

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD March 18, 2015
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday,
March 18, 2015, 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
Dr. Jennie Robinson	Huntsville City Council
Mr. Les Hopson	ALDOT/Guntersville

Metropolitan Planning Organization Members Absent:

Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

Staff Members Present:

Ms. Tanjie Kling	Huntsville Planning Division
Mr. James Moore	Huntsville Planning Division
Ms. Michelle Jordan	Huntsville Planning Division
Mr. Dennis Madsen	Huntsville Planning Division
Mr. James Vandiver	Huntsville Planning Division
Ms. Tracy Meshberg	Huntsville Planning Division
Ms. Paige Colburn	Huntsville Planning Division

Chairman Strong called the meeting to order.

Chairman Strong asked that the record reflect that Les Hopson would be the proxy vote for the Alabama Department of Transportation, noting that Johnny Harris was out of town.

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 21, 2015, were approved as submitted.

Chairman Strong stated that the next item on the agenda was the Final Year 2040 Transportation Plan, noting that the resolution would adopt the Plan.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that during the prior meeting, the MPO had adopted a Draft 2040 Transportation Plan. She continued that since its adoption, the MPO staff had gathered all public comments, as well as recommendations from various agencies and organizations, such as ALDOT, the Federal Transit Administration, and the Federal Highway Administration, and addressed those in Appendix D of the Final Year 2040 Transportation Plan. She stated that a majority of the public comments that had been received had centered around the clarification of State-driven planning requirements and the need for certain projects. She stated that many of the Agency comments they had received from the Federal Transit Administration, the Federal Highway Administration, and also the State tended to focus upon the clarification of mapping,

tables, and other information that was presented. She stated that they had made changes to the final document based upon these comments, as well as recommendations for minor tweaks to the Plan by the City of Huntsville and the City of Madison.

Ms. Kling stated that they also had support from their consultant, Atkins, whom she noted had done a lot of the modeling and mapping for them. She stated that Scott Rumble was present from Atkins and would be glad to answer any questions the MPO members might have later on in the meeting about the Plan.

Ms. Kling stated that there were several notable changes when comparing the draft plan to the Final 2040 Plan. She stated that the City of Huntsville had requested that the Northern Bypass Phase 4, from Winchester Road to US 72, be changed from a Visionary Project to a Funded Project. She continued that this was to be funded through the City of Huntsville's Capital Budget, using revenues obtained from the one percent increase in sales tax. She stated that the Project Schedule called for engineering design to begin in 2030, right-of-way to begin in 2032, utility relocation to begin in 2035, and construction to begin in 2040.

Ms. Kling stated that these changes were added to the transportation models and all project listings, as well as the financial section of the Plan, and also the maps.

Ms. Kling stated that the City of Madison had requested that the Powell Road Extension that was defined in the

Draft 2040 Plan as extending from Powell Road to Holladay Drive be modified from Powell Road to East Limestone Road instead. She continued that this was requested due to a planned residential development in the path of the road. She stated that they had accommodated this request, as well. She stated that the road still remained a Visionary Project, with the new alignment input into the models, and also the maps and the project listings.

Ms. Kling stated that based on FTA comments, the Transit Section of the Plan had been revamped to clarify transit plans per year, with the Planned Transit Activities defined as either "Short Term," "Long Term," or "Visionary."

Ms. Kling stated that the Short-Term Transit Activities for 2015 to 2020 basically provided for shorter headways for the Shuttle's northeast routes, which she noted were Route 7, Medaris/Alabama A&M, for the year 2020 and, additionally, the construction of more passenger shelters, the replacement of cameras and tablets and other operational-type equipment, between 2015 and 2040; and the replacement of some Capital vehicles.

Ms. Kling stated that the Long-Term Transit Activities from 2021 to 2040 provided for the expansion of Shuttle services to Saturdays by the Year 2025, and the construction of additional passenger shelters and replacement of operational equipment, and also the replacement of Shuttle buses and Handi-Ride vehicles, per year.

