

PROCEEDINGS OF THE CITIZENS ADVISORY COMMITTEE
Monday, August 24, 2015

A regular meeting of the Citizens Advisory Committee was held 5:00 pm Monday, August 24, 2015 on the seventh floor of the Administration Building located at 308 Fountain Circle.

MEMBERS: Bill Weaver-Madison
Curtis Potts-Madison
John Ofenloch-Huntsville
Todd Slyman-Huntsville
Trent Griffin-Huntsville
Gary Whitley-Huntsville

STAFF PRESENT: James Moore-City of Huntsville Planning
Tanjie Kling-City of Huntsville Planning
Tracy Meshberg-City of Huntsville Planning
James Vandiver-City of Huntsville Planning
Michelle Jordan-City of Huntsville Planning
Paige Colburn-City of Huntsville Planning

The meeting was called to order by Mr. Weaver. Upon call for the adoption of the minutes from June 1, 2015, Mr. Ofenloch made a motion to adopt the minutes. The motion was seconded by Mr. Potts and approved by all.

Mr. Weaver stated that Paige Colburn was going to present MPO 101 Training. Ms. Colburn explained that Metropolitan Planning Organization is required by federal law because of our population of 50,000 plus, that the MPO is a representative group of local stakeholders, and the region's policymaking organization.

Ms. Colburn stated that locally, membership of the Huntsville Area MPO is comprised of representatives designated by the Governor: Voting members from the City of Huntsville, City of Madison, Town of Owens Cross Roads, Town of Triana, Madison County, and ALDOT Division Engineer. The Non-voting members are TARCOG, Federal Highway Administration, and ALDOT Bureau of Multi-Modal Planning. All urbanized areas are required to have an MPO or be part of an MPO. There are now 14 MPO's in Alabama.

Ms. Colburn said that the MPO is required to have a decision making policy body. Beyond this, there is no required structure for an MPO, but most are made up of a Policy or Executive Board, Technical and Citizen Advisory Committees, a director and a staff. The MPO Board takes approval actions, sets regional long-term transportation policy and approves plans, and prioritizes and programs specific transportation initiatives for funding. Ms. Colburn continued that the MPO staff is employed by the City of Huntsville Planning Division. The City of Huntsville pays the 20% Planning grant match for member jurisdictions. The MPO staff

works closely with the Planning and Engineering staffs of all member jurisdictions to ensure their projects are included in transportation plans.

Mr. Weaver thanked Ms. Colburn for her presentation.

Mr. Weaver stated that the next item on the agenda was **Resolution 13-15**; adopts the Final Unified Planning Work Program for Fiscal Year 2016. Mr. Weaver asked Mr. Moore for an explanation. Mr. Moore stated that the federal definition of a Unified Planning Work Program, or UPWP, is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, the UPWP includes description of the planning work and resulting products, who will perform the work, timeframes for completing the work, the cost of the work, and the source of funds. Mr. Moore also stated that the purpose of the UPWP is to outline multimodal transportation planning activities within a financially constrained budget to be conducted in the Huntsville MPO planning area.

Mr. Moore also said that the UPWP or Business Plan is updated every year to provide citizens and stakeholders the necessary transparency to see how federal and State transportation planning dollars are expended by the Huntsville MPO and the Alabama Department of Transportation, in order to meet federal metropolitan planning requirements.

Mr. Moore stated that examples of tasks performed in the UPWP by the staff are as follows:

Task I, Administration: Covers the administrative support activities such as financial management, contract management, public outreach, and the general management of the MPO. Task II, Data Development and Maintenance: Covers the collection, maintenance, and analysis of transportation data. These activities include the development of socioeconomic forecasts and travel demand models to determine where future transportation investments will be made. Tasks III & IV, Short and Long Range Planning: Addresses planning for activities taking within at three-to-five-year timeframe, including the management of the Transportation Improvement Program (TIP) and the UPWP, and covers planning activities for the long-term including the development of the 2040 Regional Transportation Plan, air quality planning, bicycle and pedestrian facilities, transit, and the promotion of sustainable development. Task V, Special Studies: Covers other planning issues and studies including major corridor studies, planning, freight, congestion management, safety management as well as environmental justice, mitigation, and climate change.

Mr. Moore stated that the final UPWP document was developed by the MPO staff in consultation with agencies and input from local citizens and stakeholders, and approved by the ALDOT and FHWA. Mr. Moore stated that the FY 2016 Huntsville MPO's UPWP, if adopted will begin October 1, 2015 and extend through September 30, 2016. As adopted, the program will fund approximately \$718,036 worth of planning activities and studies for the Huntsville MPO region.

Mr. Ofenloch made a motion to recommend approval to Resolution 13-15; which was duly seconded by Mr. Slyman and carried unanimously.

Mr. Weaver stated that the next item on the agenda was **Resolution 14-15**; adopts the Final 2016-2019 Transportation Improvement Program (TIP). Mr. Weaver asked Ms. Kling for an explanation of the item. Ms. Kling stated at the last meeting, this committee adopted the Draft FY 2016-2019 Transportation Improvement Program or TIP. The TIP is a plan that programs and schedules projects that are to be funded with federal, State, locally matched monies, as well as locally funded regionally significant projects, within a 4 year period. She stated changes were made between the Draft and Final TIP, specifically with the text, project schedules, and addition of a few projects. Within the plan text, the Self-Certification Section was updated to indicate that ADA Transit Plans are in process for jurisdictions that have not completed them. Additionally, the Federal Transit Administration required a financial spreadsheet be added to show FTA funds that have been programmed for the City of Huntsville, TARCOG, and Alabama A&M University. This was accomplished.

Ms. Kling stated that there were 4 road improvement projects that were originally scheduled in the Draft TIP that were retained in this document, because they may be bid before October 1, 2015. She stated that these projects were engineering design for Kellner Road Extension, resurfacing East Limestone Road from US 72 to Copeland Road, construction of the Memorial Parkway Mainline and Service Roads from North of Whitesburg to South of Golf Road, and construction of a Connector Road from Maysville Road to Epworth Drive.

Ms. Kling stated that a few projects that were originally programmed for FY 2015 rolled over to FY 2016 and that these were Church Street Improvements from Monroe Street to Pratt Avenue - Clearing & Grubbing, the Huntsville Northern Bypass from 1.2 miles East of Pulaski Pike to the US 231/431 Intersection - Right of Way Acquisition, Bridge Replacement on Thach Road over an Unnamed Branch - Construction, Intersection Improvements at East Limestone Road & Capshaw Road - Construction, and Additional Lanes on East Limestone Road from Elkins Road to East Limestone Road - Construction.

Ms. Kling also stated that 2 projects were added or restored for US 72 West. One project is the additional lanes on US 72 from County Line Road to Providence Main Road in the City of Huntsville, and the other project provides additional lanes on US 72 from Balch to Hughes Road in the City of Madison. Ms. Kling stated that the Huntsville project is a Restore our Roads project, to be funded through a 50/50 split of funds by the State of Alabama using federal funds, and the City of Huntsville. Right of way is scheduled for fiscal year 2017, utility relocation is scheduled for fiscal year 2018, and construction is scheduled for fiscal year 2019. Total cost for construction is over \$60.7 million. The project in Madison is an ATRIP project sponsored by the City of Madison. Their portion of the US 72 improvement project from Balch Road to Hughes Road is scheduled for construction in fiscal year 2019 in the total amount of \$6.56 million, and the City of Madison will be paying 20% of the total project cost.

Ms. Kling said that nothing much changed with the Transit Program funds. Madison County is set to receive approximately \$1.92 million in rural transit funds for administration, operation, and the capital equipment of its TRAM program; and the City of Huntsville is estimated to receive over \$18.2 million for its Public Transit Program.

Ms. Kling stated that the total allocations for the Final FY 2016-2019 TIP were as follows: Federal Aid Road Improvements, approximately \$339.9 million; Transit, approximately \$21.6 million; Transportation Alternatives, which she noted were greenways that are to be funded through a federal grant, approximately \$1.13 million; and Regionally Significant Projects that are significant to economic development on the network and in the area, approximately \$84.8 million. Ms. Kling stated that the total investment for the TIP, for the final version, was approximately \$447.5 million.

Ms. Kling remarked that the adoption of this Plan would establish the projects, schedules, and funding for the upcoming four years for road improvements, transit programs, and transportation alternative program projects.

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

Mr. Weaver stated that the next item on the agenda was **Resolution 15-15**: amends the Functional Classification Map to add a new road: Hughes Road Extension from North of Madison Boulevard to the Kellner Road Extension for the City of Madison. Mr. Weaver asked Mr. Moore for an explanation of the item. Mr. Moore stated that this resolution added a new Hughes Road Extension from North of Madison Boulevard to the Kellner Road Extension, and that it was classified as a minor arterial. He stated that this action was required by the State, to continue the current classified Hughes Road and to make the entire corridor eligible for federal funds.

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

Mr. Weaver stated that the next item on the agenda was **Resolution 16-15**; amends Year 2040 Transportation Plan. Mr. Weaver asked Ms. Kling for an explanation of the item. Ms. Kling stated that the Year 2040 Transportation Plan was adopted by the MPO in March of 2015. This resolution is to amend the document, based upon the request of several jurisdictions. Per the City of Huntsville's request, a shifting of priorities has necessitated the deletion of a project that would widen Johns Road from Plummer Road and extend it to US 72.

Ms. Kling additionally stated that Madison County requested a project be added for Old Monrovia Road from Hunting Trail to Jeff Road, shown as Project 73, and they requested that improvements on Blake Bottom Road from Jeff Road to Research Park Boulevard be changed from a visionary to funded project shown as Project 13.

Ms. Kling remarked that the City of Madison requested 2 projects be added. The City of Madison plans to construct a new interchange on I-565 between Hughes Road and Zierdt Road, to support the Town Madison development. She noted prior to the construction of the interchange, the Federal Highway Administration required that an Interchange Justification Study be conducted to develop several alternative corridor designs, and further analyze traffic impacts and traffic flow in the general vicinity of the proposed interchange and the development.

The Federal Highway Administration has granted a preliminary approval of the Interchange Justification Study; however, they identified 2 additional projects that must be constructed and have stipulated that these projects be constructed within 48 months. FHWA additionally requires that these projects be added to the long range transportation plan as well as to the Transportation Improvement Program before final approval of the Interchange Justification Study is granted. A TIP amendment will be presented later in the meeting. The projects to be added to the Year 2040 Transportation Plan for the City of Madison are the Hughes Road Extension from Hughes Road to the Kellner Road Extension, plus 2 overpasses at Madison Blvd and I-565; and I-565 Auxiliary Lanes from Mile Post 11.1 and Mile Post 13.22, plus 4 bridge widenings: 2 at Mile Post 11.55 and 2 at Mile Post 12.18. Ms. Kling remarked that for those wondering exactly what the mile post descriptors mean, the project lies roughly from North of Madison Boulevard to South of Zierdt Road.

Ms. Kling stated based upon the project requests from the City of Huntsville, Madison County, and the City of Madison, various sections of the Year 2040 Transportation Plan were amended. She noted that the Executive Summary was amended to reflect a total of 107 capacity adding projects. This included 11 locally funded Regional Significant Projects for the Cities of Huntsville and Madison, costing a total of \$233.3 million.

Ms. Kling stated that Section 2 had been amended to show the outcomes of the Travel Demand Model. Ms. Kling stated that Section 5 had been amended to show cursory environmental impacts of the new projects to be considered. Section 7, the Bike/Ped Element maps & tables were updated. She further said the new Hughes Road Extension and the Old Monrovia Road project is proposed to have paved shoulders and sidewalks for bike/ped access, while the I-565 Auxiliary Lanes will obviously not have bike or ped accommodation. Ms. Kling remarked that Section 10, Financial Element, was amended to add the FHWA directive for the new Hughes Road Extension & I-565 Auxiliary Lanes to be constructed within 48 months or by 2019. Ms. Kling said that they reworked all the spreadsheets to show consistency with FY 2016-2019 TIP.

Ms. Kling commented that the City of Madison projects were programmed as funded by the Town Madison Capital Improvement Cooperative District and were scheduled as follows: Hughes Road Extension from North of Madison Blvd to Kellner Road Extension, preliminary engineering, FY2016, in the amount of \$600,000; right of way, FY 2017, in the amount of \$3.2 million; utility relocation, FY 2018, in the amount of \$150,000; construction, FY 2019, in the amount of \$13.35 million. She stated that for the I-565 Auxiliary Lanes, engineering design was scheduled for FY 2018, in the amount of \$3.4 million; right of way and utility relocation are not required for this project; and construction is scheduled for FY 2019, in the amount of \$18.6 million. Ms. Kling stated that the total Town Madison Capital Improvement Cooperative District investment for all planned projects, including the I-565 interchange between Zierdt Road and Hughes Road, was estimated to be \$68.1 million.

Ms. Kling stated that both the Blake Bottom Road and Old Monrovia Road projects were added as funded by Surface Transportation Huntsville Urban Area Funds. She stated that the engineering design for Blake Bottom Road was scheduled for FY 2027; right of way, FY 2028; utility relocation, FY 2030; and construction, FY 2031. She stated that the total construction cost

was estimated to be approximately \$3.7 million. The Old Monrovia Road project's engineering design is scheduled for FY 2025, with construction in 2029. The construction cost has been estimated at approximately \$5.25 million.

Ms. Kling remarked that the Appendix E maps had been modified to show the changes made to traffic volumes and level of service, and that these changes were minimal. She stated that in Appendix G, the livability charts were amended to show funding commitment changes based upon the TIP.

Ms. Kling stated that the plan amendments have been made available for public review and comment at various locations from August 12 through August 26. Additionally, legal ads had been placed, public notices had been displayed, and meeting notices and plan amendments had been made available for review at the MPO website.

Ms. Kling stated that, in summary, approval of these plan amendments would delete the Johns Road project for the City of Huntsville and program the improvements to Old Monrovia Road and Blake Bottom Road for Madison County, to be funded with Surface Transportation Attributable Funds. She continued that it would also provide assurances to the Federal Highway Administration that the required projects on Hughes Roads and I-565 to support the Town Madison development and the associated interchange on I-565 between Zierdt Road and Hughes Road, were programmed for construction and were to be funded by the Town Madison Capital Improvements Improvement Cooperative District, and that construction would commence and would be completed no later than Fiscal Year 2019.

Mr. Potts made a motion to recommend approval to Resolution 16-15; which was duly seconded by Mr. Griffin.

At this time, committee members provided comments and asked questions.

Mr. Slyman requested that the MPO construct the Old Monrovia Road project at this time in order to help with traffic flow during the planned improvements on US 72 that might be occurring in 2019. Ms. Kling stated that funding was not readily available for this project. Even if funds were available, the project had not been designed, and that by the time the project was designed and ready for construction, it most likely would be 2019.

Mr. Whitley asked what would happen if the City of Madison's projects were not constructed within 48 months. Ms. Kling said she anticipated this question and had asked this of the Federal Highway Administration prior to the meeting. Their response was that the City of Madison was committed to funding the projects and that the State and the Federal Highway Administration were committed to assist Madison in accomplishing the necessary steps so that Madison could construct these improvements as quickly as possible.

Mr. Whitley further asked that if Madison could not provide this funding, would the State and Federal Highway Administration be responsible for funding the projects. Ms. Kling remarked that the State and Federal Highway Administration's position on this was that there would be no federal monies committed to this project..

Mr. Weaver asked when any future public involvement meetings would be held for this projects. Ms. Kling replied that since the design for these projects was just beginning, it was too early to speculate when any further meetings would be held.

With there being no further public comments or questions, the resolution was voted upon and approved unanimously.

Mr. Weaver stated that the next item on the agenda was **Resolution 17-15**; amendment to the Final FY 2016-2019 Transportation Improvement Program. Mr. Weaver asked Ms. Kling for an explanation. Ms. Kling stated that this resolution would amend the Final FY 2016-2019 TIP to add two Regionally Significant Projects for the City of Madison that had just been added to the Long Range Transportation Plan, being the Hughes Road Extension and the I-565 Auxiliary Lanes. She stated that these changes to the TIP were similar to the modifications made in the Year 2040 Transportation Plan. She said that they had done the textual changes that were required by the Federal Highway Administration and ALDOT, to show that the projects must be constructed within a 48-month time period. She stated that they had added new project maps and had added the projects to the Regionally Significant Project Tables and the work program for the fiscal year.

Ms. Kling remarked that the Hughes Road project was scheduled to begin engineering design in 2016 and construction in 2019, and that the total cost of this project was estimated at \$17.3 million. Ms. Kling stated that the I-565 Auxiliary Lanes were scheduled for engineering design in FY 2018 and construction in FY 2019, with an estimated total cost of \$22 million. Ms. Kling stated that that the Regionally Significant Project financial spreadsheet had been amended to reiterate the financial commitment of local funds. She continued that this resulted in a total financial commitment of all Regionally Significant Projects for all jurisdictions of the MPO of \$124.1 million between the years 2016-2019.

Ms. Kling said that the Federal Highway Administration required that these projects be added to the TIP to provide assurances that these required projects that supported the Town Madison Development and the associated interchange on I-565 between Zierdt Road and Hughes Road were programmed for construction, were to be funded by the Town Madison Capital Improvements Cooperative District, and would be constructed within 48-month time period.

There were no further public comments regarding this item.

Mr. Potts made a made motion to recommend approval of Resolution 17-15; which was duly seconded by Mr. Ofenloch and carried unanimously.

