Involvement in the MPO's transportation planning process is voluntary.

2.4 Resources Available to the MPO Recipient and the Costs of Limited English Proficiency (LEP) Services

The Calhoun Area MPO is considered a small MPO by state and national standards. Currently, the MPO has one (1) full-time equivalent employee. Less than eight percent of the MPO's annual work program budget is available for non-staff related charges. The cost to provide interpretation and translation service vary greatly depending on the frequency and volume of work as well as the methods used.

Despite its financial limitations, the MPO is committed to maintaining an open and inclusive planning process that allows LEP people to participate. The MPO, working within its budget, will implement the most cost-effective methods for interpretation and translation work based on requests and expected demand.

3.0 Limited English Proficiency (LEP) Program

3.1 Identification of Limited English Proficiency (LEP) People

In Anniston/Oxford Metro Area, approximately 11 percent of the population do not speak English at home. Spanish is by far the largest language group, representing 3.2 percent of the population. The other language groups in the top four (German, Korean and Arabic) make up less than one percent of the population. If necessary, the MPO will use the U.S. Census Bureau's "Language Identification Flashcard" document at MPO committee and public meetings, and with walk-in requests. The document will be used to identify LEP individuals. Identified LEP people will be given the option to be added to the MPO's news release mailing list. Encounters with LEP people will be tracked in a spreadsheet that will be updated after each event. The spreadsheet will list the type of service provided and any other relevant information. This spreadsheet is available upon request.

3.2 Language Assistance Measures

3.2.1 Types of Language Services Available

If requested, the MPO will provide interpreters and translation service as their budget allows. The MPO will utilize free websites and programs whenever possible to translate correspondence and documents. In-person or telephone interpreters will be utilized as needed. If volunteer interpreters are not available, the MPO will pay interpreters as their budget permits.

3.2.2 Sources of Interpretation and Translation Services

The MPO staff will maintain a list of local interpreters (volunteer and for-pay) and a list of acceptable telephone interpretation companies. The staff will also maintain a list of websites and programs that translate text and documents. The MPO staff will refer to the lists as needed. The lists are available upon request.

3.2.3 Responses to LEP Callers

The MPO staff will refer LEP callers to the MPO's website where instructions will be available to translate the website into their language. On the website will also be instructions on how to request free language support from the MPO.

3.2.4 Responses to Written Communication from LEP People

The MPO staff will use free translation websites and programs to respond to written communication from LEP people. If the translation websites and programs fail to translate correctly, the MPO staff will consult with local or telephone interpreters to ensure proper communication.

3.2.5 Responses to In Person contact with LEP People

The MPO will use the U.S. Census Bureau's *Language Identification Flashcard* document. MPO committee and public meetings, and with walk-in requests. The MPO staff will use an interpretation service (telephone or local) or a free online written translation website to determine the needs of the LEP individual and to explain the transportation planning process or to respond to any questions. Any comments provided by the LEP individual will be documented and provided to the MPO committees for their review and action.

3.2.6 Determining Competency of Interpreters and Translation Services

After an interpretation or translation service is provided, the MPO staff will ask the LEP individual if they understood the interchange and if they require additional or a different language service. If additional service is required, the MPO will change interpretation or translation providers. When feasible, the MPO will use certified interpreters and translation services.

3.3 Staff Training

The MPO staff will review the LEP Plan every year to ensure that they understand their responsibilities. During the annual review, the staff will verify the contact lists (interpretation and translation services).

3.4 Notices to Limited English Proficiency (LEP) People

The MPO will do the following to notify LEP people of the availability of language services:

- Post a sign at the reception desk in the four most common languages
- Add a statement to the MPO website in the four most common languages
- Add a statement to the title page of all major MPO documents in the four most common languages
- Provide handouts at all MPO meetings in the four most common languages
- Add the information to all MPO presentations

3.5 Monitoring and Updating the Limited English Proficiency (LEP) Plan

The MPO staff will monitor the MPO's interaction with LEP people. If problems with the LEP Plan are discovered, the MPO staff will recommend that the document be amended. The MPO Policy Committee can amend the plan after the public is given an opportunity to review and comment on the proposed amendment. The MPO will update the LEP Plan every five years.

