

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

**Regular Meeting - May 17, 2023 - 3:00 p.m.**

**Huntsville, Alabama**

**Committee Members:**

Ms. Kathy Martin	City of Huntsville, Engineering
Mr. David Scroggins	City of Huntsville, Engineering
Mr. Nicholas Nene	City of Huntsville, Traffic Engineering
Mr. Garriss Bugg	City of Huntsville, Traffic Engineering
Ms. Jennifer Colee	City of Huntsville, Traffic Engineering
Ms. Quisha Bryant	City of Huntsville, Public Transit
Mr. John Autry	City of Huntsville, Public Transit
Ms. Anissa Pratte	City of Huntsville, Public Transit
Ms. Brandi Quick	City of Huntsville, Ditto Landing
Ms. Kaela Hamby	Redstone Arsenal
Mr. Chuck Faulkner	Madison County, County Engineer
Mr. Rodney Ellis	ALDOT
Mr. Lynn Wood	ALDOT

**MPO Staff Members:**

Mr. Dennis Madsen  
Mr. James Vandiver

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

The Minutes of the Meeting of the Technical Coordinating Committee on February 15, 2023, were approved as submitted.

Mr. Madsen stated they would consider the Action Items, and he recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated the first Action Item was Resolution No. 05-23,

adopting the Draft FY 2024-2027 TIP, Transportation Improvement Program. He stated the TIP included all state, federal, and regionally significant local projects that would begin work over the next four years, and that it must be fully updated, according to federal law, and approved by the MPO, at least every four years.

Mr. Vandiver stated he would provide some highlighted changes from the 2020-2023 TIP to this one, and he stated they had added funding for the Winchester Road widening construction phase, noting this was between Dominion Circle and Naugher Road. He stated they had revised a project, based on conversations with the member jurisdictions, on Slaughter Road, that it was a widening from Old Madison Pike to Madison Boulevard, and they were looking into intersection improvements along that corridor, particularly at the intersection of Madison Boulevard. He stated they had a new Surface Transportation project along Old Big Cove Road, from Sutton Road to Taylor Road, and Terry Drake Road for the entire extent. He stated they also had a new Carbon Reduction Fund that was part of their MPO funding allocation, and they would like to use some of those funds, over the next few years, for a TSMO, Transportation System Management and Operations, project. He stated that, basically, these were motorist information signs and traffic cameras, on US 72 East, over Chapman Mountain; US 431 between Memorial Parkway and Sutton Road; and Memorial Parkway between I-565 and Airport Road.

Mr. Vandiver stated they were still waiting on a few things from ALDOT, in terms of completing this TIP, and the final TIP would go before the MPO boards at the August meeting.

Mr. Madsen asked if there were any questions or comments in regard to

the TIP presentation.

Ms. Martin recommended approval of Resolution No. 05-23, adopting the Draft FY 2024-2027 Transportation Improvement Program (TIP).

Said motion was seconded by Mr. Faulkner.

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

Mr. Madsen recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 06-23 adopted the Draft FY 2024 UPWP, the Unified Planning Work Program.

Mr. Vandiver stated the UPWP was the annual budget for the day-to-day operations of the MPO, including staffing, equipment purchases, professional development, and any plans that were required by the MPO to be maintained, such as the Long-Range Transportation Plan and the Transportation Improvement Plan.

Mr. Vandiver stated the current year's budget was \$969,176, that it was an increased budget due to FY 2022 carryover funds, and, also, their allotment had been increased by ALDOT because of the 2020 Census population results of their urban area. He stated they had increased funding in the UPWP for several tasks, including the Long-Range Transportation Plan, noting they would be working on a Draft 2050 LRTP the coming fiscal year. He stated they had to do an update to their congestion management process as part of that LRTP update. He stated they were also increasing funding for Transit Planning, to support regional transit planning goals. He stated that, also, they had a requirement from ALDOT, which they had sent out to all MPOs in the

state, to include a Safe and Accessible Transportation Options task in their UPWP. He stated they had replaced their Bike-Ped planning, that all the tasks for Bike-Ped planning were within the Safe and Accessible Transportation Options task, that they just had to rename it. He stated they had also increased funding for this, to work on an MPO Regional Bike Plan, which he would get to in the next resolution.

Mr. Madsen asked if there were any questions with regard to the UPWP for the next fiscal year.

Ms. Martin recommended approval of Resolution No. 06-23, adopting the Draft FY 2024 Unified Planning Work Program (UPWP).

Said motion was seconded by Ms. Quick.

