

Calhoun Area Metropolitan Planning Organization (MPO)

Unified Planning Work Program (UPWP)

Revised

Fiscal Year 2025

May 19, 2025



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This UPWP was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), the Calhoun Area Metropolitan Planning Organization (MPO) and its local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the Infrastructure Investment and Jobs Act (IIJA) 11201, November 2021. The contents of this document do not necessarily reflect the official views or policies of the US Department of Transportation.

Calhoun Area Transportation Study

FY 2025 Unified Planning Work Program (UPWP)



Councilman Nick Bowles, Chairman

City of Weaver
(256) 820-1125

Mayor Jeff Clendenning, Vice Chairman

City of Weaver
(256) 256-310-6584

Lori Sokol, Executive Director

East Alabama Regional Planning and Development Commission
(256) 237-6741

lori.sokol@earpdc.org

Elizabeth Wright, Regional Planner

East Alabama Regional Planning and Development Commission
(256) 237-6741

elizabeth.wright@earpdc.org

This document is available at:

www.earpdc.org/Programs

For more information regarding this document, please contact:

Elizabeth Wright, Regional Planner

East Alabama Regional Planning and Development Commission

PO Box 2186, Anniston, AL 36202

(256) 237-6741 or elizabeth.wright@earpdc.org

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

POLICY COMMITTEE

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Fred Wilson, Calhoun County Commission

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EARPDC

Lori Sokol, Executive Director

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DeJarvis Leonard, PE, East Central Region

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Mark Bartlett, PE, Administrator AL Division

FEDERAL TRANSIT ADMINISTRATION (FTA)

Rhonda King, Program Analyst

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Bradley B. Lindsey, PE, State Local
Transportation Engineer

STAFF TO THE MPO

Elizabeth Wright, Regional Planner

TECHNICAL ADVISORY COMMITTEE (TAC)

CALHOUN COUNTY

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Chris Gann, PE, County Engineer

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

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CITY OF JACKSONVILLE

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Fred Denney, Mayor's Assistant
Rusty Gann, City Engineer
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CITY OF WEAVER

Joey Conger, Public Works

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Steve Haynes, PE, East Central Region
Steven Corley, PE, Alexander City Area
Robert Barrett Dees, PE, Assistant State
Local Transportation Engineer, Planning

JACKSONVILLE STATE UNIVERSITY

ANNISTON ARMY DEPOT

Cassandra Simmons
Sammy Goss

ANNISTON WATERWORKS

Phillip Burgette

AREAWIDE COMMUNITY TRANSIT SYSTEM (ACTS)

Shane Christian, EARPDC Transit Coordinator

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Greg Pierce

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Mike Matthews
Dustin Gillihan
Kevin Ashley, PE

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

Resolution # 869

Calhoun Area Metropolitan Planning Organization (MPO) Adopting the Final **Unified Planning Work Program (UPWP)** for FY 2025 as prepared by the East Alabama Regional Planning and Development Commission (EARPDC)

WHEREAS, the **Calhoun Area Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and,

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

WHEREAS, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission, as staff to the MPO, in cooperation with the Local Transportation Bureau, Alabama Department of Transportation, has prepared a Unified Planning Work Program for Fiscal Year 2024; and,

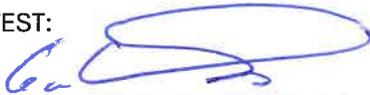
WHEREAS, pursuant to its duties, functions, and responsibilities, the Calhoun Area Metropolitan Planning Organization (MPO) Policy Committee, in session this the 26th day of September, 2024 did review and evaluate the FY 25 Unified Planning Work Program (UPWP), summarized on the attached pages; now,

THEREFORE, BE IT RESOLVED by the Calhoun Area Metropolitan Planning Organization (MPO) Policy Committee that the same does hereby adopt said FY 25 Unified Planning Work Program.

Nick Bowles

Nick Bowles, Vice Chairman
City of Anniston

ATTEST:



Eric Wright Planning and Development Director
East Alabama Regional Planning and
Development Commission

Signature: Nick Bowles
Nick Bowles (Sep 26, 2024 11:29 CDT)

Email: nbowles@anniston.al.gov

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I – INTRODUCTION

The Unified Planning Work Program (UPWP) is the budgeting instrument for coordinating metropolitan transportation activities in the urbanized portion of Calhoun County, which includes the cities of Oxford, Hobson City, Anniston, Weaver, and Jacksonville. The primary objective of the UPWP is to develop an integrated planning program and budget that considers the planning activities of each mode and coordinates these activities to produce a plan that serves all segments of the community. The UPWP represents the allocation of planning funds and work tasks necessary to accomplish and maintain the transportation planning process within the Calhoun MPO study area for Fiscal Year 2025 (October 1, 2024 to September 30, 2025).

Funding for transportation planning is a product of federal and local monies combined. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide eighty percent (80%) of funding for local transportation planning and projects. Local governments provide twenty percent (20%) of funding to match the federal dollars allotted to the area.

II – ORGANIZATION AND MANAGEMENT

MPO Structure, Participating Governments, Roles and Agreements

The MPO for the Calhoun Area Transportation Study (CATS) signed a joint agreement concerning the transportation planning process with the Alabama Department of Transportation (ALDOT) in 1975, in accordance with the Federal Aid Highway Act of 1962. The 1962 Act specified that urbanized areas (population greater than 50,000) must develop a '3C' transportation planning process, a process that is comprehensive, cooperative, and continuing, for federal-aid projects approved after July 1, 1965. An updated agreement stipulating the various duties and responsibilities of the parties involved was signed with the ALDOT in March/April 2015. The MPO consists of the Policy (Voting) Committee, the Technical Advisory Committee (TAC), and the Citizens Advisory Committee (CAC). The 2020 Census established the Calhoun Area urbanized area population at 78,302. The Calhoun urbanized area encompasses portions of Calhoun County and northern Talladega County, including the cities of Oxford, Hobson City, Anniston, Weaver, and Jacksonville.

The MPO **Policy (Voting) Committee** serves as the official policy and decision-making body of the Calhoun Area MPO. Through the transportation planning process, the Citizens Advisory Committee and the Technical Advisory Committee advise the MPO Policy Committee about transportation projects and programs. The Policy Committee submits approved projects and programs to the Alabama Department of Transportation and the Federal Highway Administration.

MPO Policy Committee members are designated by their elected positions in the several jurisdictions and by professional position at the Alabama Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The MPO Policy Committee is composed of fourteen (14) voting members and two non-voting members (See Appendix B and page iii).

The **Technical Advisory Committee (TAC)** provides critical technical assistance and input in the various planning elements involved in the transportation planning process. TAC members are designated by their professional positions in the member governments, the Alabama Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the EARPDC (See page iv.)

The **Citizens Advisory Committee** (CAC) serves as a formal means through which citizens may participate in the transportation planning process. The CAC offers opinions, input, and suggestions to the TAC and MPO Policy Committee on transportation planning documents, proposed projects, existing projects, and other transportation-related issues. The CAC consists of forty-three (43) local citizen members and one member representing the ALDOT Local Transportation Bureau (See page v.)

During normal business, the MPO must often enter into various agreements. The MPO currently executes one annual agreement, the Title VI Metropolitan Planning Organization Certification Review and Evaluation Form. From time to time, the MPO may also enter into contractual agreements for services, such as developing technical studies or updating the Long-Range Transportation Plan (LRTP).

State and Federal Certification Findings and Resolutions

State or Federal certification findings and resolutions refer to MPO deficiencies identified by a joint review process and corrective actions prescribed to correct those deficiencies. The Calhoun Area MPO has no history of State or Federal certification findings or resolutions.

III - Public Participation in the Transportation Planning Process

The public is encouraged to participate in the MPO's transportation planning process through the Public Participation Plan (PPP) and the Citizens Advisory Committee (CAC). All Calhoun Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve draft and final plans and documents. Interested individuals may review and comment on these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner at the East Alabama Regional Planning and Development Commission (EARPDC) can be contacted to coordinate an address to the MPO committees and to obtain copies of draft and/or final plans.

IV - TITLE VI

The Calhoun Area MPO is committed to ensuring public participation in the development of all transportation plans and programs. The overall goal of the MPO is 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.

1. **An Open Process**—To encourage early and continued public participation, all MPO meetings are open to the public and media.
2. **Easy Information Access** – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process.
3. **Notice of Activities** – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
4. **Public Input and Organizational Response** – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.

5. **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.

