

MINUTES OF THE  
METROPOLITAN PLANNING ORGANIZATION MEETING  
HELD APRIL 23, 2014  
AT 4 P.M.

The Metropolitan Planning Organization met on April 23, 2014, at 4 p.m., in the Council Chambers of the Municipal Building, Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Troy Trulock	City of Madison
Mayor Tony Craig	Town of Owens Cross Roads
Mayor Mary Caudle	Town of Triana
Mr. John Olshefski	Huntsville City Council
Mr. Johnny L. Harris	ALDOT/Guntersville

Staff Members Present:

Ms. Tanjie Kling	Huntsville Planning Division
Mr. James Moore	Huntsville Planning Division

Chairman Strong called the meeting to order.

Chairman Strong stated that the first item on the agenda was approval of the minutes of the prior meeting.

The minutes of the MPO meeting held on January 15, 2014, were approved as submitted.

Chairman Strong stated that the next item on the agenda was a resolution amending the Year 2035 Transportation Plan.

Mayor Trulock read and introduced a resolution amending the Year 2035 Transportation Plan to add the following projects: for the City of Huntsville: US 231 Access Management and Intersection Improvements from Hobbs Road to Weatherly Road, \$7,500,000; for the City of Madison and Madison County: Zierdt Road/Kellner Road Corridor from Kellner Road to Zierdt Road, \$8,040,000; for Madison County, Jeff Road (Phase 2) from Capshaw Road to Douglass Road, \$9,045,000; for the City of Madison: I-565 Interchange near Zierdt Road, \$35,975,490, as follows:

(RESOLUTION NO. 9-14)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Craig.

Chairman Strong recognized Ms. Tanjie Kling of the MPO staff.

Ms. Kling made a PowerPoint presentation along with her comments. She stated that the above resolution would add the Zierdt Road/Kellner Road Corridor and modify the description and funding availability of the Jeff Road Phase 2 Project from

Capshaw Road to Douglass Road for Madison County, and would add an interchange at I-565 near Zierdt Road for the City of Madison, and would also add an access management project on US 231.

Ms. Kling stated that, as the MPO members were aware, federally funded projects needed to be added to the approved Long Range Transportation Plan before they could be funded through the Transportation Improvement Program, or the TIP. She stated that the City of Madison and Madison County had requested that the Zierdt Road/Kellner Road Corridor be added to the Long Range Transportation Plan so it could be added to the TIP and funded with ATRIP monies.

Ms. Kling stated that, also, the description of the Jeff Road Corridor would be modified for the County, to split the corridor into two phases: from Capshaw Road to Douglass Road, as an ATRIP funded project in FY 2015, and then from Douglass Road to Alabama Highway 53.

Ms. Kling stated that the City of Huntsville had requested that the US 231 Access Management and Intersection Improvement Project from Hobbs Road to Weatherly Road be added since it was a maintenance and operations project and part of the "Restore Our Roads" package for FY 2014 and 2017.

Ms. Kling stated that the City of Madison and Madison County had requested that an interchange on I-565 near Zierdt Road be added as an unfunded, visionary maintenance and operations project.

Ms. Kling stated that there were several changes made to the Plan, that there were several modifications to various sections. She stated that the first section was the Executive Summary, and that this basically changed the project total from 97 projects to 99 projects. She continued that the total cost of all projects, funded and unfunded, increased to more than \$2.07 billion from approximately \$2.05 billion.

Ms. Kling stated that the map that was being displayed showed that in Section 4 there were modifications to the project maps. She noted that Jeff Road was a funded project, that this was the ATRIP portion of the Jeff Road Project. She stated that there was also included a map to show the addition of the Kellner Road Corridor, as well as the interchange modification at I-565 near Zierdt Road.

Ms. Kling stated that they had added the improvement project for the City of Huntsville, the Access Management Project. She continued that they had also added a table listing for the Maintenance and Operations projects in Section 4, to include the I-565 interchange at Zierdt Road, as well as the 231 Access Management Project for Huntsville.

Ms. Kling stated that for Section 5, the Highway Project Evaluation section, they had identified Environmental and Land Use Factors of the Zierdt Road/Kellner Road Corridor, with the preliminary challenges being identified as being topography and flood plain issues that would be addressed during the engineering design of the project.

Ms. Kling stated that Section 7, the Bike/Pedestrian/Greenway Element of the plan, had been updated, as well. She stated that, as the MPO members were aware, the Federal policy was to add bike and pedestrian access to all federally funded road projects, with the exception of extreme circumstances. She stated that the Jeff Road project, which was added as an ATRIP project, would continue to have bike lanes and sidewalk facilities required by the policy. She stated that these improvements were originally indicated in the Long Range Transportation Plan, and the Jeff Road Corridor would still have bike and pedestrian access, as planned. She stated that for the Zierdt Road/Kellner Road Corridor, sidewalks would be constructed, and it would also have "Share the Road" signs installed along the corridor for bike access. She continued that this signage would continue to the currently existing Kellner Road.

