

**PROCEEDINGS OF THE CITIZENS ADVISORY COMMITTEE**  
**Monday, January 25, 2016**

A regular meeting of the Citizens Advisory Committee was held 5:00pm on Monday, January 25, 2016 on the first floor on the Administration Building located at 308 Fountain Circle.

**MEMBERS:** Bill Weaver-Madison  
John Ofenloch-Huntsville  
Todd Slyman-Huntsville  
Trent Griffin-Huntsville  
Gary Whitley-Huntsville  
Russ McDonald-Huntsville  
Bob Devlin-Madison County

**STAFF PRESENT:** Paige Colburn-City of Huntsville Planning  
Michelle Jordan-City of Huntsville Planning  
Thomas Nunez-City of Huntsville Planning  
Tracy Meshberg-City of Huntsville Planning  
Ben Ferrill-City of Huntsville Planning  
Kathy Martin-City of Huntsville Engineering Department

The meeting was called to order by Mr. Devlin. Upon call for the adoption of the minutes from August 24, 2015. Mr. Ofenloch made a motion to adopt the minutes. The motion was carried by Mr. McDonald and approved by all.

Mr. Weaver of City of Madison introduced his replacement Mr. Mason.

Mr. Devlin stated that the next item on the agenda was **Resolution 01-16:** adopts a resolution of support for a potential TIGER grant for the City of Huntsville. Mr. Devlin asked Ms. Colburn for an explanation. Ms. Colburn said that the City of Huntsville was to apply for funding if available in FY 2016.

Ms. Colburn indicated that "TIGER" stands for Transportation Investment Generating Economic Recovery. It is a competitive grant program administered by the US Department of Transportation that allows local and federal investments in road, rail, transit, and port projects that promise to achieve nation objectives.

Ms. Colburn stated that for Huntsville, the project being sponsored is the Huntsville Spring Branch Greenway Phase 1 from Holmes Avenue to Brookside Street at Lowe Mill. The City of Huntsville in conjunction with federal and state funds, has invested around \$28 million toward the project with the construction of bridge replacements along Clinton Avenue and Holmes Avenue, land acquisition, floodway mitigation efforts, and utility relocation.

Ms. Colburn stated that this resolution, if approved, will be included in the grant application packet, to show metro-wide support of this project that will provide multi-modal linkages to the current transportation network. She further stated that Dr. Ben Ferrill had been working on this project and was available to answer any questions.

Mr. Devlin asked for public comment. Mr. Ofenloch asked if the MPO would be spending money on this TIGER grant project. Ms. Colburn explained that no MPO funds will be committed to this project. The purpose of the resolution is to support the project, because regional support serves as an endorsement of the grant application and because the FHWA wants to know the MPO will include the project in our planning documents, if funds are awarded.

Mr. McDonald made a motion to recommend approval to Resolution 01-16; which was duly seconded by Mr. Whitley and carried unanimously.

Mr. Devlin stated that the next item on the agenda was **Resolution 02-16**: amends the Final Year 2040 Transportation Plan to divide the Huntsville Spring Branch Greenway Project into 2 phases of construction. Mr. Devlin asked Ms. Colburn for an explanation of the item. Ms. Colburn stated that the Huntsville Spring Branch Greenway is a visionary multi-modal project that has been planned for many years, and had its first appearance in the MPO's long range transportation plans at least 10 years earlier. The project is currently listed in the Year 2040 Transportation Plan; however, it is currently shown as a 10 mile project. Since the City of Huntsville has plans to apply for a TIGER grant for a portion of this project and wishes to improve their opportunities for funding, they have requested that the project be divided into 2 phases. Therefore, the Section 7 narrative (Bike/Ped Element), of the Year 2040 Transportation Plan has been amended to split the project into Phase 1 – being the segment from Holmes Avenue to the Brookside Drive/Lowe Mill area, and Phase 2 – being from the terminus of Phase 1 to the Tennessee River.

Mr. Devlin asked for public comment. Mr. Slyman asked if the Huntsville Housing Authority (HHA) residents would be affected. Ms. Colburn answered by discussing HHA's partnership with the City of Huntsville on this project and that the Brookside HHA property is in a floodplain.

