

AGENDA

Technical Advisory Committee

of the

Calhoun Area Metropolitan Planning Organization

Thursday, May 22, 2025

9:00 a.m.

1. Call to Order
2. Review and approval of minutes from Thursday, April 17, 2025
4. Old Business
 - A. TBA
5. New Business
 - A. Review FY 24-27 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 877: Removal of Project #64 AL-21 Pedestrian Crossing at McClellan Blvd. from the FY24-27 TIP
 - C. Resolution 879: Increase CN Funds for Project #50 Resurfacing, Widening, and Upgrading Existing Turn Signals and Adding Turn Lanes on Friendship Road at Cheaha Drive – Phase 3
 - D. Status report of ALDOT Pre-Construction projects
 - E. Status report of ALDOT Construction projects
 - F. Safety Observations
 - G. TAB
 - H. Secretary Duffy – Letter to Grant Applicants
 - I. MPO Bylaws Update
6. Next TAC Meeting – **Wednesday, June 18, 2025 10:00 a.m.**
7. Adjourn

MINUTES
Technical Advisory Committee
of the Metropolitan Planning Organization
Thursday, April 17, 2025
10:00 a.m.

Those Attending:

Josh Barkley	Jacksonville
Michael Bergh	ALDOT
Branton Cole	Anniston
Fred Denney	Oxford
Chris Gann	Calhoun County
Rodney McCain	Calhoun County
Elizabeth Wright	EARPDC
*Toby Bennington	Anniston
*Rusty Gann	Oxford
*Bradley Lindsey	ALDOT

*Virtual attendee

Mrs. Elizabeth Wright called the meeting to order at 10:00 a.m.

After reviewing the March 20, 2025 meeting minutes, Mr. Branton Cole moved to approve them; Mr. Josh Barkley seconded the motion. The motion carried.

Old business.

No old business.

Mrs. Wright introduced the administrative modifications to the FY 24-27 TIP spreadsheet. Several date changes were made to projects on the TIP spreadsheet. Status, cost estimate, and date changes were made to projects not on the TIP but related to state projects within the MPO boundary.

Mrs. Wright introduced Resolution #878, Amending the Fiscal Year 2025 Unified Planning Work Program (UPWP) to add FY24 Administration Rollover Funds. This resolution addresses the allocation of rollover funding to various tasks within the UPWP and an update to the bicycle and pedestrian tasks now being covered with 100% federal funding. ALDOT informed Mrs. Wright that federal dollars could fully fund these tasks. The change to bicycle and pedestrian tasks 6.5(Oxford) and 6.7 (Anniston) is not retroactive, so any previous payments will not be returned. Still, all future charges will be covered at 100% federal funding.

- Additional funds were added to the following tasks:
\$5,000 additional funds into Task 1.3 Education and Training. This increase would support additional training opportunities for new MPO staff, helping to ensure they are

well-equipped with the knowledge and skills needed to support regional transportation planning efforts effectively.

- \$49,710 additional funds into Task 5.1: Long Range Transportation Plan (LRTP). This increase would support the existing contract with unused allocated funding from the previous year.
- \$30,000 additional funds into Task 6.7: City of Anniston Bicycle Pedestrian Design/Installation Manual Update. This increase would support the existing contract with unused allocated funding from the previous year.
- \$15,000 additional funds into Task 7.1: Corridor Development. This increase will enable member municipalities to propose a study.
- The remaining \$353,693 would be allocated to Task 6.1: Special Project Identification as a holdover for future special projects and large plans.

A motion to pass this resolution was made by Mr. Fred Denney, seconded by Mr. Branton Cole.

Next, Mrs. Wright introduced the status updates on ALDOT pre-construction and construction projects. Mr. Michael Bergh stated there was no real update except that Phase 3 of the Friendship Road project submitted their PS&E plans. Mr. Denney noted that he had Phase 3 invoices ready to send to ALDOT local transportation.

Next, Mrs. Wright discussed the fixed route and paratransit ridership reports, in which we continue to see increases over last year's numbers and an overall trend on or above average.