Ms. Kling stated that there were several projects that were listed as "Visionary" that they did hope to accomplish for Huntsville Transit. She continued that these were not funded but had been identified for potential funding in the future if there was money available. She continued that these visionary wants included an Automated Stop Announcement System, Electronic Fare Boxes, and a ParaTransit Notification Module. She stated that, additionally, they hoped to expand Shuttle services to the Redstone Arsenal Gateway, to East Huntsville, close to the Madison County Industrial Park; and also to the city limits of Madison and the Airport.

Ms. Kling stated that all these transit updates were incorporated into the Transit Element and that the Financing of the Transit Program was listed by line item and by year for the Urbanized and Non-Urbanized Transit Program, which she noted would be the Shuttle, and also the County Transit Program, in Section 10, the Financial Element.

Ms. Kling stated that they had also made some other changes to the Plan. She stated that the State Department of Transportation had notified them that their inflation rates were changing for projecting projects out to 2040. She stated that the per annum had changed from a four percent inflation rate to a one percent rate for all projects. She continued that all the projects in the Plan had been tweaked.

Ms. Kling stated that, additionally, they had made cosmetic changes, noting that the Federal Highway

Administration had wanted them to make some changes to some of the mapping for clarification, and that they had also incorporated public comments in the Plan, and had clarified these.

Ms. Kling stated that the price tag for implementation of the Final Year 2040 Transportation Plan was pretty hefty. She stated that they had identified 105 capacity-adding projects and 20 maintenance and operating projects, requiring approximately \$2.5 billion in Federal funds for full implementation. She continued that locally, the City of Huntsville, the City of Madison, and Madison County were paying for nine of these projects with 100 percent local funds and had committed \$194.08 million to do so. She continued that these were near-term projects, from this time until the next at least 10 years.

Ms. Kling stated that a total of \$532.4 million was needed for road projects and stated that this was anticipated to be funded in the Long-Range Plan, with over 36.4 percent of the amount to be funded with 100 percent local monies. She continued that this left a deficiency of approximately \$2.16 billion to upgrade other corridors on the network that had been requested.

Ms. Kling stated that, additionally, Bike and Pedestrian projects would require \$64.1 million of federal funds; the Non-Urbanized Transit Programs for the next 25 years, such as the Tram Program, would require a total of \$14.5 million in

federal capital and operating funds; and that the Urbanized Transit Program, such as the Shuttle and Handi-Ride, would require approximately \$120.46 million.

Ms. Kling stated that the next step they planned to take, as soon as this would be approved and signed by the MPO Secretary, as well as the Chairman, was to submit this Plan to the State Department of Transportation. She continued that they had to have the Plan approved by March 24. She stated it appeared they were well on track to get this done, noting that everyone had had comments and that they had been communicating with the State and the Federal agencies to make sure everything was in order. She stated that as soon as they got this document approved, they would be shipping it off to the State DOT and have it in their hands before March 24.

Chairman Strong thanked Ms. Kling for her report. He stated that he was aware that the \$2.5 billion was for what was included at this time and that there were other projects that they anticipated adding at a later date, with one being Old Monrovia Road from Hunting Trail to Jeff Road. He continued that the other project, for the County, would be Blake Bottom Road, from Research Park to Jeff Road, noting that this would come at a later date.

Mayor Trulock read and introduced Resolution No. 7-15, adopting the Final Year 2040 Transportation Plan, as follows:

(RESOLUTION NO. 7-15)

Mayor Trulock moved for approval of the above resolution,

which motion was duly seconded by Councilwoman Robinson.

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

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was the Status Report of ATRIP Projects and Other Major Transportation Projects, presented by the Alabama Department of Transportation, by Mr. Les Hopson.

