

**TECHNICAL COORDINATING COMMITTEE  
OF THE  
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION  
MINUTES**

**Regular Meeting - February 27, 2019 - 3 p.m.**

**City Council Chambers, Municipal Building  
Huntsville, Alabama**

**Committee Members Present:**

Mr. James Moore	City of Huntsville Planning Division
Mr. Shane Davis	City of Huntsville, Director of Urban and Economic Development
Ms. Michelle Jordan	City of Huntsville, Director of Community Development
Mr. John Autry (Proxy for Tommy Brown)	City of Huntsville, Public Transit Manager
Ms. Kathy Martin	City of Huntsville, Director of Engineering
Mr. Nicholas Nene	City of Huntsville, Traffic Engineering
Ms. Brandi Quick	City of Huntsville, Director of Huntsville-Madison County Marina and Port Authority
Mr. Chuck Faulkner	Madison County Engineering
Ms. Ruth Ghoja (Proxy for Anne Burkett)	Madison County Planning and Economic Development
Mr. Tim Storey (Proxy for Carson Smith)	Huntsville Utilities
Mr. Curtis Vincent	ALDOT/Guntersville
Mr. Rod Ellis (Proxy for Les Hopson)	ALDOT/Guntersville

**MPO Staff Members Present:**

Ms. Shontrill Lowe  
Ms. Paige Colburn  
Mr. Steve Dinges

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The meeting was called to order by Mr. James Moore at the time and place noted above.

Mr. Moore stated that the first item on the agenda was Approval of Minutes.

Ms. Jordan moved for approval of the Minutes of the meeting of the Technical Coordinating Committee held on November 28, 2018, which motion was duly seconded by Mr. Faulkner.

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

Mr. Moore stated that the next item on the agenda was the Transit Study Update.

Mr. Moore recognized Mr. John Autry, Public Transit Manager for the City of Huntsville.

(Mr. Autry made a PowerPoint presentation.)

Mr. Autry stated that he would give a short presentation on the results of the Transit Study which had started in May and had just been completed at the end of January.

Mr. Autry stated that this Study was a joint planning effort by the City of Huntsville Public Transit Division and the MPO. He continued that the Study provided a detailed evaluation of the shuttle fixed-route system, as well as the paratransit service, known as "Handi-Ride." He stated that there was extensive community outreach and input, resulting in a Final Report, a Five-Year Service Plan and Capital Plan, with supporting recommendations.

Mr. Autry stated that the Study looked at the current route design, current service levels, ridership along different corridors, bus stop access and amenities, population density, employment density, and areas of high transit need, as well as popular destinations for existing riders.

Mr. Autry stated, concerning Key Findings of the Study, that over the prior six years, ridership had increased while the service level had stayed the

same. He stated that the service ended early and did not operate on the weekends. He continued that the route design varied across the system, that there were a lot of one-way loops, requiring long trip times, as well as a transfer at the downtown station. He stated that ridership was high along University Drive, in excess of 20 passengers per bus hour, while in South Huntsville, the southern part of Route 5, ridership was relatively low, with fewer than 4 passengers per bus hour.

Mr. Autry stated that there had been a rider survey, an on-line survey, and representatives at the downtown bus transfer station, as well as public meetings at the Richard Showers Center, the Senior Center, and the Library, and also several community stakeholder discussions. He stated that there were just under 1,000 responses received to the survey, and that what he was displaying at this time were the results. He stated that the improvement that was most desired by persons filling out the surveys was Saturday service, and the next most popular was later evening service, and then to a much lesser extent, other things, such as service to new places, bus stop amenities, et cetera.

Mr. Autry stated, concerning the recommendations from the Study, that in Phase One, it was recommended to restructure the route network to provide more direct service, shorter trip times, add Saturday bus service from 7:00 to 7:00, and extend the weekday hours to 9 p.m.; followed by Phases Two through Five, bringing all service, with the exception of Route 9, to 30-minute frequency and extending weeknight service until 10 p.m.

Mr. Autry stated that the system restructure would provide more direct service to major destinations and increase service to employment centers. He continued that a new transit hub on the north side was also recommended, and

to reallocate service from less used areas to areas with greater ridership potential, and to increase the frequency on several corridors.

Mr. Autry stated that the First Phase, for this fiscal year, the City of Huntsville had already paid for in the current FY 19 Operating Budget.

Mr. Autry stated that the Service Plan addressed community needs, and that as he had mentioned previously, Saturday service was the existing riders' most desired service improvement, and later weekday service was the second most desired improvement. He continued that the Plan improved access to employment, shopping, and recreation, and reduced overall rider travel time.

Mr. Autry stated that it was also recommended that the paratransit service, known as "Handi-Ride," be rebranded as "Huntsville Access" and extended to the city limits, as opposed to the three-quarter mile ADA boundary around fixed routes.

Mr. Autry stated that the Five-Year Capital Plan included cycling out the smaller buses, according to capacity demand. He stated that at this time, two of the nine routes had standing room only at certain times of the day. He continued that that would not be something that would be recommended or done for the entire fleet, but as ridership increased and the need would require.

Mr. Autry stated, concerning the north side, the Showers Transit Hub, that there would be better, more accessible bus stops, bus stop pads, bus stop shelters, as well as pedestrian improvements such as crosswalks and sidewalk extensions.

Mr. Autry stated that the Supporting Recommendations included performance metrics, scheduled service changes, new fare products and pricing. He stated that what was being displayed was a diagram of the planning and service change process, which started with proposal recommendations

through community outreach all the way to implementation. He continued that in two to three years, they would follow up and measure how they had done, and then the process would start all over, that they intended to evaluate progress and make adjustments.

Mr. Autry stated that he would be happy to answer any questions at this time.

Mr. Moore asked if anyone had any questions for Mr. Autry.

There was no response.

Mr. Moore stated that the next item on the agenda was an update of the Transportation Improvement Program FY 2020-2023. He continued that this was being presented for information only.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was the update to the Transportation Improvement Program, the TIP. She stated that they were in their last year of the TIP, noting that the TIP was basically a prioritized list of projects approved by the MPO and required by federal legislation for the MPO to take on. She stated that these projects were basically taken from the LRTP, the Long-Range Transportation Plan. She continued that the LRTP covered 20 to 25 years, while the TIP took the first four or five years and made those projects its base line for projects one would see on the roadways. She stated that the TIP broke down the LRTP to different phases, Preliminary Engineering and Design, Right-of-Way, Utility Relocation, and Construction, and it assigned start dates and end dates, and basically implemented a project until its ending.

Ms. Lowe stated that the TIP identified how federal and state funding would be spent in the Huntsville area, and it included all modes of

transportation, such as highway/roadway projects, resurfacing, adding lanes, public transit, capital projects, the purchasing of buses, and utilizing funds for operations, aviation, bicycle/pedestrians, safety, freight-related projects, and greenways. She stated that all these projects came from ALDOT's Five-Year Work Program, and they tended to overlap with the local governments' Capital Improvement Plans.

Ms. Lowe stated, concerning why they amended the TIP, that from time to time they were adjusting funding, adjusting time frames, adjusting phasing limits, noting that they might go out to a roadway project and adjust from .5 mile out from County Lane Road to 2 miles out. She stated that new projects might be added, which was another reason they amended the TIP, and other projects might be deleted, but all amended projects must be approved by the MPO Board. She continued that a signed resolution must be sent to ALDOT for their confirmation, and then it would go into the State Transportation Improvement Program.

Ms. Lowe stated that any minor revisions that were not project phase cost funding were initiated by an Administrative Modification. She continued that those did not require public review, and, therefore, they were just put before the Board as information items.

Ms. Lowe stated that to move the process along, the TIP had a schedule for it. She stated that at the MPO, they, along with the member jurisdictions, drafted the document and brought it back to the Board for changes. She continued that on this one, a draft document would be brought before the Board in May, and then there would be review, proofreading, et cetera, from ALDOT and the public, and a final document would be brought before the Board in August.

Ms. Lowe asked if there were any questions.

There was no response.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 01-19 supported and adopted the “Safety Performance Measurement (PM 1) Targets,” as approved by ALDOT, in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was the Safety Performance Measure. She stated that they had come before the Committee several times before with Performance Measures, and with this they were doing the same, which was adopting what the State was required by FHWA to incorporate into their program. She stated that Safety had a couple of different measures that allowed them to measure fatalities and injuries. She stated that this one required them to amend the TIP to make sure that it was carried on.

Ms. Martin moved to recommend approval of Resolution No. 01-19, amending the Adopted 2016-2019 TIP by adding the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT.

Said motion was duly seconded by Ms. Jordan.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that

Resolution No. 02-19 supported and adopted the changes to the “Bridge and Approaches Church Street Bridge over Big Spring at Big Spring Park” project in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was before them as an amendment because the total cost of Right-of-Way had increased, that it had increased from \$10,303 to \$40,000. She stated that the Citizens Advisory Committee had asked if this project was really necessary or if it should just be deleted completely. She stated that those comments were taken into consideration, but this was a project the City wanted to oversee, although it was not a priority at this time, and the Construction phase would be pushed out over the years.

Ms. Martin recommended approval of Resolution No. 02-19, amending the National Highway System/Interstate Maintenance Bridge Projects Section of the Adopted FY 2016-2019 TIP to add changes to “Bridge and Approaches, Church Street Bridge over Big Spring, at Big Spring Park”

Said motion was duly seconded by Ms. Jordan.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 03-19 supported and adopted the changes to the “Additional Lanes on CR-19 (Jeff Road) from 0.8 mile south of CR-28 (Capshaw Road) to north of Douglass Road” project in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was before them because the Fiscal Year start date had been pushed out to 2020. She stated that they were in the last year of their current TIP, so they had to amend the current TIP, as well as utilize this project in their new TIP they were getting ready to update. She stated that what was being displayed was a location map of this particular project. She continued that she believed ALDOT would be presenting something about this later in their presentation to the MPO.

Mr. Faulkner moved to recommend approval of Resolution No. 03-19, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2016-2019 TIP to add changes to “Additional Lanes on CR-19 (Jeff Road) from 0.8 mile south of CR-28 (Capshaw Road) to north of Douglass Road.”

Said motion was duly seconded by Mr. Nene.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 04-19 supported and adopted the changes to the “Resurfacing I-565 from I-65 (MP 0.00) to MP 5.63” project in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was also an amendment based upon the fiscal year of the project being pushed out to 2020, the start date for this particular project. She stated that the location map was being displayed. She stated that this was just a basic resurfacing project.

Ms. Jordan moved to recommend approval of Resolution No. 04-19, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2016-2019 TIP to add changes to the Resurfacing project on I-565 from I-65 (MP 0.00) to MP 5.63.

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 05-19 supported and adopted the changes to the “Grade, Drain, Base, and Pave the Huntsville Northern Bypass from 1500 feet east of SR-1 (US-231/431) intersection to Winchester Road” project in the adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project had also been pushed out, that it had been pushed out a little further, until 2022. She stated that from her understanding, the Environmental Phase was 60 percent complete, and this was the Utility Phase they were amending.

Ms. Martin moved to recommend approval of Resolution No. 05-19,

amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to the “Grade, Drain, Base, and Pave the Huntsville Northern Bypass from 15 feet east of SR-1 (US-231/431) intersection to Winchester Road” project.

Said motion was duly seconded by Mr. Faulkner.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 06-19 supported and adopted the changes to the “Section 5311, Transit, Madison Co Comm Administration FY 2019” project in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the target start date had been changed on this particular project, and that was the reason for the amendment. She stated that this was a basic Transit project, that they were applying for Section 5311 Transit Funds.

Mr. Faulkner moved to recommend approval of Resolution No. 06-19, amending the Transit Projects Section of the Adopted FY 2019-2019 TIP by adding changes to the “Section 5311 Transit, Madison County Commission Administration FY 2019” project.

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 07-19 supported and adopted the changes to the "Section 5311, Transit, Madison Co Comm, Capital Rolling Stock (2 MOD VANS) FY 2019" project in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was also a Transit Project that needed to be amended based upon the changing of the start date. She stated that this was a project to ask for capital funds to utilize two vans.

Mr. Faulkner recommended approval of Resolution No. 07-19, amending the Transit Project Section of the Adopted FY 2016-2019 TIP, to add changes to the "Section 5311, Transit, Madison County Commission, Capital Rolling Stock (2 Mod Vans) FY 2019" project.

Said motion was duly seconded by Ms. Jordan.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 08-19 supported and adopted the changes to the "Grade, Drain, Base, Pave, and Bridge SR-1 (Memorial Parkway) from 0.31 mile south of

CR-75 (Mastin Lake Road) to CR-65 (Winchester Road), including an overpass at CR-75 and access improvements to CR-65" project into the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was being amended because the total cost of the project had gone up. She continued that the start date, as well, had been changed within the TIP. She stated that from her understanding, the construction had gone up based on Federal Highway's request to add some bicycle/pedestrian portion to the project.

Ms. Jordan recommended approval of Resolution No. 08-19, amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to the "Grade, Drain, Base, Pave, and Bridge work on SR-1 (Memorial Parkway) from 0.31 mile south of CR-75 (Mastin Lake Road) to CR-65 (Winchester Road), including an overpass at CR-75 and access improvements to CR-65" project.

Said motion was duly seconded by Ms. Martin.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 09-19 supported and adopted the changes to replace the "Bridge and Approaches (BIN 009693) on Dan Tibbs Road over Dry Creek - MCP 45-119-08U" project in the Adopted FY 2016-2019 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was being amended based on the total cost of the project.

Mr. Faulkner recommended approval of Resolution No. 09-19, amending the National Highway System/Interstate Maintenance/Bridge Projects Section in the Adopted FY 2016-2019 TIP to replace the “Bridge and Approaches (BIN 009693) on Dan Tibbs Road over Dry Creek-MCP 45-11908U” project.

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

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

Mr. Moore stated that the next item on the agenda was the Review of Administrative Modifications to MPO documents since the last MPO meeting.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this Administrative Modification was the resurfacing on Governors Drive, from Old Big Cove Road to Bassett Street, Southeast. She stated that the total project cost had actually decreased, and that from her understanding, the project was being let in the current month, and there would be a total of 35 working days, nighttime working days. She continued that that should give them a duration of sometime around April to June. She stated that the nighttime work should be somewhere around 8 p.m. to about 6 a.m.

Mr. Moore stated that the next item on the agenda was Jurisdiction Reports.

Mr. Moore asked if anyone representing Madison County had a report at this time.

There was no response.

Mr. Moore asked if anyone representing the City of Huntsville had a report.

There was no response.

Mr. Moore asked if a representative of the City of Madison had a report.

There was no response.

Mr. Moore asked if a representative of the Town of Triana had a report.

There was no response.

Mr. Moore asked if a representative of the Town of Owens Cross Roads had a report.

There was no response.

Mr. Moore stated that the next item on the agenda was Agency Reports.

Mr. Moore asked if a representative of FHWA had a report.

There was no response.

Mr. Moore asked if a representative of FTA had a report.

There was no response.

Mr. Moore asked if a representative of the Alabama Department of Transportation had a report.

There was no response.

Mr. Moore asked if a representative of Public Transit had a report.

There was no response.

Mr. Moore stated that the next item on the agenda was Board Member Comments. He asked if any of the members would like to comment at this time.

There was no response.

Mr. Moore stated that the next item on the agenda was Opportunity for Public Comment. He asked if there was anyone in the audience who would like

to comment at this time.

There was no response.

Mr. Moore stated that with no further business to come before the Technical Coordinating Committee, the meeting was adjourned.

**(Meeting adjourned on February 27, 2019, at 3:30 p.m.)**