Finally, Mrs. Wright discussed the June meeting schedule. June TAC and MPO meetings were scheduled for June 19th, a federal holiday. The commission, many municipalities, and other agencies will not be open. Mrs. Wright proposed canceling the June meeting. Mr. Cole and Mr. Toby Bennington confirmed that the City of Anniston is observing the holiday as well. There was no opposition to canceling June meetings.

The next TAC meeting is now scheduled for May 22, 2025.

Mr. Bennington motioned to adjourn, and Mr. Barkley seconded; the meeting was adjourned.

May 2025 Administrative Modifications

That created changes on the TIP spreadsheet:

That did not create changes on the TIP spreadsheet:

LVOE Project Additions

OTHER

Project : 100078909 (FM)

Federal aid number : NH-FMGR 0001 (645)

County : CALHOUN

Project Description : RESURFACING, TRAFFIC STRIPING, AND GUARDRAIL END ANCHORS ON SR-1 (US-431) FROM HENRY RD. TO IRON MOUNTAIN ROAD.

Old Target start date : November 07, 2025

New Target start date : May 30, 2025

Old Engineers Estimate : \$2,870,710.00

New Engineers Estimate : \$2,385,278.60

Project : 100078983 (CN)

Federal aid number : IM I020 (370)

County : TALLADEGA

Project Description : RESURFACING ON I-20 FROM BEGINNING OF 6 LANE (MP 173.218) TO H J BENTLEY JR PARKWAY

Old Target start date : August 29, 2025

New Target start date : September 26, 2025

Old Engineers Estimate : \$9,090,000.00

New Engineers Estimate : \$9,531,107.55

Project : 100077649 (CN)

Federal aid number : STPAA 0204 (516)

County : CALHOUN

Project Description : WIDENING AND PEDESTRIAN IMPROVEMENTS ALONG SR-204 FROM NISBET LAKE ROAD TO SR-21

Old Engineers Estimate : \$4,186,646.00

New Engineers Estimate : \$8,870,423.93

Project : 100077729 (CN)

Federal aid number : CRPAN 0021

County : CALHOUN

Project Description : TRAFFIC SIGNAL UPGRADE TO INCLUDE PEDESTRIAN CROSSING IMPROVEMENTS ON SR-21 (MCCLELLAN BOULEVARD) AT SR-1 (US-431)

Old Target start date : September 26, 2025

New Target start date : May 29, 2026

Project : 100078095 (CN)

Federal aid number : STPSU 0826

County : CALHOUN

Project Description : RESURFACING OLD GADSDEN HIGHWAY FROM RAILROAD AVENUE TO SR-1(US-431)

Old Target start date : September 26, 2025

New Target start date : December 05, 2025

Project : 100080399

Federal aid number : STPAA 0204 (516)

County : CALHOUN

Scope : RW

Project Description : WIDENING AND PEDESTRIAN IMPROVEMENTS ALONG SR-204 FROM NISBET LAKE ROAD TO SR-21

Urban Area : 254 ANNISTON

Target Start Date : 7/1/2025

Engineers Estimate : \$160,000.00

Project : 100080400

Federal aid number : STPAA 0204 (516)

County : CALHOUN

Scope : UT

Project Description : WIDENING AND PEDESTRIAN IMPROVEMENTS ALONG SR-204 FROM NISBET LAKE ROAD TO SR-21

Urban Area : 254 ANNISTON

Target Start Date : 8/1/2025

Engineers Estimate : \$1,527,500.00

Project : 100075568 (CN)

Federal aid number : RHPD RR23 (904)

County : CALHOUN

Project Description : RAILROAD XING IMPRV: REPLACE EXISTING FLASHING LIGHTS WITH LIGHT EMITTING DIODES (LEDS), ADVANCE WARNING SIGNS, MARKINGS AND LEGENDS AT DEARMANVILLE DR N AND NS; REF. #1440; DOT # 726756J

Old Target start date : May 15, 2025

New Target start date : May 15, 2026

Old Engineers Estimate : \$85,000.00

New Engineers Estimate : \$57,000.00

Resolution # 877

Removal of Project #64 AL-21 Pedestrian Crossing at McClellan Blvd. from the FY24-27 TIP

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) has adopted its FY 2024-27 Transportation Improvement Plan (TIP) on August 17, 2023 with Resolution #857; and

WHEREAS, the City of Anniston has requested the deletion of both the PE and CN of project #64: AL-21 Pedestrian Crossing at McClellan Blvd. from the FY 24-27 TIP. Said actions would result in the following changes to the FY 24-27 TIP:

AL-21 Pedestrian Crossing at McClellan Blvd.