Additionally, the Calhoun Area MPO is and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- **Civil Rights Act of 1964**, 42 USC 2000d, et seq., which prohibits exclusion from participation in any federal program based on race, color, or national origin.
- **23 USC 324**, which prohibits discrimination based on sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.224(1).
- **Rehabilitation Act of 1973**, 29 USC 701 Section 504, which prohibits discrimination based on a disability and in terms of access to the transportation planning process.
- **Americans with Disabilities Act of 1990** which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in a location that is accessible by persons with mobility limitations or other impairments.
- **Executive Order #12898** or referred to as **Environmental Justice**, which requires that federal programs, policies, and activities affecting human health or the environment to identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs or policies.
- **Limited English Proficiency (LEP) Plan**, which is required by Title VI of the Civil Rights Act of 1964, Executive Order #13166, and FTA Circular C 4702.1B, October 2012. The Calhoun Area MPO has completed a Four Factor Analysis of the planning area and identified a small population in the urban area which may require MPO assistance in participating in the planning process. The Calhoun Area MPO LEP has been included within the Public Participation Plan and can be accessed at: earpdc.org/mpo-documents/.

Detailed public participation procedures are outlined in the 2019 Public Participation Plan (PPP) which can also be found at: earpdc.org/mpo-documents/.

V - Scope of the Planning Process

The FY 2024 UPWP has been developed in accordance with the 23 USC 134 (h) 1 A-H (Infrastructure Investment and Jobs Act 11201). Federal law establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The metropolitan planning process promotes consistency between transportation improvement and state and local planned growth and economic development patterns [Section 1201(a) 134(g)(3)]. Metropolitan Planning Organizations (MPOs) shall provide for consideration of projects and tasks that meet the following ten planning factors.

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*
2. *Increase the safety of the transportation system for motorized and non-motorized users.*
3. *Increase the security of the transportation system for motorized and non-motorized users.*

4. *Increase the accessibility and mobility options available to people and freight.*
5. *Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
7. *Promote efficient system management and operation.*
8. *Emphasize the preservation of the existing transportation system.*
9. *Improve the resiliency and reliability of the transportation system and reduce (or mitigate) the stormwater impacts on surface transportation.*
10. *Enhance travel and tourism.*

VI - Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural, and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The FHWA and FTA have determined that the areas of emphasis for transportation planning for Fiscal Year 2025 are:

- *Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future*
FHWA divisions and FTA regional offices should work with State departments of transportation (State DOT), MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and a net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate UPWP tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.
- *Equity and Justice⁴⁰ in Transportation Planning*
FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that:
 1. improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
 2. plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
 3. reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;

4. offer reduced public transportation fares as appropriate.
5. target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
6. consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

- Complete Streets

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

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

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

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and

comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

- *Public Involvement*

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

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

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

- *Federal Land Management Agency (FLMA) Coordination*

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation

planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

- *Planning and Environment Linkages (PEL)*
FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.
- *Data in Transportation Planning*
To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

VII - Livability Principals and Indicators

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

All planning tasks must be measured against these Livability Principals:

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

As a measure of sustainability of these principles, the MPO will provide the following Livability Indicators:

1. Percent change in households located within one-half (1/2) mile of transit service, and/or percent change in non-auto trips (transit, walking, bicycling)
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

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

VIII - Transportation Performance Management

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:

- Rolling Stock (Revenue Vehicles): Percent by type that exceed Useful Life Benchmark (ULB)
- Equipment (over \$50,000): Percent of non-revenue service vehicles by type that exceed ULB
- 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.

- Fatalities and Rate of Fatalities
- Injuries and Rate of Injuries
- Safety Events and Rate of Safety events
- Mean Distance between Major Mechanical Failures

IX – UPWP TASKS

The UPWP is divided into six (6) tasks which comprise the functions necessary for Local Transportation and Transit Planning.

- 1.0 Administration
- 2.0 Data Collection
- 3.0 Public Involvement
- 4.0 Environmental Mitigation and Streamlining
- 5.0 Transportation Systems
- 6.0 Special Projects, Developments of Regional Impact, etc.
- 7.0 Corridor Studies

TASK 1.0 ADMINISTRATION

1.1 MPO Administration

Purpose

- To administer the transportation program as efficiently as possible and to maximize the use of human and capital resources.
- To adhere to all federal mandates and emphasis areas promulgated by 23 USC 124 and 135 (IIJA), the State of Alabama, the MPO, and community needs.

Previous Work

- MPO and Committee meetings were held regularly to review project status reports and adopt resolutions, documents, plans, and programs.
- Responded to information requests and inquiries from citizens and agencies concerning transportation projects and issues in the Calhoun MPO area.
- Maintained files, submitted required reports, developed plans and plan updates, and completed other transportation planning technical reports and activities.
- Purchased equipment and software upgrades.
- Adjusted the MPO planning process and products to reflect goals, performance measures, and targets adopted by the ALDOT and the MPO.

Proposed Work

- Continue holding MPO and associated committee meetings throughout the year to review, prepare, and adopt various transportation plans, programs, and activities of the Calhoun Area MPO.
- Continue to respond promptly to transportation requests from citizens, agencies, or the media.
- Continue to provide technical assistance to member governments upon request.
- Perform all management and administrative activities necessary to retain federal and state funding.
- Purchase equipment, supplies, and software as needed:
 - Renew subscription license to mySidewalk platform. Amount will not exceed \$8,000.
- Continue to adjust the MPO planning process and products to reflect goals, performance measures, and targets adopted by the ALDOT and the MPO as needed.
- Continue to work with adjacent MPOs on regional issues of common interest.
- Continue to maintain the necessary resources to complete the transportation planning process.
- Submit recommended local roads to ALDOT for functional classification.

Product

A well-managed transportation planning program that complies with applicable provisions of federal legislation

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024 through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 72,000
Local	EARPDC	\$ 18,000
Total		\$ 90,000

1.2 Unified Planning Work Program (UPWP)

Purpose

To develop and obtain MPO adoption and state and federal agency approval of an annual Unified Planning Work Program (UPWP) that provides a description and cost estimates of the overall transportation planning activities ongoing and anticipated within the Urbanized Area, including funding sources and agency responsibilities.

Previous Work

- Monitored monthly budget reports.
- Prepared UPWP for the upcoming fiscal year.
- Analyzed budgets from previous years.
- Rolled over unused planning funds from the previous 3 fiscal years to assist in funding tasks such as Special Projects Identification.

Proposed Work

- Prepare FY 2026 UPWP document and budget.
- Monitor budget and expenditures from the FY 2025 UPWP.
- Collection and analysis of Livability Indicators.
- Roll over unused planning funds from the previous 3 years to assist in funding special projects and LRTP.

Product

A comprehensive document and budget to guide the transportation planning process in the Calhoun urbanized area for FY 2026

Staffing

East Alabama Regional Planning and Development Commission

Schedule

- Draft FY 2026 due by June 2025
- ALDOT comments on Draft FY 2026 UPWP by mid-July 2025
- MPO addresses comments, adopts FY 2026 UPWP and provides to ALDOT by mid-September 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 2,000
Local	EARPDC	\$ 500
Total		\$ 2,500

1.3 Education and Training

Purpose

- Provide staff with sufficient time to learn new techniques, learn new software, and maintain an understanding of the governing laws and regulations.
- Provide the tools necessary for staff to develop technical proficiency.
- Provide the opportunity and means to travel to useful workshops and conferences.
- Reimburse staff for travel expenses.

Previous Work

- Attended ALDOT-sponsored training courses, statewide meetings for transportation planners, ALDOT-approved technical training seminars, and other user group meetings.
- Subscribed to several transportation publications and professional organizations.
- Continued membership with the Alabama Transportation Planners Association (ATPA) and other memberships as appropriate.
- Attended ALDOT planners' conferences and other ALDOT-sponsored meetings as appropriate or as transportation tracks were offered and as schedule permits.

Proposed Work

- Continue to attend ALDOT-approved state and federal training seminars, statewide MPO meetings, and technical assistance training seminars.
- Continue membership in AMPO, ATPA, etc. as appropriate.
- Attend all ALDOT training sessions as schedule permits.
- Attend ATPA meetings and annual conferences as schedule permits.
- Attend other transportation conferences or training sessions as scheduled and budget permits.

Product

A transportation staff well-versed in the necessary policy and geographic information required by the MPO to make informed decisions.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024 through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 12,000
Local	EARPDC	\$ 3,000
Total		\$ 15,000

1.4 Continuity of Operations Plan (COOP)

Purpose

To maintain and update the COOP which ensures that the functions of the Calhoun Area MPO will continue in the event of a natural or man-made disaster.

