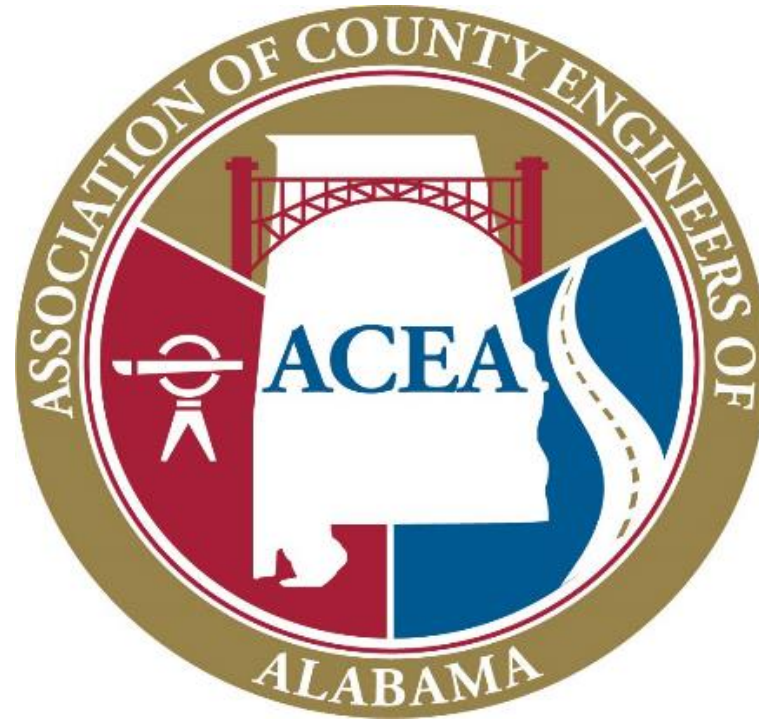



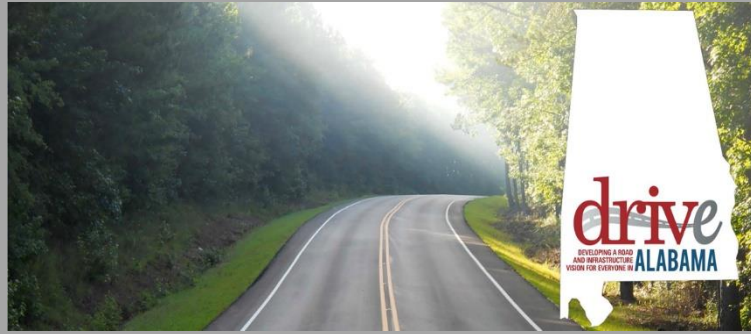
Alabama Counties

Our Role in State and National Transportation Issues




ASCE Montgomery Branch Meeting

February 4, 2020



A Silent CRISIS







The Old Bull Slough Bridge (Conecuh County, Ala.) was constructed in 1924.

The Alabama Transportation Rehabilitation and Improvement Program: Elmore County

The Alabama Transportation Rehabilitation and Improvement Program (ATRIP) was introduced by Governor Robert Bentley in 2012 as a bold infrastructure initiative aimed at investing over \$1 billion into Alabama's local roads and bridges. As a result of ATRIP's investment plan, many counties are completing 15 to 20 years of road and bridge projects in a three to four year period. This accelerated investment into local infrastructure helps counties address many critical needs by giving them the resources to rehabilitate, preserve, and improve roads and bridges on county systems—improvements that would otherwise not be possible. ATRIP involves the use of federal funds, and is only applicable to roads that are functionally classified as a major collector or higher. In addition to the millions of dollars the ATRIP investment has saved taxpayers by leveraging record low interest rates versus delayed construction costs, studies also show that the \$1.25 billion investment provides Alabama's citizens with nearly \$6.275 billion in benefits.*

The ATRIP investment in Elmore County has produced 106 miles of road improvements. The \$18 million in improvements delivered over a 3 year period is equivalent to over 20 years of normal federal allocations received by the county. The road and bridge projects have directly impacted over 4200 residents along the county routes with ATRIP improvements, improved mobility for over 79 school buses carrying approximately 3500 students, and sustained or created jobs for 13 contractors. It is estimated that citizens of Elmore County received an estimated benefit of \$94 million due to the ATRIP investment in 20 county projects.

67 Counties, *One Voice*

*TRIP Report KEY FACTS ABOUT AMERICA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING—April 2015

ELMORE COUNTY: MORE ROAD WORK AHEAD?



POPULATION: 80,977

COUNTY SEAT: Wetumpka, Alabama
LAND AREA: 618.5mi²

What's Next for Alabama County Roads & Bridges?

Each year, Alabama motorists spend \$3.1 billion combating the deficient conditions of Alabama's roads and bridges. Currently, county governments have approximately \$369 million in annual revenues to provide maintenance and improvements to the county road and bridge systems, but it is not enough. A 2010 study by the Association of County Engineers of Alabama and the Alabama Department of Transportation detailed that Alabama counties actually need \$502 million each year to adequately preserve and improve the 43,284 miles of county paved roads and 8,650 county bridge structures throughout the state. Simply stated: Alabama counties do not have the resources to perform the necessary preservation and improvement activities to roads and bridges, not to mention basic maintenance functions. A sustainable road and bridge revenue source for local governments—created out of the momentum of ATRIP—would have a massive impact on Alabama's infrastructure at a fraction of the \$3.1 billion Alabama drivers already spend every year due to deteriorating roads and bridges.

ATRIP Project: County Road 80

ATRIP invested \$3,847,500.00 (80% federal and 20% local) in roadway maintenance and safety improvements to County Road 80 (from US 231 East to State Road 63) in Elmore County. The widening and resurfacing project benefitted over 183 homes, 12 churches, 3 community centers, and 4 businesses along the 16.8 mile stretch—along with several homes, churches, and businesses from the surrounding communities of Titus, Wallsboro, Central, Eclectic, and Kowaliga. The project also improved access to 19,428 acres of timber land with an estimated property value exceeding \$27 million. These improvements have aided Elmore County in addressing needed improvements that could not have been funded with current revenue streams.



CR 80 Before ATRIP



CR 80 After ATRIP

A SILENT CRISIS IN ELMORE COUNTY:

A 2010 joint study by the Association of County Engineers of Ala. and the Ala. Department of Transportation indicated that Elmore County should be expending \$8.14 million per year on a 15 year cycle to resurface its 798 mile paved road network.

An additional \$1.465 million annual expenditure is needed to replace and rehabilitate the 127 county-owned bridge structures on a 50 year cycle.

The combined annual investment needed in Elmore County to preserve and improve the existing paved roads and bridge structures is \$9.605 million—a little more than half of the entire ATRIP investment.

The needed investments to improve and preserve the county's road and bridge network represent a 247% increase in the amount available for Elmore County to perform basic maintenance activities.

ELMORE COUNTY: MORE ROAD WORK AHEAD?

ATRIP Project: County Road 23

ATRIP invested \$2,610,000.00 (80% federal and 20% local) in roadway maintenance and safety improvements to County Road 23 in Elmore County. The resurfacing project benefitted over 983 homes, 10 churches, and 26 businesses along the 14.7 mile stretch—along with several homes, churches, and businesses from the surrounding communities of Elmore, Holtville, and Slapout. The project also improved access to 7,943 acres of timber land with an estimated property value exceeding \$11 million that will aid in the movement of goods from the farm to the market.



County Road 23 Before ATRIP



County Road 23 After ATRIP

ATRIP Project: Cobbs Ford Road

ATRIP invested \$170,541.60 (80% federal and 20% local) in roadway maintenance and safety improvements to Cobbs Ford Road (from State Road 143 E to South Edgewood Road) in Elmore County. The resurfacing project benefitted over 86 homes, 2 churches, 18 businesses along the 1.638 mile stretch—along with several homes, churches, and businesses from the surrounding communities of Prattville and Millbrook. The project also improved access to 660 acres of timber land with an estimated property value exceeding \$1 million that will aid in the movement of goods from the farm to the market as well as serving nearly 6000 motorists each day.



Cobbs Ford Road Before ATRIP



Cobbs Ford Road After ATRIP



Elmore County also completed resurfacing and safety improvements on East Cotton Road.



Before ATRIP



After ATRIP

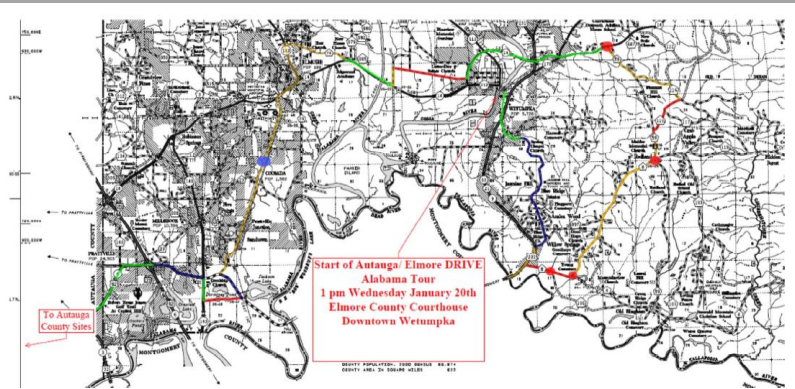


drive
ALABAMA

Even though construction costs are almost 250% higher now than 20 years ago and improved fuel-efficiency has led to a notable decrease in revenues, neither the state nor federal gasoline tax has been adjusted since the early 1990's. As a result, Alabama's ability to make transportation infrastructure improvement has been drastically reduced over the years.

