

RESOLUTION 01-16

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION (MPO) SUPPORTING
THE CITY OF HUNTSVILLE FY2016 TIGER GRANT APPLICATION PROJECT
TO COMPLETE CONSTRUCTION OF THE SPRING BRANCH GREENWAY PHASE I**

WHEREAS, the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives; and

WHEREAS, to be eligible for grant funds under this program, applicants are encouraged to generate support for the project among units of government, regional planning agencies, allied public and private sector partners and the area's Metropolitan Planning Organization (MPO); and

WHEREAS, the City of Huntsville intends to apply for a TIGER grant in FY2016 to provide for the funds necessary to complete construction of the Huntsville Spring Branch Greenway Phase I from Holmes Avenue to Brookside Street SW at Lowe Mill; and

WHEREAS, this multi-modal greenway project was included in the MPO Long Range Transportation Plan (LRTP) since 2005 as a visionary project with full support of the MPO member jurisdictions; and

WHEREAS, the City of Huntsville, in conjunction with state and federal funds, has spent \$28 million dollars toward the project over the last 20 years in efforts such as: the Clinton Avenue bridge replacement, the Holmes Avenue bridge replacement, land acquisition, floodway mitigation efforts, and utility relocation; and

WHEREAS, the project, if completed, will support MPO and multi-jurisdictional planning efforts, in accordance with FAST Act requirements, to develop an intermodal transportation system providing consideration for all modes of transportation; and

WHEREAS, the federal requirements for this grant program mandates that all Metropolitan Planning Organizations include the TIGER grant project in the current Transportation Improvement Program (TIP) upon funds being awarded;

THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Organization of the Huntsville Area Transportation Study hereby advocates for and supports the Spring Branch Greenway Phase I project, and if funds are awarded, intends to include the project in the current TIP as well as program the project in the LRTP as fiscally constrained, rather than visionary, and offers its enthusiastic endorsement of the project to the TIGER grant application review committee.

ADOPTED, this the 3rd day of February 2016

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

ATTEST:

Date _____
Chairman, MPO TCC

RESOLUTION 02-16

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION (MPO)
AMENDING THE FINAL YEAR 2040 TRANSPORTATION PLAN**

WHEREAS, the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (FAST Act, Sections 1201 and 1202, December 2015); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, conducting area-wide urban transportation planning, to submit a 2040 Transportation Plan as a condition for meeting the provisions of 23 USC 134 and defining principles of 23 CFR 450.322; and

WHEREAS, consistent with the declaration of these provisions, the City of Huntsville Planning Division and Huntsville Area Transportation Study (MPO) Planning Staff, in cooperation with the Alabama Department of Transportation, have prepared a Final Year 2040 Transportation Plan for the Huntsville Area; and

WHEREAS, the City of Huntsville has requested the MPO staff to modify the Final Year 2040 Transportation Plan based on the City of Huntsville’s application for a TIGER grant to include: Dividing the Huntsville Spring Branch Greenway project into Phase 1 and Phase 2 throughout the plan, adding Phase 1 to “Section 10: Financial Element” under a new “Federal Competitive Discretionary Grants or Other Grant Funds” table, and including a paragraph about federal competitive grants as a potential funding source in Section 10;

THEREFORE, BE IT RESOLVED by the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) that the same does hereby amend the Final Year 2040 Transportation Plan to incorporate the requested changes above; as attached and further incorporated within the amended document.

ADOPTED, this the 3rd day of February 2016

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

ATTEST:

