

PROCEEDINGS OF THE TECHNICAL COORDINATING COMMITTEE

Wednesday, April 23, 2014

A regular meeting of the Technical Coordinating Committee was held on Wednesday April 23, 2014 at 3:00 pm on the 1st floor of the Administration Building located at 308 Fountain Circle.

MEMBERS PRESENT: Richard Grace-Madison County Engineering
Tommy Brown-City of Huntsville Transportation
Kathy Martin-City of Huntsville Engineering
Lynn Majors-City of Huntsville Engineering
Gary Chynoweth-City of Madison
Amy Bell-City of Madison
Les Hopson – Alabama Department of Transportation
Allen Teague – Alabama Department of Transportation

STAFF PRESENT: Ms. Tanjie Kling
Mr. James Moore
Ms. Connie Graham
Mrs. Tracy Meshberg
Mr. James Vandiver
Ms. Jordan

The meeting was called to order by Ms. Graham. Upon call for the adoption of minutes from January 15, 2014, Mr. Brown made a motion to adopt the minutes. The motion was seconded by Mr. Grace and approved by all.

Ms. Graham stated that the next item on the agenda was **Resolution 9-14 to amend the Year 2035 Transportation Plan to add projects for the City of Madison and City of Huntsville.** She asked Ms. Kling for an explanation of the item.

Ms. Kling stated that Year 2035 Transportation Plan is proposed to be amended 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.

Ms. Kling made a PowerPoint presentation along with her comments. She stated that the above resolution would add the mentioned projects to the Year 2035 Transportation Plan.

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's 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, notably that Jeff Road from Capshaw Road to Douglass Road was being shown as a funded project. She stated that the map included 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 Access Management Project for the City of Huntsville. 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 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, two tables were updated. 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.

Mr. Brown made a motion to recommend approval of Resolution 9-14; which was duly seconded by Mr. Majors and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 10-14, to amend the Urbanized Area Map and Study Area Boundaries & Functional Classification Map for the Huntsville Area Transportation Study**. She asked Mr. Moore for an explanation of the item.

Mr. Moore 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, 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.

Ms. Bell made a motion to recommend approval of Resolution 10-14; which was duly seconded by Mr. Grace and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 11-14, to amend the Other Surface Transportation Program Project 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.** She asked Ms. Kling for an explanation of the item.

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. Ms. Kling noted 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.

Mr. Majors made a motion to recommend approval of Resolution 11-14; which was duly seconded by Mr. Brown and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 12-14, to amend the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add ATRIP funds for Additional Lanes on US 72 from Balch Road to Hughes Road for the City of Madison.** Ms. Graham asked Ms. Kling for an explanation of the item.

Mr. Kling stated that this action would amend the FY 2012-2015 TIP to add ATRIP funds in fiscal year 2015 for additional lanes on US 72 from Balch Road to Hughes Road for the City of Madison. 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 this project complemented the City of Huntsville project that had just been approved.

Mr. Chynoweth made a motion to recommend approval of Resolution 12-14; which was duly seconded by Ms. Bell and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 13-14, to amend the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add ATRIP funds for Winchester Road, Additional Lanes from Naugher Road to**

Riverton Road for Madison County. Ms. Graham asked Ms. Kling for an explanation of the item.

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. She continued 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.

Mr. Grace made a motion to recommend approval of Resolution 13-14; which was duly seconded by Mr. Chynoweth and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 14-14, to amend the Surface Transportation Attributable Project Section and Other Surface Transportation Program Project Section (ATRIP) in the adopted FY 2012-2015 TIP to add funds for Zierdt Road/Kellner Road Corridor from Kellner Road to Zierdt Road (The Kellner Road Extension) for the City of Madison.** Ms. Graham asked Ms. Kling for an explanation for the item.

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 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.

Mr. Chynoweth made a motion to recommend approval of Resolution 14-14; which was duly seconded by Ms. Bell and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 15-14, to amend the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add ATRIP funds for Winchester Road, Additional Lanes from Dominion Circle to**

Naugher Road for the City of Huntsville. Ms. Graham asked Ms. Kling for an explanation of the item.

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 from Dominion Circle to Naugher 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 City of Huntsville match being \$5,115,000. She continued that the scheduled bid date for the project was FY 2015.

Mr. Majors made a motion to recommend approval of Resolution 15-14; which was duly seconded by Mr. Brown and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 16-14, to amend the Surface Transportation Attributable Project Section and Other Surface Transportation Program Project Section (ATRIP) in the adopted FY 2012-2015 TIP to add funds and program funds in the Comprehensive Project Management System for the project: Zierdt Road from Martin Road to Madison Boulevard for the City of Huntsville and City of Madison.** Ms. Graham asked Ms. Kling for an explanation of the item.

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 fiscal year 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 fiscal year 2015, with the ATRIP funded portion being \$5 million. She stated that intersection improvements at Zierdt Road and Madison Boulevard were scheduled for fiscal year 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 fiscal year 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.

Mr. Majors made a motion to recommend approval of Resolution 16-14; which was duly seconded by Mr. Chynoweth and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 17-14, to amend the Other Surface Transportation Program Project Section (ATRIP) in the adopted FY 2012-2015 TIP to add funds for the project: Jeff Road from Capshaw Road to Douglass Road for Madison County.** Ms. Graham asked Ms. Kling for an explanation of the item.

Ms. Kling stated that this resolution would add ATRIP funding for improvements to the Jeff Road Corridor for Madison County in fiscal year 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.