Previous Work

- COOP was reviewed and updated in Spring 2016, Fall 2018, and Spring 2022
- Regular review of COOP

Proposed Work

- Review and revise the COOP to include operation strategies during a pandemic and reflect EARPDC updated protocols.
- The COOP will be incorporated into the overall continuity of operations plan for the EARPDC.
- The COOP will be reviewed and updated regularly.

Product

A rational preparedness plan designed to minimize disruption of the local transportation planning process in the event of a pandemic or man-made or natural disasters.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Annual review March-April 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 320
Local	EARPDC	\$ 80
Total		\$ 400

TASK 2.0 DATA COLLECTION AND ANALYSIS

Purpose

- To collect and monitor the necessary data for input into Calhoun Area MPO transportation planning documents.
- To develop and maintain the necessary GIS data and maps for input into the Calhoun Area MPO's transportation planning documents.
- To develop, maintain, and update digitized base maps for member jurisdictions.
- To keep the land use, environmental, and socio-economic data current.
- To identify rights-of-way affected by planned transportation improvements.
- To develop and maintain computerized records of traffic counts and road inventories.
- To develop and maintain a system of traffic analysis zones for use in transportation planning.
- To develop and produce interactive maps of projects in the TIP for online use.

Previous Work

- Utilized GIS data to develop and maintain spatial and land use data for local transportation and land use planning.
- Updated computer software for use in MPO related GIS, planning and administrative activities.
- Executed contracts with participating member jurisdictions to update/develop digitized base maps.
- Obtained traffic count data from ALDOT and posted to the MPO Traffic Volume map.
- Collected, prepared, and presented Livability Indicator data as required.

Proposed Work

- Continue to maintain and update current data and augment existing data as new data is published.
- Continue to collect, prepare, and present Livability Indicator data as required.
- Continue to utilize and maintain GIS to reflect changes in spatial data for transportation planning.
- Continue to update and purchase computer hardware and/or software as necessary.
- Continue to develop, maintain, and update digitized base maps for member jurisdictions.
- Continue gathering data on essential services, including housing, employment, health care, schools, and recreation.
- Continue to improve transportation system resiliency and reliability.
- Obtain the most recent traffic count data from ALDOT and provide it to MPO member jurisdictions.
- Continue to utilize the traffic model.
- Develop specific 24-hour traffic count updates on classified roads as requested by member jurisdictions.
- Development and production of interactive TIP project maps for online use.
- Add census data updates to the existing Census information on file.

Products

- An up-to-date catalog of data for use in transportation planning
- Livability Indicator data to be provided will include:
 1. Percent change in households within one-half (½) mile of fixed route 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 employment
 4. Percent change in in-fill projects and /or percent increase in revitalization projects

5. Percent change in the number of regional sustainable infrastructure policies and /or change in the 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 GIS that is ready to support the ongoing transportation planning process.
 - A collection of the most current data that will be utilized to guide and inform transportation planning.
 - Interactive maps of projects in the TIP for online use

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 64,000
Local	EARPDC	\$ 16,000
Total		\$ 80,000

TASK 3.0 PUBLIC INVOLVEMENT

3.1 Public Information Officer (PIO)

Purpose

- To have an appointed spokesperson on staff to provide and disseminate transportation planning information to citizens, media, and the public in the Calhoun area.

Previous Work

- The Calhoun MPO has no appointed PIO. Accordingly, the EARPDC Transportation Planner serves as the PIO.
- Compliance with FTA C4702.1B and the Limited English Proficiency language.
- Maintain a webpage dedicated to providing information on the local transportation planning process and all adopted and draft plan documents.
- The Public Participation Plan (PPP) was updated and adopted on February 19, 2019, and sets requirements for public notices of transportation-related meetings, draft plan review, and opportunities for public commentary.
- Maintain an active Citizens Advisory Committee (CAC) that meets every other month.

Proposed Work

- The EARPDC transportation planner will continue to serve as the PIO.
- Continue maintaining a webpage that provides information about the local transportation planning process and draft transportation plans.
- Continue to meet the standards for public notice and review and comment opportunities found in the updated PPP.
- Continue to support and provide information to the CAC in regular meetings.
- Describe Performance Measures and Livability Principals and Indicators in the Public Participation Plan (PPP) and ensure that agencies and the public have full access to documents and data as requested.

Products

- A knowledgeable representative for the Calhoun Area MPO charged with disseminating transportation planning information to the public and media.
- An engaged CAC that is informed and knowledgeable about local needs, issues, projects, and transportation planning.
- An up-to-date and informative website.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024 through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 4,000
Local	EARPDC	\$ 1,000
Total		\$ 5,000

3.2 Public Participation Plan (PPP)

Purpose

To outline the methods and actions that the MPO will utilize to provide citizens and interested parties reasonable and fair opportunities for review, input, and comment regarding the transportation planning process, plans, or projects.

Previous Work

- The Calhoun MPOs 2019 Public Participation Plan (PPP) was updated and adopted on February 21, 2019, to meet requirements of 23 USC 134 and 135 (MAP-21 Sections 1201, 1202, July 2012, superseded by FAST Act, Dec. 2015, superseded by IIJA November 2021).
- Ongoing update and monitoring of the MPO web page and documents attached.
- Monitored the effectiveness and strategies of the PPP during each planning period.

Proposed Work

- Continue to monitor and review the effectiveness of the PPP procedures and strategies and modify as needed to ensure a full and open public participation process.
- Update the PPP to incorporate virtual public involvement techniques, such as via conference calls, video conferencing tools, etc., as part of the MPO's public involvement process.
- Update the PPP to reflect the ALDOT PPP standards and guidelines as necessary.
- Update the PPP as required by new guidelines in the IIJA.
- Update the PPP as needed with new Census data.
- Describe the Livability Principals and the Livability Indicators in the PPP update and ensure that agencies and the public have full access to documents and data as requested.
- Continue updates to MPO web page.
- Coordinate with the ALDOT to set goals, objectives, performance measures, and targets for inclusion in the Transportation Improvement Program.

Product

An effective PPP that meets all requirements of the IIJA and ensures public participation and access to plans and documents.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 4,000
Local	EARPDC	\$ 1,000
Total		\$ 5,000

3.3 Title VI/Environmental Justice Planning

Purpose

- To ensure minority and low-income citizens in the MPO area are provided with reasonable, fair, and frequent opportunities to participate in the metropolitan planning process.
- To avoid or mitigate the effects of transportation planning decisions that unduly burden any minority or low-income communities in the urban area.
- Maintain transit-related Americans with Disabilities (ADA) awareness and compliance.
- Complete an up-to-date ADA Transition Plan for the East Alabama Planning and Development Commission (staff to the MPO).

Previous Work

- Advertised public meetings for transportation plan review and comment by ad in the local paper with the largest circulation in the area.
- Announced public meetings for transportation planning, review, and comment by special mail correspondence and/or hand-delivered announcements to agencies, businesses, transit providers, and civic, medical, and religious organizations that serve minority and low-income communities in the area.
- Announced all MPO meetings to the local print and radio media in both English and Spanish, as well as listed each on the EARPDC web page calendar.
- Contacted local Hispanic community agencies and added them to mailing lists.
- Identified low-income and minority population areas that may be negatively affected by projects.
- File Title VI report and self-certification as required by the ALDOT in August 2024.
- Completed an up-to-date ADA Transition Plan for the East Alabama Planning and Development Commission (staff to the MPO).

Proposed Work

- Continue to advertise public meetings for transportation plan review and comment by direct mailing lists, ads in the local newspaper of widest circulation, and on the EARPDC web page calendar.
- File Title VI report and self-certification as required by the ALDOT in August 2025.
- Continue to provide meeting announcements in both English and Spanish.
- Provide for interpreters as needed/when requested.
- Use demographics to identify key population groups with a stake in transportation planning decisions and target information and involvement efforts to key audiences.
- Make publications available to the public in print, online, or to be picked up at the EARPDC office.
- Make a best effort to provide information to solicit input from and mitigate the effects of transportation projects that may disproportionately affect specific groups.
- Continue to include Hispanic community agencies in the mailing list for public meeting solicitations.
- Maintain an up-to-date ADA Transition Plan for the East Alabama Planning and Development Commission (staff to the MPO).

Products

- A local transportation planning process that adheres to the Title VI requirements and the Civil Rights Act of 1964 and offers various opportunities for participation by minority and low-income citizens.
- An engaged and informed CAC which is representative of the local community.