The update will involve the following elements:

- Verification of the LEP population in the MPO study area
- Counting past encounters with LEP people
- Determination of any changes to MPO activities that might affect LEP people
- Research of new sources and methods of interpretation and translation services
- Verification of current sources and methods of interpretation and translation services
- Reviewing past interactions with LEP people to determine if changes are warranted
- Staff review of LEP plan responsibilities

Appendix G: Socio-Economic Data

2020 Socio-Economic Data Calhoun Area Urbanized Area

1	1	2700	1	574	522	1301	16	507	0	0	52000
2	2	2700	1	602	556	1434	8	222	0	0	45290
3	3	2700	1	708	665	1826	8	82	811	0	44185
4	4	2700	1	422	388	1044	103	590	1423	0	41220
5	5	2700	1	305	265	644	21	543	0	0	28760
6	6	2700	1	8	6	34	102	163	0	0	68190
7	7	2700	1	1262	1169	2985	90	251	0	0	57470
8	8	2700	1	225	219	461	1	59	0	0	64230
9	9	2700	1	80	63	189	790	538	0	0	49450
10	10	2700	1	311	271	665	0	65	432	0	38560
11	11	1600	6	931	894	1880	209	1299	37	0	61560
12	12	2700	1	745	664	1442	582	2335	0	0	45735
13	13	2700	1	455	396	1149	325	2255	1307	0	25700
14	14	2700	1	461	423	1115	5	186	89	0	47515
15	15	2700	1	354	329	743	3	40	0	0	44550
16	16	2700	1	928	848	2174	121	931	512	0	41955
17	17	2700	1	190	178	423	0	12	0	0	42115
18	18	2700	1	204	178	504	7	10	0	0	21250
19	19	2700	1	555	455	1103	5	12	0	0	36040
20	20	2700	1	329	265	659	0	52	0	0	20915
21	21	2700	1	26	24	38	165	324	0	0	60805
22	22	2700	1	630	579	1093	149	953	0	0	30745
23	23	2700	1	276	247	490	132	1297	1859	0	30200
24	24	2700	1	441	396	929	0	30	0	0	68615
25	25	2700	1	664	611	1382	2	137	662	0	74905
26	26	2700	1	156	146	391	0	12	0	0	103510
27	27	2700	1	517	470	1236	9	57	0	0	38150
28	28	2700	1	849	809	2147	0	43	47	0	56105
29	29	2700	1	406	366	846	3	96	452	0	64145
30	30	2306	3	1369	1172	2571	12	431	0	0	94440
31	31	2700	1	155	112	270	63	249	0	0	57570
32	32	2700	1	329	263	684	57	1012	0	0	49045
33	33	2306	3	557	460	1097	43	153	0	0	23730

34	34	4702	3	47	30	64	101	622	0	0	11420
35	35	2700	1	496	309	1121	2	270	13	0	20225
36	36	2700	1	413	362	903	75	314	0	0	23265
37	37	2700	1	196	162	444	0	0	1304	0	26030
38	38	2700	1	312	266	646	11	9	0	0	38660
39	39	2700	1	394	333	797	77	16	0	0	33205
40	40	2700	1	368	328	711	13	18	0	0	35390
41	41	4902	2	103	86	225	0	0	0	0	25210
42	42	2700	1	389	300	663	2	108	0	0	24390
43	43	2700	1	328	216	434	2	62	495	0	17900
44	44	4500	2	120	114	681	253	1586	0	0	44705
45	45	4500	2	10	4	15	45	500	0	0	16000
46	46	4500	2	660	572	1306	296	834	0	0	24325
47	47	4500	2	183	164	387	0	39	0	0	50605
48	48	4500	2	745	641	1470	24	228	1191	0	34925
49	49	4500	2	231	186	334	11	1534	0	0	23525
50	50	4500	2	494	357	636	31	656	0	0	22675
51	51	4500	2	513	437	907	0	539	184	0	39025
52	52	4500	2	453	370	893	0	693	45	0	30065
53	53	4500	2	179	163	337	2	39	0	0	30880
54	54	4500	2	175	107	315	4	38	0	0	30200
55	55	4500	2	154	140	308	0	283	0	0	34410
56	56	4500	2	743	575	1320	14	41	0	0	24220
57	57	4500	2	194	133	358	28	85	0	0	26465
58	58	4500	2	625	435	1125	136	1058	0	0	45520
59	59	4500	2	181	155	370	0	15	0	0	31925
60	60	4500	2	494	411	1065	6	42	0	0	43660
61	61	4500	2	490	414	965	35	331	1447	0	52940
62	62	4902	2	447	397	941	216	732	311	0	24035
63	63	4500	2	836	748	1816	11	83	607	0	39090
64	64	4500	2	183	165	362	3	131	0	0	45155
65	65	4500	2	808	749	1874	64	166	0	0	57420
66	66	4500	2	294	274	726	23	95	0	0	46095