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

Mr. Madsen recognized Mr. Vandiver for the next item.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated the next item was Resolution No. 07-23, adopting and amending the FY 2023 UPWP. He stated they were increasing the budget for the current fiscal year by \$200,000, using carryover funding from the FY 2022 budget. He stated they would like to use this funding to begin work on an MPO Regional Bike Plan. He stated this bike plan would look at the different plans that had been created by the different jurisdictions of the MPO and bring them under one cohesive regional bikeway plan, noting they had never had one like this before. He stated that with the Singing River Trail moving along, they thought this was a great opportunity for them to do a Regional Bike Plan.

Mr. Vandiver stated that any remaining carryover funds, about \$211,000, from FY 2022, had been applied to their FY 2024 budget.

Mr. Madsen asked if there were any questions with regard to the amendment to the current UPWP.

Ms. Martin recommended approval of Resolution No. 07-23, amending the FY 2023 Unified Planning Work Program (UPWP), to include carryover funds from Fiscal Year 2022, in the amount of \$200,000, to be added to Task 3.3 ("Bicycle and Pedestrian Planning"), to begin work on a Regional Bike Plan.

Said motion was seconded by Ms. Quick.

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

Mr. Madsen recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 08-23 adopted and supported a project in their Other Surface Transportation Program Projects. He stated this was the Construction Phase of the Northern Bypass West section, which was from the Toyota Engine Plant to Memorial Parkway. He stated the total estimated cost increase was going from \$30,000,000 to \$40,282,131. He stated this was a new estimate, adjusting to the actual cost of this project, that it included utility projects, including county and city water lines and sewer lines that needed to be relocated. He stated this would all be combined into this Construction Phase. He stated the Utility part was about \$6.3 million of this increase. He stated this project was being funded through \$30 million in ALDOT COVID funds, with the remaining cost split between the MPO and the

City of Huntsville. He stated the City of Huntsville expected work to begin on this project in the current summer.

Mr. Madsen asked if there were any questions in regard to this TIP amendment.

Ms. Martin recommended approval of Resolution No. 08-23, amending the Other Surface Transportation Projects section of the 2020-2023 TIP, with the total cost change on Project #100061851 CN phase of "HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION."

Said motion was seconded by Mr. Nene.

Mr. Madsen called for the vote on Resolution No. 08-23, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Madsen recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 09-23 was another amendment to the Other Surface Transportation Program Projects for the 2020-2023 TIP. He stated this was the James Record Road/Martin Road Phase II widening project, the Construction Phase, and the total estimated cost increase was from \$10,749,511.22 to \$30,500,000. He stated this was another project that was close to being bid, so they were revising the estimate up to reflect the actual cost of the project.

Mr. Vandiver stated this included a number of different funds in this Construction Phase, including a Surface Transportation state fund that was allocated for the entire Martin Road project. He continued that any funds that were not spent on Phase I, which was from Zierdt Road to Old Jim Williams,

would be applied to this project, along with MPO COVID funds that were applied to this project about two years ago, and MPO Surface Transportation funds and the City of Huntsville would cover the remaining cost. He stated the City of Huntsville expected to let this project this fall, and it would be concurrent with a gas relocation project which was in a separate utility phase. He stated they would all be ongoing at the same time.

Mr. Madsen asked if there were any questions or discussion with regard to this amendment.

Ms. Martin recommended approval of Resolution No. 09-23, amending the Other Surface Transportation Projects section of the 2020-2023 TIP, with the total cost change on Project #100055286 CN Phase of "ADDITIONAL LANES ON CR-999 (JAMES RECORD RD) FROM LARACY DRIVE TO TRADEMARK DRIVE AND ON CR-11 (MARTIN RD) FROM TRADEMARK DRIVE TO CR-12 (OLD JIM WILLIAMS RD)."

Said motion was seconded by Ms. Bryant.

Mr. Madsen called for the vote on Resolution No. 09-23, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Madsen recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 10-23 was an LRTP, Long-Range Transportation Plan, update. He stated this would include the University-Medical Bus Rapid Transit Corridor. He stated that in their Long-Range Transportation Plan, they had indicated in their Regional Transit Goals a Pilot Bus Rapid Transit project. He stated they did not specify a corridor for this project at the time because they were anticipating the results

of a High-Capacity Transit Study being funded by the MPO. He stated that study was completed the prior year, and it had identified what they were calling the "University-Medical Corridor" as the preferred and viable alternative for their initial Regional High-Capacity Transit project. He stated that in this case, they were looking at Bus Rapid Transit as their transit mode for this corridor.