- An updated ADA Transition Plan for the East Alabama Planning and Development Commission (staff to the MPO)

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Title VI report and self-certification August 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 1,600
Local	EARPDC	\$ 400
Total		\$ 2,000

3.4 Disadvantaged Business Enterprise (DBE)

Purpose

To consider available Disadvantaged Business Enterprises (DBE) for contracts financed totally or partially with federal funding.

Previous Work

A current DBE list is downloaded from the ALDOT website and appropriate DBEs are contacted when technical services or planning services are required.

Proposed Work

Provide information on the DBE process at the request of individual groups or agencies.

Product

A commitment to provide Disadvantaged Business Enterprises (DBE) the opportunity to compete for contracts with the EARPDC or the Calhoun Area MPO.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 400
Local	EARPDC	\$ 100
Total		\$ 500

TASK 4.0 ENVIRONMENTAL MITIGATION AND STREAMLINING

4.1 Air Quality, Climate Change, and Storm Water Mitigation Planning

Purpose

- Have an MPO staff and MPO committees with a working knowledge of air quality planning.
- Provide accurate and useful environmental protection and climate change data to the MPO committees.
- Minimize stormwater runoff to the greatest extent practicable.

The Calhoun Area MPO is currently in attainment status for Air Quality and does not anticipate future non-attainment.

Previous Work

- Participated in air quality webinars and policy discussion.
- Attendance at an ALDOT-sponsored workshop.
- Education of changes in air quality guidelines and goals.
- The County Engineering Department has worked with the CAC to educate and inform regarding stormwater issues.
- Continued monitoring pending changes to Green House Gases (GHG) issues and guidelines.

Proposed Work

- Attend FHWA, FTA, EPA, ADEM, and/or ALDOT Air Quality training courses and seminars as necessary.
- The existing PIO will be assigned as a spokesman on Air Quality Issues, Climate Change, and GHG issues.
- Continue to work with the County to disseminate information on best practices to reduce stormwater runoff.
- Continue to attend training in climate change and GHG issues as guidelines are provided by state and federal agencies.
- Mitigate stormwater impacts on surface transportation.

Product

A staff familiar with current guidelines and requirements.

Staffing

- East Alabama Regional Planning and Development Commission
- State and Federal Agency Training Personnel

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 400
Local	EARPDC	\$ 100
Total		\$ 500

TASK 5.0 TRANSPORTATION SYSTEMS

5.1 Long Range Transportation Plan (LRTP)

Purpose

- To update the Long Range Transportation Plan (LRTP) to reflect substantive changes in population, land use assumptions, development plans, and traffic estimates.
- To include a multi-modal element in the LRTP.
- To develop and have ALDOT approval and MPO Council adoption of FY 2050 LRTP.

Previous Work

- Prepared and presented the Livability Indicator data .
- Amended the plan to include performance measures, targets, and goals adopted by ALDOT and the MPO as required.
- Amended the plan as MPO projects are moved outside of years designated in the TIP.
- Build a schedule of tasks needed to complete for ALDOT.
- Started contract with Skipper Consultants to begin work on 2050 LRTP.

Proposed Work

- Monitor projects and issues and make necessary amendments to the 2045 LRTP.
- Monitor the system performance report and make subsequent updates to evaluate the condition and performance of the transportation system for MPO-adopted performance targets.
- Continue to work with adjacent MPOs regarding regional issues related to the LRTP.
- Continue coordination with the ALDOT on setting goals, objectives, performance measures, and targets for inclusion in the Transportation Improvement Program.
- Continue to amend the plan as MPO projects are moved outside of the years designated in the TIP.
- Plan for and include safety components/measures for 2050 LRTP.
- Collect necessary data (socio-economic, traffic counts, etc.) for the 2050 LRTP update.
- Continue building the schedule of tasks needed for ALDOT.
- Complete draft and final LRTP.
- Hold a public involvement meeting for LRTP comments.

Products

- A regularly monitored and updated LRTP.
- A LRTP that includes a multi-modal element.
- A final 2050 LRTP.

Staffing

- East Alabama Regional Planning and Development Commission

Schedule

- Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025
- Draft LRTP July 2025
- Public Involvement no later than August 2025
- Final LRTP adopted by September 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 54,000
Local	EARPDC	\$ 13,500
Total		\$ 67,500

5.2 Transportation Improvement Plan (TIP)

Purpose

- To develop and have approved all necessary amendments to the FY 24-27 TIP which describes and details the list of transportation projects for the Calhoun Area MPO with a financially constrained budget.
- To include multi-modal and transit elements in the TIP.
- To coordinate with ALDOT regarding any resolutions or modifications to the FY 24-27 TIP.

Previous Work

- The FY 24-27 TIP was amended by MPO resolution as additional projects became authorized by the State Transportation Improvement Program (STIP).
- Public review and input were obtained through a series of review opportunities, public meetings, and online content while developing the draft TIP.
- The FY 24-27 TIP was developed and adopted in August 2023 and submitted to the ALDOT.
- The FY 24-27 TIP was adopted by the MPO after review and analysis of all public comments submitted during the public review period for developing the draft TIP.

Proposed Work

- Amend the FY 24-27 TIP and re-establish fiscal constraints as necessary.
- Prepare and present the Livability Indicators data as required.
- Amend the plan to include updates to the performance measures, targets, and goals adopted by the ALDOT and the MPO.
- Monitor the progress made toward achieving the performance targets identified in the LRTP in terms of project selection to meet investment priorities for the TIP.
- Amend the FY 24-27 TIP as necessary to reflect changes in the scheduled MPO projects or the classified road network.
- Utilize the MPO portal software in updating, maintaining, and tracking projects in the TIP. All documents and tables will be included in the plan document and posted on the website.
- Continued coordination with the ALDOT on setting goals, objectives, performance measures, and targets required by the IJA for inclusion in the Transportation Improvement Program.

Products

- A current and updated TIP that accurately reflects projects proposed and scheduled by the MPO.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

- Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2027

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 4,000
Local	EARPDC	\$ 1,000
Total		\$ 5,000

5.3 Public Transportation

Purpose

- To ensure the efficient administration and management of the Areawide Community Transportation System (ACTS) system.
- To ensure public opportunities for input into the transit planning process.
- To evaluate ACTS service to determine if the MPO and area needs are being met.
- To effectively provide transportation options to the transportation disadvantaged citizens in the Calhoun urban area.
- To prepare capital improvement schedules, budgets, projections, and other financial reports.
- To prepare and submit required reports and 5307/5311/5316/5339 grant applications to the FTA.
- To periodically review and revise the budget.
- To improve public access to the ACTS and market the public transit system to increase ridership.
- To establish contact with private transportation providers in the Calhoun area and to provide an opportunity to bid on any public transit-related contracts or services.

ACTS is the local public transit system that serves participating municipalities and the rural portions of Calhoun County. The ACTS is operated by EARPDC staff with the assistance of the Federal Transit Administration and the Alabama Department of Transportation (ALDOT).

Previous Work

- All area public transit operations were administered by the EARPDC.
- The staff administered the ACTS system in accordance with federal program rules.
- Submitted capital replacement schedule, budgets, and other necessary financial reports to ALDOT.
- Maintained and updated fixed route systems maps and brochures, required grants and reports, and program management files.
- Investigated and responded to public comments concerning the ACTS system.
- Monthly review and input from the ACTS Transit Advisory Board (TAB).
- Monthly review and input from the Jacksonville Para-Transit Committee .
- Developed Requests for Qualifications (RFQs) published in the local paper of widest circulation.

Proposed Work

- Continue to work with transit administration and providers regarding transit programs and access to essential services.
- Continue to meet program requirements by updating, revising, and distributing information.
- Maintain program files and databases.
- Continual investigation and response to public comments.
- Submission of required reports and grant applications.
- Continue to monitor and re-evaluate the existing system and service.
- Continue to involve the public in the transit system planning process.
- Continue to market the ACTS system to increase ridership.
- Continue regular meetings with the ACTS, TAB, and the Jacksonville Para-Transit Advisory Committee.
- Develop and implement a Transit Asset Management Plan (TAM) that includes asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the good repair of capital assets.
- Assist local governments with Section 5310 capital assistance grant applications.
- Announce opportunities for transportation-related studies or projects.

- Review and update the Coordinated Human Services Transit Plan as requested by ALDOT to support the Section 5317 New Freedoms (transit improvements for disabled citizens) and the Section 5310 Elderly and Disabled Transportation programs.
- Update the transit page on EARPDCs website earpdc.org.
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IJJA for inclusion in the LRTP, TIP, and other necessary documentation required by FTA.
- EARPDC will continue to utilize RFQs published in the local paper of widest circulation to permit interested private establishments to compete for any transportation-related studies or projects.