_____ Date _____
Chairman, MPO TCC

Resolution 02-16 Attachment page 1
Amendment to Chapter 7 chart number 7.2 LRTP

Project Number (Pg. 4-47)	Project	Jurisdiction	Project Type	Project Description
∞ Greenways (Shared Use Paths)				
N/A	Barren Fork/ Miller Branch Greenway	City of Huntsville	Transportation Alternatives	5.75 mile, 12-ft wide asphalt multi-use path from Martin Rd to Wheeler National Wildlife Refuge
N/A	Betts Spring Branch Greenway	City of Huntsville	Transportation Alternatives	2.5 mile, 12-ft wide asphalt multi-use path from Zierdt Rd to Martin Rd
N/A	Big Cove Greenway	City of Huntsville	Transportation Alternatives	8.0 mile, 12-ft wide asphalt multi-use path from Flint River to Monte Sano State Park.
N/A	Big Spring Greenway	City of Huntsville	Transportation Alternatives	3.5 mile, 12-ft wide asphalt multi-use path from Big Spring Park to Monte Sano Mountain
16	Blevins Gap Greenway	City of Huntsville	Transportation Alternatives	4.5 mile, 12-ft wide asphalt multi-use path from Big Cove Creek to Bailey Cove Rd. Complements project #16
N/A	Blue Creek Greenway	City of Huntsville	Transportation Alternatives	3.5 mile, 12-ft wide asphalt multi-use path from Big Spring Park to Monte Sano Reserve.
N/A	Blue Spring Creek Greenway	City of Huntsville	Transportation Alternatives	2.5 mile, 12-ft wide asphalt multi-use path from Pinhook Creek to Pulaski Pike.
N/A	Brogan Branch N. Greenway	City of Huntsville	Transportation Alternatives	1.5 mile, 12-ft wide asphalt multi-use path from Stoner Park to Sparkman Dr
N/A	Brogan Branch S. Greenway	City of Huntsville	Transportation Alternatives	1.25 mile, 12-ft wide asphalt multi-use path from Holmes Ave to Huntsville Spring Branch.
N/A	Chapman Mountain Greenway	City of Huntsville	Transportation Alternatives	3.0 mile, 12-ft wide asphalt multi-use from north section of Monte Sano State Park to Alabama A&M University.
N/A	Dallas Branch Greenway	City of Huntsville	Transportation Alternatives	.5 mile, 12-ft wide asphalt multi-use path from Pinhook Creek to abandoned L&N railroad corridor.
N/A	Dry Creek Greenway	City of Huntsville	Transportation Alternatives	6.25 mile, 12-ft wide asphalt multi-use path from Providence Main to Pulaski Pike
N/A	EUL Bike/Ped Corridor	City of Huntsville	Transportation Alternatives	Bike and Pedestrian Corridor in Southwest Huntsville from Redstone Arsenal North to Governors Drive West
N/A	Huntsville Spring Branch Greenway Phase I	City of Huntsville	Transportation Alternatives	1.5 mile 12-ft wide paved multi-use path with pedestrian bridges and other improvements from Holmes Ave. to Brookside Street SW at Lowe Mill.
N/A	Huntsville Spring Branch Greenway Phase II	City of Huntsville	Transportation Alternatives	8.5 mile, 12-ft wide asphalt multi-use path connecting Spring Branch Greenway Phase I to the Tennessee River.
N/A	Indian Creek Greenway Ph II-III	City of Huntsville	Transportation Alternatives	1.5 mile, 12 ft-wide asphalt multi-use path from Creekwood Park to Providence Elementary School.
N/A	Knox Creek Greenway	City of Huntsville	Transportation Alternatives	3.5 mile, 12-ft wide asphalt multi-use path from Wall Triana Hwy to Limestone Creek.
N/A	Limestone Creek Greenway	City of Huntsville	Transportation Alternatives	14 mile, 12-ft wide asphalt multi-use path from AL Hwy 20 to Nick Davis Rd
N/A	McDonald Creek Greenway	City of Huntsville	Transportation Alternatives	3.0 mile, 12-ft wide asphalt multi-use path from Redstone Arsenal boundary to Alabama Space and Rocket Center.
N/A	Pinhook Creek Greenway Ph 1	City of Huntsville	Transportation Alternatives	3.0 mile, 12-ft wide asphalt multi-use path from Holmes Ave to Lakewood Elementary School.
N/A	Pinhook Creek Greenway Ph 2	City of Huntsville	Transportation Alternatives	1.25 mile, 12-ft wide asphalt multi-use path from Medaris Rd to Wade Mountain.
N/A	Smithers Mountain Greenway	City of Huntsville	Transportation Alternatives	4.0 mile, 12-ft wide asphalt multi-use path from Edmonton Heights Park to Spragins Hollow Rd
N/A	Spacewalk Greenway Ph 1	City of Huntsville	Transportation Alternatives	5.5 mile, 12-ft wide asphalt multi-use path from Blevins Gap to Monte Sano State Park.
N/A	Spacewalk Greenway Ph 2	City of Huntsville	Transportation Alternatives	5.0 mile, 12-ft wide asphalt multi-use path from Blevins Gap to Madison County Nature Trail
N/A	Spacewalk Greenway Ph 3	City of Huntsville	Transportation Alternatives	3.5 mile, 12-ft wide asphalt multi-use path from Space Walk Phase II to Ditto Landing

10.2.2 Innovative Financing

The **Alabama Transportation Rehabilitation and Improvement Program (ATRIP)** is an innovative financing program that was initiated by the State of Alabama. In order to facilitate the delivery of projects, Congress has enabled States to develop and use a variety of financial tools such as bonds to make needed investments on the transportation network. ATRIP utilizes Grant Anticipation Revenue Vehicles (GARVEE) bonds. GARVEE bonds utilize the State's future federal aid funds as collateral, to issue low interest rate bonds that address projects that are needed immediately. In December 2012, the Alabama Federal Aid Highway Finance Authority sold over \$327.9 million worth of bonds at a premium, which netted over \$400 million in proceeds to fund needed transportation improvements Statewide. Jurisdictions throughout the State were encouraged to apply for ATRIP funds that required matching local monies. Local MPO jurisdictions received a total of \$87.3 million in project financing for this 5 year program. A total of \$7.9 million in projects have already been bid, leaving \$79.4 million in specific projects to be constructed or under construction by the year 2020.