Ms. Kling stated that the map being displayed showed the addition of the Kellner Road bike and pedestrian access.

Ms. Kling stated that for Section 8, Congestion Management, Safety Management, and Security Element, the list of Maintenance and Operations Projects addressing Congestion Management and Safety Management was amended to add the US 231 Access Management project.

Ms. Kling stated that in Section 10, the Financial Plan Element, they had updated two of the tables. She continued that Table 10.3 indicated projects for which there was

anticipated funding based upon historic allocations or through other funding sources, such as grants. She continued that they had added ATRIP projects funded under Surface Transportation Any Area money, with the locals paying the matching funds, specifically the Jeff Road Corridor and the Zierdt Road/Kellner Road Corridor. She stated that both of these projects were listed for construction in FY 2015, which she noted was the ALDOT-imposed schedule for ATRIP projects. She stated that they had also added the US 231 Access Management Project, with a construction date of FY 2017, and that they had only shown the 80 percent Federal amount.

Ms. Kling stated that the cost of projects for that specific category of funds for a 25-year period totaled more than \$107.7 million.

Ms. Kling stated that they had also modified Table 10.4 to show an unfunded, visionary project, of the I-565 interchange near Zierdt Road, for \$35.9 million. She stated that they had received word from ALDOT and the Federal Highway Administration that they would require a letter indicating how this project would be funded by the project sponsor, and that, also, FHWA and ALDOT would require an updated Interchange Justification Study to be performed for that corridor. She stated that they had also made other financial changes, to the Bike and Pedestrian Financial Tables, which was to increase the amount of money for the "Share the Road" signs, to \$52.4 million. She stated that this included added signage worth \$400,000 to be

added to the Kellner Road Extension from Wall-Triana to the beginning of the Kellner Road/Zierdt Road Extension.

Ms. Kling stated that the Citizens Advisory Committee had met on the prior Monday and that they had requested that bike lanes be constructed on the Zierdt Road/Kellner Road Extension due to connectivity issues, and that they also wanted the engineers to look at greenway access for further connectivity to the entire area.

Mayor Battle asked Ms. Kling what would happen if it would cost more to build the roads than was included in the budget they had at this time.

Ms. Kling stated that, typically, the project sponsor would have to pay for the overruns. She continued that it would depend upon what the agreement was between the State and the project sponsor as to how overruns would be handled.

Chairman Strong asked if there was any further discussion.

There was no response.

Chairman Strong called for the vote on Resolution No. 9-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda concerned the Urbanized Area Map and Functional Classification Map.

Mayor Trulock read and introduced a resolution adopting the Adjusted Urban Area Boundaries, Study Area Boundaries and Map, and the Functionally Classified Map, as prepared and presented, as follows:

(RESOLUTION NO. 10-14)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong stated that the floor was open.

Mr. James Moore of the MPO staff stated that this resolution would update the current Urbanized Area Boundaries for the Huntsville MPO, which he noted covered all of Madison County and parts of Limestone County. He stated that based on the 2010 US Census, the area had expanded out to Hazel Green, and west toward Limestone County, out to Browns Ferry Road and I-65, and south to the river. He stated that ALDOT and the Federal Highway Administration had both agreed with the boundaries and had approved these changes.

Mayor Battle asked if it was correct that it was the 2010 US Census.

Mr. Moore replied in the affirmative.

Chairman Strong called for the vote on Resolution No. 10-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY 2012-2015 TIP to add funds for Additional Lanes SR-2 (US 72) from County Line Road to Providence Main Road in the city limits of Huntsville, Project No. 100061845, Right-of-way, at a total cost of



\$9,306,000, with a cost distribution of Federal funds, \$7,444,800, and State funds, \$1,861,200, in FY 2015, as follows:

(RESOLUTION NO. 11-14)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Craig.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this project was a "Restore Our Roads" project that was sponsored by the State of Alabama and the City of Huntsville, noting that the City of Huntsville and the State would be splitting the cost of this project on a 50/50 basis. She stated that the preliminary engineering design for the project had been approved at the prior MPO meeting and that this action would allow for the right-of-way acquisition to be programmed in the TIP for FY 2015. She continued that the total cost of the project was \$9,306,000, for right-of-way, and that the scheduled date was FY 2015. She stated that the cost was shown on the resolution as an 80/20 split between Federal and State, but that the City of Huntsville had agreed with the State to pay half of the total cost.

Mayor Battle stated to Mayor Trulock that he might want to point out that this tied into Madison's ATRIP-funded project on Highway 72.

Mayor Trulock stated that that was correct.