A member also asked, regarding the 10 mile greenway project: will it go to the Natatorium & Brahan Spring Park, etc? Ms. Colburn stated that it is to go through Brahan Spring Park from Lowe Mill.

Mr. Slyman asked about the funding. Dr. Ferrill explained that the finances have not been-worked out just yet. Dr. Ferrill mentioned that it may not cost \$25 million.

Mr. Griffin made a motion to recommend approval to Resolution 02-16; which was duly seconded by Mr. Slyman and carried unanimously.

Mr. Devlin stated that the next item on the agenda was **Resolution 03-16**: amends the narrative portions of the adopted FY 2016 - 2019 TIP to add the possibility of grant funds for projects, as a funding source. Mr. Devlin asked Ms. Colburn for an explanation of the item. Ms.

Colburn explained that Federal grants such as TIGER or other eligible programs require projects to be added to the Transportation Improvement Program if funds are awarded. She also stated that the TIP was amended to indicate an alternative funding source for projects may be through grants. The text was amended to indicate that the MPO is committed to include eligible grant-funded projects in the TIP when awarded.

Mr. Slyman made a motion to recommend approval of Resolution 03-16; which was duly seconded by Mr. Ofenloch and carried unanimously.

Mr. Devlin stated that the next item on the agenda was **Resolution 04-16**: amends the adopted Final Year 2040 Transportation Plan to accommodate the changes in the timeline and the cost of construction for the Northern Bypass and Slaughter Road for the City of Huntsville. Mr. Devlin asked Ms. Colburn for an explanation of the item. Ms. Colburn stated that the Northern Bypass is a project of regional significance, and appears in the Year 2040 Transportation Plan as a multi-phase project. At the present time, the City of Huntsville is working with the State, and expending Restore our Roads money for the Northern Bypass segment from Pulaski Pike to US 231/431. This project is already programmed and funding is committed towards it. To complete and extend this project, and enhance mobility in North Huntsville and North Madison County, the City of Huntsville is using its capital funds for the engineering design and environmental assessment for the next segment of Northern Bypass from 1500 feet east of US231/431 to Winchester Road. These activities are in progress.

Ms. Colburn said the City of Huntsville met with FHWA officials to review the environmental documents for the segment from US 231/431 to Winchester Road. The FHWA requires that before this design work and environmental assessment progress any further and before they can approve any of the work done by Huntsville, that the next steps toward the construction of this segment of the Northern Bypass project be programmed in the FY 2016-2019 Transportation Improvement Program. For this to occur, the Year 2040 Transportation Plan must be amended, first. Otherwise the project will be suspended.

Ms. Colburn also stated that an assessment of federal funds and projects that are scheduled using MPO discretionary money for the next 25 years was accomplished, and the rescheduling of projects can be done. The City of Huntsville is requesting that the Northern Bypass from US 231/431 to Winchester Road be moved up in the schedule, and that the Slaughter Road Project from Old Madison Pike to State Route 20 or Highway 20 be deferred. Huntsville is requesting that this be done so that the next section of the Northern Bypass project may be scheduled in the plan, so that the work being done on the corridor will not stall.

Ms. Colburn said more specifically, Huntsville is proposing that Section 10, Table 10.4 of the 2040 Transportation Plan be amended to change the Northern Bypass right of way acquisition as scheduled for fiscal year 2017, utility relocation scheduled for 2019, a re-evaluation of the environmental assessment scheduled for fiscal year 2021, and construction scheduled for fiscal year 2022. Additionally, the construction cost is estimated to be a total of \$25 million; a decrease of \$794,825. For this change in schedule to occur, and so that the next segment of the Northern Bypass can be programmed as requested by FHWA, the City of Huntsville is requesting that the Slaughter Road project from Old Madison Pike to State Route

20 or Highway 20, be moved out to the year 2026 through 2028, with design scheduled in FY 2026, right of way and utility relocation scheduled for FY 2027, and construction scheduled for 2028.