Products

- An effective, accessible, and convenient transit service that meets the community's needs.
- Increased awareness of the services offered by the ACTS.
- Sound and efficient management of the ACTS system.
- Submission of required transit reports to ALDOT and FTA.
- Public review and input utilizing the ACTS Transit Advisory Board (TAB) .
- An open and fair competitive environment permitting private transportation providers opportunities to bid for public transit contracts or services.

Staffing

East Alabama Regional Planning and Development Commission.

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 17,600
Local	EARPDC	\$ 4,400
Total		\$ 22,000

5.4 Complete Streets Transportation Planning to include Bicycle-Pedestrian Planning

Purpose

- To increase safe and accessible options for multiple travel modes for people of all ages and abilities as part of transportation planning processes.
- To assist the local governments in identifying and funding bicycle-pedestrian projects.
- To assist member jurisdictions in funding and construction of facilities and projects from the MPOs 2019 Bicycle and Pedestrian Plan update.
- To give bicycle and pedestrian facilities consideration when designing transportation improvement projects.

Previous Work

- Maintained contact with local bicycle clubs and interested citizens.
- Development of the MPOs 2019 Bicycle/Pedestrian Plan update for the Calhoun urban area
- MPO staff have assisted local jurisdictions in developing projects and securing funds for bicycle and pedestrian facilities and studies.
- Review of all new MPO projects to consider existing and potential facilities needed to address the travel by bicyclists and pedestrians.
- Updated the 2019 Bicycle-Pedestrian Plan to include Economic Development.

Proposed Work

- Adopt and implement Complete Street policies that prioritize the safety of all users in transportation network planning, design, construction, and operations. A complete street includes.
- Reestablish free Bicycle Safety Education training for 4th graders in the urban area.
- Plan for and include safety components/measures in future updated Bicycle-Pedestrian Plans
- Prepare and present the Livability Indicator data.
- Continue to aid the member governments in developing and funding bicycle and pedestrian projects and facilities.
- Assist member jurisdictions in funding and constructing facilities and projects identified in the 2019 Bicycle Pedestrian Plan.
- Continue to consider facilities for bicycles and pedestrians on MPO projects.
- Continue to identify and mitigate gaps in the bicycle and pedestrian network.
- Continue coordinating with the ALDOT on setting the goals, objectives, performance measures, and targets required by the IIJA for inclusion in the Transportation Improvement Program.
- Annual Bicycle/Pedestrian Committee meeting to help identify network gaps.

Products

- A functioning, updated Bicycle and Pedestrian Plan for the Calhoun urban area.
- Technical assistance and coordination of bicycle and pedestrian projects and facilities among local governments.
- A modally balanced system integrated with appropriate, safe, and well-designed bicycle and pedestrian facilities.

Staffing

East Alabama Regional Planning and Development Commission.

Schedule

- Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025
- Annual Review tentative August 2024

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 1,600
Local	EARPDC	\$ 0*
Total		\$ 1,600

*The Federal Highway Administration (FHWA) agreed to waive the non-Federal match of SPR and PL funds for Complete Streets planning activities

5.5 Freight Planning

Purpose

To prepare for possible future integration of freight transportation as an essential component of the transportation process.

Previous Work

- Review of existing freight planning issues and activities.
- Addressed freight planning in the 2045 LRTP update.
- Included representatives of the freight industry on the CAC and TAC.

Proposed Work

- Review existing freight planning activities.
- Seek out training and educational opportunities regarding freight transportation planning.
- Draft a Regional Freight Plan if required by state and federal agencies.
- Address freight planning to the extent necessary in the 2050 LRTP update.
- Cooperate with the Atlanta Regional Commission, RPCGB, and Tuscaloosa MPO to continue meetings of the I-20 Freight Corridor Coalition to address the region's freight issues.
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures and targets required by the IJA for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.
- Address freight planning in 2050 LRTP update.

Product

An MPO staff well-versed in freight planning issues and prepared to meet future freight planning requirements.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 1,600
Local	EARPDC	\$ 400
Total		\$ 2,000

5.6 Transportation Management and Operations Planning (Includes ITS)

Purpose

- To provide a forum for local governments and ALDOT to discuss transportation management and operations.
- Provide technical assistance to local governments and ALDOT regarding management and operations planning.

Previous Work

- Assisted member jurisdictions in identifying and scheduling operations improvement projects.
- Purchased equipment and software updates to assist with membership municipality's traffic counting.

Proposed Work

- Coordinate forums for local governments and ALDOT to discuss transportation management and operations.
- Adjust the MPO planning process and products to reflect goals, performance measures, and targets adopted by ALDOT and the MPO.
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures and targets required by the IIJA for inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.
- Upgrade current MPO ITS equipment and software as needed.

Product

Coordination and implementation of transportation management and operation forums as requested.

Staffing

- East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 400
Local	EARPDC	\$ 100
Total		\$ 500

5.7 Transportation Safety and Security Planning

Purpose

- To incorporate safety and security concerns early in the transportation planning process.
- Coordinate with ALDOT to adopt a set of Safety Performance Measure Targets for the Calhoun Area MPO.

Previous Work

- Monitored traffic crash data provided by the Community Traffic Safety Program (CTSP) coordinator and the Critical Analysis Reporting Environment (CARE) system.

Proposed Work

- Continue to address transportation safety and security issues and explore methods to improve safety and visibility.
- Convene the ACTS Transit Advisory Committee and/or the Jacksonville Para-Transit Committee to address transit safety and/or security issues as needed.
- Continue to monitor traffic accident data for the urban area.
- Reestablish MPO funding for Bicycle Safety Education for 4th grades in the urban area.
- Distribute approved bicycle helmets, bicycle safety booklets, brochures, and bicycle safety promotional materials as they are available.
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures and targets in the LRTP, TIP, and other necessary documentation required by ALDOT.
- Add a subscription license to Citian for the Crash Lite platform. Amount will not exceed \$36,000.

Products

- A transportation planning process that considers and promotes safety and security issues for all modes of travel.
- A set of Safety Performance Measures and Targets for the MPO that support ALDOTs measures and targets.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024 through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 4,000
Local	EARPDC	\$ 1,000
Total		\$ 5,000

TASK 6.0 SPECIAL PROJECTS, TECHNICAL STUDIES, AND DEVELOPMENTS OF REGIONAL IMPACTS (DRI)

6.1 Special Project Identification

Purpose

A portion of MPO PL funds should be available to assist member governments with the development and funding of special transportation or transit-related technical studies and set aside funds for later large plans (e.g., LRTP).

Previous Work

- Special technical studies to support efforts by the member jurisdictions of the MPO:
 - Transit Services Study and Action Plan
 - Economic Development Supplemental Study to Transit Services Study and Action Plan

Proposed Work

- Revise task to include FY 24 rollover funds once identified.
- Assist member jurisdictions with project scope development and refinement.
- Assist member jurisdictions with technical studies to support and advance worthy transportation or transit improvement projects or activities that lead to construction projects.
- Other Technical Studies as requested by MPO members and approved by ALDOT.

Products

- Special technical studies that advance and support traditional or alternative transportation or transit improvement projects or activities.
- Special projects or studies will be added when previous FY rollover funds are identified.
- Continuation of special projects or studies not completed by the end of FY 2024.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 294,954
Local	EARPDC	\$ 73,739
Total		\$ 368,693

6.5 City of Oxford Bicycle and Pedestrian Master Plan

Purpose

Evaluate opportunities for bicycle and pedestrian connections on all local roadways in the City of Oxford. Provide a plan that will serve as a graphic expression of the City's needs to accommodate non-motorized travel modes and a policy document to guide the City's conversations and considerations regarding infrastructure for cyclists and pedestrians. It will guide the City of Oxford for long- and short-range implementation as funding becomes available for desired projects.

• Previous Work

Hire staff from Sain Associates as consultants to perform the study and plan.

- Project Initiation and Coordination.
- GIS base mapping.
- Review existing conditions.
- Public Involvement.
- Develop a Vision Statement and Goals of the Master Plan.

Proposed Work

- Prioritization and Phasing.
- Short-term implementation recommendations.
- Report documentation.
- Project Progress Meetings.

Products

Bicycle and Pedestrian Master Plan

Bicycle and Pedestrian Facility Design Manual

Staffing

East Alabama Regional Planning and Development Commission

Sain Associates

Schedule

9-month schedule to deliver a draft report

Draft document to be submitted February 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 81,375
Local	EARPDC	\$ 1,958*
Total		\$ 83,333

*ALDOT has revised the funding allocation to 100% Federal, effective after the payment of January 2025 invoices. This revision is not retroactive.