The state gas tax and federal funding are the primary monetary resources for local road and bridge programs. Currently, 55% of Alabama's gas tax revenues are divided among the states' 67 counties and 460 municipalities; however, local governments own 88% of Alabama's road miles and 89% of the state's deficient bridge structures.

A
Silent
CRISIS



AUTAUGA/ ELMORE DRIVE ALABAMA TOUR

Legislators and media are invited to join John Mark Davis (Autauga County Engineer) and Richie Beyer (Elmore County Engineer) to tour the two counties for a sampling of the road and bridge issues facing two of the state's fastest growing counties. The tour will take place on Wednesday, January 20th and begin at 1 pm. The start point of the tour will be the historic Elmore County Courthouse in downtown Wetumpka.



Evidence for Infrastructure: County Data Collection Efforts

Josh Harvill, Chambers County Engineer
Richie Beyer, Elmore County CEO

2018 ACCA Annual Convention

\$148 million in annual resources equates to:

- **56-year county road resurfacing schedule**
 - Should be **15-year cycle**
- **186-year county bridge replacement schedule**
 - Should be **50-year cycle**



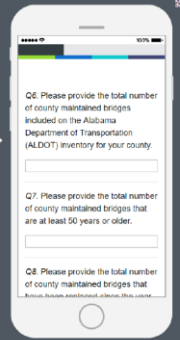
Silent Crisis Survey- The Sequel

Q6. Please provide the total number of county maintained bridges included on the Alabama Department of Transportation (ALDOT) inventory for your county.

Q7. Please provide the total number of county maintained bridges that are at least 50 years or older.

Q8. Please provide the total number of county maintained bridges that have been replaced since the year 2000.

Q9. Please indicate the total number of county maintained bridges you expect to replace in the next five years absent any new revenues.



Updating the *Silent Crisis*

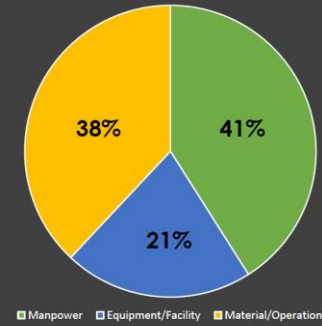


County Road & Bridge Needs

AL Legislative Briefing 2018

Richie Beyer,
Chief Engineer & Operations Officer
Elmore County
February 7, 2018

Average Alabama County Annual Road & Bridge Budget



Reality:

- 38% of available resources, or less than \$148 million, is not enough to complete projects.
- Counties face **\$411 million+ annual shortfall** to meet basic maintenance needs.

Silent Crisis Survey- The Sequel

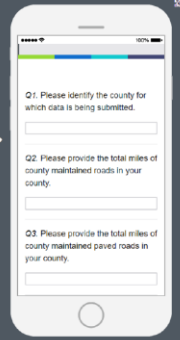
Q1. Please identify the county for which data is being submitted.

Q2. Please provide the total miles of county maintained roads in your county.

Q3. Please provide the total miles of county maintained paved roads in your county.

Q4. Please provide the total miles of county roads that have been resurfaced, reconstructed or constructed since the year 2000.

Q5. Please indicate the total miles of county roads you expect to resurface, reconstructed or construct in the next five years, absent any new revenue.



The Silence is Broken- Continuing the Conversation

Chambers County

Population:	34,215
Paved Road Miles:	443
Dirt Road Miles:	341
Federally Regulated Bridge Structures:	144
Highway Department Employees:	30

Silent Crisis

2010 Publication detailed a simple analysis of the annual investment shortfall in county roads and bridges.

\$133 million

Annual County Road & Bridge Needs (Millions)

Since 2010, county road & bridge needs have grown to \$599 million annually.

\$190 million annual shortfall

THE PROBLEM

Highway User Revenue Fund (HURF)

HURF is funded through a variety of taxes and fees that are collected and distributed to cities, towns, counties, and the State Highway Fund for transportation projects. The allocation formula shows 19 percent of revenues to counties. HURF is the primary transportation funding source for counties.

Historical HURF Revenue

- Statewide revenues are not new relative to pre-2007 recession levels.
- County HURF allocations are still 2.7 percent lower than the year 2007 levels.

HURF Swaps

Each year, Alabama HURF undergoes programmatic swaps to support other state programs, such as the Department of Public Safety (DPS).

Impact of Swaps on Alabama's Guarantee

Since 2006, 240 million of HURF revenues have been transferred to support the Motor Vehicle Discount (MVD) and DPS. In 2012 alone, \$40.3 million of funds that would have been allocated to counties was transferred.

Gasoline Excise Tax

Gasoline excise tax is a tax levied on the sale of gasoline. Alabama has the 7th lowest gasoline tax with 18 cents per gallon.

Declining Purchasing Power

55 PERCENT increase in consumer prices

10 PERCENT increase in wages

36 PERCENT increase in the value of the dollar

Current Roadway Conditions

The public judges the effectiveness of a road agency by the condition of its roadway. However, because reduced highway funds have resulted in increased pavement deterioration and potholes, 30 percent of county maintained roadways were evaluated to determine the overall condition of county roadways.

Current Bridge Conditions

There are 1,101 county maintained bridges and structures in Alabama. Structurally deficient bridges are structures found to be in poor condition due to deterioration or damage and require significant maintenance, rehabilitation, or replacement. Freeway bridges, arch bridges and truss bridges are not included in this study.

55 PERCENT County maintained roads are in poor to fair condition

\$1.45 BILLION County roads need to be resurfaced

\$885 MILLION County roads need to be replaced

10 PERCENT County maintained bridges are structurally deficient

\$264 MILLION County bridges need to be replaced

34 PERCENT are poor or fair

26 YEARS Average age of bridges

1.8 MILES Average bridge length

Q1. Please identify the county for which data is being submitted.

ELMORE **CHAMBERS**

Q2. Please provide the total miles of county maintained roads in your county.

1000 **784**

Q3. Please provide the total miles of county maintained paved roads in your county.

818.5 **443**

Q4. Please provide the total miles of county roads that have been resurfaced, reconstructed or constructed since the year 2000.

618 **208**

Q5. Please indicate the total miles of county roads you expect to resurface, reconstructed or construct in the next five years, absent any new revenue.

30 **49**





A Silent Crisis

Road

by the Association of County Engineers of Alabama with the cooperation of the state (ALDOT) and 64 of the Greene and Lawrence counties data from ALDOT reports. All in the respective counties. Sum with comparisons and calcula-



a collected. The entire data set ing for further review and ed to is a detail of assumptions

and bridges

in 2000, voters of the of Alabama approved edment 1," which invested y from the Alabama Trust in a county bridge re- ment program. This five- program replaced nearly structurally deficient y bridges.

programs moved the state and at the time, but neither apt up with ongoing, recur- nents.

February 2011
The Association of County Engineers of Alabama is an affiliate group of the Association of County Commissioners of Alabama

the year as the good was maintained when in 1955 a total of 6,801 miles of "Farm to Market" roads were paved and 114,388 linear feet of bridges were built statewide. This program continued until 1967 when the gas-line tax distribution formula was changed and the program was cancelled in 1970.

riorizing infrastructure is not without its cost, even if nothing is done. Today, the traveling public is paying dearly for our crumbling system. Our decaying roads and bridges cost the average Alabamian an additional \$162 a year to operate a vehicle, according to estimates from TRIP, a national transportation research group. Add-

ing condition of transportation to even the \$ driver. Cumulative paving, sinking bridges and deteriorating shoulders are commonplace in every county. For decades the problems have existed and have worsened. County governments have tried for the resources to address the infrastructure needs, but these efforts have essentially fallen on deaf ears.



The cost of simply addressing the backlog of decaying bridges represents more than four years of road and bridge fund-

*Not all of these bridges are on school bus routes in the 2010-11 school year.