67	67	4500	2	81	72	197	0	2	0	0	48520
68	68	4500	2	810	742	1779	6	29	0	0	47460
69	69	4500	2	346	295	750	11	59	589	0	44010
70	70	4500	2	370	337	700	5	73	0	0	35810
71	71	4500	2	224	199	513	0	111	0	0	44100
72	72	4500	2	495	435	1038	25	33	0	0	32515
73	73	4500	2	384	352	889	10	32	0	0	52610
74	74	4500	2	425	380	970	16	196	818	0	49330
75	75	4500	2	479	423	997	0	2	0	0	46350
76	76	4500	2	481	460	1221	0	55	0	0	65000
77	77	4500	2	162	160	364	25	75	1257	0	48545
78	78	4500	2	134	119	314	10	18	0	0	42690
79	79	4500	2	363	347	915	17	113	0	0	56940
80	80	4500	2	134	130	347	66	226	0	0	47530
81	81	4500	2	150	126	394	22	438	1198	0	44560
82	82	4500	2	450	420	938	0	57	0	0	44255
83	83	4901	2	506	471	1069	0	9	0	0	35590
84	84	4901	2	644	619	1654	3	8	0	0	45745
85	85	4901	2	740	694	1717	36	170	0	0	44195
86	86	4901	2	310	293	730	489	528	989	0	107485
87	87	4902	2	642	569	1269	26	145	225	0	25120
88	88	4902	2	810	753	1618	60	357	0	0	28785
89	89	4902	2	420	341	980	128	350	0	0	24265
90	90	4902	2	121	106	271	2	258	267	0	13310
91	91	5000	2	130	86	216	0	67	0	0	28910
92	92	5000	2	320	234	416	25	306	854	0	20610
93	93	5000	2	352	288	639	99	571	0	0	52585
94	94	5000	2	265	232	451	53	20	0	0	40230
95	95	5000	2	372	178	3203	0	240	10168	0	12565
96	96	5000	2	403	342	582	0	14	0	0	14090
97	97	5000	2	94	72	139	0	24	0	0	45865
98	98	5000	2	348	179	828	12	28	0	0	27695
99	99	4901	2	29	12	44	0	2	149	0	17470

100	100	4901	2	376	319	816	2	34	0	0	58925
101	101	4901	2	31	25	72			0	0	
102	102	4800	3	536	499	1337			0	0	
103	103	4800	3	51	49	77			0	0	
104	104	4800	3	220	191	475			0	0	
105	105	4800	3	574	536	1373			0	0	
106	106	4701	3	965	924	2418			0	0	
107	107	4701	3	240	222	637			0	0	
108	108	4701	3	206	198	568			404	0	
109	109	4701	3	47	35	145			0	0	
110	110	4701	3	196	192	485			0	0	
111	111	4701	3	105	94	222			0	0	
112	112	4701	3	8	8	10			0	0	
113	113	4701	3	373	354	894			0	0	
114	114	4701	3	374	338	872			0	0	
115	115	2400	3	4	4	11			0	0	
116	116	2400	3	255	244	675	1	59	0	0	64230
117	117	2400	3	120	112	264			0	0	
118	118	2400	3	690	618	1629			0	0	
119	119	2400	3	33	27	80			0	0	
120	120	2400	3	11	11	32			0	0	
121	121	2400	3	208	202	516			0	0	
122	122	2400	0	0	0	0	0	0	0	0	0
123	123	2400	3	0	0	0	0	0	0	0	0
124	124	2400	3	0	0	0	0	0	0	0	0
125	125	2400	3	0	0	0	0	0	0	0	0
126	126	2400	3	0	0	0	0	0	0	0	0
127	127	2400	3	0	0	0	0	0	0	0	0
128	128	4902	2	0	0	0	0	0	0	0	0
129	129	2400	3	0	0	0	0	0	0	0	0
130	130	2400	3	0	0	0	0	0	0	0	0
131	131	2400	3	0	0	0	0	0	0	0	0
132	132	2400	3	0	0	0	0	0	0	0	0