Mr. Grace made a motion to recommend approval of Resolution 17-14; which was duly seconded by Ms. Bell and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 18-14, to amend the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add ATRIP funds for Additional Lanes on East Limestone Road from Elkins Road to East Limestone School for Limestone County.** Ms. Graham asked Ms. Kling for an explanation of the item.

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.

Mr. Brown made a motion to recommend approval of Resolution 18-14; which was duly seconded by Ms. Bell and was carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 19-14, to amend the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add ATRIP funds for Intersection Improvements at the Intersection of East Limestone Road and Capshaw Road for Limestone County.** Ms. Graham asked Ms. Kling for an explanation of the item.

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.

Mr. Majors made a motion to recommend approval of Resolution 19-14; which was duly seconded by Mr. Brown and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 20-14, to amend the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add ATRIP funds for Bridge Replacement on Thach Road over an unnamed branch (BIN #4132) for Limestone County.** Ms. Graham asked Ms. Kling for an explanation of the item.

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 remarked 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 fiscal year 2015.

Mr. Brown made a motion to recommend approval of Resolution 20-14; which was duly seconded by Mr. Chynoweth and was carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 21-14, to amend the Transportation Improvement Program to add funds for Madison Downtown Streetscape-Phase III, in the City of Madison.** Ms. Graham asked Ms. Kling for an explanation of the item.

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.

Ms. Bell a motion to recommend approval of Resolution 21-14; which was duly seconded by Mr. Chynoweth and was carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 22-14, to amend the Transit Program Section in the adopted FY 2012-2015 TIP to add Capital Vehicle funds for**

the Huntsville-Madison County Mental Health Center. Ms. Graham asked Ms. Kling for an explanation of the item.

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.

Ms. Bell made a motion to recommend approval of Resolution 22-14; which was duly seconded by Mr. Chynoweth and was carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 23-14, to amend the Surface Transportation Attributable Project Section in the adopted FY 2012-2015 TIP to provide for additional preliminary engineering funds for the project: Blake Bottom Overpass at SR-255 (Research Park Boulevard) for Madison County.** Ms. Graham asked Ms. Kling for an explanation of the item.

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.

Mr. Grace made a motion to recommend approval of Resolution 23-14; which was duly seconded by Ms. Bell and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 24-14 to amend the Surface Transportation Attributable Project Section in the adopted FY 2012-2015 TIP to add funds and to program future funds in the Comprehensive Project Management System for the project: Old Highway 431 Bridges for Madison County.** Ms. Graham asked Ms. Kling for an explanation for the item.

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.

Mr. Grace made a motion to recommend approval of Resolution 24-14; which was duly seconded by Mr. Brown and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 25-14, to amend the Surface Transportation Attributable Project funding category to program future funds in the Comprehensive Project Management System for the project: Jeff Road from Douglass Road to Alabama Highway 53 for Madison County.** Ms. Graham asked Ms. Kling for an explanation of the item.

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 fiscal year 2020. She stated that the right-of-way, in the amount of \$2,250,000, was to be programmed for fiscal year 2022. She continued that Utility Relocation, in the amount of \$1,200,000, was to be programmed for fiscal year 2024, and Construction, in the amount of \$21,250,000, to be programmed for fiscal year 2025. She stated that all these phases were split 80/20 between Federal and Madison County funds.

Mr. Grace made a motion to recommend approval of this Resolution 25-14; which was duly seconded by Ms. Bell and carried unanimously.

Ms. Graham stated that next item on the agenda was **Resolution 26-14, to amend the Surface Transportation Attributable Project funding category to delete certain funds and to program future funds in the Comprehensive Project Management System for the project: Northern Bypass from US 231/431 to Winchester Road for the City of Huntsville and Madison County.** Ms. Graham asked Ms. Kling for an explanation of the item.

Ms. Kling stated that this resolution amended future planned Surface Transportation Attributable Program Projects to delete duplicative funding entries 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, 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 fiscal year 2024, in the amount of \$625,000. She continued that they wanted to program the right-of-way for fiscal year 2025, in the amount of \$1.9 million. She stated that utility relocation, in the amount of \$1,882,000, was scheduled for fiscal year 2026, and that construction, in the amount of \$25,794,825, was scheduled for fiscal year 2027.

Mr. Majors made a motion to recommend approval of Resolution 26-14; which was duly seconded by Mr. Brown and carried unanimously.

Ms. Graham stated that the next item on the agenda was **Resolution 27-14, to amend the Surface Transportation Attributable Project funding category to program future funds in the Comprehensive Project Management System for the project: Slaughter Road from Alabama Highway 20 to Old Madison Pike for the City of Huntsville and Madison County.** Ms. Graham asked Ms. Kling for an explanation of the item.

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 resume this work and would program preliminary engineering in fiscal year 2019, in the amount of \$715,000. She continued that right-of-way was programmed for fiscal year 2020, in the amount of \$1,055,000; utility relocation was programmed for fiscal year 2021, in the amount of \$1,430,000; and construction was programmed for fiscal year 2022, in a total amount of \$11 million.

Mr. Brown made a motion to recommend approval of Resolution 27-14; which was duly seconded by Ms. Bell and carried unanimously.

Ms. Graham stated that the next item on the agenda was the status of the **Year 2040 Transportation Plan** update. Ms. Graham asked Ms. Kling for an explanation of the item.

Ms. Kling stated that 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 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.

There being no further business to come before the Committee, the meeting was adjourned.