Chairman Strong called for the vote on Resolution

No. 11-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Craig read and introduced a resolution amending the Surface Transportation Other Program Section in the adopted FY 2012-2015 TIP to add funds for additional lanes on US 72 from Balch Road to Hughes Road, Project No. 100061224, Construction, at a total cost of \$6,567,000, with a cost distribution of Federal, \$4,399,890 and City of Madison, \$2,167,110, for FY 2015, as follows:

(RESOLUTION NO. 12-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the above resolution would add an ATRIP project for the City of Madison for improvements on US 72 from Balch Road to Hughes Road. She stated that the construction cost was \$6,567,000, with the Federal amount being \$4.39 million and the City of Madison contributing \$2.167 million. She stated that this project would basically increase the road's cross section to a six-lane divided highway and add left-turn lanes to all median crossings. She stated that, additionally, there would be select median crossings to be closed or modified to restrict use. She stated that the scheduled bid date was FY 2015. She stated that, as had been stated by Mayor Battle and Mayor Trulock, this project

complemented the City of Huntsville project that had just been approved.

Chairman Strong stated that he had a point of clarification, noting that he was aware that the ATRIP projects were funding a large section of US Highway 72 West. He stated that he would like to compliment the State for combining these to make this project move forward even smoother. He continued that he was also aware that in the prior few weeks, there had been 25 to 35 surveyors on this project. He stated that in the ATRIP project, the City of Huntsville would assume the project from Balch Road to the Madison-Limestone County line, and the City of Madison would assume the project from Balch to Hughes, and then the City of Huntsville would be responsible for the matching from Hughes Road to Providence Main. He stated that he just wanted to be sure there was no confusion concerning this.

Chairman Strong called for the vote on Resolution No. 12-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Craig read and introduced a resolution amending the Surface Transportation Other Program Section in the adopted FY 2012-2015 TIP to add funds for Winchester Road, additional lanes from Naugher Road to Riverton Road, Project No. 100061457, Construction, at a total cost of \$9,357,062, with a cost distribution of Federal, \$6,269,232, and Madison County,

\$3,087,830, for FY 2015, as follows:

(RESOLUTION NO. 13-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Trulock.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would add an ATRIP project for Madison County for improvements on Winchester Road from Naugher Road to Riverton Road. She stated that the County had received ATRIP funding in the past to complete a bridge on Winchester Road at the Flint River and also to widen Winchester Road from the Flint River to Bell Factory Road and that this project from Naugher Road to Riverton Road would complete this final phase of Winchester Road work in the county. She stated that the total cost for this project was \$9.3 million, with the Federal amount being approximately \$6.2 million and the County's share being approximately \$3 million. She stated that the scheduled bid date was December 2015.

Ms. Kling stated that the Citizens Advisory Committee had had some comments concerning traffic management during construction, especially the bridge construction at the Flint River and Winchester Road. She stated that after conversation with Mr. Ceci on the prior day, this had been somewhat resolved. She asked Mr. Ceci if that was correct.

Mr. Joey Ceci appeared before the MPO, stating that he was with the Madison County Commission, as Director of Commerce,

Transportation, and Legislative Affairs. He stated that the plan for the Flint River bridge would be to build the two new lanes and shift the traffic off the old bridge onto the new two-lane, take the old bridge down, and then build the additional two lanes. He stated that then the traffic would continue, that there would be a detour, but at the same location, that it would not be a detour around the location. He stated that once the project was commenced, it would take approximately 320 days for completion.

Chairman Strong asked if there was any further discussion on this matter.

There was no response.

Chairman Strong called for the vote on Resolution No. 13-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Trulock read and introduced a resolution amending the Surface Transportation Attributable Projects Section in the adopted FY 2012-2015 TIP to add funds for preliminary engineering and amending the Surface Transportation Other Program Section in the adopted FY 2012-2015 TIP to add funds for the Zierdt Road/Kellner Road Corridor from Kellner Road to Zierdt Road, Project No. to be assigned, Preliminary Engineering, at a total cost of \$850,000, with a cost distribution of Federal, \$680,000, City of Madison, \$170,000, for FY 2014; and Project No. 100061239, Construction, at a

total cost of \$12,000,000, with a cost distribution of Federal, \$8,040,000, and City of Madison, \$3,960,000, for FY 2015, as follows:

(RESOLUTION NO. 14-14)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the above resolution would add an ATRIP project to the TIP for the City of Madison for the engineering design and construction of the Zierdt Road/Kellner Road Corridor. She stated that the project would establish a new east-west urban collector road that would connect Zierdt Road and the Wall-Triana Highway. She stated that this new road was to be constructed south of I-565 and that it would open up more than 400 acres of commercial property for development. She stated that the City of Madison had requested that funding for preliminary engineering design be added to the TIP for FY 2014, using Surface Transportation Attributable monies. She stated that the total cost for engineering design was estimated to be \$850,000, with the Federal share being \$680,000 and the City of Madison share being \$170,000.

Ms. Kling stated that the construction of the project was to be paid for with ATRIP funds, with the total cost of construction being \$12 million. She stated that the Federal amount would be \$8,040,000 and the local matching funds \$3.96 million. She continued that the State had programmed the

construction of this project for FY 2015.