The **Restore Our Roads Program** is an initiative between the State of Alabama and the City of Huntsville to construct critical transportation improvements in the City of Huntsville. This special agreement between the two entities commits a total of \$250 million to needed road improvements, with both jurisdictions splitting the cost on a 50/50 basis. Specific projects have been identified for this 5 year program, and \$9 million of the funds have already been allocated for a project. The remaining \$241million (\$120.5 million in federal funds) has been programmed for projects, and any funds remaining will be used to cover overruns or for future projects to be identified.

Federal competitive grant programs may be available to fund major transportation projects, such as the FHWA TIGER grant and DOT Smart City Program. The goal of these grant programs is to support innovative and collaborative local transportation projects which align with the specific criteria of each individual grant. MPO member jurisdictions apply for competitive federal grant programs according to each individual grant's application schedule as outlined in a Notice of Funding Availability. MPO member jurisdictions applying for such grants may contact the MPO to include their proposed grant-funded project(s) in the LRTP, if not included already, as 'visionary' projects. In the event of a winning grant application, funded projects will be moved to the 'financially constrained' category in the LRTP and added to the TIP, if applicable.

Resolution 02-16 Attachment page 3
Amendment to Chapter 10 Financial Table 10.5 LRTP

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) - GREENWAYS AND SHARED USE PATHS (Continued)															
Map	Project	Description	Sponsor	Project No.	Funding Code	Miles	Class	2010 Lanes	2040 Lanes	Project Type	Ph	Year	Current Year Project Cost		
No.	Project	Description	Sponsor	Project No.	Funding Code	Miles	Class	Lanes	Lanes	Project Type	Ph	Year	Federal	Local	Total
N/A	Chapman Mountain Greenway	3.0 mile, 12-ft wide asphalt multi-use from north section of Monte Sano State Park to Alabama A&M University.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$1,295,064	\$323,766	\$1,618,830
N/A	Dallas Branch Greenway	.5 mile, 12-ft wide asphalt multi-use path from Pinhook Creek to abandoned L&N railroad corridor.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$46,252	\$11,563	\$57,815
N/A	Dry Creek Greenway	6.25 mile, 12-ft wide asphalt multi-use path from Providence Main to Pulaski Pike	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$2,698,049	\$674,512	\$3,372,561
N/A	Huntsville Spring Branch Greenway Phase II	8.5 mile, 12-ft wide asphalt multi-use path connecting Spring Branch Greenway Phase I to the Tennessee River.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$3,597,399	\$899,350	\$4,496,749
N/A	Indian Creek Greenway Ph II-III	1.5 mile, 12-ft-wide asphalt multi-use path from Creekwood Park to Providence Elementary School.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$647,532	\$161,883	\$809,415
N/A	Knox Creek Greenway	3.5 mile, 12-ft wide asphalt multi-use path from Wall Triana Hwy to Limestone Creek.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$1,510,908	\$377,727	\$1,888,635
N/A	Limestone Creek Greenway	14 mile, 12-ft wide asphalt multi-use path from AL Hwy 20 to Nick Davis Rd	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$6,043,631	\$1,510,908	\$7,554,539
N/A	McDonald Creek Greenway	3.0 mile, 12-ft wide asphalt multi-use path from Redstone Arsenal boundary to Alabama Space and Rocket Center.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$1,295,064	\$323,766	\$1,618,830
N/A	Pinhook Creek Greenway Ph I	3.0 mile, 12-ft wide asphalt multi-use path from Holmes Ave to Lakewood Elementary School.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$1,295,064	\$323,766	\$1,618,830
N/A	Pinhook Creek Greenway Ph II	1.25 mile, 12-ft wide asphalt multi-use path from Medaris Rd to Wade Mountain.	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$539,610	\$134,903	\$674,513
N/A	Smithers Mountain Greenway	4.0 mile, 12-ft wide asphalt multi-use path from Edmonton Heights Park to Spragins Hollow Rd	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Transportation Alternatives Program	CN	TBD	\$1,726,752	\$431,688	\$2,158,440