Table 1: Road data by county

County	County Population	Paved County Road All Paved County Total Miles	Cost to Resurface Paved County Roads	Annual Cost To Resurface Paved County Roads on a 15-year Cycle
Autauga	51,318	379	\$69,797,008	\$4,653,134
Baldwin	176,878	238	\$173,880,407	\$11,588,360
Barbour	29,328	442	\$67,210,828	\$4,480,722
Bibb	20,626	305	\$60,287,655	\$4,019,190
Bloount	58,343	611	\$120,738,617	\$8,049,242
Bullock	11,714	310	\$53,186,580	\$3,545,772
Butler	21,207	550	\$90,214,396	\$6,014,203
Calhoun	112,852	1,003	\$155,107,633	\$10,341,180
Chambers	38,583	437	\$74,655,622	\$4,979,041
Cherokee	24,543	812	\$110,587,619	\$7,373,189
Chilton	42,003	514	\$76,335,661	\$5,089,031
Choctaw	15,602	401	\$60,633,613	\$4,035,594
Citron	27,867	298	\$49,155,687	\$3,277,650
Clay	14,254	424	\$63,303,430	\$4,220,220
Clayton	14,123	304	\$57,275,515	\$3,818,360
Coffee	43,815	623	\$81,819,320	\$5,484,623
Colbert	57,441	662	\$99,882,209	\$6,658,834
Conners	14,008	418	\$70,654,101	\$4,710,272
Cook	11,003	373	\$55,715,676	\$3,714,370
Covington	36,678	631	\$103,448,803	\$6,883,294
Crenshaw	13,668	280	\$50,028,523	\$3,335,100
Cullman	61,324	1,453	\$39,342,941	\$1,749,550
Dale	48,128	458	\$74,869,476	\$4,987,290
Dallas	46,263	362	\$59,844,569	\$3,986,305
DeKalb	64,452	1,214	\$135,908,652	\$9,049,451
Elmore	78,108	708	\$122,113,275	\$8,140,880
Etowah	38,448	559	\$81,424,861	\$5,422,231
Etowah	103,459	394	\$108,740,200	\$7,249,347
Fayette	18,404	419	\$62,700,646	\$4,180,043
Faulkner	17,223	641	\$95,380,177	\$6,358,349
Geneva	25,882	399	\$68,311,104	\$4,554,074
Greene	9,703	300	\$58,311,104	\$4,554,074
Jefferson	17,103	394	\$64,421,863	\$4,294,782
Henry	16,310	611	\$80,775,738	\$5,388,049
TOTALS	4,890,200	43,204	\$8,203,898,781	\$413,683,436

County

County	Annual Cost To Resurface Paved County Roads on a 15-year Cycle
Autauga	\$4,653,134
Baldwin	\$11,588,360
Barbour	\$4,480,722
Bibb	\$4,019,190
Bloount	\$8,049,242
Bullock	\$3,545,772
Butler	\$6,014,203
Calhoun	\$10,341,180
Chambers	\$4,979,041
Cherokee	\$7,373,189
Chilton	\$5,089,031
Choctaw	\$4,035,594
Citron	\$3,277,650
Clay	\$4,220,220
Clayton	\$3,818,360
Coffee	\$5,484,623
Colbert	\$6,658,834
Conners	\$4,710,272
Cook	\$3,714,370
Covington	\$6,883,294
Crenshaw	\$3,335,100
Cullman	\$1,749,550
Dale	\$4,987,290
Dallas	\$3,986,305
DeKalb	\$9,049,451
Elmore	\$8,140,880
Etowah	\$5,422,231
Etowah	\$7,249,347
Fayette	\$4,180,043
Faulkner	\$6,358,349
Geneva	\$4,554,074
Greene	\$4,554,074
Jefferson	\$4,294,782
Henry	\$5,388,049

Bus

County	Annual Cost To Resurface Bridges on a 60-year Cycle
Autauga	\$2,000,000
Baldwin	\$1,500,000
Barbour	\$1,000,000
Bibb	\$800,000
Bloount	\$1,200,000
Bullock	\$600,000
Butler	\$1,100,000
Calhoun	\$2,500,000
Chambers	\$1,800,000
Cherokee	\$2,200,000
Chilton	\$1,600,000
Choctaw	\$1,400,000
Citron	\$900,000
Clay	\$1,300,000
Clayton	\$1,100,000
Coffee	\$1,700,000
Colbert	\$2,100,000
Conners	\$1,500,000
Cook	\$1,000,000
Covington	\$2,400,000
Crenshaw	\$900,000
Cullman	\$400,000
Dale	\$1,900,000
Dallas	\$1,400,000
DeKalb	\$1,800,000
Elmore	\$2,300,000
Etowah	\$1,600,000
Etowah	\$2,000,000
Fayette	\$1,300,000
Faulkner	\$1,700,000
Geneva	\$1,500,000
Greene	\$1,500,000
Jefferson	\$1,400,000
Henry	\$1,600,000

County

County	Annual Cost To Resurface Bridges on a 60-year Cycle
Autauga	\$2,000,000
Baldwin	\$1,500,000
Barbour	\$1,000,000
Bibb	\$800,000
Bloount	\$1,200,000
Bullock	\$600,000
Butler	\$1,100,000
Calhoun	\$2,500,000
Chambers	\$1,800,000
Cherokee	\$2,200,000
Chilton	\$1,600,000
Choctaw	\$1,400,000
Citron	\$900,000
Clay	\$1,300,000
Clayton	\$1,100,000
Coffee	\$1,700,000
Colbert	\$2,100,000
Conners	\$1,500,000
Cook	\$1,000,000
Covington	\$2,400,000
Crenshaw	\$900,000
Cullman	\$400,000
Dale	\$1,900,000
Dallas	\$1,400,000
DeKalb	\$1,800,000
Elmore	\$2,300,000
Etowah	\$1,600,000
Etowah	\$2,000,000
Fayette	\$1,300,000
Faulkner	\$1,700,000
Geneva	\$1,500,000
Greene	\$1,500,000
Jefferson	\$1,400,000
Henry	\$1,600,000

County

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Calhoun	\$2,500,000
Chambers	\$1,800,000
Cherokee	\$2,200,000
Chilton	\$1,600,000
Choctaw	\$1,400,000
Citron	\$900,000
Clay	\$1,300,000
Clayton	\$1,100,000
Coffee	\$1,700,000
Colbert	\$2,100,000
Conners	\$1,500,000
Cook	\$1,000,000
Covington	\$2,400,000
Crenshaw	\$900,000
Cullman	\$400,000
Dale	\$1,900,000
Dallas	\$1,400,000
DeKalb	\$1,800,000
Elmore	\$2,300,000
Etowah	\$1,600,000
Etowah	\$2,000,000
Fayette	\$1,300,000
Faulkner	\$1,700,000
Geneva	\$1,500,000
Greene	\$1,500,000
Jefferson	\$1,400,000
Henry	\$1,600,000

from?

tion fees levied under state All of these monies are ear- ked by state law for maine- and supervision of ty roads and bridges, and ve of the funds have further rictions on how the monies be spent. Counties receive revenue from taxes on el fuel.

dition to the federal and e revenues described above, nter receive a small portio interest income from the e's oil and gas royalties and sme areas, severance tax- ies which can be utilized for ty road and bridge proj- . In addition, some counties use local revenue sources to supplement these revenues.

\$5,580

ma school buses
re-restricted bridges

roads and bridges per year

9 uses must detour
eight restrictions

1,722

Miles that school buses detour each day



A Silent Crisis ADDENDUM



counties were facing a much larger deficit, and \$133 million was just the tip of the iceberg. Two years later, counties finally saw some relief - but not enough. In 2012, Gov. Robert Bentley announced ATRIP, the largest investment opportunity for city and county roads and bridges in Alabama history. ATRIP provided \$1 billion in federal dollars and \$250 million in matched local

roads and bridges

unds - but ATRIP allocations provided to many counties what equates to only 2-3 years' worth of the funds necessary to simply maintain the county road and bridge network.

Flash forward to 2018, eight years since A Silent Crisis, and there is still no long-term, effective statewide solution for funding county road and bridge maintenance. Meanwhile, the \$133 million bare-bones deficit from 2011 is only growing.

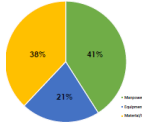
ACEA estimates that since 2010, annual needs to resurface our paved road network have increased more than 10%, costing an additional \$41 million every year. Additionally, since 2010, annual bridge replacement needs have risen beyond 18%, bringing the total necessary annual expenditure to \$104 million. Simply put, annual county road and bridge needs have grown to \$559 million, far outpacing the available \$369 million available in Alabama history.

190,000,000
annual shortfall counties face to fund
total road and bridge maintenance

6,489
of county bridges (75% of the county
bridge inventory) that are 25 years old +

4,061
The # of county bridges (47% of the county
bridge inventory) that are 50 years old +

ma County Annual Road and Bridge Budget



How Alabama counties use average allocate funds to perform operations on roads and bridges.

uses around road and bridge budget. Across the state and the U.S., the cost of manpower continues to rise. Wages in the private sector become increasingly more competitive, and health care and retirement become more expensive. But county funds remain the same. Insufficient funding has forced counties to reduce workforces, yet accomplish the same number of tasks - patching potholes, replacing and installing signs, mowing roadsides for cleaning ditches, etc. - at the same level of quality.

Material is allowed only about 38% of a county's road and bridge budget. Ideally, all available resources would be spent on meeting resurfacing and bridge replacement needs. But with 22% of county budgets to spend on manpower and equipment, it is impossible to meet 15-year resurfacing cycles and 5-year bridge replacement schedules.

Equipment consumes around 21% of a county's road and bridge budget. A county using one of the most innovative joint purchasing processes in the U.S. still must expend an average of \$25,000 for a motorgrader. Clearly, no private

The reality is that completing these projects will cost counties upwards of \$411 million. But with 38% of \$369 million only available, counties will continue to see shortfalls year after year.