	<u>Current Allocation</u>	<u>New Allocation</u>
#100077728	\$28,692	\$0
#100077729	\$172,149	\$0

NOW, THEREFORE, BE IT RESOLVED that the Calhoun Area MPO hereby amends the FY 2024–2027 TIP to revise the funding allocations for the Calhoun County projects as outlined above.

Passed and adopted this 22nd day of May 2025.

Councilman Nick Bowles, Chairman
City of Weaver

ATTEST:

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

Resolution # 879

Increase CN Funds for Project #50 (100070271) RESURFACING, WIDENING AND UPGRADING EXISTING TURN SIGNALS AND ADDING TURN LANES ON FRIENDSHIP ROAD AT CHEAHA DRIVE - PHASE 3

WHEREAS, the Calhoun Area Metropolitan Planning Organization (MPO) has adopted its FY 2024-27 Transportation Improvement Plan (TIP) on August 17, 2023 with Resolution #857; and

WHEREAS, the ALDOT has requested that the MPO allocate an additional \$182,470 in CN for project #50, Resurfacing, Widening and Upgrading Existing Turn Signals and Adding Turn Lanes on Friendship Road at Cheaha Drive – Phase 3.

Project Number	Project Start Date	Current Allocation	New Allocation
100070271	11/1/2017	\$817,914	\$1,000,384

NOW THEREFORE, BE IT RESOLVED that the Calhoun Area MPO, that the FY24-27 TIP be amended to change the allocations for the Calhoun County projects as indicated above.
Passed and adopted this 22nd day of May 2025.

Councilman Nick Bowles, Chairman
City of Weaver

ATTEST:

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

MPO CAC Safety Observations

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
1	Oxford	Bynum Blvd/Hwy 202 Intersection	Incorporate a light at this intersection to see it better at night	09/19/18	03/20/25	✓	✓	Solar may be approved by ALDOT for this location as it may be a while before Alabama Power gets power to the intersection. The City of Oxford is hoping to add this as an MPO project in the TIP; News report 11/1/23 states DeJarvis Leonard, ALDOT Regional Engineer will revisit the intersection to see if there is something that can be adjusted to help with the situation. Update March 2025: Not currently on their radar but Oxford will investigate this.	OPEN
6	Anniston	Henry Road intersection at the Bypass	Addition of street lighting	11/14/18	03/20/25	✓	✓	The City of Anniston has submitted a formal lighting evaluation request with ALDOT. Update March 2025: ALDOT Local District is open to any plans the city wants to submit. The council member who brought this forward is no longer on the council, and it is no longer a priority for any sitting council member to approach the MPO or allocate any city funding.	RE-OPENED
15	Calhoun County	Saks Road @ 43rd street	Road is narrow, school buses make wide turns at this intersection, difficult for 2 cars to pass, school children walk in the ditch (photos)	07/24/19	10/25/22	✓	✓	Widening: This suggestion would be a major undertaking. We will consider it when looking at upcoming traffic counts and updating the incoming LRTP.	OPEN