133	133	2400	3	0	0	0	0	0	0	0	0	0
134	134	2400	3	0	0	0	0	0	0	0	0	0
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136	136	2400	3	0	0	0	0	0	0	0	0	0
137	137	2400	3	0	0	0	0	0	0	0	0	0
138	138	5600	3	0	0	0	0	0	0	0	0	0
139	139	2400	3	0	0	0	0	0	0	0	0	0
140	140	2400	3	0	0	0	0	0	0	0	0	0
141	141	2400	3	0	0	0	0	0	0	0	0	0
142	142	2400	3	0	0	0	0	0	0	0	0	0
143	143	2400	3	0	0	0	0	0	0	0	0	0
144	144	5600	3	0	0	0	0	0	0	0	0	0
145	145	2400	3	0	0	0	0	0	0	0	0	0
146	146	2400	3	0	0	0	0	0	0	0	0	0
147	147	2400	3	0	0	0	0	0	0	0	0	0
148	148	2400	3	0	0	0	0	0	0	0	0	0
149	149	2400	3	0	0	0	0	0	0	0	0	0
150	150	2400	3	0	0	0	0	0	0	0	0	0
151	151	2400	3	0	0	0	0	0	0	0	0	0
152	152	4702	3	0	0	0	0	0	0	0	0	0
153	153	4702	3	0	0	0	0	0	0	0	0	0
154	154	4702	3	0	0	0	0	0	0	0	0	0
155	155	4702	3	0	0	0	0	0	0	0	0	0
156	156	10801	10	0	0	0	0	0	0	0	0	0
157	157	10801	10	0	0	0	0	0	0	0	0	0
158	158	10801	10	0	0	0	0	0	0	0	0	0
159	159	10801	10	0	0	0	0	0	0	0	0	0
160	160	10801	10	0	0	0	0	0	0	0	0	0
161	161	10801	10	0	0	0	0	0	0	0	0	0
162	162	10801	10	0	0	0	0	0	0	0	0	0
163	163	10801	10	0	0	0	0	0	0	0	0	0
164	164	10801	10	0	0	0	0	0	0	0	0	0
165	165	10801	10	0	0	0	0	0	0	0	0	0