Resolution 02-16 Attachment page 4
New table added to Table 10.5 in the financial section of Chapter 10

FEDERAL COMPETITIVE DISCRETIONARY GRANTS; OTHER GRANT FUNDS														
Map No.	Project Description	Project Sponsor	ALDOT Project No.	Funding Code	Miles	Func Class	2010 Lanes	2040 Lanes	Project Type	Ph	Program Year	Current Year Project Cost		
												Federal	Local	Total
N/A	Huntsville Spring Branch Greenway Phase I	City of Huntsville	TBD	TBD	N/A	N/A	N/A	N/A	Unclassified	CN	TBD	\$10,000,000	\$15,000,000	\$25,000,000

RESOLUTION 03-16

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
AMENDING THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Metropolitan Planning Organization (MPO) of the Huntsville Area Transportation Study is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (FAST Act, Sections 1201 and 1202, December, 2015); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the MPO has adopted a Transportation Improvement Program (TIP) for FY 2016-2019 and it is included in the approved State Transportation Improvement Program (STIP); and

WHEREAS, the City of Huntsville intends to apply for a TIGER grant in FY2016 to provide for the funds necessary to complete construction of the Huntsville Spring Branch Greenway Phase I from Holmes Ave to Brookside Street SW at Lowe Mill; and

WHEREAS, the federal requirements for this grant program mandates that all Metropolitan Planning Organizations include the TIGER grant project in the current Transportation Improvement Program (TIP) upon funds being awarded; and

WHEREAS, the MPO staff has made minor narrative changes to the TIP in Section 1.19 and Section 3.5.1 to accommodate for a project funded by this grant, or any future transportation project grant funds awarded to any MPO member jurisdiction, to be included in the TIP upon award of funds;

THEREFORE, BE IT RESOLVED, that the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) hereby amends the above Sections in the adopted FY 2016 – 2019 TIP, per the attached pages, to account for the addition of future grant funded transportation projects to the TIP, should funds be awarded.

ADOPTED, this the 3rd day of February 2016

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

ATTEST:

_____ Date _____
Chairman, MPO TCC

1.19 Project Selection and Prioritization

According to federal regulation, the TIP must include a priority list of projects to be carried out in each four-year period after initial adoption and a financial plan that demonstrates how it can be implemented. The Alabama Department of Transportation reviews the proposed projects, along with all other projects proposed state-wide, and makes a recommendation to the Transportation Director. The Transportation Director determines the projects that will be included in the State TIP.

Locally, projects in the Surface Transportation Program Attributable Projects category are selected by the MPO. This funding category makes limited federal appropriations available to local governments, with project costs shared locally and federally. Priorities established at the local level for inclusion in the TIP are based upon the following:

Status – A project that has advanced into actual pre-construction activity (preliminary engineering, right of way acquisition) or into some phase of construction would have higher priority than a project that is only scheduled for pre-construction activity.

Immediate Need – The quality of current traffic flow on an individual facility can be represented by the volume/capacity ratio. A route currently beginning to experience congestion would have a higher immediate improvement need than a route with free-flowing conditions.

Financial Factors – High priority projects are those with an implementation commitment, funding availability, and low implementation costs. Very costly projects that have not reached formal local project agreement or have not had funds allocated would be lower priority.

Other Factors – A project would be high priority if it complemented a companion project, enhanced safety, improved roadway conditions, coordinated with urban development activities, or other related factors.

The above criteria for inclusion in the TIP apply to eligible transportation projects funded through grant awards, such as the FHWA TIGER grant. MPO member jurisdictions may apply for grant funding for major projects in their jurisdictions. The MPO is committed to the inclusion of such grant-funded projects in the TIP. Grant winning projects will be programmed into the TIP as soon as funds are awarded.

At the present time, this TIP carries over projects that were already identified in the previously adopted TIP or moves them in the construction schedule. These actions were taken based upon anticipated funding availability. Additionally, the various scopes of projects have been programmed in specific years based upon the reasonable expected dates that the project will be ready to progress to the next pre-construction activity or be bid for construction. The sequence or progression of a project's scope is typically identified as: preliminary engineering, right-of-way acquisition, utility relocation, and construction.

3.5.1 Financial Plan

In accordance with MAP-21 regulations, the TIP must include a financial plan which demonstrates how the TIP can be implemented, identifies public and private sources of anticipated funds, identifies innovative financing techniques, and includes illustrative projects that would be included in the TIP if reasonable additional resources were available. There is not a requirement for states or MPOs to select any project from the illustrative list [23 USC 134 (j)(2) and [23 USC 134 (j)(6)].

The Huntsville Area Transportation Study Metropolitan Planning Organization, through the Financially Constrained Spreadsheets shown in **Section 3.5.2**, clearly demonstrates the availability of federal funds at its disposal in order to implement the projects listed in the plan. The Regionally Significant Projects, shown in **Section 3.5.3**, demonstrates the use of local sources of funds to complete these needed projects. While the projects display financial readiness, there may be some other issues which may prohibit the projects from progressing, such as a requirement for additional engineering design work, additional time required for right of way acquisition, etc. These issues can develop for any projects using any category of funds.

Once projects in the funding category of Surface Transportation Attributable Funds are ready for financing, formal project agreements are initiated by the Alabama Department of Transportation and the jurisdiction sponsoring the project. These project agreements may involve specific caveats such as handling cost overruns, cost share distribution of the project and its individual phases, etc. These project agreements carry the force of a formal contract between all jurisdictions involved as to the expenditure of federal, local, and as appropriate, state funds.

At the present time, road improvement projects identified in the TIP are subject to funding by Federal, State, and local jurisdictions. Several projects identified in the Transit Projects category of the TIP with sponsors that are not a municipal, county, or State government already have local funding commitments from the sponsoring non-profit eligible entity. These entities either applied for FTA grants through a pass-through organization or were awarded transit monies directly as an eligible entity. These projects have been included in the TIP for several years and are still in process. FTA funds have been made available and there is no reason why these projects cannot continue. These projects specifically require funds from the human service agencies selected by TARCOG in the competitive JARC/New Freedom funding program and Alabama A&M University.

Another source of funding for major transportation projects is federal competitive grant programs such as the FHWA TIGER grant. Member jurisdictions that apply for and win such grant funding will have their winning grant projects added to the TIP with the unique grant funding structure programmed accordingly.

RESOLUTION 04-16

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION (MPO)
AMENDING THE FINAL YEAR 2040 TRANSPORTATION PLAN**

WHEREAS, the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (FAST Act, Sections 1201 and 1202, December 2015); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, conducting area-wide urban transportation planning, to submit a 2040 Transportation Plan as a condition for meeting the provisions of 23 USC 134 and defining principles of 23 CFR 450.322; and

WHEREAS, the City of Huntsville is presently funding the environmental assessment and the preliminary engineering design for the Northern Bypass from US 231/431 to Winchester Road, and such work is in process and under review by the Federal Highway Administration; and

WHEREAS, the Federal Highway Administration requires that the next project phases of the Northern Bypass Phase 3 from 1500 Ft East of SR-1 (US 231/431) to Winchester Road (CR-93) be reprogrammed between 2016 and 2019 so that the project can progress; and

WHEREAS, to accommodate this requirement, the City of Huntsville requests that Section 10 of the Year 2040 Transportation Plan be amended to expedite the timeline of this Northern Bypass project, and to further accommodate this change, requests that the Slaughter Road improvement from Old Madison Pike to SR-20 be deferred;

THEREFORE, BE IT RESOLVED that the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) hereby amends the adopted Final Year 2040 Transportation Plan to accommodate the changes in the timeline and the cost of the construction of Project #63: Northern Bypass Phase 3 from 1500 Ft East of SR-1 (US 231/431) Intersection to Winchester Road (CR-93), and furthermore reprograms Project #84: Slaughter Road from Old Madison Pike to SR-20, to a later year; per the amended table, as attached and further incorporated within the amended document.

ADOPTED, this the 3rd day of February 2016.

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

ATTEST:

_____ Date _____
Chairman, MPO TCC

Resolution 04-16 Attachment Page 1
Amendment to Chapter 10 Financial Table 10.4 LRTP

SURFACE TRANSPORTATION PROGRAM: DEDICATED (STPHV) - CAPACITY ADDING PROJECTS (Continued)																
Proj. No.	Roadway	From	To	Project Sponsor	ALDOT Project No.	Funding Code	Miles	Func Class	2010 Lanes	2040 Lanes	Project Type	Ph	Program Year	Project Cost - Year of Expenditure		
														Federal	Local	Total
36	Jeff Rd (CR-19)	Douglass Rd	AL Hwy 53 (SR-53)	Madison County	100062241	STPHV-4514()	3.2	MjC	2	4	Additional Roadway Lanes	PE	2020	\$800,000	\$200,000	\$1,000,000
	Jeff Rd (CR-19)	Douglass Rd	AL Hwy 53 (SR-53)	Madison County	100062256	STPHV-4514()	3.2	MjC	2	4	Additional Roadway Lanes	RW	2021	\$1,800,000	\$450,000	\$2,250,000
	Jeff Rd (CR-19)	Douglass Rd	AL Hwy 53 (SR-53)	Madison County	100062257	STPHV-4514()	3.2	MjC	2	4	Additional Roadway Lanes	UT	2023	\$960,000	\$240,000	\$1,200,000
	Jeff Rd (CR-19)	Douglass Rd	AL Hwy 53 (SR-53)	Madison County	100062258	STPHV-4514()	3.2	MjC	2	4	Additional Roadway Lanes	CN	2024	\$17,000,000	\$4,250,000	\$21,250,000
39	Kellner Rd	Kellner Rd	Zierdt Rd (CR-7)	City of Madison	100062261	STPHV-4514()	3	MjC	0	4	Grade, Drain, Base, Pave	PE	2015	\$680,000	\$170,000	\$850,000
63	Northern Bypass (Ph 3)	1500 Ft East of SR-1 (U.S. 231/431) Intersection	Winchester Rd (CR-93)	City of Huntsville	100062236	STPHV-4514()	3.08	MjA	0	4	Additional Roadway Lanes	RW	2017	\$1,520,000	\$380,000	\$1,900,000
	Northern Bypass (Ph 3)	1500 Ft East of SR-1 (U.S. 231/431) Intersection	Winchester Rd (CR-93)	City of Huntsville	100062237	STPHV-4514()	3.08	MjA	0	4	Additional Roadway Lanes	UT	2019	\$1,505,600	\$376,400	\$1,882,000
	Northern Bypass (Ph 3)	1500 Ft East of SR-1 (U.S. 231/431) Intersection	Winchester Rd (CR-93)	City of Huntsville	100062235*	STPHV-4514()	3.08	MjA	0	4	Additional Roadway Lanes	PE*	2021*	\$120,000	\$30,000	\$150,000
	Northern Bypass (Ph 3)	1500 Ft East of SR-1 (U.S. 231/431) Intersection	Winchester Rd (CR-93)	City of Huntsville	100062238	STPHV-4514()	3.08	MjA	0	4	Additional Roadway Lanes	CN	2022	\$20,000,000	\$5,000,000	\$25,000,000
73	Old Monrovia Rd	Hunting Trail	Jeff Rd	Madison County	TBD	TBD	1.3	MjC	2	4	Additional Roadway Lanes	PE	2025	\$256,000	\$64,000	\$320,000
	Old Monrovia Rd	Hunting Trail	Jeff Rd	Madison County	TBD	TBD	1.3	MjC	2	4	Additional Roadway Lanes	RW	2026	\$1,160,300	\$290,075	\$1,450,375
	Old Monrovia Rd	Hunting Trail	Jeff Rd	Madison County	TBD	TBD	1.3	MjC	2	4	Additional Roadway Lanes	UT	2028	\$409,715	\$102,429	\$512,144
	Old Monrovia Rd	Hunting Trail	Jeff Rd	Madison County	TBD	TBD	1.3	MjC	2	4	Additional Roadway Lanes	CN	2029	\$4,200,000	\$1,050,000	\$5,250,000

*100062235 PE allocation is for re-evaluation of environmental assessment conducted in FY2015.

Resolution 04-16 Attachment Page 2
Amendment to Chapter 10 Financial Table 10.4 LRTP

SURFACE TRANSPORTATION PROGRAM: DEDICATED (STPHV) - CAPACITY ADDING PROJECTS (Continued)																
Proj. No.	Roadway	From	To	Project Sponsor	ALDOT Project No.	Funding Code	Miles	Func Class	2010 Lanes	2040 Lanes	Project Type	Ph	Program Year	Project Cost - Year of Expenditure		
														Federal	Local	Total
84	Slaughter Rd	Old Madison Pike	SR-20	City of Huntsville, Madison County	100062240	STPHV-4514()	0.97	MnA	2	4	Additional Roadway Lanes	PE	2026	\$572,000	\$143,000	\$715,000
	Slaughter Rd	Old Madison Pike	SR-20	City of Huntsville, Madison County	100062253	STPHV-4514()	0.97	MnA	2	4	Additional Roadway Lanes	RW	2027	\$844,000	\$211,000	\$1,055,000
	Slaughter Rd	Old Madison Pike	SR-20	City of Huntsville, Madison County	100062254	STPHV-4514()	0.97	MnA	2	4	Additional Roadway Lanes	UT	2027	\$1,144,000	\$286,000	\$1,430,000
	Slaughter Rd	Old Madison Pike	SR-20	City of Huntsville, Madison County	100062255	STPHV-4514()	0.97	MnA	2	4	Additional Roadway Lanes	CN	2028	\$8,800,000	\$2,200,000	\$11,000,000
85	Slaughter Rd	Old Madison Pike	U.S. 72 (SR-2)	City of Madison, City of Huntsville	TBD	TBD	3.4	MnA	2	4	Additional Roadway Lanes	PE	2031	\$1,000,000	\$250,000	\$1,250,000
	Slaughter Rd	Old Madison Pike	U.S. 72 (SR-2)	City of Madison, City of Huntsville	TBD	TBD	3.4	MnA	2	4	Additional Roadway Lanes	RW	2032	\$1,600,000	\$400,000	\$2,000,000
	Slaughter Rd	Old Madison Pike	U.S. 72 (SR-2)	City of Madison, City of Huntsville	TBD	TBD	3.4	MnA	2	4	Additional Roadway Lanes	UT	2033	\$4,066,614	\$1,016,654	\$5,083,268
	Slaughter Rd	Old Madison Pike	U.S. 72 (SR-2)	City of Madison, City of Huntsville	TBD	TBD	3.4	MnA	2	4	Additional Roadway Lanes	CN	2036	\$15,000,000	\$3,750,000	\$18,750,000
100	CR-93 (Winchester Rd) (Ph 2)	Add Lanes - CR-983 (Dominion Cr)	CR-406 (Naugher Rd)	City of Huntsville	100040795	STPHV-DEMO-A183	2	MnA	2	4	Additional Roadway Lanes	RW	Authorized	\$1,012,000	\$253,000	\$1,265,000

Resolution 04-16 Attachment Page 3
Amendment to Chapter 10 Financial Table 10.4 LRTP

SURFACE TRANSPORTATION PROGRAM: DEDICATED (STPHV) - CAPACITY ADDING PROJECTS (Continued)																
Proj. No.	Roadway	From	To	Project Sponsor	ALDOT Project No.	Funding Code	Miles	Func Class	2010 Lanes	2040 Lanes	Project Type	Ph	Program Year	Project Cost - Year of Expenditure		
														Federal	Local	Total
105	CR-7 (Zierdt Rd) (Ph 1)	South of CR-11 (Martin Rd)	South of Madison Blvd	City of Huntsville, City of Madison	100044914	STPHVF-8507(600)	2.6	MjC	2	4	Grade, Drain, Base, Pave	UT	Authorized	\$1,469,000	\$367,250	\$1,836,250
105	CR-7 (Zierdt Rd) (Ph 1)	Southbound Lanes and Greenway - North of CR-11 (Martin Rd)	South of Madison Blvd	City of Huntsville, City of Madison	100062037	STPHV-ACAA62037-ATRP (016)	2.6	MjC	2	4	Grade, Drain, Base, Pave	CN	2016	\$6,080,000	\$1,520,000	\$7,600,000
Projects will have bicycle/pedestrian accomodation.												TOTALS	\$124,933,708	\$31,216,019	\$156,149,728	
All projections are in Year of Expenditure dollars.												ANTICIPATED FEDERAL FUNDS	\$143,317,000			
Projections are based upon a 1% inflation factor.												BALANCE	\$18,383,292			
<p><i>Anticipated Federal Funds</i> refers to ALDOT's projected program funds listed in Table 10.1 on page 10.2. While ALDOT has limited their programmed funds for a 10 year period, the local MPO's policy is to program funds for these MPO-controlled funds for the entire 25 year period. This yields a total available amount of \$143.3 million. ALDOT has approved this 25 year schedule. Please refer to footnotes on table 10.1 regarding this.</p> <p>The balance of over \$17 million will be reserved for potential overruns.</p>																

RESOLUTION 05-16

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
AMENDING THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Metropolitan Planning Organization (MPO) of the Huntsville Area Transportation Study is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (FAST Act, Sections 1201 and 1202, December, 2015); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the MPO has adopted a Transportation Improvement Program (TIP) for FY 2016-2019 and it is included in the approved State Transportation Improvement Program (STIP); and

WHEREAS, the City of Huntsville is presently funding the environmental assessment and the preliminary engineering design for the Northern Bypass from US 231/431 to Winchester Road, and such work is in process and under review by the Federal Highway Administration; and

WHEREAS, the Federal Highway Administration requires that the next project phases of the Northern Bypass from US 231/431 to Winchester Road be reprogrammed between 2016 and 2019 so that the project can progress; and

WHEREAS, to accommodate this requirement, the City of Huntsville requests that the TIP be amended to expedite the timeline of this Northern Bypass project, to reschedule Slaughter Road from Old Madison Pike to SR-20 as needed, and to further accommodate these changes, requests that both projects be reprogrammed in the State's Comprehensive Project Management System;

THEREFORE, BE IT RESOLVED that the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) hereby amends the adopted Final Year 2016-2019 Transportation Improvement Program and the State's Comprehensive Project Management System to accommodate the changes in the timeline of the Northern Bypass Phase 3 from 1500 Ft East of SR-1 (US 231/431) Intersection to Winchester Road (CR-93), as well as Slaughter Road from Old Madison Pike to SR-20, shown as attached.

