

**STUDY COORDINATING COMMITTEE MEETING #1 NOTES**  
**Alabama Statewide Transportation Plan and Model Update**  
**July 28, 2015 at 10:30 a.m.**

**Attendees**

Tim Barnett, ALDOT Safety  
Jordan Garner, ALDOT Aeronautics  
Frank Bell, ALDOT Materials & Test – Pavement Management  
John Formby, Jr, ALDOT HPMS Coordinator  
Stacey Glass, ALDOT Maintenance  
Brian Ingram, ALDOT Location Section  
Stuart Manson, ALDOT Safety & Traffic Operations  
Sonya Baker, ALDOT Modal Programs – Transit / Metropolitan Planning  
Randy Stroup, ALDOT Modal Programs  
Joe Nix, ALDOT Metropolitan Planning  
Emmanuel Oranika, ALDOT Metropolitan Planning  
Jim Doolin, ALDOT Metropolitan Planning  
Steve Williams, ALDOT Metropolitan Planning  
Bryan Fair, ALDOT Metropolitan Planning  
Rod Wilburn, JRWA  
Stan Cauthen, JRWA  
Michael Anderson, JRWA  
Wade Carroll, JRWA  
Carla Bamatraf, JRWA

**Discussion**

Jim Doolin began the meeting with introductions around the room. Everyone was asked to make sure they signed in on the attendance sheet and picked up the several handouts. The powerpoint slides handout were presented in paper form instead of giving a full powerpoint presentation with projector.

Rod Wilburn began the consultant team's presentation with the purpose of the Statewide Transportation Plan (SWTP). As required by FHWA, the SWTP is a long-range (20-year minimum) plan that assesses current and projected conditions and needs to recommend improvements and identify anticipated funding levels and needs. The plan is not a detailed project list as seen with the short-range State Transportation Improvement Program (STIP) and MPO Long Range Transportation Plan (LRTP). Instead, it recommends programs, policies and initiatives in keeping with its statewide, macro level of emphasis.

The most recent federal transportation bill, the FAST Act, continues some planning emphasis areas from the previous MAP-21. An important element is the focus on performance-based planning, with FHWA releasing guidance as it becomes available. Specific performance measures have not been provided as rules yet. The attendees were referred to the handout on the FAST Act and what it does/does not require.

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The plan update has an approximately 12 month schedule. Interim Report #1 is scheduled for late September, with Interim Report #2 in January.

Wade Carroll discussed data collection, which is a very important aspect of the SWTP. It relies heavily on the specific plans developed for each included mode, as well as relevant modal data. The consultant team has already gathered many of the current modal plans, but may need to reach out for others. It is very important that each of the modal representatives lets the consultant team know if they have data and/or studies/plans available that might be relevant to this effort so that as complete and comprehensive a plan as possible is prepared. The team can only report on what we have reliable data for. This is an ongoing process and drives the CPMS/STIP process.

Some of the data/information needed for the SWTP is not intended for public distribution and will be kept confidential as appropriate. For example, the SWTP presents safety information in a programmatic way; it is not location specific.

Dr. Anderson discussed the statewide travel demand model, which is also being updated. Interface between the model and HPMS data is critical for certain items. The base zonal geography of the model is the Traffic Analysis Zone, which is based on Census tract data and its applicable socioeconomic data. The model then assigns trips between zones and projects changes to the horizon year (2040). The trips are distributed to the roadway network based on what is likely. Beginning with existing capacity of the network, the model can identify where issues might occur using capacity and levels of service.

Again, this is a macro level look at what is happening on the statewide network (which includes US/State routes and other key connector roadways). Based on where possible congestion concerns are identified, the study team can research whether another project to address the need may have already been identified in MPO LRTPs, the STIP, or the CPMS. If another project that seems to respond to the need has not been identified, the plan will identify the problem and potential solution alternatives.

Carla Bamatraf provided a brief overview of the outreach and coordination approach. This is the first meeting of the Study Coordinating Committee (SCC), which includes ALDOT modal representatives and consultant team members. Meetings will be held every quarter to present findings to date and seek feedback. Communication will occur via email, including any interim materials for review between meetings. Stakeholder and public meetings will be held in two rounds at key project milestones (existing/projected needs and the draft plan) in each of the five regions. A meeting with the Region Engineer and his staff and other key stakeholders he wants to invite (MPOs/RPOs, the Port, etc.) will be held earlier in the day, with the stakeholder/public meeting in the late afternoon/evening. Coordination with the Region Public Information Officers will be crucial in selecting meeting locations/times as well as in identifying additional stakeholders.

A peer review was conducted at the outset, with follow up contacts to the state DOT representatives continuing as appropriate. Although knowing how the other states responded

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to FHWA's guidance is helpful in developing ALDOT's plan, the SWTP is first and foremost a plan for Alabama that must focus on Alabama as its first priority.

Rod Wilburn then reviewed the next steps in the SWTP process. In conclusion, each attendee was asked to indicate if they had any particular data that might be helpful to the team, as well as to indicate if there was anything in particular that the consultant team and SWTP could do or provide them that would help them conduct their own work. That discussion is summarized below:

- Stacey Glass—Maintenance has some data that could be made available. The Transportation Asset Management Plan (TAMP) is being finalized now, which will provide information on pavements and bridges with regard to funding and preservation/maintenance. It includes IM funding, routine maintenance, resurfacing, etc. ***The consultant team agreed that this would be very good information for the existing conditions/baseline assessment and will be in touch directly to get the appropriate information.***
- Tim Barnett—The third edition of the SHSP, due summer 2017, is underway. It includes the HSP (Highway Safety Plan), which includes the ADECA side (enforcement, etc.), and the Commercial Motor Vehicle. Safety performance measures are expected by October; they will be developed both statewide and for each MPO and targets set by the end of the year. ***The consultant team will follow up on the SHSP.*** Also, the Data Presentation Guide for crash data is under development and training sessions will be scheduled. ***The consultant team would like to be able to have someone participate in a training session to make sure we comply with the guide and understand it fully.***
- Randy Stroup—The Rail Plan was updated in 2014 and the majority of its information is still up-to-date. ***The consultant team will coordinate on any changes to be aware of since completion of the Rail Plan.*** The update to the Bicycle/Pedestrian Plan is underway now (the existing is from 2010) and should be completed by late 2016 or early 2017. Stakeholders are very interested in the recreation aspect, but the Department focus is on transportation as a mode. Connectivity and safety are the emphasis. ***The consultant team will coordinate on this and work with the Regions on facilities in their areas. In addition, a meeting with the Bike/Ped consultant to get a progress update and coordinate on examples for inclusion in the SWTP will be set up in conjunction with Modal Programs.***
- Sonya Baker—The State Management Plan for transit has just been approved and is available online, as is the Intercity Bus Plan completed recently. ***The consultant team will coordinate with the Transit Section on fixed routes and rural service areas statewide to identify any coverage gaps that should be called out in the SWTP.***
- Frank Bell—The HPMS and TAMP both offer internal reports on maintenance and projects. In addition, there is access to a lot of the background data. ***The consultant team will continue to coordinate to get any appropriate data.***