166	166	10802	10	0	0	0	0	0	0	0	0	0
167	167	10802	10	0	0	0	0	0	0	0	0	0
168	168	10802	10	0	0	0	0	0	0	0	0	0
169	169	10802	10	0	0	0	0	0	0	0	0	0
170	170	10802	10	0	0	0	0	0	0	0	0	0
171	171	10802	10	0	0	0	0	0	0	0	0	0
172	172	10802	10	0	0	0	0	0	0	0	0	0
173	173	10802	10	0	0	0	0	0	0	0	0	0
174	174	10802	10	0	0	0	0	0	0	0	0	0
175	175	5800	9	0	0	0	0	0	0	0	0	0
176	176	10802	10	0	0	0	0	0	0	0	0	0
177	177	10802	10	0	0	0	0	0	0	0	0	0
178	178	10802	10	0	0	0	0	0	0	0	0	0
179	179	10802	10	0	0	0	0	0	0	0	0	0
180	180	5800	9	0	0	0	0	0	0	0	0	0
181	181	5800	9	0	0	0	0	0	0	0	0	0
182	182	5800	9	0	0	0	0	0	0	0	0	0
183	183	5800	9	0	0	0	0	0	0	0	0	0
184	184	5800	9	0	0	0	0	0	0	0	0	0
185	185	5800	9	0	0	0	0	0	0	0	0	0
186	186	5800	9	0	0	0	0	0	0	0	0	0
187	187	5800	9	0	0	0	0	0	0	0	0	0
188	188	10701	9	0	0	0	0	0	0	0	0	0
189	189	10701	9	0	0	0	0	0	0	0	0	0
190	190	10701	9	0	0	0	0	0	0	0	0	0
191	191	10701	9	0	0	0	0	0	0	0	0	0
192	192	10701	9	0	0	0	0	0	0	0	0	0
193	193	10702	9	0	0	0	0	0	0	0	0	0
194	194	10702	9	0	0	0	0	0	0	0	0	0
195	195	10702	9	0	0	0	0	0	0	0	0	0
196	196	10702	9	0	0	0	0	0	0	0	0	0
197	197	10702	9	0	0	0	0	0	0	0	0	0
198	198	10702	9	0	0	0	0	0	0	0	0	0

199	199	10702	9	0	0	0	0	0	0	0	0	0
200	200	10702	9	0	0	0	0	0	0	0	0	0
201	201	10702	9	0	0	0	0	0	0	0	0	0
202	202	10702	9	0	0	0	0	0	0	0	0	0
203	203	10702	9	0	0	0	0	0	0	0	0	0
204	204	10702	9	0	0	0	0	0	0	0	0	0
205	205	10705	9	0	0	0	0	0	0	0	0	0
206	206	10705	9	0	0	0	0	0	0	0	0	0
207	207	10705	9	0	0	0	0	0	0	0	0	0
208	208	10705	9	0	0	0	0	0	0	0	0	0
209	209	10705	9	0	0	0	0	0	0	0	0	0
210	210	10705	9	0	0	0	0	0	0	0	0	0
211	211	10705	9	0	0	0	0	0	0	0	0	0
212	212	10702	9	0	0	0	0	0	0	0	0	0
213	213	10702	9	0	0	0	0	0	0	0	0	0
214	214	10703	9	0	0	0	0	0	0	0	0	0
215	215	10703	9	0	0	0	0	0	0	0	0	0
216	216	10703	9	0	0	0	0	0	0	0	0	0
217	217	10703	9	0	0	0	0	0	0	0	0	0
218	218	10703	9	0	0	0	0	0	0	0	0	0
219	219	10703	9	0	0	0	0	0	0	0	0	0
220	220	10703	9	0	0	0	0	0	0	0	0	0
221	221	10704	9	0	0	0	0	0	0	0	0	0
222	222	10704	9	0	0	0	0	0	0	0	0	0
223	223	10704	9	0	0	0	0	0	0	0	0	0
224	224	10704	9	0	0	0	0	0	0	0	0	0
225	225	10704	9	0	0	0	0	0	0	0	0	0
226	226	10704	9	0	0	0	0	0	0	0	0	0
227	227	10704	9	0	0	0	0	0	0	0	0	0
228	228	10704	9	0	0	0	0	0	0	0	0	0
229	229	10704	9	0	0	0	0	0	0	0	0	0
230	230	10706	9	0	0	0	0	0	0	0	0	0
231	231	10706	9	0	0	0	0	0	0	0	0	0