Counties struggle to pay for bridge repairs



WSFA 12 NEWS
ALABAMA BRIDGE INFRASTRUCTURE

Counties struggle to pay for bridge repairs

By [Lydia Nusbaum](#) | September 27, 2018 at 6:41 PM CDT - Updated September 27 at 7:34 PM



MONTGOMERY, AL (WSFA) - A bridge may look like it's in great condition on top but underneath is a different story. For example, the picture below shows the steel plates under the bridge corroding. This

Counties struggle to pay for bridge repairs



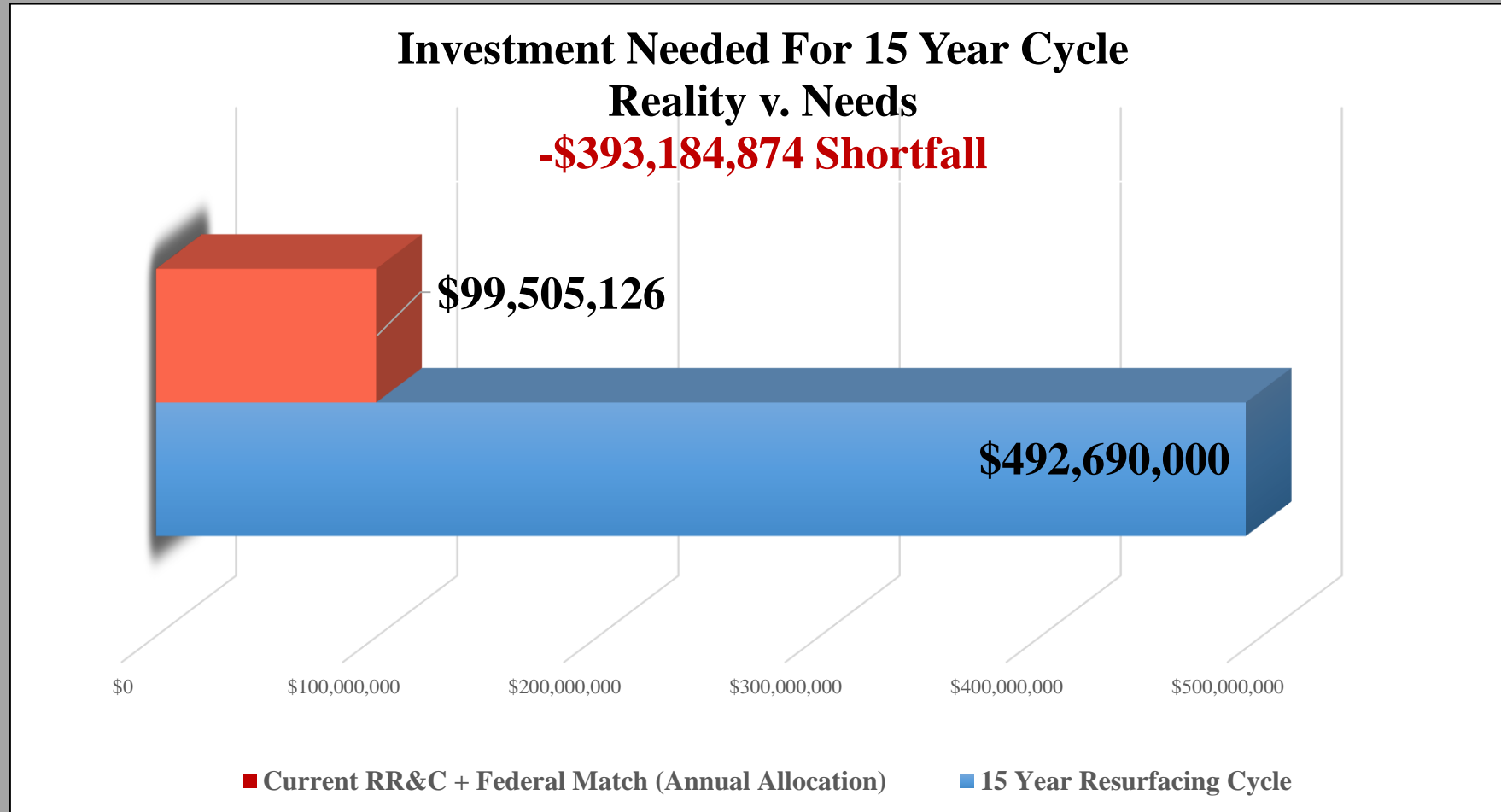
Counties struggle to pay for bridge repairs

By [Lydia Nusbaum](#) | September 27, 2018 at 6:41 PM CDT - Updated September 27 at 7:34 PM



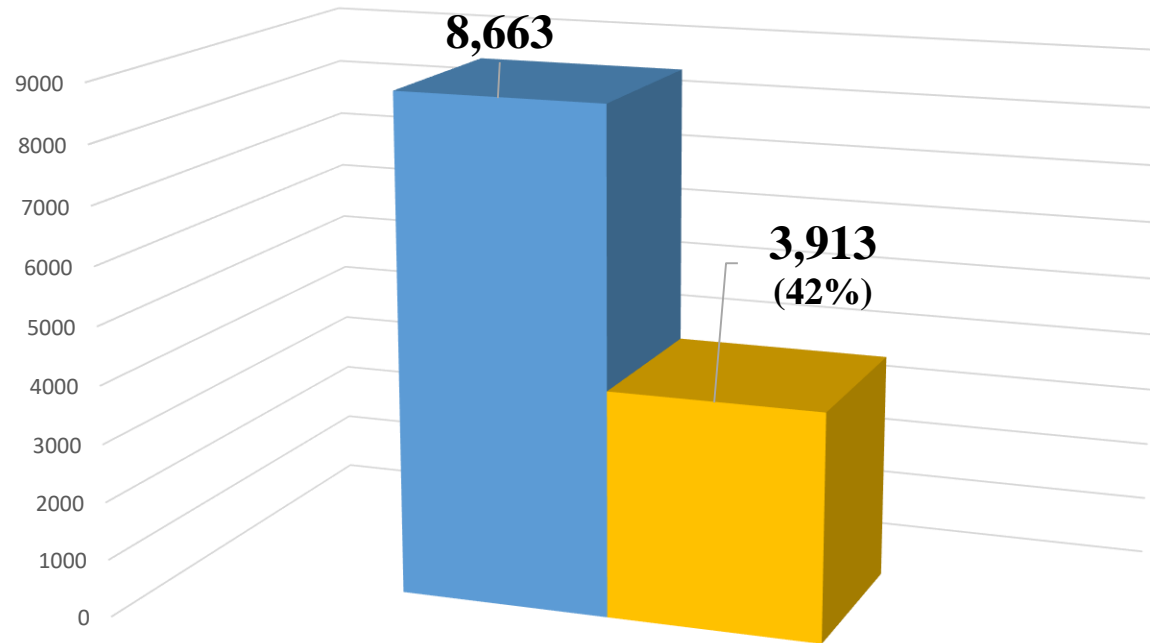
MONTGOMERY, AL (WSFA) - A bridge may look like it's in great condition on top but underneath is a different story. For example, the picture below shows the steel plates under the bridge corroding. This

ACCA Data Collection Results County Road System



ACCA Data Collection Results County Bridge System

CURRENT STATE OF SYSTEM BRIDGE AGE 50+ Years



■ Total County Bridge System ■ Bridge Age: 50+ Years





THE COST OF DOING NOTHING

A Report on Alabama's Crumbling County Infrastructure



WHICH ROADS/BRIDGES MUST COUNTIES MAINTAIN?

Alabama's transportation network, in great part, is maintained by its 67 county governments, each operating independently with a limited budget for both maintenance and construction of paved and unpaved roads and bridges.



COUNTY ROAD MILES TO MAINTAIN

60,487



PAVED ROAD MILES
44,788



UNPAVED ROAD MILES
15,699

Among Alabama's centerline road miles, 62% is maintained by Counties, 27% by the State, and 11% by Cities.



COUNTY BRIDGES TO MAINTAIN

8,661

Among Alabama's bridges, more than 54% is maintained by Counties, more than 36% by the State, and more than 9% by Cities.



*Additional Source: Alabama Transportation Institute

ASSOCIATION OF COUNTY COMMISSIONS OF ALABAMA 4

HOW DOES COUNTY INFRASTRUCTURE IMPACT OUR DAILY LIVES?



SAFETY OF RESIDENTS

More 50+ year-old bridges increases the likelihood of weight limits, which means slower response time for first responders and more detours for school buses.

61% of fatalities occur in rural areas rather than urban. Travel time to trauma centers plays a critical role, increasing the importance of direct routes for ambulances.*

Large manufacturers build sites in rural areas, often leaving thousands of employees to travel county roads on a daily basis.



Infrastructure exists to allow our communities to run efficiently and safely. Yet, after nearly 30 years of insufficient funding to Alabama's 67 county governments, county roads and bridges are gaining notoriety for quite the opposite of their intended purpose. In 2019, the lives of nearly 700 Alabamians are lost too soon every year on our county roads; fire trucks and ambulances are forced to take longer routes to avoid weight-restricted county bridges; residents are dangerously dodging the potholes and deteriorating shoulders of county roads on their way to work every day; school children and residents are spending countless hours detouring around county bridges in need of replacement; and new jobs and new revenue are being given to other states because of our infrastructure's inability to move industry products.

ASSOCIATION OF COUNTY COMMISSIONS OF ALABAMA 7



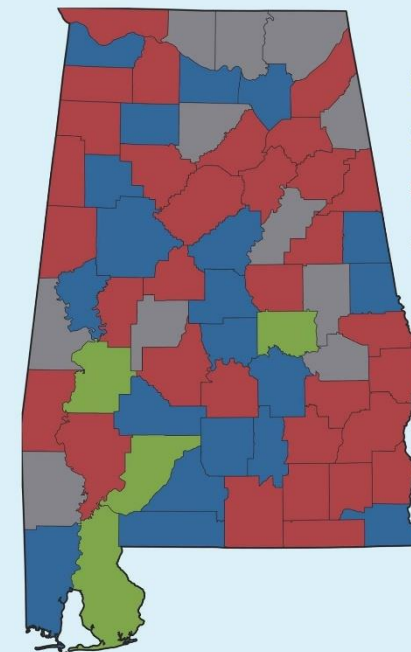
HEALTH OF ECONOMY

Manufacturing, farming and logging are top industries in Alabama, and county infrastructure plays a critical role in the logistics of delivering their goods to market. Annually, \$432 billion in goods are shipped to and from sites in Alabama, mostly by truck.**

Solid transportation infrastructure is critical to business site selectors and continues to be an economic development weak link for Alabama.