6.6 Transit Modeling Special Study

Purpose

Evaluate the existing and recommended transit plan using TBEST software. Summarize ridership and job accessibility, including accessibility for minority and low-income groups. Develop additional recommendations to optimize future transit services in Anniston and Jacksonville.

Previous Work

- Hire staff from Sain Associates as consultants to perform the study and plan.
- Evaluate the existing and recommended transit plan using TBEST software.
- Summarize ridership and job accessibility.

Proposed Work

- Develop additional recommendations to optimize future transit service in Anniston and Jacksonville.
- Prepare a supplemental report to the existing transit plan to summarize the findings and recommendations based on the TBEST analysis.

Products

A supplemental report to the existing transit plan to summarize the findings and recommendations based on the TBEST analysis.

Staffing

East Alabama Regional Planning and Development Commission
Sain Associates

Schedule

6-month schedule to deliver a draft report, November 2024

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 6,666
Local	EARPDC	\$ 1,667
Total		\$ 8,333

6.7 City of Anniston Bicycle-Pedestrian Design/Installation Manual Update

Purpose

Amend the previous version of the Anniston Area Bicycle and Pedestrian Design Manual, which was last updated in 2021. The current manual incorporates state-of-the-practice engineering guidance explicitly tailored to the needs of the Anniston area. Several bicycle and pedestrian standards have been updated since 2021, including the Manual and Uniform Traffic Control Devices 11th Edition (MUTCD).

Previous Work

- Hire staff from Sain Associates as consultants to perform the study and plan.
- Project Initiation and Coordination
- Existing manual review and research

Proposed Work

- Chief Ladiga Trail Wayfinding, Maintenance, and Access Guidance
- Compile Updated Manual
- Stakeholder Meetings

Products

An updated Anniston Area Bicycle and Pedestrian Design/Installation Manual

Staffing

East Alabama Regional Planning and Development Commission
Sain Associates

Schedule

4-month schedule to deliver a draft report, October 2024

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 38,524
Local	EARPDC	\$ 1,476*
Total		\$ 40,000

*ALDOT has revised the funding allocation to 100% Federal, effective after the payment of January 2025 invoices. This revision is not retroactive.

TASK 7.0 CORRIDOR DEVELOPMENT

7.1 Corridor Studies

Purpose

A portion of MPO PL funds should be available to assist member governments with the development and funding of corridor development studies.

Previous Work

- US-78 Traffic Impact Study

Proposed Work

- Revise task to include FY 24 rollover funds once identified.
- Assist member jurisdictions with project scope development and refinement.
- Assist member jurisdictions to support and advance worthy corridor development projects or activities that lead to construction projects.

Products

- Corridor studies may be added when previous FY rollover funds are identified.
- The continuation of corridor studies not completed by the end of FY 2024.

Staffing

East Alabama Regional Planning and Development Commission

Schedule

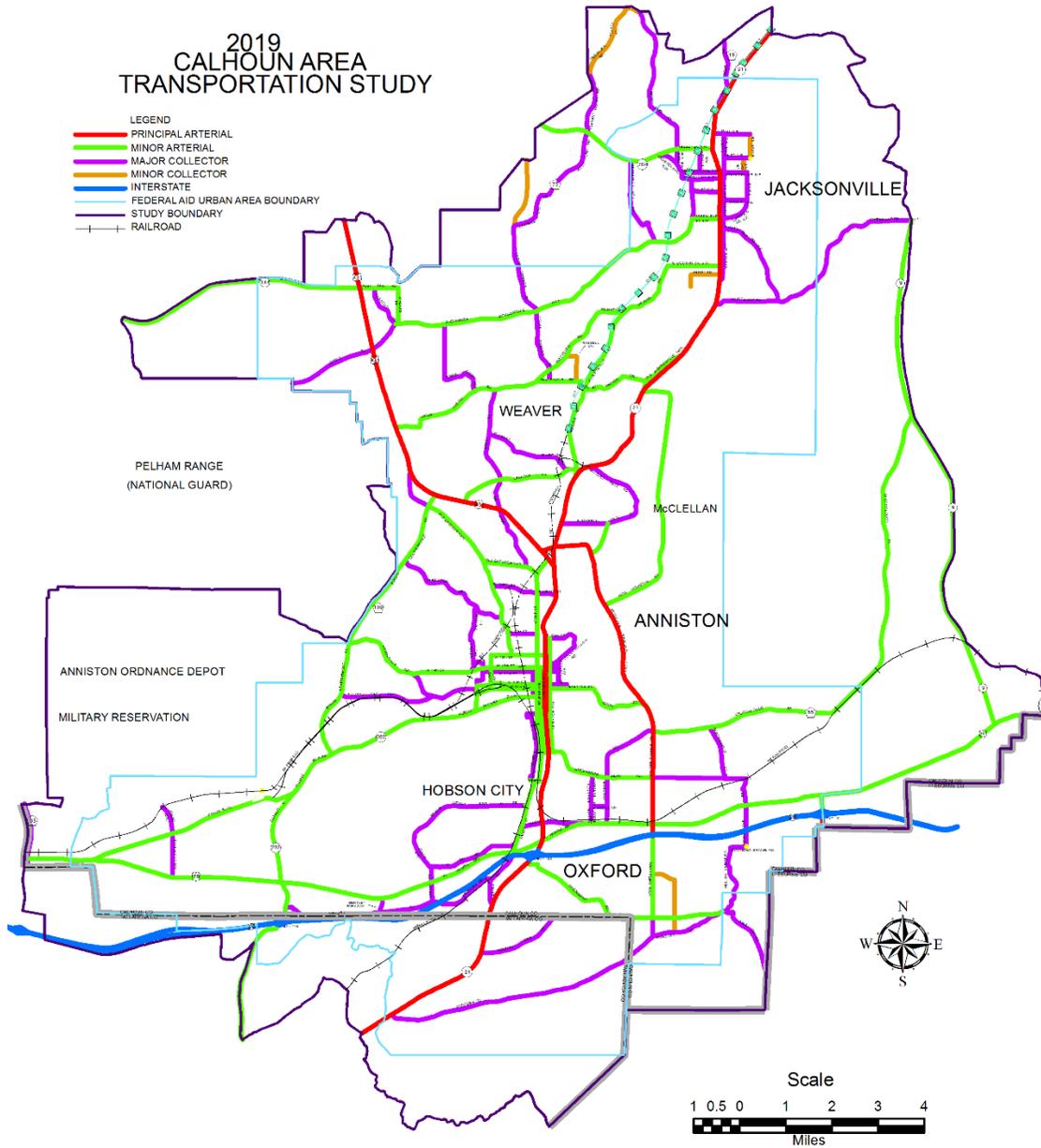
Ongoing activities throughout the fiscal year: October 1st, 2024, through September 30th, 2025