232	232	10706	9	0	0	0	0	0	0	0	0
233	233	10706	9	0	0	0	0	0	0	0	0
234	234	10706	9	0	0	0	0	0	0	0	0
235	235	10706	9	0	0	0	0	0	0	0	0
236	236	10706	9	0	0	0	0	0	0	0	0
301	300	800	0	0	0	0	0	0	0	0	0
302	301	800	0	0	0	0	0	0	0	0	0
303	302	800	0	0	0	0	0	0	0	0	0
304	303	800	0	0	0	0	0	0	0	0	0
305	304	1200	0	0	0	0	0	0	0	0	0
306	305	1200	0	0	0	0	0	0	0	0	0
307	306	1200	0	0	0	0	0	0	0	0	0
308	307	1200	0	0	0	0	0	0	0	0	0
313	308	1200	0	0	0	0	0	0	0	0	0
314	309	1200	0	0	0	0	0	0	0	0	0
315	310	1200	0	0	0	0	0	0	0	0	0
316	311	3001	0	0	0	0	0	0	0	0	0
317	312	3001	0	0	0	0	0	0	0	0	0
318	313	3001	0	0	0	0	0	0	0	0	0
319	314	3001	0	0	0	0	0	0	0	0	0
320	315	3100	0	0	0	0	0	0	0	0	0
321	316	800	0	0	0	0	0	0	0	0	0
322	317	3100	0	0	0	0	0	0	0	0	0
323	318	3100	0	0	0	0	0	0	0	0	0
324	319	3100	0	0	0	0	0	0	0	0	0
325	320	3100	0	0	0	0	0	0	0	0	0
326	321	3100	0	0	0	0	0	0	0	0	0
327	322	3900	0	0	0	0	0	0	0	0	0
334	322	3900	0	0	0	0	0	0	0	0	0
328	323	3900	0	0	0	0	0	0	0	0	0
335	323	3900	0	0	0	0	0	0	0	0	0
329	324	3900	0	0	0	0	0	0	0	0	0
336	324	3900	0	0	0	0	0	0	0	0	0

	330	325	4000	0	0	0	0	0	0	0	0	0
	337	325	4000	0	0	0	0	0	0	0	0	0
	331	326	4000	0	0	0	0	0	0	0	0	0
	338	326	4000	0	0	0	0	0	0	0	0	0
	333	327	4000	0	0	0	0	0	0	0	0	0
ID	TAZ	CB	AreaTYpe	Units	HH	Pop	Retail	Non-Ret	Sch	Univ	MedInc	
					40180	101228	5665	30822	30146		0	41189.21

2010 Socio-Economic Data Calhoun Area Urbanized Area

TAZ	Occupied Housing Units	Mean Income	Retail Employment	Non-Retail Employment	School Enrollment	Dorm Rooms
1	395	52000	30	246	0	0
2	425	45290	20	44	0	0
3	495	44185	25	497	766	0
4	490	41220	100	851	1330	0
5	140	28760	490	80	0	0
6	215	68190	850	400	0	0
7	925	57470	115	12	0	0
8	105	64230	0	3	0	0
9	55	49450	2250	323	0	0
10	195	38560	25	56	432	0
11	375	61560	2250	500	0	0
12	515	45735	3250	500	0	0
13	255	25700	195	765	1209	0
14	545	47515	15	271	0	0
15	235	44550	0	35	0	0
16	835	41955	80	211	402	0
17	195	42115	8	4	0	0
18	65	21250	0	1	0	0
19	750	36040	70	527	0	0
20	215	20915	4	5	0	0
21	165	60805	275	199	0	0
22	395	30745	1942	211	0	0
23	155	30200	230	1637	1859	0
24	365	68615	15	25	0	0
25	625	74905	15	61	552	0
26	295	103510	0	13	0	0
27	320	38150	0	6	0	0
28	110	56105	0	16	47	0
29	355	64145	0	120	390	0
30	380	94440	80	188	0	0
31	345	57570	20	160	0	0
32	695	49045	65	3386	0	0
33	296	23730	4	68	0	0
34	25	11420	230	788	0	0
35	235	20225	30	1163	0	0
36	65	23265	0	251	0	0
37	140	26030	30	205	1197	0