Chairman Strong asked if there was any further discussion on the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 14-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Craig read and introduced a resolution amending the Surface Transportation Other Program Section in the adopted FY 2012-2015 TIP to add funds for Winchester Road, additional lanes from Dominion Circle to Naugher Road, Project No. 100061222, Construction, at a total cost of \$15,500,000, with a cost distribution of Federal, \$10,385,000, and City of Huntsville, \$5,115,000, for FY 2015, as follows:

(RESOLUTION NO. 15-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the project in the above resolution was originally programmed to be funded using MPO directed monies. She continued that improvements to this road involved widening Winchester Road to a five-lane curb-and-gutter roadway and the accommodation of bicycle and pedestrian traffic with the addition of four-foot bicycle lanes and five-foot sidewalks on both sides. She stated that this project would allow the

widening of Winchester Road to be completed all the way to Bell Factory Road. She stated that the total cost of construction was \$15.5 million, with the Federal amount being \$10,385,000 and the Huntsville match being \$5,115,000. She continued that the scheduled bid date for the project was FY 2015.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 15-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program and Comprehensive Project Management System.

Mayor Craig read and introduced a resolution amending the adopted FY 2012-2013 TIP to include the construction of Zierdt Road from Martin Road to Madison Boulevard in the Surface Transportation Other Program Section and the Surface Transportation Attributable Program Section for Fiscal Years 2014 and 2015, and to schedule the project in the State's Comprehensive Project Management System in Fiscal Year 2016, in phases: Project No. 100062033, Construction, ATRIP Funds, Zierdt Road northbound lanes from north of Martin Road to south of Madison Boulevard, at a total cost of \$8,300,000, with a cost distribution of Federal, \$5,561,000, City of Huntsville, \$2,739,000, for Fiscal Year 2014; Project No. 100062034,



Construction, ATRIP Funds, Additional Lanes and Intersection Improvements at Zierdt Road and Martin Road, at a total cost of \$5,000,000, with a cost distribution of Federal, \$3,350,000, City of Huntsville, \$1,650,000, for Fiscal Year 2015; Project No. 100062035, Construction, ATRIP Funds, Additional Lanes and Intersection Improvements at Zierdt Road and Madison Boulevard, at a total cost of \$2,500,000, with a cost distribution of Federal, \$1,675,000, City of Huntsville, \$825,000, for Fiscal Year 2015; Project No. 100062037, Construction, Zierdt Road southbound lanes and greenway from north of Martin Road to south of Madison Boulevard, at a total cost of \$9,300,000, with a cost distribution of Federal, \$1,139,000, City of Huntsville, \$561,000, and Project No. 100062037, Construction, STP Attributable Funds, with a cost distribution of Federal, \$6,080,000, and City of Huntsville, \$1,520,000, for Fiscal Year 2016, as follows:

(RESOLUTION NO. 16-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Ms. Kling stated that the City of Huntsville had received an ATRIP grant to pay for a portion of the Zierdt Road construction project that was already approved in the TIP. She continued that this project would be funded using a mixture of ATRIP funds and Surface Transportation Attributable Funds, or MPO money. She stated that the total ATRIP grant received was \$17 million. She continued that this would supplement the

remaining \$7.6 million that was already programmed for the corridor. She stated that due to the complexity of this project, it had been broken down into four different phases. She stated that the first phase was the Zierdt Road northbound lanes from Martin Road to Madison Boulevard, and that this was scheduled for FY 2014, at a total cost of \$8.3 million, to be funded with ATRIP monies. She stated that the intersection improvements at Zierdt Road and Martin Road were scheduled for FY 2015, with the ATRIP funded portion being \$5 million. She stated that intersection improvements at Zierdt Road and Madison Boulevard were scheduled for FY 2015, as well, and that the total cost of this phase would be \$2.5 million, to be funded with ATRIP funds. She stated that the Zierdt Road southbound lanes and the greenway from Martin Road to Madison Boulevard was scheduled for FY 2016. She continued that this phase would use two different funding sources, that it would incorporate ATRIP funds and Surface Transportation Attributable Funds, at a total cost of \$9.3 million.

Ms. Kling stated that Federal funds from all sources committed to this project equaled \$17.8 million, with the local match to be paid by the City of Huntsville and City of Madison in the amount of approximately \$7.3 million.

Ms. Kling stated that the Citizens Committee had made the comment that they would like for the greenway to be on the north side of the road rather than the south side, but noted that this had been addressed extensively during the engineering

design of the project, and that the Federal Highway Administration and everyone were in agreement that it should be constructed on the side on which it was presently being constructed.

Chairman Strong asked if there was any further discussion on the above resolution.

Mayor Battle stated that he had noticed in Resolution 16-14 that it had the City of Huntsville paying the maximum share, and not the City of Madison. He asked if there was not a one-third/two-third split on that.

Mr. Gary Chynoweth, City of Madison Engineering Department, stated that the City of Madison had an existing agreement with the City of Huntsville that the City of Madison would pay one-fourth of whatever the local match would be.