*Alabama Transportation Institute
**Alabama Transportation by the Numbers

50+ YEAR-OLD COUNTY BRIDGES



11-20%

21-40%

41-60%

60%+

DATA PROVIDED BY THE ASSOCIATION OF COUNTY COMMISSIONS OF ALABAMA

1 HB2
2 197584-4
3 By Representative Poole
4 RFD: Transportation, Utilities and Infrastructure
5 First Read: 06-MAR-19

ACT #2019- 2



1
2 ENROLLED, An Act,
3 To levy an additional excise tax on gasoline and
4 diesel fuel; to provide for the collection and distribution of
5 the proceeds from the additional excise tax for state, county,
6 municipal and Alabama State Port Authority transportatic
7 infrastructure purposes; to amend Sections 11-6-4 and 11
8 Code of Alabama 1975, to require the Department of
9 Transportation contribute to the salary of the county engineer
10 or chief engineer and modify the Department's reimbursement
11 cap for the county engineer trainee's salary; to amend Sections
12 40-12-242, Code of Alabama 1975, to levy an additional
13 registration fee for certain motor vehicles and provide
14 the distribution of the proceeds from the additional
15 registration fee to the Rebuild Alabama Fund; to amend Sections
16 40-17-331, Code of Alabama 1975, to levy a floor stocks
17 and to repeal Section 11-6-6, Code of Alabama 1975.
18 BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:
19 Section 1. This act shall be known and may be
20 as the Rebuild Alabama Act.
21 Section 2. The Legislature finds all of the
22 following:
23 (a) That consistent with the constitutional mandate
24 that navigable waterways are public highways, the Legislature
25 hereby finds as a fact that a portion of the gasoline and

Mac McClatchey

Speaker of the House of Representatives

Jeff Woodard

President and Presiding Officer of the Senate

House of Representatives

I hereby certify that the within Act originated in
and was passed by the House 08-MAR-19, as amended.

Jeff Woodard
Clerk

Senate

12-MAR-19

Passed

APPROVED March 12, 2019

TIME 3:50 p.m.

Kay Ivey
GOVERNOR

Alabama Secretary Of State
Act Num...: 2019-2
Bill Num...: H-2
Recv'd 03/12/19 04:05pmSLF



WE AREN'T

SUPPORT GOVERNOR

DON'T LET



Rebuild Alabama Implementation Team



Technical Team

Shelby	Randy Cole
Morgan	Greg Bodley
Marshall	Bob Pirando
Mobile	Ricky Mitchell
Mobile	Richard Spraggins
Elmore	Luke McGinty
Chambers	Josh Harvill

Policy/ Accountability Team

Crenshaw	Benjie Sanders
Autauga	John Mark Davis
Geneva	Justin Barfield
Perry	Deandre Kimbrough
Elmore	Richie Beyer



Rebuild Alabama Implementation Team

Rebuild Alabama Act Implementation Outline/Guide

Mandatory County Engineering Salary Subsidy (Page 3 of engrossed bill)

11-6-4 Amendments

County engineer salary subsidy now 70 percent of engineer's salary with a cap of 70 percent of the top step of Civil Engineer II, Senior classification

11-6-23 Amendments

Salary of the EIT is 50 percent of the Professional Civil Engineer I classification

-Sample letter to counties providing new salary scales and required notification procedures; April 1st effective date- Ed Phillips sending out info/ Austin to give us scales

-Sample letter due by Oct 1st each year to acquire reimbursement; sample letter coordinated with Phillips/ Austin

-Sample letter to remove or change participated employees. sample letter coordinated with Phillips/ Austin

Federal Aid Exchange (Page 15 of engrossed bill) John Mark, Justin, Deandre and Richie

Beginning Oct. 1, 2019, counties will receive \$400,000 in lieu of federal funding. Counties with outstanding balances will be required to use the \$400,000 to match their balance until that balance is exhausted.

-ALDOT letter to counties regarding balance and timeline to utilize their funds; sample letter from ALDOT procedures/ SB task

-Provisions for counties who have borrowed against planned FY 2020 allocation; forgive or make them pay back?

-Provisions for counties with small remaining federal aid balances (<\$500K), potential swap at same ratio; what constitutes a small balance? 319,800 authorization for overruns.... (6 years of reg federal aid 10%)

Reporting (Page 28/ 29 of engrossed bill) Deandre, Justin, Richie John Mark

project follows bidding procedures described in act or is let to contract through ALDOT.

-How long are exchange funds held by ALDOT and under what conditions (if less than \$400K is required for match); develop guidelines for ALDOT review- Priority 1

projects

meeting and must
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\$10 million Grant Program (page 20 of the engrossed bill)

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FY 2020 County Transportation Plan

Autauga County

Date Approved by the Autauga County Commission: August 15, 2019



Date Amended by the Autauga County Commission: (If Applicable)

Map Index	Project No.	Road Name/Number	Begin		End		Project Details			Total Project Estimated Cost	Estimated Amount Planned To Be Utilized Under Competitive Bid	Estimated Amount Planned To Be Utilized Under Public Works	County Rebuild Alabama Funds or Federal Aid Exchange Funds (List fund type separately for projects involving both CRAFs and FAEPs)	CRAF Amount	FAEF Amount	
			Lat.	Long.	Lat.	Long.	Road Improvement Project	Bridge Improvement Project	Project Length (miles)							Description of Work
Estimated Beginning Balance														\$0.00	\$0.00	
Estimated Annual Revenue														\$800,000.00	\$400,000.00	
1	RA-ACP 01-01-2020	Brown St	32.5700	86.4000	33.4000	86.6000	X		3.10	Resurfacing and Traffic Striping/Marking from Sunset Dr to SR-14	\$250,000.00	\$250,000.00	CRAF	\$250,000.00		
2	RA-ACP 01-02-2020	Breefield Blvd	33.5845	86.6544	33.5845	86.6544		X	0.10	Replacement of Bridge, BIN 010983 at Swift Creek	\$200,000.00	\$200,000.00	FAEF		\$200,000.00	
3	RA-ACP 01-03-2020	Sunny Ln	32.4900	86.3590	33.5000	86.4350	X		1.00	Lewling and Base Failure Repair From CR-62 to CR-59	\$65,000.00	\$65,000.00	CRAF	\$65,000.00		
3	RA-ACP 01-04-2020	Sunny Ln	32.4900	86.3590	33.5000	86.4350	X		N/A	Resurfacing and Traffic Striping/Marking from CR-62 to CR-59	\$125,000.00	\$125,000.00	CRAF	\$125,000.00		
4	RA-ACP 01-05-2020	Progress Way	33.4780	86.2525	33.4950	86.2530	X		3.00	Resurfacing and Traffic Striping from Sunny Ln to Brown St	\$200,000.00	\$200,000.00	FAEF		\$200,000.00	
4	RA-ACP 01-05-2020	Progress Way	33.4780	86.2525	33.4950	86.2530	X		N/A	Strip Patching and Base Work from Sunny Ln to Brown St	\$50,000.00	\$50,000.00	CRAF	\$50,000.00		
4	RA-ACP 01-05-2020	Progress Way	33.4780	86.2525	33.4950	86.2530	X		N/A	Resurfacing and Traffic Striping from Sunny Ln to Brown St	\$200,000.00	\$200,000.00	CRAF	\$200,000.00		
Totals/Page Totals			Total Miles Addressed by CTP (Total Mileage Does Not Include Bridge Projects)				7.10	Total CTP Estimated Costs			\$1,990,000.00	\$115,000.00	\$975,000.00	Total CRAF/FAEF Remaining Estimated	\$110,000.00	\$0.00

Note: Any amendments to the CTP shall follow the same guidelines and procedures as the original approval process.

Remarks: Map 2, RA-ACP 01-02-2020 is a Federal Aid Project that will Utilize \$800,000 of Federal Aid Funds and \$200,000 FAEF. The remaining estimated balance of CRAF will be carried over for projects in next fiscal year's CTP.