38	585	38660	30	4	0	0
39	245	33205	20	722	0	0
40	215	35390	0	3	0	0
41	185	25210	0	475	0	0
42	430	24390	15	203	0	0
43	330	17900	15	115	450	0
44	80	44705	485	2642	0	0
45	3	16000	390	486	0	0
46	65	24325	10	264	0	0
47	375	50605	25	33	0	0
48	595	34925	105	985	981	0
49	75	23525	200	402	0	0
50	220	22675	10	340	0	0
51	235	39025	0	501	184	0
52	340	30065	0	0	0	0
53	295	30880	27	0	0	0
54	145	30200	0	68	0	0
55	80	34410	0	119	0	0
56	490	24220	0	185	0	0
57	225	26465	395	79	0	0
58	485	45520	54	0	0	0
59	185	31925	26	0	0	0
60	575	43660	30	49	0	0
61	260	52940	227	20	1402	0
62	175	24035	0	1717	268	0
63	825	39090	350	1134	466	0
64	715	45155	4	41	0	0
65	825	57420	235	110	0	0
66	105	46095	30	289	0	0
67	85	48520	110	40	0	0
68	745	47460	15	4	0	0
69	275	44010	0	124	536	0
70	185	35810	15	40	0	0
71	295	44100	35	30	0	0
72	225	32515	40	25	0	0
73	175	52610	40	4	0	0
74	225	49330	10	45	705	0
75	370	46350	10	5	0	0
76	135	65000	0	5	0	0
77	225	48545	215	182	963	0
78	95	42690	21	18	0	0
79	45	56940	0	0	0	0
80	295	47530	265	60	0	0

81	120	44560	105	180	1001	0
82	305	44255	0	4	0	0
83	225	35590	4	3	0	0
84	258	45745	0	25	0	0
85	455	44195	192	95	0	0
86	100	107485	305	391	891	0
87	435	25120	90	176	225	0
88	495	28785	45	58	0	0
89	205	24265	5	496	0	0
90	125	13310	0	141	222	0
91	85	28910	12	5	0	0
92	355	20610	10	418	797	0
93	415	52585	30	477	0	0
94	225	40230	0	0	0	0
95	395	12565	10	1245	9504	0
96	435	14090	0	23	0	0
97	95	45865	0	20	0	0
98	295	27695	10	6	0	0
99	155	17470	30	0	0	0
100	205	58925	0	7	0	0
101	125	63640	0	0	0	0
102	310	93475	0	0	0	0
103	65	24220	0	8	0	0
104	195	33575	10	5	0	0
105	35	35555	4	2	0	0
106	0	10	25	28	0	0
107	50	35555	0	0	0	0
108	75	35555	0	0	0	0
109	40	28450	0	0	0	0
110	30	37670	0	0	0	0
111	195	28485	25	0	0	0
112	0	10	0	4244	0	0
113	105	39790	0	0	0	0
114	150	25985	0	11	0	0
115	10	24220	0	615	0	0
116	0	10	0	0	0	0
117	50	52780	0	1	0	0
118	35	31710	0	0	0	0
119	0	10	0	0	0	0
120	0	10	0	45	0	0
121	0	10	0	0	0	0

2040 Socio-Economic Data Calhoun Area Urbanized Area

TAZ	Occupied Housing Units	Mean Income	Retail Employment	Non-Retail Employment	School Enrollment	Dorm Rooms
1	395	52000	30	246	0	0
2	425	45290	20	44	0	0
3	585	44185	25	497	811	0
4	490	41220	100	1262	1423	0
5	140	28760	864	80	0	0
6	311	68190	850	441	0	0
7	1021	57470	115	146	0	0
8	297	64230	0	34	0	0
9	199	49450	2250	323	0	0
10	195	38560	25	56	432	0
11	471	61560	2250	500	37	0
12	515	45735	3250	500	0	0
13	255	25700	382	765	1307	0
14	545	47515	15	271	89	0
15	235	44550	0	35	0	0
16	835	41955	80	211	512	0
17	195	42115	8	4	0	0
18	65	21250	0	1	0	0
19	750	36040	70	527	0	0
20	215	20915	4	5	0	0
21	165	60805	275	199	0	0
22	491	30745	1942	211	0	0
23	251	30200	230	1637	1859	0
24	365	68615	15	25	0	0
25	724	74905	15	61	662	0
26	391	103510	0	13	0	0
27	320	38150	0	6	0	0
28	206	56105	0	16	47	0
29	451	64145	0	120	452	0
30	476	94440	80	188	0	0
31	441	57570	20	160	0	0
32	791	49045	65	3386	0	0
33	296	23730	4	68	0	0
34	25	11420	230	788	0	0
35	235	20225	30	1163	13	0
36	65	23265	0	251	0	0
37	140	26030	30	308	1304	0