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
18	Calhoun County	Bynum Leatherwood Road/Eulaton Gate	Extend turn lane/deceleration lane on the Southbound side of Bynum Leatherwood from Eulaton Gate to begin at Hutto Hill Road. This will allow adequate stacking for ANAD workers during morning entry times and allow egress for travelers heading south towards SR202	1/14/20	10/25/22	✓	✓	Stacking for entrance to ANAD should occur on their property. Another solution would be a joint project to redesign the intersection of Bynum Leatherwood and Eulaton Gate to create more storage on Eulaton Gate and not on the main roadway. Will revisit for LRTP update.	OPEN
26	Jacksonville	204/Nesbit Lake Rd intersection	Increased safety measures	11/17/21	03/20/25	✓	✓	Libby provided crash information for the intersection. Development for housing on Nesbit will proceed. Access will be @ Nesbit only. Warrant study request from Jacksonville may not warrant a signal; developer will create new entrance off Smith Circle NW. Update March 2025: ALDOT has plans for some work to be done on 204, including widening and the possibility of signalizing that intersection and adding a hawk signal to the Chief Ladiga Trail crossing.	OPEN
34	City of Anniston	Moore Ave from the intersections of 15 th – 10 th Street	Resurfacing suggested	05/17/23	08/17/23	✓	✓	All resurfacing goes through City Council. Libby has contacted Councilwoman Ciara Smith for Ward 3 regarding the matter.	OPEN
39	Oxford/Calhoun County	Intersections at 202/Bynum Leatherwood and 202/Bynum Blvd	Similar design at these intersections as there was implemented at 431/Bynum Leatherwood Rd,	02/14/24	3/21/24	✓	✓	Would need to request study from ALDOT. Unsure if Bynum Leatherwood intersection would warrant change/update.	OPEN
40	Hobson City	Thomason Street	Fill in potholes	3/20/24	4/18/24	✓	✓	Manhole collar is busted and leaves dip in road.	OPEN

2024 Avg./Mo. 421 154 23 93 111 37

ADA Paratransit Ridership						
Fiscal Year 2024-2025	Anniston	Jacksonville	Weaver	Oxford	Section 5307 CC Urban	Section 5311 CC Rural
October	432	158	27	89	150	36
November	382	148	17	83	104	40
December	363	165	28	69	135	27
January	371	165	31	75	98	46
February	340	158	25	93	110	47
March	368	183	31	96	166	40
April	415	158	44	137	150	70
May						
June						
July						
August						
September						
2025 Avg./Mo.	2671 382	1135 162	203 29	642 92	913 130	306 44

Fixed-Route Ridership							
	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Oct	9,993	8,871	5,541	7,679	7,483	7,033	8,450
Nov	8,504	7,665	5,425	7,272	7,024	6,404	7,706
Dec	8,082	7,596	5,266	7,745	7,184	6,320	7,527
Jan	8,239	7,614	5,177	7,114	7,151	6,047	6,831
Feb	7,800	7,262	4,773	7,305	7,301	7,234	7,784
Mar	8,979	7,185	5,512	8,757	8,230	7,292	7,680
Apr	9,045	4,285	6,263	8,965	7,090	6,660	7,925
May	8,774	5,141	6,498	9,012	7,509	6,927	
Jun	7,993	5,852	7,197	10,500	6,979	6,347	
Jul	8,626	6,160	7,836	9,141	6,648	7,627	
Aug	9,314	6,111	7,771	10,763	7,573	8,546	
Sep	7,868	5,923	8,019	10,645	7,046	6,903	



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

April 24, 2025

To All Recipients of U.S. Department of Transportation Funding:

The U.S. Department of Transportation (Department or DOT) distributes substantial Federal financial assistance for thousands of projects, programs, and activities operated or initiated by diverse entities, including but not limited to State and local governments. The Department administers this Federal financial assistance to support the development and maintenance of the Nation's transportation infrastructure, pursuant to statutory authority and in accordance with binding contractual agreements in the form of Federal financial assistance agreements, usually grants, cooperative agreements, and loans. Accordingly, I write to clarify and reaffirm pertinent legal requirements, to outline the Department's expectations, and to provide a reminder of your responsibilities and the consequences of noncompliance with Federal law and the terms of your financial assistance agreements. It is the policy of the Department to award and to continue to provide Federal financial assistance only to those recipients who comply with their legal obligations.

As recipients of such DOT funds, you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations. These laws and regulations include the United States Constitution, Federal statutes, applicable rules, and public policy requirements, including, among others, those protecting free speech and religious liberty and those prohibiting discrimination and enforcing controls on illegal immigration. As Secretary of Transportation, I am responsible for ensuring recipients of DOT financial assistance are aware of and comply with all applicable legal obligations.

