

MINUTES OF REGULAR MEETING  
OF THE  
TECHNICAL COORDINATING COMMITTEE OF THE  
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION,  
HELD WEDNESDAY, MARCH 29, 2017

The Technical Coordinating Committee of the Huntsville Area Metropolitan Planning Organization met in a regular meeting on Wednesday, March 29, 2017, at 3:30 p.m., in the Council Chambers of the Municipal Building of the City of Huntsville, Alabama, there being present:

Committee Members:

Ms. Connie Graham	City of Huntsville Planning Division
Mr. Shane Davis	Transportation Planning Coordinator, City of Huntsville Director of Urban Development
Mr. Tommy Brown	City of Huntsville Director of Parking and Public Transit
Mr. Nicholas Nene	City of Huntsville Traffic Engineering
Mr. Trey Riley	City Attorney, City of Huntsville
Ms. Brandi Quick	Huntsville-Madison County Marina and Port Authority
Mr. Houston Matthews	Madison County Engineering
Ms. Anne Burkett	Madison County Planning and Economic Development
Mr. Gary Chynoweth	City of Madison Engineering
Mr. Les Hopson	Alabama Department of Transportation
Mr. Allen Teague	Alabama Department of Transportation
Ms. Kaela Hamby	Redstone Arsenal

Staff Members:

Mr. Dennis Madsen	MPO Staff
Ms. Paige Colburn	MPO Staff
Mr. James Vandiver	MPO Staff
Mr. James More	MPO Staff
Mr. Jim McGuffey	City of Huntsville Manager of Planning Services

Mr. Madsen, MPO Coordinator, called the meeting to order.

Mr. Madsen stated that the first item on the agenda was approval of the minutes of the December 7, 2016, meeting of the Committee. He asked if there were any comments on the minutes.

Mr. Madsen recognized Houston Matthews.

Mr. Matthews stated that at the December 7, 2016, meeting, he had served as Richard Grace's proxy, and he just wanted to make sure that was reflected in the minutes, noting that he had not seen it.

Mr. Madsen asked if there were any other edits or discussion with regard to the minutes of the prior meeting.

Ms. Colburn stated that the name of Les Hopson from ALDOT had been misspelled, as "Hopkins," throughout the minutes.

Mr. Madsen asked if there were any further corrections to the minutes.

There was no response.

Mr. Matthews moved for approval of the minutes of the meeting of December 7, 2016, as corrected.

Said motion was duly seconded by Mr. Brown.

Mr. Madsen called for the vote on the above motion, and it was unanimously approved by the Committee members present.

Mr. Madsen stated that Ms. Colburn would lead them through the remaining items on the agenda.

Ms. Colburn stated that the next item on the agenda was Resolution No. 01-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP,

to change the sponsor of the Preliminary Engineering Phase only of the Kellner Road Extension project from the City of Madison as the sponsor to Madison County.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that what was displayed was the project as it was shown in the TIP. She stated that the old FY 2017 Preliminary Engineering project sponsor was the City of Madison, and that now, by agreement between Madison County and the Alabama Department of Transportation, the new FY 2017 Preliminary Engineering project sponsor would be Madison County. She stated that the costs were represented on the display just for information purposes, and that unchanged, per this resolution, was the FY 2018 Construction project sponsor, which would remain the City of Madison.

Mr. Madsen asked if there were any questions concerning the above resolution.

There was no response.

Mr. Matthews moved to recommend approval of Resolution No. 01-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to change the sponsor of the Kellner Road Extension project.

Said motion was duly seconded by Mr. Chynoweth.

Mr. Madsen called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Ms. Colburn stated that the next item on the agenda was

Resolution No. 02-17, amending the Other Surface Transportation Program Projects Section of the Adopted FY 2016-2019 TIP, to replace an Intersection Improvement Project at East Limestone Road and Capshaw Road in Limestone County with a new Roundabout Construction project at the same intersection.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that displayed was the intersection as it was represented in the TIP. She stated that for ALDOT's purposes, the most important thing to note about this resolution was that a project number was being deleted from the State Transportation Improvement Program, the STIP. She stated that this project number deletion was on the left on the display, and the project number addition, to replace this deletion, was on the right. She stated that the main thing for the Committee to note was the last line of each of the blue boxes. She stated that one could see the "ATRP" on the left and the "HSIP" on the right. She continued that the deletion was an ATRIP project, and the additions were Highway Safety Improvement Program projects, noting that what this meant in their terms was that an ATRIP project, in the amount of \$609,000 for Construction, was being replaced with Highway Safety projects for PE, Right-of-Way, Utility, and Construction.

Ms. Colburn stated that the PE would take place in FY 2016, and the remaining phases would take place in FY 2018.

Mr. Madsen asked if there were any questions or comments

concerning Resolution No. 02-17.

There was no response.