Mr. Hopson stated that the first project he would cover was the City of Huntsville, Additional Lane, Westbound Only, on US 72. He stated that work had started on this in October of 2014 and that it was about 10 percent complete. He stated that very little progress had occurred since the prior MPO meeting due to the bad weather, but that this should soon be picking up quite a bit.

Mr. Hopson stated that the next project was the City of Huntsville, Zierdt Road Northbound Lanes. He stated that this work had commenced in February of 2015 and that it was approximately 10 percent complete.

Mr. Hopson stated that the next project was the City of Huntsville, the Widening and Realignment of Church Street, Phase 1. He stated that the right-of-way acquisition was underway and the letting would be in Fiscal Year 2016.

Mr. Hopson stated that the next project, the City of Huntsville, Widening and Relocation of Church Street, Phase 2, was just about complete.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road, from Dominion Circle to Naugher Road, at a cost of \$15.5 million. He stated that the design was almost complete, and that the right-of-way acquisition should start soon. He stated that there was a tremendous amount of utility relocation involved in this project.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road, from Old Jim Williams Road to Zierdt Road. He stated that the design was 80 percent complete and right-of-way acquisition was underway.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road from Wall-Triana Boulevard to Old Jim Williams Road, noting that this was STPAA Funds. He stated that the design was 80 percent complete and that right-of-way acquisition was underway.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway, north of Whitesburg Drive to South of Golf Road, service roads, overpasses at Byrd Spring and Lily Flagg, and the Martin Road bridge. He stated that the design was complete and that right-of-way had been acquired, and there would be a letting date in the upcoming summer.

Mr. Hopson stated that the next project was the City of

Huntsville, US 431, from Sparkman Drive to Winchester Road, including an overpass at Mastin Lake Road. He stated that the design was approximately 30 percent complete and the environmental document was underway, and they were looking toward a letting date of Fiscal Year 2016 or 2017.

Mr. Hopson stated that the next project was the City of Huntsville, Old Madison Pike Bridge and Widening. He stated that this work was approximately 70 percent complete.

Mr. Hopson stated that the next project, the Cities of Huntsville and Madison, was Additional Lanes on US 72, from County Line Road to Providence Main Street. He stated that the design on this was underway but that it had been suspended temporarily.

Mr. Hopson stated that the next project, the City of Madison, was the Widening and Resurfacing of County Line Road. He stated that this project had been let in November of 2014 and that work was about to start on it, if it had not already started.

Mr. Hopson stated that the next project, the City of Madison, was the Interchange at County Line Road. He stated that the work was almost complete, and that it was most likely going to be opened in April.

Mr. Hopson stated that the next project was the City of Madison, Kellner Road Extension to Zierdt Road. He stated that there was some early preliminary design work going on and that was all he was aware of at this time.

Mr. Hopson stated that the next project, Madison County, was the Interchange at the Blake Bottom Road Overpass. He stated that design was approximately 70 percent complete and that right-of-way acquisition was about to begin.

Mr. Hopson stated that the next project, in Madison County, was a Bridge Replacement and Approaches on Winchester Road, over the Flint River. He stated that work had just started on this. He continued that there had been a lot of utility relocation on this project.

Mr. Hopson stated that the next project, Madison County, was Additional Lanes on Winchester Road from Naugher Road to Riverton Road. He stated that the design was complete on this and that right-of-way acquisition was about to start, if it had not already started.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road, from the Flint River to past Bell Factory Road. He stated that the design was almost complete and right-of-way acquisition had started.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Jeff Road. He stated that the environmental document was underway and that hopefully it would be completed by the end of the current year.

Mr. Hopson stated that this was the total amount under construction or in design, and that it was \$287 million plus.

Chairman Strong stated to Mr. Hopson that the MPO appreciated his report.

Chairman Strong stated that the next item on the agenda was Public Comments. He asked if there was anyone in the audience who wished to address the Metropolitan Planning Organization at this time.

There was no response.

Chairman Strong asked Ms. Kling if there was any other business to come before the MPO.

Ms. Kling replied in the negative.

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

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization