

## PROCEEDINGS OF THE CITIZENS ADVISORY COMMITTEE

**Monday, March 16, 2015**

A regular meeting of the Citizens Advisory Committee was held on Monday, March 16, 2015 at 5:00pm on the 7<sup>th</sup> floor of the Administration Building located at 308 Fountain Circle.

**MEMBERS PRESENT:** Russ McDonald – City of Huntsville  
Bob Devlin – Madison County  
Chris Robinson – Madison County  
Luis Ferrer – City of Triana  
Tony Smith – City Of Huntsville  
Todd Slyman – City of Huntsville  
Gary Whitley, Jr. – City of Huntsville  
Trent Griffin – City of Huntsville

**STAFF PRESENT:** Tracy Meshberg – City of Huntsville Planning Department  
Tanjie Kling – City of Huntsville Planning Department  
Paige Colburn – City of Huntsville Planning Department  
James Moore – City of Huntsville Planning Department  
James Vandiver – City of Huntsville Planning Department  
Connie Graham – City of Huntsville Planning Department  
Michelle Jordan – City of Huntsville Planning Department

The meeting was called to order by Mr. Devlin. Upon call for the adoption of the minutes from January 5, 2015. Mr. Smith made a motion to adopt the minutes. The motion was seconded by Mr. McDonald and approved by all.

Mr. Devlin stated that the next item on the agenda was **Resolution 7-15:** Adopts the Final Year 2040 Transportation Plan for the Huntsville MPO Study Area. Mr. Devlin asked Ms. Kling for an explanation of the item. Ms. Kling stated that during the last meeting, this committee adopted the Draft 2040 Transportation Plan. Since its adoption, the MPO staff gathered all public comments, as well as recommendations from various agencies and organizations, such as ALDOT, FHWA, FTA, and addressed those in Appendix D of the Final Year 2040 Transportation Plan. A majority of public comment centered around the clarification of State-driven planning requirements, and the need for certain projects. Agency comments tended to focus upon the clarification of mapping, tables, and other information presented. Changes were made to the final document based upon these comments, as well as recommendations for minor tweaks in the plan by the City of Huntsville and the City of Madison.

Ms. Kling stated that there are several notable changes when comparing the draft plan to the final plan.

She continued that the City of Huntsville requested that the existing project: Northern Bypass Phase 4, from Winchester Road to US 72, be changed from a visionary to funded project. This final phase is to be funded through the City of Huntsville's Capital Budget, specifically using revenues obtained from the 1% increase in sales tax. The project schedule calls for engineering design to begin in 2030, right of way to start in 2032, utility relocation to begin in 2035, and construction to begin in 2040. These changes were added to the transportation models and all project listings, Section 4 Highway Element, Section 10 Financial Plan, and maps. The City of Madison also requested that the Powell Road Extension that was defined in the Draft 2040 plan as extending from Powell Road to Holladay Drive, have a modified alignment from Powell Road to East Limestone Road instead. This was requested due to planned residential development in the path of the previous alignment to Holladay Drive. The road still remains a visionary project, with the new alignment input into the transportation models, and changes made to all project listings and maps.

Ms. Kling stated that based upon FTA comments, the Transit Section of the plan was revamped to clarify transit plans per year. The planned transit activities were defined as either short-term, long term, or visionary. The short-term transit activities for 2015 to 2020 provides for shorter headways for the Shuttle's NE Route 7 (Medaris/A&M) in the Year 2020, more passenger shelters, replacement of cameras & tablets for operations for 2015-2040, to replace 2 Shuttle Buses per by year and the replacement of 3 Handi-Ride vehicles per year. The visionary transit activities, that are not funded, identify a potential Automated Stop Announcement System, Electronic Farebox System, ParaTransit Notification Module, and the expansion of Shuttle services; specifically for SW Huntsville Gate 9 Redstone Gateway, and to East Huntsville Cinram/Madison County Industrial Park, and to the City Limits of Madison/Huntsville International Airport. All transit updates were incorporated into the Transit Element, and the financing of transit programs were listed by line item and by year for urbanized and non-urban funds in Section 10 Financial Element.

Ms. Kling stated that other changes were made to the final plan. ALDOT modified the inflation rates per annum for projects. For the draft plan, MPOs were told to account for 4% inflation per year for projects. For the final, the inflation rate was adjusted down to 1% annually. This change was reflected in the Financial Section of the document. Other modifications were cosmetic and provided more information. ALDOT required all ALDOT nine digit project identification numbers be added to all project listings in plan where available. FHWA requested cosmetic changes to mapping, and public comments were incorporated for clarification.

Ms. Kling reported that the Final Year 2040 Transportation Plan carries a hefty implementation price tag. The plan identifies a total of 105 capacity adding projects, and 20 maintenance and operating projects requiring nearly \$2.5 billion in federal funds to construct. Locally Huntsville, City of Madison and Madison County are paying for 9 of the projects with 100% of local funds and have committed \$194 .08 million to do so. A total of \$532.4 million dollars of road projects is anticipated to be funded in the long range plan, with over 36.4% of the amount to be funded with 100% local monies. This leaves about \$2.16 billion to upgrade other corridors on the network. Bike and pedestrian projects require \$64.1 million of federal funds. Non-urbanized transit programs require a total of \$14.5 million in federal capital and operating

funds. The urbanized transit program requires a total of \$120.46 million in federal capital and operating funds.

Ms. Kling said that the MPO staff will be mailing this plan to the State DOT immediately after MPO approval, so we can meet the deadline of March 24.

Mr. Slyman made a motion to recommend approval of Resolution 7-15; which was duly seconded by Mr. McDonald and carried unanimously.

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