Ms. Graham moved to recommend approval of Resolution No. 02-17, amending the Other Surface Transportation Program Projects Section of the Adopted FY 2016-2019 TIP, to replace an Intersection Improvement project at East Limestone Road and Capshaw Road with a new Roundabout Construction project.

Said motion was duly seconded by Mr. Chynoweth.

Mr. Madsen called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Ms. Colburn stated that the next item on the agenda was Resolution No. 03-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to replace the current Balch Road Project in the City of Madison with a new Balch Road Project, including a change to the scope of work.

Ms. Colburn presented a PowerPoint presentation.

Ms. Colburn stated that the display showed the Balch Road Project as it appeared in the TIP. She continued that the parameters of the project, from Gooch Lane to just south of the city of Madison city limits, near Browns Ferry Road, had not changed. She stated that the parameters of the project would remain the same, that the scope of work was what would be changing. She stated that this was something that could be discussed between the TCC and CAC at future meetings. She

stated that the Right-of-Way and Utility phases, as shown on the screen, for 2.45 miles of additional lanes on Balch, in both directions, would be deleted from the TIP. She continued that both of these were in FY 2019. She stated that the new scope of work projects, for Preliminary Engineering and Construction, would be added to the TIP. She continued that these were in FY 2017 and FY 2018.

Ms. Colburn stated that the Citizens Advisory Committee had had some comments regarding this particular project, and that all of the comments could be summed up in that they were looking for Pedestrian and Bicycle access along the project; and they were looking for three-to-four-foot shoulders for occasional use by persons walking or biking, especially in consideration of the elementary school, Columbia. She stated that they had also suggested crossroads and ramps and pedestrian signage installed at strategic locations listed.

Ms. Colburn stated that another member of the CAC had requested cost estimates for increasing the scope of the improvements to Balch to include the above-mentioned Bike/Ped accommodations, and asked if these cost estimates had been created, could they be discussed between the TCC and the CAC at future meetings.

Ms. Colburn stated that it had been noted to the CAC that Preliminary Engineering had not been authorized as of this time, and that once Preliminary Engineering began for this project, this was something that could be discussed between the

TCC and the CAC at future meetings.

Ms. Colburn stated that an additional comment concerned the breakdown of the projects. She stated that the project was moving forward in a time line, actually, as one could see on the display, and that originally it was for FY 2019, and now it would be for FY 2018. She stated that, also, there was a question concerning, essentially, an additional \$500,000 that would be spent one year earlier than anticipated.

Ms. Colburn stated that ALDOT and the City of Madison had an agreement, which she noted had not been finalized, but that ALDOT had assured the MPO that overall they would save money.

Ms. Colburn stated that the Right-of-Way and Utility Federal funds were being rolled into the Construction phase, so there were a lot of funds that were being moved around, and that most of it was ALDOT money. She continued that the MPO money was actually going to go down considerably because the original construction cost for this project was in the tens of millions of dollars, and at this time it was only \$1.6 million.

Mr. Madsen asked if there were any comments or questions concerning the above resolution.

There was no response.

Mr. Madsen stated that he did not want to put Mr. Chynoweth on the spot, but that since this was in his jurisdiction, he might want to consider the CAC comments and determine if he needed to create a response to them.

Mr. Chynoweth moved to recommend approval of Resolution No. 03-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to replace the current Balch Road project with a new Balch Road project, including a change to the scope of work.

Said motion was duly seconded by Mr. Matthews.

Mr. Madsen called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee Members present.

Ms. Colburn stated that the next item on the agenda was a review of Administrative Modifications to MPO documents made since the last MPO meeting.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was something new for their agendas, for the TCC, the CAC, and the MPO, moving forward. She stated that they would be discussing Administrative Modifications made by the MPO staff to various MPO documents.

Ms. Colburn stated that an "Administrative Modification" was a routine edit to the documents between meetings. She stated that by ALDOT practice, this also included the Highway Safety Improvement Program project additions, which were automatically added to the STIP. She continued that by being automatically added to the STIP, they were automatically added to the TIP as well.

Ms. Colburn stated that the staff would report these Administrative Modifications each quarter. She continued that



the TIP definition of an "Administrative Modification" was "A minor revision to costs, funding sources, or initiation dates of the projects therein."

Ms. Colburn stated that their first Administrative Modification that had been made since the last MPO meeting was the addition of a roundabout at Balch Road and Gillespie Road. She noted that the display did not show this project to scale. She stated that what was displayed was their original drawing of Balch and the Balch Construction project she had discussed earlier in the meeting, from Gooch Lane to just north of Browns Ferry Road. She stated that the roundabout would be at the intersection of Balch and Gillespie. She stated that this was a project that, as she had said, was automatically added to the TIP by an Administrative Modification because of the second bullet on the display. She stated that ALDOT included HSIP project additions automatically.

Ms. Colburn stated that the PE phase would be added to the TIP, in the amount of \$75,000, with the start date being May of the current year, and the Construction phase was \$510,000 being added to the TIP, with the Construction phase starting in FY 2019, in December of the following year.

Ms. Colburn stated that they had had one comment at the CAC meeting concerning there was no Right-of-Way or Utility relocation mentioned, but a gas station had just been built at this intersection, and questioning how that would be affected without a Right-of-way or Utility phase. She continued that,

also, the CAC would like to see Preliminary Engineering images once they were available from the City of Madison, perhaps, again, at future TCC and CAC collaboration meetings.

Mr. Madsen stated to Mr. Chynoweth that that would be another one for him to consider.

Mr. Madsen asked if there were any questions about this particular project, noting that this item did not require a motion or a vote.

There was no response.

Ms. Colburn stated that the next Administrative Modification made since the prior MPO meeting concerned Zierdt Road. She stated that this Administrative Modification was to consolidate all the funding categories that one could see on the display in the TIP. She stated that this was a page from the TIP concerning the Zierdt Road project. She stated that the total cost was \$16.8 million, and the breakdown of Federal and Other remained the same after the Administrative Modification was made, that the only thing that had changed was the STPHV Funding now contained all the funding categories. She stated that this was a change that was made because originally that \$5 million and \$2.5 million were both going to be separate intersection projects, potentially with DAR funding. She continued that DAR was a funding program that no longer existed. She stated that for ease of accounting purposes, they had them all in one category at this time.

Ms. Colburn stated that that was an Administrative

Modification made that did not require any other major changes to the TIP.

Mr. Madsen asked if there were any questions concerning the Administrative Modification Ms. Colburn had just explained.

Ms. Kaela Hamby stated that it was not that DAR no longer existed; it was that DAR had no funding to apply. She stated that she just wanted to make that clear.

Ms. Colburn apologized for that.

Mr. Madsen asked if there were any other comments or clarifications concerning the modification.

There was no response.

Mr. Madsen stated that he would address the next item on the agenda, noting that it was basically a quick update of the TMA Certification. He stated that this occurred approximately every four years, that FHWA, FTA, and ALDOT paid them a two-to-three day visit, and they sat down with MPO staff and local leaders to discuss MPO operations and suggest any modifications. He stated that concerning the TCC, there was not a huge amount in it. He stated that they would most likely see a formal report within the next 30 to 60 days.

Mr. Madsen stated that he did want to give them a heads-up on one item. He stated that in the future, they anticipated convening the TCC as a work session, or a working body. He stated that whether this would be to get together simply to coordinate projects or discuss approaches for mitigating congestion, one suggestion had been to use it a little bit more

as a working body. He continued that after they received the comments from the Feds, the TCC members might be getting an invite to a work session of the TCC. He stated that he just wanted to put this on their radar.

Mr. Madsen stated that he would also like to note that they had had very, very good preliminary feedback from the agencies involved. He continued that this had to be a nod to the staff, Paige, Connie, James Moore, and James Vandiver, and they had really answered all the questions in advance, to the point where when the persons from FTA and FHWA were coming in, they really could just dig into details and not have to worry about getting any of their questions answered. He stated that he thought they had a very good review, and they should not see too many changes when they received the results of this, most likely within the next month or so.

Mr. Madsen stated that the next item on the agenda was Public Comments. He asked if there was anyone in the audience who would like to address the TCC at this time.

There was no response.

Mr. Madsen stated that the next item on the agenda was Other Business.

Mr. Madsen stated that they would be conducting an MPO 101, which was being hosted by FHWA and ALDOT. He continued that this would be held at Madison City Hall on April 12, noting that this was kind of a refresher course, or an info course for those who were not entirely familiar with

the MPO inner workings. He stated that they would be talking about the role of FHWA and FTA in the MPO process, what the funding mechanisms were, and what the expectations and extents were. He stated that that was a pretty good way to get back up to speed on what the MPO did and how it operated.

Mr. Madsen stated that if persons were interested in this, as members of the TCC, to please let them know, and they would send them a calendar invite. He stated that persons were welcome to attend. He stated that it was a good chunk of the afternoon, but it should be worthwhile.

Mr. Madsen stated that they had already covered his second item, as far as future TCC work sessions.

Ms. Colburn stated, concerning the future TCC meetings, that they would be having quarterly meetings, which she noted had already been scheduled on their calendars and the Board's calendars through the end of FY 2018. She stated that, therefore, in addition to the calendar invite for MPO 101, persons would be seeing a string of eight calendar invites for the upcoming TCC, CAC, and MPO meetings. She stated that most likely, these would go out on the following day.

Mr. Madsen asked if there was any other business to come before the TCC.

There was no response.

Mr. Madsen stated that the meeting was adjourned.