Mr. Weaver stated that the next item on the agenda was **Resolution 18-15**; amendment to the Final FY 2016-2019 Transportation Improvement Program. Mr. Weaver asked Ms. Kling for an explanation of the item. Ms. Kling stated that both the City of Huntsville and Madison County had received ATRIP funds from the State of Alabama for improvements on Winchester Road. She continued that these improvements were adjacent to each other with Huntsville's project parameters being from Dominion Circle to Naugher Road and the County's project parameters being from Naugher Road to Riverton Road. She stated that in order to prepare the corridor for

construction, both utility relocation and clearing and grubbing would have to occur, ideally at the same time for both projects.

Ms. Kling said that the City of Huntsville had requested that additional funds in the amount of \$30,000 be allocated to its current preliminary engineering design contract so that design plans could be prepared for the clearing and grubbing phase for their project. Ms. Kling stated that this could assure that the construction prep work on this stretch of Winchester Road could be performed in a coordinated effort and at the same time. She stated that the original engineering design contract for Huntsville's project was \$500,000, and that this amendment would raise the total design contract for the City of Huntsville to \$530,000, to be funded by Surface Transportation Attributable funds. She stated that the increase by \$30,000 required a federal allocation of \$24,000, and that the City of Huntsville would pay the \$6,000 match.

Mr. Griffin made a motion to recommend approval of Resolution 18-15; which was duly seconded by Mr. Slyman and carried unanimously.

Mr. Weaver stated that the next item on the agenda was **Resolution 19-15**; amends the Transit Projects Section in the Final FY 2016-2019 TIP to add funds for Ability Plus. Mr. Weaver asked Ms. Kling for an explanation of the item. Ms. Kling stated that Ability Plus was a public non-profit organization that had expressed an interest in applying for a Federal Transit Administration Section 5310 Grant. She stated that as part of the grant application process for the Federal Transit Administration funds, MPO action had to occur before grant applications were submitted and awarded. She stated that Ability Plus wished to apply for a \$219,036 grant in order to purchase six mini-vans. She continued that these vehicles would be used to provide transportation services for their clients. She stated that the total cost of the vehicles would be split, with federal funds being \$175,229 and the local match being \$43,807.

Ms. Kling stated that approval of this resolution would allow the applicant to apply for these funds.

Mr. Slyman made a motion to consider Resolution 19-15; and Mr. Ofenloch seconded the motion for discussion purposes.

Mr. Ofenloch asked what agency was ultimately responsible for the management of these funds. Ms. Kling stated that this would be the Alabama Department of Transportation, as the designated recipient for these funds. Ms. Kling was also asked who would be responsible for maintaining the vehicles. Ms. Kling remarked that this would be the agency receiving the FTA grant.

Being no further comments or questions, Resolution 19-15 was voted upon and carried unanimously.

Mr. Weaver stated that the next item on the agenda was **Resolution 20-15**; amends the Transit Projects Section in the Final FY 2016-2019 TIP to add funds for the ARC of Madison County. Mr. Weaver asked Ms. Kling for an explanation of the item. Ms. Kling stated that the Opportunity Center, or The ARC of Madison County, was also a public non-profit organization

that had expressed an interest in applying for a Federal Transit Administration Section 5310 grant. She stated that they wished to apply for the grant in order to replace five of their vehicles used for client transportation. She continued that the total cost of the vehicles was estimated to be \$182,530, with the federal amount being \$146,024 and the local match being \$36,506. Ms. Kling stated that approval of this resolution would allow the Opportunity Center to apply for these funds.

Mr. Slyman made a motion to recommend approval of Resolution 20-15; which was duly seconded by Mr. Griffin and carried unanimously.

Mr. Weaver stated that the next item on the agenda was **Resolution 21-15**; amendment to the Final FY 2016-2019 Transportation Improvement Program. He stated that the resolution would amend the Bridge Projects Section in the Final FY 2016-2019 TIP to add funds for Limestone County. Mr. Weaver asked Ms. Kling for an explanation of the item. Ms. Kling stated that the State DOT had requested that the Bridge Projects Section in the TIP be amended to add funds on behalf of Limestone County for State Support Services for various proposed and ongoing County projects. She stated that the adoption of this resolution would provide \$50,500 to pay for the State's review of plans and administrative support for Limestone County's projects in the MPO Study Area. She stated that the federal amount was \$40,400, with Limestone County paying a match of \$10,100.

Mr.Griffin made a motion to recommend approval of Resolution 21-15; which was duly seconded by Mr. Slyman and carried unanimously.

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