Mayor Battle thanked Mr. Chynoweth for his comments, noting that this was not reflected in the resolution and that he had wanted to make sure this was clarified.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 16-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program and Comprehensive Project Management System.

Mayor Trulock read and introduced a resolution amending

the Surface Transportation Other Program Section in the adopted FY 2012-2015 TIP to add funds for the construction of Jeff Road (CR-19), Additional Lanes from CR-28 (Capshaw Road) to Douglass Road, Project No. 100061458, Construction, at a total cost of \$13,500,000, with a cost distribution of Federal, \$9,045,000, Madison County, \$4,455,000, for Fiscal Year 2015, as follows:

(RESOLUTION NO. 17-14)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would add ATRIP funding for improvements to the Jeff Road Corridor for Madison County in FY 2015. She stated that this would be from Capshaw Road to Douglass Road, and that the total cost for the project was \$13,500,000, with the Federal amount being \$9,045,000 and the County's share being \$4,455,000.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 17-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mr. Olshefski read and introduced a resolution amending the adopted FY 2012-2015 TIP to include in the Surface Transportation Other Program Section additional lanes on

East Limestone Road from Elkins Road to East Limestone School, Project No. 100061939, Preliminary Engineering, at a total cost of \$36,355, with a cost distribution of Federal, \$29,084, and Limestone County, \$7,271, for FY 2014, and Project No. 100061945, Construction, at a total cost of \$184,000, with a cost distribution of Federal, \$147,200, and Limestone County, \$36,800, for FY 2015, as follows:

(RESOLUTION NO. 18-14)

Mr. Olshefski moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution approved funding for this project for Limestone County, noting that the project was within the Huntsville MPO Study Area. She stated that this project widened East Limestone Road from Elkins Road north 500 feet to the south entrance of East Limestone School, by extending an existing left-turn lane by 500 feet, to alleviate traffic congestion during peak hours. She stated that the preliminary engineering design was being paid for with Surface Transportation Other Funds and the construction portion of the project was being paid for with ATRIP monies. She stated that the total cost of engineering design was \$36,355, and the total construction cost of the project was \$184,000. She stated that Limestone County would be paying the match for this.

Chairman Strong asked Ms. Kling if it was correct that Limestone County did not take matching funds from the MPO.

Ms. Kling replied in the affirmative.

Chairman Strong called for the vote on Resolution No. 18-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Battle read and introduced a resolution amending the adopted FY 2012-2015 TIP to include the following project in the Surface Transportation Other Program Section: Intersection Improvements at the intersection of East Limestone Road and Capshaw Road, Project No. 100061862, Construction, at a total cost of \$609,000, with a cost distribution of Federal, \$487,200, and Limestone County, \$121,800, for FY 2015, as follows:

(RESOLUTION NO. 19-14)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Olshefski.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would approve ATRIP funding for this project for Limestone County, which she noted was located within the Huntsville MPO Study Area. She stated that this project involved widening all approaches to the intersection and the installation of a traffic signal. She stated that the total cost of the project was estimated to be \$609,000, with the Federal amount being \$487,200 and the Limestone County amount being \$121,800. She continued that the scheduled bid date was 2015.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 19-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Craig read and introduced a resolution amending the adopted FY 2012-2015 TIP to include the following project in the Surface Transportation Other Program Section: Bridge Replacement on Thach Road over an unnamed branch (BIN #4132), Project No. 100061859, Construction, at a total cost of \$289,000, with a cost distribution of Federal, \$231,200, and Limestone County, \$57,800, for FY 2015, as follows:

(RESOLUTION NO. 20-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would approve ATRIP funding for replacing a bridge on Thach Road in Limestone County, which was also in the Huntsville MPO Study Area. She stated that the total cost of the project was estimated to be \$289,000, with Limestone County paying a match of \$57,800. She continued that the scheduled bid date for this was FY 2015.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 20-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Trulock read and introduced a resolution amending the Transportation Alternatives Section in the adopted FY 2012-2015 TIP to add funds for Madison Downtown Streetscape-Phase III, along Martin Street between Sullivan Street and one block east of Garner Street and along Garner Street from Martin Street to one block south of Martin Street in the city of Madison, Project No. 100061724, Construction, at a total cost of \$373,106, with a cost distribution of Federal Funds, \$298,485, City of Madison Funds, \$74,621, for FY 2015, as follows:

(RESOLUTION NO. 21-14)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Olshefski.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the City of Madison had applied for Transportation Alternatives Program Funding for the third phase of a streetscape project for Downtown Madison and had been awarded \$298,485 in Federal funds. She continued that the City of Madison was matching the project in the amount of \$74,621, bringing the total project cost to \$373,000. She stated that the proposed project would be constructed along Martin Street



from Sullivan Street to one block east of Garner Street, and that it would also include an existing public parking area at the corner of Martin Street and Garner Street, and the creation of additional parking at the southwest corner of Martin and Garner. She continued that the project would also consist of new sidewalks with brick pavers, as well as modifications for improved pedestrian access to Main Street and future business frontage. She continued that it would also include decorative lighting, drainage improvements, and landscaping. She stated that they were hoping to have the project bid in 2015.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 21-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mayor Craig read and introduced a resolution amending the Transit Program Section in the adopted FY 2012-2015 TIP to add funds for the following project: Section 5310 Transit Huntsville-Madison County Mental Health Vehicle, Project No. 100062029, at a total cost of \$42,285, with a cost distribution of Federal Funds, \$33,828, Mental Health Funds, \$8,457, for FY 2014, as follows:

(RESOLUTION NO. 22-14)

Mayor Craig moved for approval of the foregoing

resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the Mental Health Center had received a Transit grant for the acquisition of a 15-passenger vehicle for the transportation of its clients. She continued that this vehicle would replace an older vehicle owned by the Center. She stated that the total cost was \$42,285, with the Federal amount being \$33,828, and the Mental Health Center paying an \$8,457 match. She stated that this vehicle would allow the Mental Health Center to continue to transport its clients and would alleviate the need for Huntsville Public Transit to provide such services.

Ms. Kling stated that Ms. Kari Eldridge of the Mental Health Center was present in the audience if there were any questions concerning this matter.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 22-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Transportation Improvement Program.

Mr. Olshefski read and introduced a resolution amending the Surface Transportation Attributable Program Project Section in the adopted FY 2012-2015 TIP to provide for additional preliminary engineering funds for the following project:

Blake Bottom Road Overpass at SR-255 (Research Park Boulevard), Project No. 100009060, at a total cost of \$712,500, with a cost distribution of Federal, \$570,000; and Madison County, \$142,500, as follows:

(RESOLUTION NO. 23-14)

Mr. Olshefski moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the Blake Bottom Road Overpass Project was an ATRIP project, and that it was currently undergoing engineering design. She stated that Surface Transportation Attributable funds, or MPO dedicated monies, were made available in the amount of \$400,000 and were authorized for this phase in November of 2012, but that the amount allocated needed to be increased so that the project could continue to progress. She stated that the County had requested that the preliminary engineering design be increased by \$312,500, bringing the total amount of engineering design to be \$712,500, with the Federal amount being \$570,000, and Madison County paying \$142,500.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 23-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda

was concerning the Transportation Improvement Program and Comprehensive Project Management System.

Mayor Craig read and introduced a resolution amending the Surface Transportation Attributable Program Project Section in the Adopted FY 2012-2015 TIP to add State Support Services for preliminary engineering design, Old Highway 431 Bridge Replacements, and to program the construction of the same project in the State's Comprehensive Project Management System to add funds for the project, Project No. to be assigned, Preliminary Engineering, at a total cost of \$128,000, with a cost distribution of Federal, \$102,400, and Madison County, \$25,600, for FY 2015; and Project No. to be assigned, Construction, at a total cost of \$8,490,000, with a cost distribution of Federal, \$6,792,000, and Madison County, \$1,698,000, for FY 2018, as follows:

(RESOLUTION NO. 24-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Trulock.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that in accordance with State Legislation, Madison County was to receive from TVA in-lieu-of-taxes money for the 2014 and 2015 tax year to make improvements specifically to bridges on Old Highway 431. She stated that they would be using these TVA funds to pay for preliminary engineering design, right-of-way acquisition, utility relocation, and possibly for a bit of construction if

there were any funds remaining. She stated that since the TVA funds might be available starting in 2015, Madison County had requested that Surface Transportation Attributable Funds, or MPO dedicated money, be allocated in FY 2015 for the State to charge for plan review. She stated that the cost for the State Support Services was estimated to be approximately \$128,000. She stated that the project cost was being split 80/20 between Federal funds and the County. She stated that, additionally, the County wished to add the construction of these projects to the State's future project schedule, to allocate future funding in FY 2018 in the amount of \$8,490,000, with the Federal share being \$6,792,000, and the County amount being \$1,698,000.

Ms. Kling stated that at the Citizens Advisory Committee meeting they had made comments concerning this and were very excited to see this project.

Chairman Strong stated that it would perhaps take care of some flooding issues and that it would also open up some more greenway, hiking and bike paths, in that area along that road that was heavily traveled, not only by cars but by bicyclists.

Chairman Strong asked if there was any further discussion on the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 24-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Comprehensive Project Management System.