Funding Source

Type	Source	Amount
PL	FHWA/FTA	\$ 12,000
Local	EARPDC	\$ 3,000
Total		\$ 15,000

Appendix A

Calhoun Area MPO Urbanized and Study Area Map

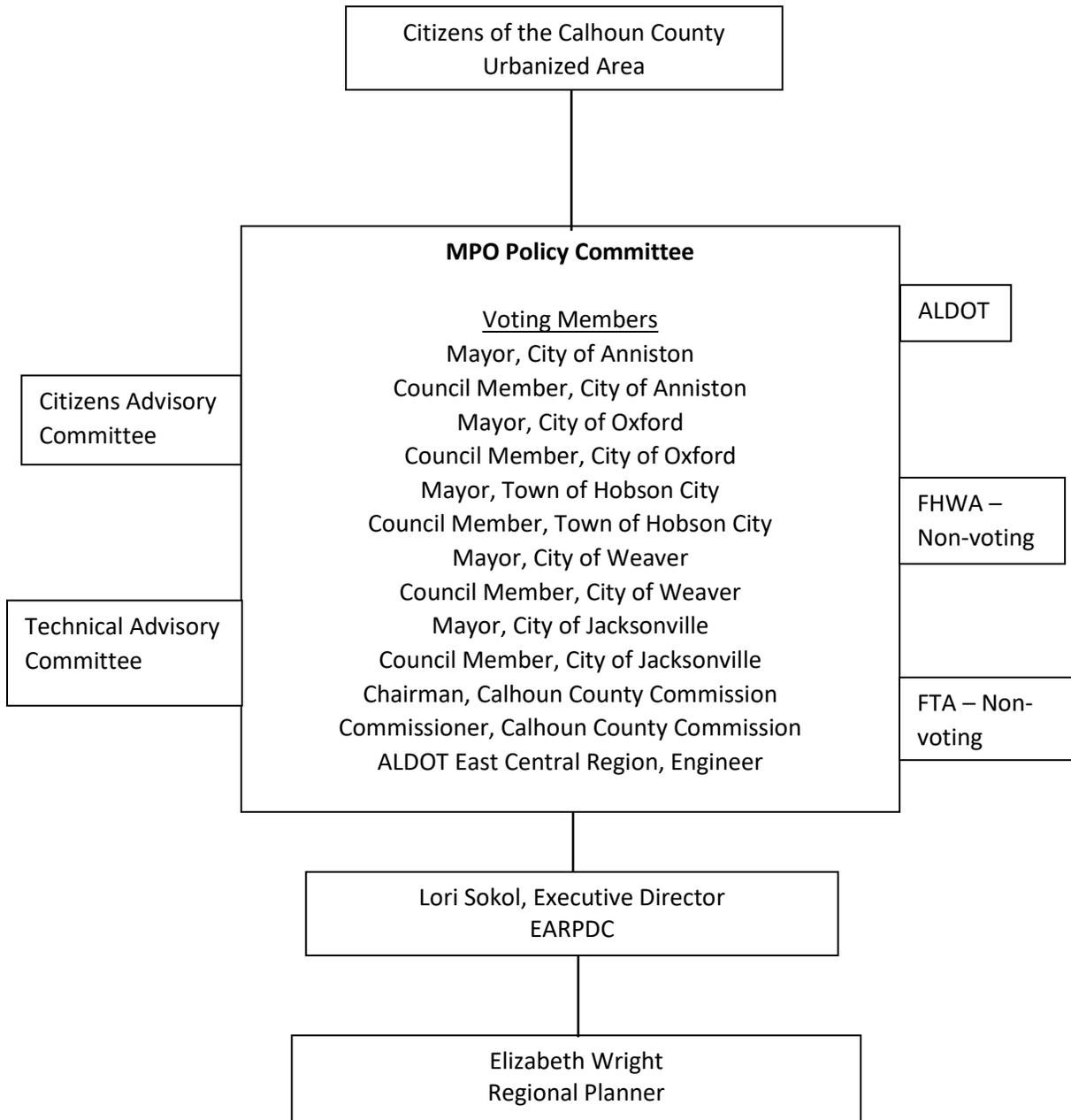


Source: Calhoun Area MPO Staff

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

Appendix B

MPO Organizational Chart



Appendix C

Abbreviations and Acronyms

ACTS	Areawide Community Transit System
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental management
ALDOT	Alabama Department of Transportation
APA	American Planning Association
APBP	Association of Pedestrian and Bicycle Professionals
ATPA	Alabama Transportation Planners Association
CAC	Citizens Advisory Committee
CARE	Critical Analysis Reporting Environment
CATS	Calhoun Area Transportation Study
CFR	Code of Federal Regulations
COG	Council of Governments
COOP	Continuity of Operations Plan
CTSP	Community Traffic Safety Program
DBE	Disadvantaged Business Plan
DRI	Developments of Regional Impact
EARPDC	East Alabama Regional Planning and Development Commission
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act (Replaces MAP-21)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographical Information System
IIJA	Infrastructure Investment and Jobs Act (Replaces FAST Act)
JARC	Job Access and Reverse Commute
LEP	Language Assistance Plan
LRTP	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
PE	Preliminary Engineering
PEAs	Planning Emphasis Areas
PIO	Public Information Officer
PL	Planning funds
PM	Performance Measure
PPP	Public Participation Plan
RFQ	Request for Qualifications
RTC	Rails-to-Trails Conservancy
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
SPR	State Planning and Research
USC	United States Code

Appendix D

FY 2025 UPWP Financial Overview

Tasks		PL	Local	Total
Task 1	Administration*	\$86,320	\$21,580	\$107,900
Task 2	Data Collection	\$64,000	\$16,000	\$80,000
Task 3	Public Involvement	\$10,000	\$2,500	\$12,500
Task 4	Environmental Mitigation and Streamlining	\$400	\$100	\$500
Task 5	Transportation Systems*	\$83,200	\$20,400	\$103,600
Task 6	Special Projects, Technical Studies, and DRI*	\$409,520	\$75,839	\$485,359
Task 7	Corridor Development	\$12,000	\$3,000	\$15,000
TOTAL		\$665,440	\$139,419	\$804,859

FY 2025 Allocation of \$281,485 = FHWA PL and FTA 5303 funds have been combined as one fund for better management and tracking

MPOs may carry over funds for 3 years. \$383,955 in carryover funding has been added.

*Indicates additional PL funds in excess to the allocated yearly amount.

Appendix E

UPDATED FY 2025 PL Funding – Detailed View

		PL		Total	Consultant: Sain	Consultant: Skipper
		FHWA/FTA	MPO			
Task 1.0	Administration	-	-	-		
1.1	MPO Administration	\$72,000	\$18,000	\$90,000		
1.2	Unified Planning Work Program (UPWP)	\$2,000	\$500	\$2,500		
1.3	Education and Training**	\$12,000	\$3,000	\$15,000		
1.4	Continuity of Operations Plan (COOP)	\$320	\$80	\$400		
Task 2.0	Data Collection	\$64,000	\$16,000	\$80,000		
Task 3.0	Public Involvement					
3.1	Public Information Officer (PIO)	\$4,000	\$1,000	\$5,000		
3.2	Public Participation Plan (PPP)	\$4,000	\$1,000	\$5,000		
3.3	Title VI/Environmental Justice Planning	\$1,600	\$400	\$2,000		
3.4	Disadvantaged Business Enterprise (DBE)	\$400	\$100	\$500		
Task 4.0	Environmental Mitigation and Streamlining					
4.1	Air Quality, Climate Change, and Storm Water Mitigation Planning	\$400	\$100	\$500		
Task 5.0	Transportation Systems					
5.1	Long Range Transportation Plan (LRTP)**	\$54,000	\$13,500	\$67,500		\$67,500
5.2	Transportation Improvement Plan (TIP)	\$4,000	\$1,000	\$5,000		
5.3	Public Transportation	\$17,600	\$4,400	\$22,000		
5.5	Freight Planning	\$1,600	\$400	\$2,000		
5.6	Transportation Management and Operations Planning (Includes ITS)	\$400	\$100	\$500		
5.7	Transportation Safety and Security Planning	\$4,000	\$1,000	\$5,000		
Task 6.0	Special Projects, Technical Studies, and Developments of Regional Interest					
6.1	Special Project Identification**	\$282,954	\$70,739	\$353,693		
6.5	City of Oxford Bicycle and Pedestrian Master Plan	\$7,828	\$1,957	\$9,785	\$9,785	
6.6	Transit Modeling Special Study	\$6,666	\$1,667	\$8,333	\$8,333	
6.7	City of Anniston Bicycle Pedestrian Design/Installation Manual Update**	\$5,900	\$1,475	\$7,375	\$7,375	
Task 7.0	Corridor Development					
7.1	Corridor Development**	\$12,000	\$3,000	\$15,000		
TOTAL		\$557,668	\$139,417	\$697,086	\$25,493	\$67,500

FY 2025 Allocation of \$281,485 = FHWA PL and FTA 5303 funds have been combined as one fund for better management and tracking.

MPOs may carry over funds for 3 years. \$383,955 in carryover funding has been added.

*The Federal Highway Administration (FHWA) agreed to waive the non-Federal match of SPR and PL funds for Complete Streets and Bicycle Pedestrian planning activities. Totals shown reflect 80%/20% funding spent between October 2024 and January 2025, before this change.

**Indicates additional PL funds in excess of the allocated yearly amount.

UPDATED FY 2025 PL Funding – Detailed View

100% Federal Funding Complete Streets and Bicycle Pedestrian Planning

		PL		Total	Consultant: Sain	Consultant: Skipper
		FHWA/FTA	MPO			
Task 5.0	Transportation Systems					
5.4	Complete Streets Transportation Planning to include Bicycle-Pedestrian Planning*	\$1,600	\$0	\$1,600		
Task 6.0	Special Projects, Technical Studies, and Developments of Regional Interest					
6.5	City of Oxford Bicycle and Pedestrian Master Plan	\$73,547	\$0	\$73,547	\$71,585	
6.7	City of Anniston Bicycle Pedestrian Design/Installation Manual Update**	\$32,625	\$0	\$32,625	\$31,144	
TOTAL		\$107,772	\$0	\$107,772	\$102,729	\$0

FY 2025 Allocation of \$281,485 = FHWA PL and FTA 5303 funds have been combined as one fund for better management and tracking.