The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race. Indeed, as the Supreme Court declared in *Students for Fair Admission, Inc. v. Harvard (SFFA)*, 600 U.S. 181, 206 (2023), "[t]he clear and central purpose of the Fourteenth Amendment was to eliminate all official state sources of invidious racial discrimination in the States." The Court further noted that "[o]ne of the principal reasons race is treated as a forbidden classification is that it demeans the dignity and worth of a person to be judged by ancestry instead of by his or her own merit and essential qualities." *Id.* at 220. In ruling that race-based admissions programs at universities violated the Equal Protection Clause, the Court made clear that discrimination based on race is, has been, and will continue to be unlawful, except in rare circumstances. *Id.* at 220-21. Similarly, sex-based classifications violate the Equal Protection Clause absent "exceedingly persuasive" justification. *See United States v. Virginia*, 518 U.S. 515, 533 (1996).

These constitutional principles are reinforced by the Civil Rights Act of 1964, which prohibits discrimination based on protected characteristics in the Federal funding and employment contexts in Title VI (42 U.S.C. § 2000d *et seq.*) and Title VII (42 U.S.C. § 2000e-2), as well as the applicable non-discrimination clauses in the Federal Aid Highway Act of 1973 (23 U.S.C. §§ 140 and 324 *et seq.*), the Airport and Airway Improvement Act of 1982, (49 U.S.C. § 47123), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. § 1681 *et seq.*).

Based on binding Supreme Court precedent and these Federal laws, DOT is prohibited from discriminating based on race, color, national origin, sex, or religion in any of its programs or activities. Moreover, because DOT may not establish, induce, or endorse prohibited discrimination indirectly,¹ it must ensure that discrimination based on race, color, national origin, sex, or religion does not exist in the programs or activities it funds or financially assists.

These same principles apply to recipients of Federal financial assistance from DOT, as both a matter of Federal law and by virtue of contractual provisions governing receipt of DOT funding. Accordingly, DOT recipients are prohibited from engaging in discriminatory actions in their own policies, programs, and activities, including in administering contracts, and their employment practices.

Whether or not described in neutral terms, any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve so-called “diversity, equity, and inclusion,” or “DEI,” goals, presumptively violates Federal law. Recipients of DOT financial assistance must ensure that the personnel practices (including hiring, promotions, and terminations) within their organizations are merit-based and do not discriminate based on prohibited categories. Recipients are also precluded from allocating money received under DOT awards—such as through contracts or the provision of other benefits—based on suspect classifications. Any discriminatory actions in your policies, programs, and activities based on prohibited categories constitute a clear violation of Federal law and the terms of your grant agreements.

In addition, your legal obligations require cooperation generally with Federal authorities in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law. DOT has noted reported instances where some recipients of Federal financial assistance have declined to cooperate with ICE investigations, have issued driver’s licenses to individuals present in the United States in violation of Federal immigration law, or have otherwise acted in a manner that impedes Federal law enforcement. Such actions undermine Federal sovereignty in the enforcement of immigration law, compromise the safety and security of the transportation systems supported by DOT

¹ See *SFFA*, 600 U.S. at 230; *Norwood v. Harrison*, 413 U.S. 455, 465 (1973).

financial assistance, and prioritize illegal aliens over the safety and welfare of the American people whose Federal taxes fund DOT's financial assistance programs.

Under the Constitution, Federal law is "the supreme Law of the Land." U.S. Const. Art. VI. That means that where Federal and State legal requirements conflict, States and State entities must follow Federal law. Declining to cooperate with the enforcement of Federal immigration law or otherwise taking action intended to shield illegal aliens from ICE detection contravenes Federal law and may give rise to civil and criminal liability. *See* 8 U.S.C. § 1324 and 8 U.S.C. § 1373. Accordingly, DOT expects its recipients to comply with Federal law enforcement directives and to cooperate with Federal officials in the enforcement of Federal immigration law. The Department also expects its recipients to ensure that the Federal financial assistance they receive from DOT is provided only to subrecipients, businesses, or service providers that are U.S. Citizens or U.S. Nationals and Lawful Permanent Residents (LPRs) or legal entities allowed to do business in the U.S. and which do not employ illegal aliens.