38	585	38660	30	4	0	0
39	245	33205	20	722	0	0
40	215	35390	0	3	0	0
41	185	25210	0	475	0	0
42	430	24390	15	203	0	0
43	330	17900	15	115	495	0
44	80	44705	485	2642	0	0
45	3	16000	390	589	0	0
46	65	24325	10	264	0	0
47	375	50605	25	33	0	0
48	595	34925	386	985	1191	0
49	75	23525	200	402	0	0
50	220	22675	10	340	0	0
51	235	39025	0	604	184	0
52	340	30065	0	0	45	0
53	295	30880	27	0	0	0
54	145	30200	0	68	0	0
55	80	34410	0	119	0	0
56	490	24220	0	185	0	0
57	225	26465	395	79	0	0
58	485	45520	54	103	0	0
59	185	31925	26	0	0	0
60	575	43660	30	49	0	0
61	260	52940	227	20	1447	0
62	463	24035	187	2017	311	0
63	825	39090	350	1134	607	0
64	715	45155	4	41	0	0
65	825	57420	254	110	0	0
66	105	46095	30	289	0	0
67	85	48520	110	40	0	0
68	745	47460	15	4	0	0
69	275	44010	0	124	589	0
70	185	35810	109	40	0	0
71	295	44100	129	30	0	0
72	225	32515	40	25	0	0
73	175	52610	40	4	0	0
74	225	49330	10	45	818	0
75	370	46350	10	5	0	0
76	135	65000	0	5	0	0
77	225	48545	215	182	1257	0
78	95	42690	21	18	0	0
79	45	56940	0	0	0	0
80	295	47530	265	60	0	0

81	120	44560	124	180	1198	0
82	305	44255	0	4	0	0
83	225	35590	4	3	0	0
84	258	45745	37	25	0	0
85	455	44195	192	95	0	0
86	100	107485	305	391	989	0
87	483	25120	127	176	225	0
88	495	28785	45	58	0	0
89	253	24265	80	496	0	0
90	173	13310	0	141	267	0
91	85	28910	12	5	0	0
92	451	20610	10	418	854	0
93	415	52585	30	477	0	0
94	225	40230	0	0	0	0
95	395	12565	10	1245	10168	0
96	435	14090	0	23	0	0
97	95	45865	0	226	0	0
98	295	27695	10	6	0	0
99	155	17470	30	0	149	0
100	205	58925	0	7	0	0
101	125	63640	0	0	0	0
102	310	93475	0	0	0	0
103	65	24220	0	8	0	0
104	243	33575	10	108	0	0
105	131	35555	4	2	0	0
106	0	10	212	28	0	0
107	50	35555	0	0	0	0
108	459	35555	0	0	0	0
109	40	28450	0	0	0	0
110	30	37670	0	0	0	0
111	195	28485	25	0	0	0
112	0	10	0	5273	0	0
113	105	39790	0	0	0	0
114	150	25985	0	11	0	0
115	10	24220	0	615	0	0
116	192	10	0	389	0	0
117	50	52780	0	1	0	0
118	35	31710	0	0	0	0
119	288	10	112	714	0	0
120	192	10	94	759	0	0
121	192	10	94	611	0	0

Appendix H: Public Comment

SIGN-IN SHEET

Draft FY 2025-2050 Long Range Transportation Plan (LRTP)

Annis-ton Meeting Center, Victoria Boardroom
September 10, 2025 6:00 pm - 8:00 pm

NAME	ORGANIZATION	EMAIL ADDRESS
<i>Amy Parker</i>	<i>CAC</i>	<i>teparkerts@yahoo.com</i>
GERARD LYONS	CAC	GERRY LYONS.DPP@GMPNL.COM
SCOTT COTHRON	SKIPPER CONSULTING	scotthron@skippersinc.com
ELIZABETH WRIGHT	EARPDC	elizabeth.wright@earpdc.org