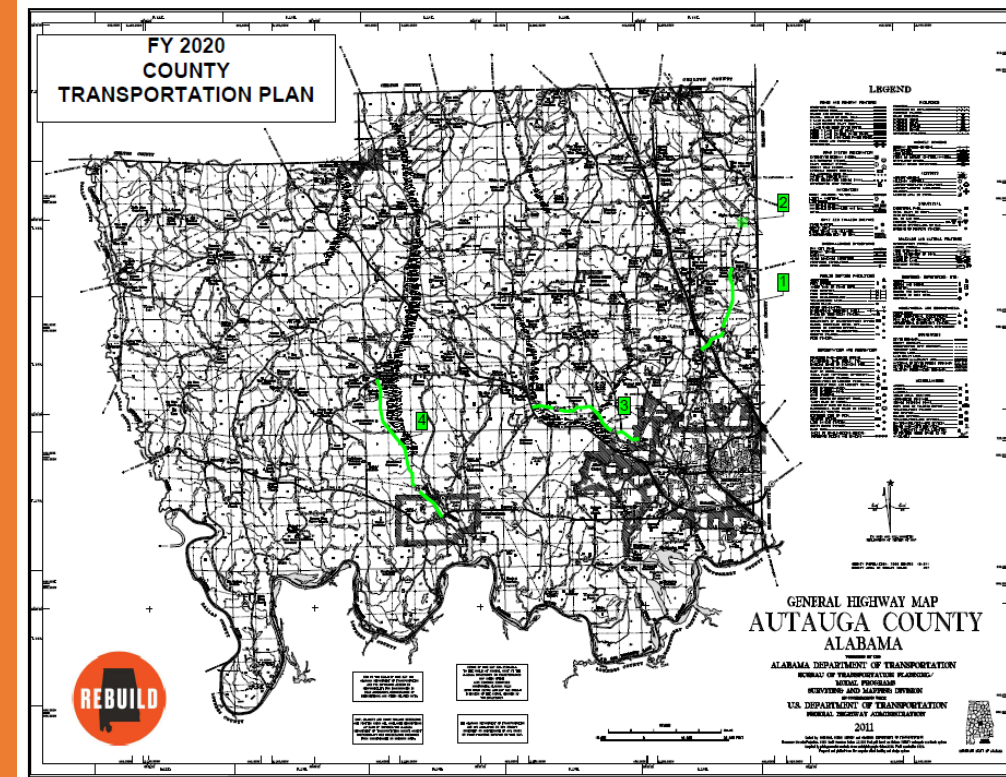


TABLE OF CONTENTS

BID DOCUMENTS

SUMMARY OF PROJECT
BID SCHEDULE
MODEL BID ADVISORY
MODEL BID INVITATION
MODEL BID INVITATION
SAMPLE COMPLETION
MODEL COUNTY REBUILD ALABAMA



**Examiners Packet
Bid Documents
August 1, 2019**

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SUPPLEMENTARY

FEDERAL AID
COUNTY REBUILD
COUNTY REBUILD
MODEL COUNTY REBUILD
MODEL COUNTY REBUILD
MODEL COUNTY REBUILD
MODEL COUNTY REBUILD
MODEL MUNICIPALITY



**Examiners Packet
Supplementary Administrative Documents
August 1, 2019**

Location:
401 Adams Avenue, Suite 280
Montgomery, AL 36104-4338



Rachel Laurie Riddle
Chief Examiner

August 16, 2019

Association of County Engineers of Alabama
100 North Jackson Street
Montgomery, AL 36104

In accordance with the provisions of Section 7(c)(2)d of Act 2019-2, known as the "Alabama Rebuild Act," the Department of Examiners of Public Accounts hereby approves the attached bidding procedures submitted by the Association of County Engineers of Alabama on August 15, 2019. The approval is effective August 16, 2019 for a one-year period.

Additionally, the Association submitted sample forms and administrative policies related to the Alabama Rebuild Act that do not require the Department's approval under the Act. In order to promote consistency among the counties across the state, the Department believes it is in the best interest of the state for each county to utilize these forms and administrative policies. While these forms and policies appear to be consistent with Alabama law, the Department makes no determinations related to their correctness or legality.

Sincerely,

Rachel Laurie Riddle
CHIEF EXAMINER

RLR/jcp

Mailing Address:
P.O. Box 302251
Montgomery, AL 36130-2251
Telephone (334) 242-9200
Fax (334) 242-1775
www.examiners.alabama.gov



Rebuild Alabama Act Summary of Bid Procedures



Two funds will be created by counties to account for new Rebuild Alabama revenues. The 25% portion of the new fuel tax levies under Rebuild Alabama shall be deposited into a new and separate fund called the **County Rebuild Alabama Fund (CRAF), proposed fund number 220**. The federal exchange funds set out in the Rebuild Alabama Act to begin Oct 1, 2019, shall be deposited into a new and separate account called the **Federal Aid Exchange Fund (FAEF), proposed fund number 221**.

Except as otherwise provided in the Rebuild Alabama Act, counties must ensure that at least fifty percent (50%) of the **County Rebuild Alabama Funds (CRAFs)** be allocated for projects utilizing established bidding procedures submitted by the Association of County Engineers of Alabama (ACEA) and approved by the Department of Examiners of Public Accounts (Examiners), the ACEA proposes the following apply to the bidding of CRAFs and FAEFs:

- Except for the advertising method and schedule enumerated below in items 2 and 3, all contracts paid for using CRAF and FAEF funds will comply with the Public Works Law (Code of Alabama 1975, Title 39) and the Competitive Bid Law (41-16-50), where applicable;
- The placement of the advertisement for bids and the notice of completion on a central website, hosted by the Association of County Commissions of Alabama (ACCA), will satisfy all advertisement requirements for projects utilizing CRAF and FAEF funds otherwise provided by law. Such advertisements shall utilize the documents included in this submittal. The ACCA will provide notice to ALDOT and the Alabama Roadbuilders Association of this method of advertising in an effort to inform all contractors;
- All projects utilizing CRAF and FAEF funds will be bid and let to contract according to the schedule and will utilize the sample documents included with this submittal. The ACCA will provide notice to ALDOT and the Alabama Roadbuilders Association of this method of advertising in an effort to inform all contractors;
- County required reports will be on file for the Examiners to aid in the assurance on the proper expenditure of the funds. Reports will be retained in accordance with the county record disposition authority.

67 Counties, *One Voice*

- EVENTS
- EDUCATION
- AFFILIATES
- PUBLICATIONS
- RESOURCES
- COUNTY NEWS BLOG

Search

SEARCH

Rebuild Alabama

[Home](#) | Rebuild Alabama Resources

Public Notices

*In fulfillment of transparency and accountability,
2019-2, known as the Rebuild Alabama Act.*

County Transportation Plans

County Bid Announcements

County Road Signs

REBUILD ALABAMA
RESOURCES

COUNTY LINKS

JAILS & LAW
ENFORCEMENT

ADMINISTRATORS'
RESOURCES | ACAA

INSURANCE-RELATED
TRAINING & RESOURCES

COUNTY JOB LISTINGS

OPEN MEETINGS

SELF-GOV

AMENDMENT 909

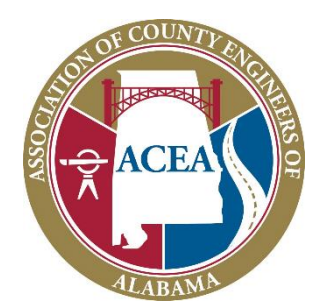


CATEGORY NAVIGATION

County Transportation Plans

County Bid Announcements

County Road Signs



County Rebuild Alabama Bid Schedule



Alabama County Lettings are held on the third Wednesday of every month. Listed below are the Letting dates through 2021. The Letting List and Advertisement for Proposals, for the current month, can be found at www.alabamacounties.org.

Advertising Dates

Sept. 25, Oct. 2, Oct. 9, 2019
Oct. 30, Nov. 6, Nov. 13, 2019
Nov. 27, Dec. 4, Dec. 11, 2019

Regular Monthly Lettings in 2019

October 16, 2019
November 20, 2019
December 18, 2019

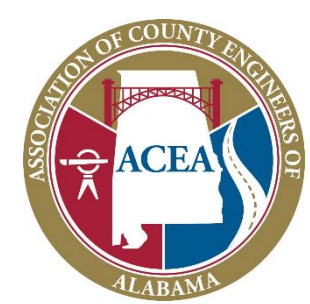
Advertising Dates

Dec. 23*, 2019, Jan. 1, Jan. 8, 2020
Jan. 29, Feb. 5, Feb. 12, 2020
Feb. 26, March 4, March 11, 2020
March 25, April 1, April 8, 2020
April 29, May 6, May 13, 2020
March 27, June 3, June 10, 2020

Regular Monthly Lettings in 2020

January 15, 2020
February 19, 2020
March 18, 2020
April 15, 2020
May 20, 2020
June 17, 2020

* Backed up to Monday since Dec. 25 falls on Wednesday



County Rebuild Alabama Bid Schedules cont'



Advertising Dates

June 24, July 1, July 8, 2020
July 29, Aug. 5, Aug. 12, 2020
Aug. 26, Sept. 2, Sept. 9, 2020
Sept. 30, Oct. 7, Oct. 14, 2020
Oct. 28, Nov. 4, Nov. 11, 2020
Nov. 25, Dec. 2, Dec. 9, 2020

Advertising Dates

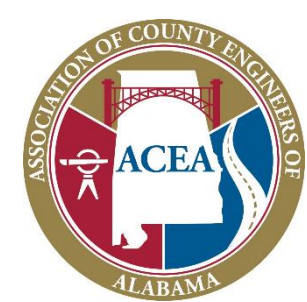
Dec. 30, 2020, Jan. 6, Jan 13, 2021
Jan. 27, Feb. 3, Feb. 10, 2021
Feb. 24, March 3, March 10, 2021
March 31, April 7, April 14, 2021
April 28, May 5, May 12, 2021
May 26, June 2, June 9, 2021
June 30, July 7, July 14, 2021
July 28, Aug. 4, Aug. 11, 2021
Aug. 25, Sept. 1, Sept. 8, 2021
Sept. 29, Oct. 6, Oct. 13, 2021
Oct. 27, Nov. 3, Nov. 10, 2021
Nov. 24, Dec. 1, Dec. 8, 2021

Regular Monthly Lettings in 2020

July 15, 2020
August 19, 2020
September 16, 2020
October 21, 2020
November 18, 2020
December 16, 2020

Regular Monthly Lettings in 2021

January 20, 2021
February 17, 2021
March 17, 2021
April 21, 2021
May 19, 2021
June 16, 2021
July 21, 2021
August 18, 2021
September 15, 2021
October 20, 2021
November 17, 2021
December 15, 2021



Memorandum of Understanding Between Counties and Municipalities



MEMORANDUM OF UNDERSTANDING
BETWEEN
CITY (TOWN) OF _____, ALABAMA
AND
_____ COUNTY, ALABAMA

This MEMORANDUM OF UNDERSTANDING (agreement) is hereby made and entered into by and between the CITY (TOWN) OF _____, ALABAMA, hereinafter referred to as "Municipality" and _____ COUNTY, ALABAMA, hereinafter referred to as "COUNTY."

A. PURPOSE

The purpose of this agreement is to promote and formalize cooperative relationships between the undersigned parties necessary for the utilization of funds distributed to the Municipality by Section 7 of Act 2019-2 of the Alabama Legislature.

B. IT IS MUTUALLY UNDERSTOOD AND AGREED BY AND BETWEEN THE PARTIES THAT

1. The _____ County Commission and the City/Town Council of _____ have adopted resolutions (which are attached and incorporated herewith) authorizing the signatories to this agreement to bind both the COUNTY and the Municipality to the terms herein.
2. All Municipality funds to which the Municipality is entitled, accruing for benefit of, or being paid to the Municipality pursuant to Section 7 of Act 2019-2, shall be allocated to the COUNTY, on a monthly basis, and shall be deposited by the COUNTY into the County Rebuild Alabama Fund established by the COUNTY, and shall be used by the COUNTY for such purposes as provided for in Section 7 of the Act.
3. Once the funds have been deposited into the County Rebuild Alabama Fund, the COUNTY shall have the full and complete discretion and responsibility to ensure that the funds are used and expended in a manner consistent with the Act.
4. The parties further agree that the COUNTY will include the utilization and expenditure of funds transferred under this agreement in its annual reporting as required in Act 2019-2

and copies of such reporting will be provided to the Municipality so that it may comply with the notification and posting requirements of the act.

5. This agreement may be revised as necessary, by mutual consent of the parties, by issuance of a written amendment signed and dated by all parties; or may be terminated by either party upon delivery of thirty days written notice to the other party.
6. The termination of this agreement shall immediately relieve the COUNTY of its responsibilities to comply with the requirements for the reporting of the utilization and expenditure of the funds otherwise received by the Municipality.
7. If any provision of this agreement is determined to be inconsistent with existing law, regulations, or directives governing the signatories, then only that provision of the agreement affected by a finding of inconsistency shall be voided.
8. Each party shall perform its responsibilities and activities described herein as an independent contractor and not as an officer, agent, or employee of any other party hereto. Each party shall be solely responsible for the acts and omissions of its officers, agents, employees, volunteers, contractors, and subcontractors, if any.
9. The receipt and utilization of Rebuild Alabama Funds by the COUNTY as provided in this agreement shall not be interpreted to require the COUNTY to assume responsibility or liability for any street, road, bridge or structure under the control and responsibility of the Municipality on or after the date of this agreement.
10. This agreement is executed at the date of the last signature and shall continue until amended or terminated as provided herein.

IN WITNESS THEREOF, the parties herein set below their signatures:

_____, Mayor, City/Town of _____

Signature: _____ Date: _____

ATTEST: _____

_____, Chairman, _____ County Commission

Signature: _____ Date: _____

ATTEST: _____



**Rebuild Alabama
Implementation
Team
Report**

CRAAR



FY 2020 County Rebuild Alabama Annual Report

_____ County



Map Index	Project No.	Road Name/Number	Begin		End		Project Details			Amount of Rebuild Alabama Funding Expended in Current Fiscal Year	Method In Which Rebuild Funds Were Utilized			Percent Complete	Original CTP (Yes or No)	CRAF or FAEF	CRAF Amount	FAEF Amount			
			Lat.	Long.	Lat.	Long.	Road Improvement Project	Bridge Improvement Project	Project Length (miles)		Description of Work	Amount Expended Utilizing Competitive Bid	Amount Expended Utilizing Public Works						Amount Expended exempt from Competitive and/or Public Works		
Beginning Balance																	\$0.00	\$0.00			
Annual Revenue Received by County																		\$770,000.00	\$400,000.00		
Rebuild Funds Received from Municipalities through MOUs																		\$30,000.00	\$0.00		
1	RA-ACP 01-01-2020	Brown St	32.5700	86.4000	33.4000	86.6000	X		3.10	Resurfacing and Traffic Striping/Marking from Sunset Dr to SR-14	\$250,000.00		\$250,000.00		100.0%	Y	CRAF	\$250,000.00			
2	RA-ACP 01-02-2020	Bresfeld Blvd	33.5645	86.6544	33.5645	86.6544		X	0.10	Replacement of Bridge, BIN 010583 at Swift Creek	\$200,000.00		\$200,000.00		100.0%	Y	FAEF		\$200,000.00		
3	RA-ACP 01-03-2020	Sunny Ln	32.4900	86.3550	33.5000	86.4350	X		1.00	Leveling and Base Failure Repair From CR-82 to CR-59	\$65,000.00	\$65,000.00			100.0%	Y	CRAF	\$65,000.00			
3	RA-ACP 01-04-2020	Sunny Ln	32.4900	86.3550	33.5000	86.4350	X		N/A	Resurfacing and Traffic Striping/Marking from CR-82 to CR-59	\$125,000.00		\$125,000.00		100.0%	Y	CRAF	\$125,000.00			
4	RA-ACP-01-05-2020	Progress Way	33.4780	86.2525	33.4950	86.2530	X		3.00	Resurfacing and Traffic Striping from Sunny Ln to Brown St	\$200,000.00		\$200,000.00		100.0%	Y	FAEF		\$200,000.00		
4	RA-ACP-01-05-2020	Progress Way	33.4780	86.2525	33.4950	86.2530	X		N/A	Slip Patching and Base Work from Sunny Ln to Brown St	\$50,000.00	\$50,000.00			100.0%	Y	CRAF	\$50,000.00			
4	RA-ACP-01-05-2020	Progress Way	33.4780	86.2525	33.4950	86.2530	X		N/A	Resurfacing and Traffic Striping from Sunny Ln to Brown St	\$200,000.00		\$200,000.00		100.0%	Y	CRAF	\$200,000.00			
Note: Only Rebuild Alabama Funds are intended to be reported										Total Miles Addressed this Fiscal Year (Total Mileage Does Not Include Bridge Projects)		7.10	Total Rebuild Funds Expended this Fiscal Year	\$1,090,000.00	\$115,000.00	\$975,000.00	\$0.00		Total CRAF/FAEF Remaining	\$110,000.00	\$0.00
Percent of Rebuild Funds Expended in Compliance with Section 11f on the Rebuild Alabama Act													91%								

Remarks
 Map 1, RA-ACP-01-01-2020 included \$30,000 of Municipal Rebuild Alabama Funds acquired under a MOU with the Town of Prosperity
 Map 2, RA-ACP 01-02-2020 was a Federal Aid Project and \$800,000 of Federal Aid Funds was utilized along with \$200,000 FAEF
 Public Works Projects are covered under Bid Inquiry PW 2020-1 and 2020-2
 Competitive Bids are covered by Bid Inquiry 2020-6 and 2020-7
 No CTP Amendments were made in FY 2020



**Rebuild Alabama
Implementation
Team
Report**

**CRACR and Certificate of
Compliance**



County Rebuild Alabama Certificate of Compliance

To: Chair of the Joint Transportation Committee
Senate Pro Tempore
Speaker of the House

From: Perry County
DeAndrae Kimbrough, County Engineer

Re: County Rebuild Alabama Certificate of Compliance
FY 2020

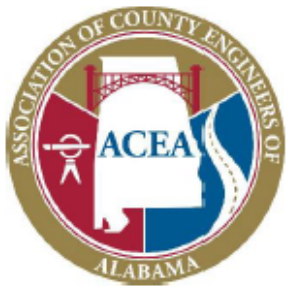
This certificate of compliance is being submitted as required by the Rebuild Alabama Act to verify a minimum of 50% of the **County Rebuild Alabama Funds (CRAFs)** for the fiscal year **2020** were expended utilizing a contract. The counties actual expenditures under a contract were **75%**.

Should you need any other information related to this project, please feel free to contact this office.



Rebuild Alabama Implementation Team Report

**Rebuild Alabama
Implementation Team and
TAC Interactions**



Technical Advisory Committee



DUTIES

- Maintain the important relationship between counties and ALDOT
- With Rebuild Alabama the connections between ALDOT and Counties are not completely cut.
- Counties can still utilize ALDOT specifications and testing.
- MPO, HRRR, Local Grants, ATRIP II, etc.