ADOPTED, this the 3rd day of February 2016.

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

ATTEST:

_____ Date _____
Chairman, MPO TCC

Resolution 05-16 attachment Page 1
CPMS and TIP changes for Northern Bypass and Slaughter Road

Northern Bypass Phase 3 from 1500 Ft East of SR-1 (US 231/431) Intersection to Winchester Road (CR-93)

CHANGE FROM:

<u>Project Number</u>	<u>Phase</u>	<u>Total Cost</u>	<u>Cost Distribution</u>	<u>FY</u>
100062235; STPHV-4514	PE	\$625,000	Federal: \$500,000 Other: \$125,000	2024
100062236; STPHV-4514	RW	\$1,900,000	Federal: \$1,520,000 Other: \$380,000	2025
100062237; STPHV-4514	UT	\$1,882,000	Federal: \$1,505,600 Other: \$376,400	2026
100062238; STPHV-4514	CN	\$25,794,825	Federal: \$20,635,860 Other: \$5,158,965	2027

CHANGE TO:

<u>Project Number</u>	<u>Phase</u>	<u>Total Cost</u>	<u>Cost Distribution</u>	<u>FY</u>
100062236; STPHV-4514	RW	\$1,900,000	Federal: \$1,520,000; Other: \$380,000	2017
100062237; STPHV-4514	UT	\$1,882,000	Federal: \$1,505,600; Other: \$376,400	2019
100062235; STPHV-4514	PE	\$150,000	Federal: \$120,000 Other: \$30,000	2021
100062238; STPHV-4514	CN	\$25,000,000	Federal: \$20,000,000; Other: \$5,000,000	2022

Slaughter Road from Old Madison Pike to SR-20

CHANGE FROM:

<u>Project Number</u>	<u>Phase</u>	<u>Total Cost</u>	<u>Cost Distribution</u>	<u>FY</u>
100062240; STPHV-4514	PE	\$715,000	Federal: \$572,000 Other: \$143,000	2019
100062253; STPHV-4514	RW	\$1,055,000	Federal: \$844,000 Other: \$211,000	2020
100062254; STPHV-4514	UT	\$1,430,000	Federal: \$1,144,000 Other: \$286,000	2021
100062255; STPHV-4514	CN	\$11,000,000	Federal: \$8,800,000 Other: \$2,200,000	2023

CHANGE TO:

<u>Project Number</u>	<u>Phase</u>	<u>Total Cost</u>	<u>Cost Distribution</u>	<u>FY</u>
100062240; STPHV-4514	PE	\$715,000	Federal: \$572,000 Other: \$143,000	2026
100062253; STPHV-4514	RW	\$1,055,000	Federal: \$844,000 Other: \$211,000	2027
100062254; STPHV-4514	UT	\$1,430,000	Federal: \$1,144,000 Other: \$286,000	2027
100062255; STPHV-4514	CN	\$11,000,000	Federal: \$8,800,000 Other: \$2,200,000	2028

RESOLUTION 06-16

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
AMENDING THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Metropolitan Planning Organization (MPO) of the Huntsville Area Transportation Study is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (FAST Act, Sections 1201 and 1202, December, 2015); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the MPO has adopted a Transportation Improvement Program (TIP) for FY 2016-2019 and it is included in the approved State Transportation Improvement Program (STIP); and

WHEREAS, the Alabama Department of Transportation requests the following project to be added to the TIP for fiscal year 2016: Construction – Maintenance Resurfacing on SR-2 (US-72) From Near Jefferson Street (MP 74.85) to Near McCulley Mill Road (MP 81.5);

THEREFORE, BE IT RESOLVED that the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) hereby amends the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY 2016 – 2019 TIP to add funds for US-72 maintenance as described above. This allocation is further described below:

<u>Project Number</u>	<u>Total Cost</u>	<u>Cost Distribution</u>	<u>FY</u>
100064620; NH-0002 ()	\$4,832,862	Federal Funds: \$3,866,290 State Funds: \$966,572	2016

ADOPTED, this the 3rd day of February 2016.

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

ATTEST:

_____ Date _____
Chairman, MPO TCC