MPOs may carry over funds for 3 years. \$383,955 in carryover funding has been added.

*The Federal Highway Administration (FHWA) agreed to waive the non-Federal match of SPR and PL funds for Complete Streets and Bicycle Pedestrian planning activities. Totals shown reflect 100% federal funding available between February and September 2025, after this change.

**Indicates additional PL funds in excess of the allocated yearly amount.

Original FY 2025 PL Funding – Detailed View

		PL		Total	Consultant: Sain	Consultant: Skipper
		FHWA/FTA	MPO			
Task 1.0	Administration	-	-	-		
1.1	MPO Administration	\$72,000	\$18,000	\$90,000		
1.2	Unified Planning Work Program (UPWP)	\$2,000	\$500	\$2,500		
1.3	Education and Training	\$8,000	\$2,000	\$10,000		
1.4	Continuity of Operations Plan (COOP)	\$320	\$80	\$400		
Task 2.0	Data Collection	\$64,000	\$16,000	\$80,000		
Task 3.0	Public Involvement					
3.1	Public Information Officer (PIO)	\$4,000	\$1,000	\$5,000		
3.2	Public Participation Plan (PPP)	\$4,000	\$1,000	\$5,000		
3.3	Title VI/Environmental Justice Planning	\$1,600	\$400	\$2,000		
3.4	Disadvantaged Business Enterprise (DBE)	\$400	\$100	\$500		
Task 4.0	Environmental Mitigation and Streamlining					
4.1	Air Quality, Climate Change, and Storm Water Mitigation Planning	\$400	\$100	\$500		
Task 5.0	Transportation Systems					
5.1	Long Range Transportation Plan (LRTP)	\$14,232	\$3,558	\$17,790		\$17,790
5.2	Transportation Improvement Plan (TIP)	\$4,000	\$1,000	\$5,000		
5.3	Public Transportation	\$17,600	\$4,400	\$22,000		
5.4	Complete Streets Transportation Planning to include Bicycle-Pedestrian Planning*	\$1,600	\$0	\$1,600		
5.5	Freight Planning	\$1,600	\$400	\$2,000		
5.6	Transportation Management and Operations Planning (Includes ITS)	\$400	\$100	\$500		
5.7	Transportation Safety and Security Planning	\$4,000	\$1,000	\$5,000		
Task 6.0	Corridor Development					
6.1	Corridor Development	\$0	\$0	\$0		
Task 6.0	Special Projects, Technical Studies, and Developments of Regional Interest					
6.1	Special Project Identification	\$0	\$0	\$0		
6.5	City of Oxford Bicycle and Pedestrian Master Plan	\$66,666	\$16,667	\$83,333	\$83,333	
6.6	Transit Modeling Special Study	\$6,666	\$1,667	\$8,333	\$8,333	
6.7	City of Anniston Bicycle Pedestrian Design/Installation Manual Update	\$8,000	\$2,000	\$10,000	\$10,000	
TOTAL		\$281,485	\$69,971	\$351,456	\$101,666	\$17,790

FY 2025 Allocation of \$281,485 = FHWA PL and FTA 5303 funds have been combined as one fund for better management and tracking

MPOs may carry over funds for 3 years.

*The Federal Highway Administration (FHWA) agreed to waive the non-Federal match of SPR and PL funds for Complete Streets planning activities

Appendix F

FY 2025 Local Match Table

Funding Summary						
Local match for FHWA Mapping or Technical Studies is the responsibility of the local government that commissioned the mapping or study. This local match is invoiced monthly on a reimbursement basis.						
Funding Summary						
	Federal Share	Local Match	Total			
Total Funds for MPO	\$665,440	\$139,419	\$804,859			
FHWA Mapping or Technical Studies						
Anniston Mapping	\$43,000	\$7,000	\$50,000			
City of Anniston Bicycle Pedestrian Design/Installation Manual Update	\$38,524	\$1,476	\$40,000			
Oxford Mapping	\$32,000	\$8,000	\$40,000			
Oxford Bicycle and Pedestrian Master Plan	\$81,375	\$1,958	\$83,333			
Funds Available for Area-Wide Planning Projects	\$470,541	\$120,985	\$591,526			
Local Match						
Local match for Area-wide Planning and Projects is invoiced quarterly on a reimbursement basis as MPO Dues. Quarterly dues may not exceed the amounts in the table below.						
Member Jurisdictions	% Pop.	Oct. 1 - Dec. 31	Jan. 1 - Mar. 31	Apr. 1 - June 30	July 1 - Sep. 30	TOTAL
Calhoun County Commission	39.16%	\$11,844	\$11,844	\$11,844	\$11,845	\$47,377
Anniston	22.02%	\$6,662	\$6,662	\$6,662	\$6,662	\$26,648
Hobson City	0.80%	\$240	\$240	\$240	\$241	\$961
Jacksonville	13.10%	\$3,961	\$3,962	\$3,962	\$3,962	\$15,847
Oxford	21.78%	\$6,588	\$6,588	\$6,588	\$6,588	\$26,352
Weaver	3.14%	\$949	\$950	\$950	\$950	\$3,799
TOTAL DUES	100.00%	\$30,244	\$30,246	\$30,246	\$30,248	\$120,984

FY 2025 Allocation of \$281,485 = FHWA PL and FTA 5303 funds have been combined as one fund for better management and tracking

MPOs may carry over funds for 3 years.

*Indicates additional PL funds in excess to the allocated yearly amount.

Appendix G

Livability Indicators

As a measure of the sustainability of the Livability Principals, 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 MPO Area	1,480.8	1,491.4	1,499.8	1,483.5	1,483.7
Oxford	869.8	871.6	859.2	869.9	869.8
Hobson City	1,993.1	1,980.1	1,903.4	1,962.9	1,962.9
Anniston	3,168.5	3,221.4	3,227.8	3,115.0	3,155.0
Weaver	49.5	50.8	46.4	47.7	47.7
Jacksonville	1,379.5	1,376.5	1,453.3	1,336.5	1,336.5

Sources: University MN Access Across America

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

Source: US Census ACS 5-year 2016-2020

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

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

Sources: Tax Assessor (ATTOM)

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

Source US Census ACS 5-year 2016-2020

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

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

Source: US Census Bureau 2019, 2021

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

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

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

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

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

Percent of Transit Funding in the 2045 LRTP = 13%

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

Source: EARPDC and City websites

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

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

Sources: US Census 2010; ACS 2016-2020

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

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

Appendix H

Other Relevant Transportation Planning Studies

In Progress

Sponsor	Description	Webpage
Calhoun Area MPO	2024-2027 Transportation Improvement Plan (TIP)	earpdc.org/mpo-documents/
ALDOT	Alabama Rail Plan	dot.state.al.us
ALDOT	Statewide Freight Plan	dot.state.al.us
ALDOT	Statewide Transportation Plan (STIP)	dot.state.al.us

Completed

Sponsor	Description	Webpage
Calhoun Area MPO	2020-2023 Transportation Improvement Plan (TIP)	earpdc.org/mpo-documents/
Calhoun Area MPO	2045 Long Range Transportation Plan (LRTP)	earpdc.org/mpo-documents/
City of Anniston/ Calhoun Area MPO	Anniston Area Bike-Ped Facility Design/Installation Manual	earpdc.org/mpo-documents/
Calhoun Area MPO	Bicycle-Pedestrian Plan Update	earpdc.org/mpo-documents/
City of Anniston/ Calhoun Area MPO	McClellan Traffic Plan	earpdc.org/mpo-documents/
Calhoun Area MPO	Transit Study and Action Plan	earpdc.org/mpo-documents/
Calhoun Area MPO	Economic Development Supplemental Study	earpdc.org/mpo-documents/
Calhoun Area MPO	US-78 Traffic Impact Study	earpdc.org/mpo-documents/
ALDOT	Alabama State Public Involvement Plan	dot.state.al.us/pdf/AldotPipFinalNov2021.pdf
ALDOT	State Airport System Plan	Dot.state.al.us/publications/OfficeEngineer/pdf/AirportSystemPlan.pdf
ALDOT	Statewide Bicycle and Pedestrian Plan	dot.state.al.us/programs/BicyclePlan.html
ALDOT	Statewide Highway Safety Plan	dot.state.al.us/programs/HSIP.html
ALDOT	Statewide Management Plan	https://www.dot.state.al.us/
ALDOT	Transit Asset Management Plan (TAMP)	altrans.org/alldot-documents/
ALDOT	Public Transportation Agency Safety Plan	dot.state.al.us