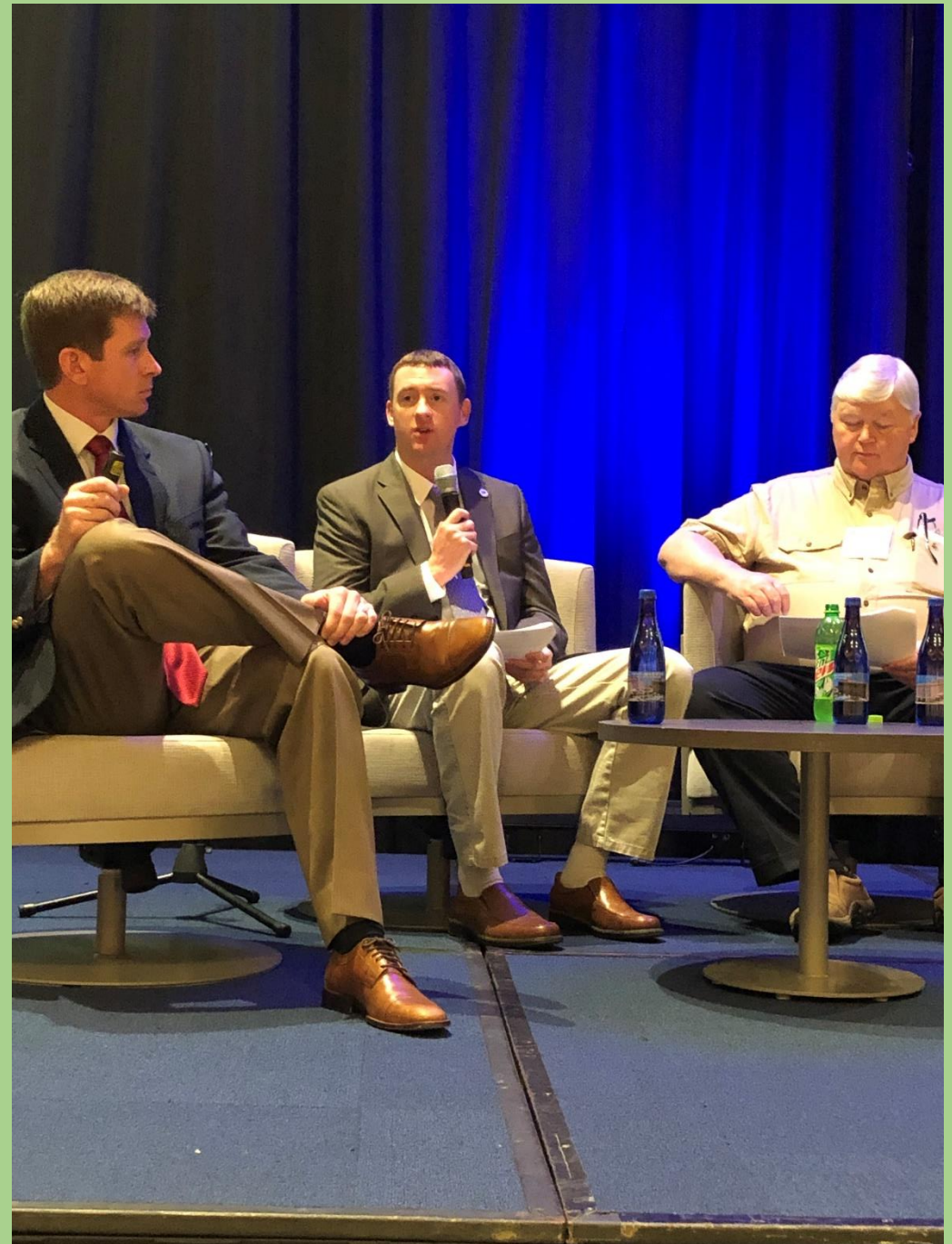
FY 20
Planned Work in the
Counties/ Regions

**Alabama Counties
Rebuild CRAF and FAEF for FY 20
By Region**

Region Totals of CRAF and FAEF				
Region	Planned Road Work (Miles)	Planned Bridge Work (Each)	Estimated CTP Expenditures	# of Counties
East Central	153.88	9	\$21,414,145.23	14
North	281.32	3	\$19,025,745.40	13
Southeast	265.768	4	\$28,965,346.29	18
Southwest	118.75	1	\$18,174,317.81	10
West	193.72	1	\$16,825,852.51	12
County Totals	1013.438	18	\$104,405,407.24	67











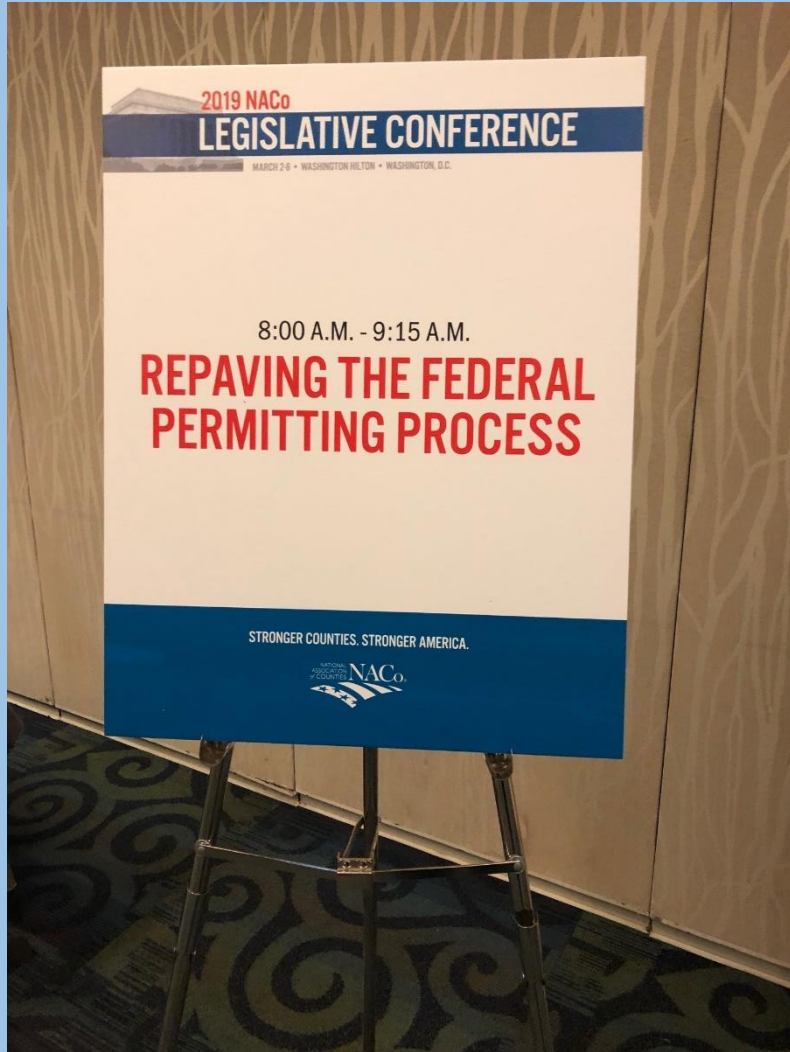


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Association of County Commissions of Alabama
16 minutes ago ·

Leaders from the National Association of County Engineers were in Washington this week, and leaders including Richie Beyer (Elmore County, AL) and Dennis McCall (Butler County, AL) met with the House Subcommittee Chairman for Transportation, Rep. Petri of Wisconsin







MR. BEYER
County Engineer
Elmore County, AL

MR. D'ANGELO
Counsel-Steel
Manufacturers Assoc.

MR. LORIS
The Heritage
Foundation



Rebuild Alabama: The County Journey

ATAP Annual Transportation
Conference

2020



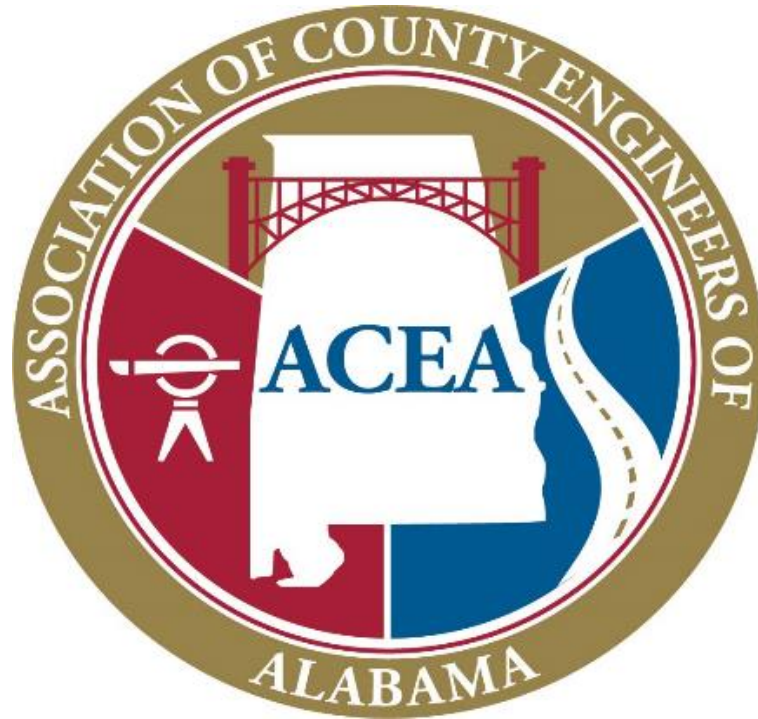
County Influences on State Transportation Initiatives

NACo Legislative Conference
2020

TSC NACE Presentation



Questions?



ASCE Montgomery Branch Meeting

February 4, 2020