Ms. Colburn stated that the adoption of these changes and this resolution will allow the City of Huntsville to continue its work toward the construction of the next segment of the Northern Bypass, and to complete the corridor from Pulaski Pike all the way to Winchester Road.

Mr. Devlin asked for public comment. Ms. Jackie Reed, a citizen who attended the meeting, asked about the relationship between the Northern Bypass and the Southern Bypass, and if it is one big project. Ms. Colburn stated that the Northern Bypass and Southern Bypass are not one big project; one is funded and ongoing, while the other is visionary. An Arsenal East Connector road is proposed in the Year 2040 Transportation Plan as visionary project. The Northern Bypass project is currently in process.

Mr. Slyman asked when the other portion of Slaughter Road, from Old Madison Pike to US 72, is scheduled to be built. Ms. Colburn stated that portion of Slaughter Road is scheduled for the years 2031-2036.

Ms. Colburn stated that there is always a possibility for the Slaughter Road project to be moved up again in the timeline. After our 2020 Census, it is possible the MPO will gain a higher annual federal appropriation due to higher population. Mr. Ofenloch commented that this moving of project schedules was typical and cited Highway 72, a project that was “on hold” indefinitely which news media recently reported was now ready to proceed per ALDOT.

Mr. Slyman asked how all the Highway 72 traffic is going to get through there during years of construction. Mr. Slyman suggested the MPO move the timeline on the construction of Capshaw/Old Monrovia Road before construction begins on Highway 72. This will create an alternative route to construction on Highway 72. There was discussion of timelines for those two projects among the Committee. Mr. Devlin stated that we would discuss these projects at the next meeting and requested that MPO staff prepare a feasibility presentation on moving the timeline of Capshaw/Old Monrovia up before Highway 72.

Mr. Griffin made a motion to recommend approval of Resolution 04-16; which was duly seconded by Mr. Whitley and carried unanimously.

Mr. Devlin stated that the next item on the agenda was **Resolution 05-16**: 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 for the cost of construction for the Northern Bypass and Slaughter Road for the City of Huntsville. Mr. Devlin asked Ms. Colburn for an explanation of the item. Ms. Colburn stated this resolution reprogrammed the projects that were just voted upon, and makes the changes in the Year 2016-2019 TIP and in the State’s Comprehensive Project Management System, per the City of Huntsville request.

Ms. Colburn said that the schedule appears the same as previously presented, and the funding has been shown in the text of the resolution. She noted that the only funding change from the original TIP and the original allocations in Comprehensive Projects Management System (CPMS) is the Northern Bypass construction cost of \$25 million; a decrease of over \$794,000. In addition to the reduction in construction cost, the cost of preliminary engineering was reduced in the Long Range Plan and in CPMS from \$625,000 to \$150,000.

Mr. Slyman made a motion to recommend approval of Resolution 05-16; which was duly seconded by Mr. Ofenloch and carried unanimously.

Mr. Devlin stated that the next item on the agenda was **Resolution 06-16:** amends the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Sections in the adopted FY 2016-2019 TIP add funds for resurfacing US 72 for Limestone County. Mr. Devlin asked Ms. Colburn for an explanation of this item. Ms. Colburn stated that Alabama Department of Transportation requested that the TIP be amended to add a resurfacing project for Limestone County for fiscal year 2016. The project US 72 from near Jefferson Street to near McCulley Mill Road. The cost of the project is estimated to be \$4,832,862, with the Federal amount being \$3,866,290 and the State amount being \$966,572.

Mr. Devlin asked for public comment. Mr. Whitley asked if Limestone County is in the MPO's jurisdiction. Ms. Colburn stated that a portion of Limestone County is in the MPO Study Area. Mr. Ofenloch asked if the MPO is spending their discretionary money on this project. Ms. Colburn stated "No."

Dr. Devlin stated the next item on the agenda was the election of officers:

Mr. Ofenloch was elected Chairman  
Mr. Mason was elected Vice Chairman  
Mr. Devlin was elected Secretary

Everyone made a motion to recommend approval; which was duly seconded by all and carried unanimously.

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