Mr. Olshefski read and introduced a resolution requesting that the project Jeff Road from Douglass Road to Alabama Highway 53 be added to the Comprehensive Project Management System and requesting that the Alabama Department of Transportation program future funds within the Surface Transportation Attributable Program Project Section of the Comprehensive Project Management System for the project, further described as Project No. to be assigned, Preliminary Engineering, at a total cost of \$1,000,000, with a cost distribution of Federal, \$800,000, and Madison County, \$200,000, for FY 2020; Project No. to be assigned, Right-of-way, at a total cost of \$2,250,000, with a cost distribution of Federal, \$1,800,000, and Madison County, \$450,000, for FY 2022; Project No. to be assigned, Utility Relocation, at a total cost of \$1,200,000, with a cost distribution of Federal, \$960,000, and Madison County, \$240,000, for FY 2024; and Project No. to be assigned, Construction, at a total cost of \$21,250,000, with a cost distribution of Federal, \$17,000,000, and Madison County, \$4,250,000, for FY 2025, as follows:

(RESOLUTION NO. 25-14)

Mr. Olshefski moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that Madison County had received ATRIP funds for the phase of Jeff Road from Capshaw Road to

Douglass Road, but the project that was added to the TIP for approval in October 2012 was Jeff Road from Capshaw Road to Alabama Highway 53. She stated that since the project had been divided into two separate projects, there was a need to rename the other phase of the project, from Douglass Road to Alabama Highway 53, and add that to the State's Future Schedule for Construction. She stated that the funding source of this project was still the MPO dedicated money. She stated that they did want to add the preliminary engineering design, in the amount of \$1,000,000, and program this for FY 2020. She stated that the right-of-way, in the amount of \$2,250,000, was to be programmed for FY 2022. She continued that Utility Relocation, in the amount of \$1,200,000, was to be programmed for FY 2024, and Construction, in the amount of \$21,250,000, to be programmed for FY 2025. She stated that all these phases were split 80/20 between Federal and Madison County funds.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 25-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was concerning the Comprehensive Project Management System.

Mayor Craig read and introduced a resolution requesting that the Blake Bottom Road, Winchester Road, and Hobbs Island Road project allocations originally intended to be funded

through the Surface Transportation Attributable Project Program be applied to the Northern Bypass Project, from US 231/431 to Winchester Road, and requesting the Alabama Department of Transportation Staff to make the following adjustments in their Comprehensive Project Management System Program: Deleting Project Nos. 100009059, 100057153, 100009200, 100040796, 100049498, 100040800, 100040801, 100040802, and adding the following project: Northern Bypass from US 231/431 to Winchester Road, Project No. to be assigned, Preliminary Engineering, at a total cost of \$625,000, with a cost distribution of Federal, \$500,000, and Huntsville City/Madison Co., \$125,000, for FY 2024; and Project No. to be assigned, Right-of-way, at a total cost of \$1,900,000, with a cost distribution of Federal, \$1,520,000, and Huntsville City/Madison Co., \$380,000, for FY 2025; Project No. to be assigned, Utility Relocation, at a total cost of \$1,882,000, with a cost distribution of Federal \$1,505,600, and Huntsville City/Madison Co., \$376,400, for FY 2026; and Project No. to be assigned, Construction, at a total cost of \$25,794,825, with a cost distribution of Federal, \$20,635,860, and Huntsville City/Madison Co., \$5,158,965, as follows:

(RESOLUTION NO. 26-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Olshefski.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution amended future



planned Surface Transportation Attributable Program Projects to delete duplicative funding entities due to ATRIP funded projects, and to reprogram these funds toward the Northern Bypass from Memorial Parkway to Winchester Road in the State's Comprehensive Project Management System.

Ms. Kling stated that before ATRIP funding was a reality, the City of Huntsville and Madison County had programmed projects such as Jeff Road, Winchester Road in Huntsville and the County, and Blake Bottom Road to be constructed with MPO dedicated monies. She continued that since the City of Huntsville and Madison County had received ATRIP funds for these projects in their jurisdictions and the source of funds was different from what was originally scheduled, they wished to apply the Surface Transportation Attributable Funds, or the MPO dedicated monies, that were originally intended for these projects to the Northern Bypass from Memorial Parkway to Winchester Road. She stated that, additionally, the City of Huntsville wanted to delete a future project that was listed in the State schedule, which was Hobbs Island Road from US 231 to Parsons Drive, and apply those funds to the Northern Bypass, as well.

Ms. Kling stated that the projects to be deleted from the local MPO funding sources were the construction of the Blake Bottom Road Overpass at Research Park Boulevard; utility relocation and construction on Winchester Road from Naugher Road to Bell Factory Road; the clearing and grubbing and

construction of Winchester Road from Dominion Circle to Naugher Road; and the engineering design, right-of-way acquisition, and construction of Hobbs Island Road from US 231 to Parsons Drive.

Ms. Kling stated that previously programmed amounts in the State's schedule for the ATRIP projects and the Hobbs Island Road Project had made available more than \$23.7 million for future years for this Northern Bypass phase. She stated that the total cost for the Northern Bypass stretch was estimated to be more than \$30.2 million, noting that this would require an additional \$6.4 million of MPO future funds to be programmed for completion. She stated that this resolution allowed for the programming of funds for the Northern Bypass, for engineering design, for basically a re-look at the environmental assessment, which she noted was occurring at this time, for FY 2024, in the amount of \$625,000. She continued that they wanted to program the right-of-way for FY 2025, in the amount of \$1.9 million. She stated that utility relocation, in the amount of \$1,882,000, was scheduled for FY 2026, and that Construction, in the amount of \$25,794,825, was scheduled for FY 2027.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 26-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda

was concerning the Comprehensive Project Management System.