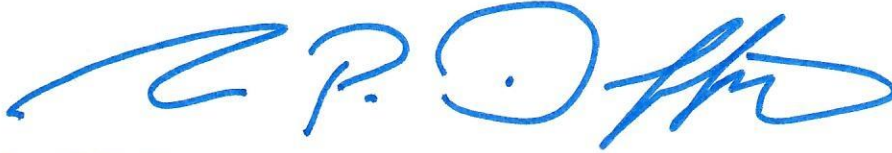
This letter provides notice of the Department's existing interpretation of Federal law. The Department will vigorously enforce the law on equal terms as to all its recipients and intends to take appropriate measures to assess their compliance based on the interpretation of Federal law set forth in this letter. Adherence to your legal obligations is a prerequisite for receipt of DOT financial assistance. Noncompliance with applicable Federal laws, or failure to cooperate generally with Federal authorities in the enforcement of Federal law, will jeopardize your continued receipt of Federal financial assistance from DOT and could lead to a loss of Federal funding from DOT.

The Department retains authority, pursuant to its oversight responsibilities and the terms of your agreements, to initiate enforcement actions, such as comprehensive audits and possible recovery of funds expended in a manner contrary to the terms of the funding agreement. DOT may also terminate funding in response to substantiated breaches of the terms of the agreement, or if DOT determines that continued funding is no longer in the public interest. These steps, within DOT's discretion, are intended to ensure accountability and protect the integrity of Federal programs.

To assist grant recipients in meeting their legal obligations, DOT offers technical guidance and support through its program offices. Should you require clarification regarding your obligations, you are encouraged to contact your designated DOT representative promptly. Proactive engagement is strongly advised to prevent inadvertent noncompliance.

DOT remains committed to advancing a transportation system that serves the public interest efficiently and unleashes economic prosperity and a superior quality of life for American families. This mission depends upon your strict adherence to the legal framework governing our partnership, and I trust you will take all necessary steps to comply with Federal law and satisfy your legal obligations.

Sincerely,

A handwritten signature in blue ink, appearing to read "S.P. Duffy", with a stylized flourish at the end.

Sean P. Duffy

Summary of Suggested Bylaw Revisions

- **Clarify Committee Roles**
 - Policy Committee holds exclusive final authority over MPO decisions.
 - Define distinct responsibilities for each committee.
- **Modernize Meeting Procedures**
 - Allow emergency/special meetings with 24-hour notice.
 - Require attendance from municipalities with agenda items.
 - Municipal reps to provide updates on all active TIP projects.
 - Add a process for expedited approvals via email/virtual polling between regular meetings (requires 2/3 response and majority support; ratified at next meeting).
- **Strengthen Public Participation**
 - Permit appointment of up to two non-voting youth/student CAC members.
 - Require orientation for new CAC members.
- **Inclusive and Updated Language**
 - Replace terms like “Chairman” with gender-neutral alternatives (e.g., “Chair” or “Chairperson”).
- **Conflict of Interest and Ethics**
 - Require members to disclose conflicts and recuse themselves as necessary.
- **Regular Bylaw Review**
 - Mandate bylaw review at least every three years.
 - Include version control protocol.
- **Accessibility and Transparency**
 - Ensure documents are ADA-compliant.
 - Create a system to track and respond to public comments.

MPO Fiscal Year 2025 Meeting Dates

TAC All meetings are at 10:00 AM	CAC All meetings are at 10:00 AM	MPO All meetings are at 11:00 AM
November 21	November 20	November 21
December meetings Cancelled		
January 16	January 15	January 16
February 27	February 26	February 27
March 20	March 19	March 20
April 17	April 16	April 17
May 22	May 21	May 22
June 19	June 18	June 19
July 17	July 16	July 17
August 21	August 20	August 21
September 18	September 17	September 18
October 16	October 15	October 16