Mr. Olshefski read and introduced a resolution stating that the City of Huntsville and Madison County wished to add the following project to the Comprehensive Project Management System: Slaughter Road from Alabama Highway 20 to Old Madison Pike; and requesting the Alabama Department of Transportation to program future funds within the Surface Transportation Attributable Program Project Section of the Comprehensive Project Management System for the project, further described as Project No. to be assigned, Preliminary Engineering, at a total cost of \$715,000, with a cost distribution of Federal, \$572,000, and Local, \$143,000, for FY 2019; Project No. to be assigned, Right-of-way, at a total cost of \$1,055,000, with a cost distribution of Federal, \$844,000, and Local, \$211,000, for FY 2020; Project No. to be assigned, Utility Relocation, at a total cost of \$1,430,000, with a cost distribution of Federal, \$1,144,000, and Local, \$286,000, for FY 2021; and Project No. to be assigned, Construction, at a total cost of \$11 million, with a cost distribution of Federal, \$8,800,000, and Local, \$2,200,000, for FY 2022, as follows:

(RESOLUTION NO. 27-14)

Mr. Olshefski moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution programmed future

MPO dedicated funds for the improvement of Slaughter Road. She stated that this corridor was listed in the Year 2035 Transportation Plan as a future project to be funded as monies were available. She stated that while this resolution did not add the project to the TIP, it at least got the project officially programmed for future years in the State's schedule. She stated that the MPO staff, as well as the MPO, believed that this was a good project to further pursue with MPO dedicated funds because the road impacted traffic flow for residents of Huntsville, the City of Madison, and Madison County, as well as for the City of Triana.

Ms. Kling stated that several years prior, the City of Huntsville had used its Capital Budget to perform a conceptual layout of the Slaughter Road Project from Highway 20 to Old Madison Pike, and that it had progressed to an approximate 30 percent design phase. She continued that this resolution would pick up this work and would program preliminary engineering in FY 2019, in the amount of \$715,000. She continued that right-of-way was programmed for FY 2020, in the amount of \$1,055,000; utility relocation was programmed for FY 2021, in the amount of \$1,430,000; and construction was programmed for FY 2022, in a total amount of \$11 million.

Ms. Kling stated that the Citizens Advisory Committee had also requested that bike lanes be constructed for this project. She continued that these were already included in the Long Range Transportation Plan for construction.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 27-14, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was Status of Year 2040 Transportation Plan Update.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that as was mentioned at the prior MPO meeting, the final approved Year 2040 Transportation Plan would be due to the Federal Highway Administration by March 2015. She stated that they hoped to have a draft to be approved later in the current year. Ms. Kling stated that as of this time, they had contacted all the jurisdictions to ask for their list of projects to be added or deleted. She continued that they were still awaiting some information and that they would resume making contacts on the following day to get some additional information from other jurisdictions. She stated that preliminary work was occurring at this time.

Ms. Kling stated that if there were questions concerning this plan update, persons should feel free to call their office, contacting either Dennis Madsen, herself, or James Moore, and they would be happy to answer any questions persons might have concerning this.

Chairman Strong stated that the next item on the agenda was Public Comment. He asked if anyone in the audience would

like to comment at this time.

There was no response.

Chairman Strong stated that the next item on the agenda was Other Business. He asked if there was any other business to come before the MPO.

There was no response.

Chairman Strong asked if any of the MPO members had any comments.

Mayor Battle stated that it appeared that they had spent approximately \$150 million on this day and stated to Mr. Harris that it appeared that most of it wanted to be started in 2015. He continued that that was pretty aggressive. He asked if at some point it would be realistic to look at how quickly all this could be pulled together, the engineering and actual estimates of cost of all of the above.

Mr. Harris stated that he was sure that was the case and that it would take its normal, routine path.

Mayor Battle asked if it was correct that they would not be looking at all these projects commencing in 2015.

Mr. Harris stated that that was very optimistic.

Mayor Trulock stated that they certainly appreciated all the support from the State, that they were doing well in North Alabama and they appreciated it.

Chairman Strong stated that he wanted to thank Ms. Kling and the entire staff. He stated that this had been an extremely busy four to six weeks, or eight weeks, preparing the

agenda, and adopting all these ATRIP projects. He stated that the ATRIP process had been a good one, that it had been hard. He continued that he believed Madison County, the City of Huntsville, and the City of Madison, and all six cities in Madison County were the beneficiaries of all of this hard work.

Chairman Strong stated that with no further business to come before the MPO, the meeting was adjourned.

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Chairman,  
Metropolitan Planning Organization

ATTEST:

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Secretary,  
Metropolitan Planning Organization