Mr. Vandiver stated this was split into two phases, that Phase I would run from Huntsville Hospital, through downtown, and extend west along University Drive to the Village of Providence, and the second phase would extend it further along US 72 into Madison, and it would serve the Madison hospital, and then terminate somewhere between Balch Road and County Line Road.

Mr. Vandiver stated they did not typically do LRTP amendments, but the reason this was coming before them at this time was because the City of Huntsville had committed funds for project development of Phase I of the BRT project, and one of the requirements for project development was that the MPO adopt this corridor as its Locally Preferred Alternative in its Long-Range Transportation Plan. He stated they would be hearing whether or not they got accepted into project development within the next month or so.

Mr. Madsen asked if there any questions or discussion with regard to this amendment.

Ms. Martin recommended approval of Resolution No. 10-23, amending the 2045 LRTP to include the University-Medical Bus Rapid Transit Corridor as the Locally Preferred Alternative for the Pilot Bus Rapid Transit project.

Said motion was seconded by Mr. Nene.

Mr. Madsen called for the vote on the above motion, and it was



unanimously approved by the Technical Coordinating Committee members present.

Mr. Madsen recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 11-23 adopted and supported Transit Safety Performance Measures for Huntsville Transit. He stated these Performance Measurements were updated annually for Huntsville Transit, and this Performance Measurement included Fatalities, Injuries, Safety Events, and Distance Between Mechanical Failures for both Fixed Route and Demand Response Transit Services.

Mr. Madsen asked if there were any questions with regard to the Transit Safety Performance Measures.

Ms. Martin recommended approval of Resolution No. 11-23, adopting and supporting the Public Transportation Agency Safety Plan (PTASP) Performance Measurements and Targets, as approved by Huntsville Transit.

Said motion was seconded by Mr. Nene.

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

Mr. Madsen recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 12-23 adopted and supported Transit Asset Management Performance Measurements for Huntsville Transit.

He stated these were updated as needed when Huntsville Transit updated their Transit Asset Management, or TAM, Plan. He stated this Performance Measurement included age and condition of Transit fleet and

facilities.

Mr. Madsen asked if there were any questions with regard to this amendment.

Ms. Quick recommended approval of Resolution No. 12-23, adopting and supporting the Transit Asset Management (TAM) Performance Measurements and Targets, as approved by Huntsville Transit.

Said motion was seconded by Ms. Martin.

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

Mr. Madsen stated the next item was Administrative Modifications, and he recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated these modifications were for information only, that no action would be needed on them.

Mr. Vandiver stated Administrative Modification A was a cost decrease to a level of effort transit project. He stated this was a Section 5310, Transit, City of Huntsville Urban, and the old cost estimate was \$164,838, and the new cost estimate was \$152,508. He stated Section 5310 was the FTA Apportionment for Paratransit projects.

Mr. Vandiver stated Administrative Modification B was a cost increase to the Mastin Lake overpass project on Memorial Parkway. He stated the old cost estimate was \$47,965,282, and the new cost estimate was \$47,968,302, for a total increase of \$3,019.61. He stated this was a final adjustment, based on the bid price, and the project should start very soon.

Mr. Vandiver stated Administrative Modification C was a cost increase to

two Transit projects in the city of Huntsville: Capital Buses, old estimate, \$838,783; new estimate, \$1,158,335; and Other Capital Projects, old estimate, \$187,500; new estimate \$287,500. He stated that with this increase in funding, they were moving funds from one pot of funding to another pot of funding, that that was how it was being paid for.

Mr. Vandiver stated Administrative Modification D was a cost decrease to a Transit project, that this was Capital Rolling Stock in the City of Huntsville, and the old estimate was \$305,361, and the new estimate was \$15,000. He stated this was a 2017 allocation, so this funding was being moved to more recent sources.

Mr. Vandiver stated Administrative Modification E was three new level of effort Transit projects, all Section 5310, Paratransit. He stated the first one was City of Huntsville, FY 2022, and the total cost was \$494,480; Huntsville Urban Apportionment, FY 2023, total cost, \$397,348; and Section 5310 City of Huntsville ARPA, or American Recovery Plan Act, Apportionment, FY 2021, total cost, \$44,369.

Mr. Vandiver stated Administrative Modification F was a cost increase to the Utility Phase of the James Record Road/Martin Road Phase II widening. He stated the old estimate was \$1,339,391, and the new estimate was \$1,621,806. He stated these were all State Surface Transportation funds, that no MPO funds were being used on this project, that this was the gas relocation project he had mentioned in the previous resolution, and it was authorized in April 2023 and would be done in concurrence with the construction.

Mr. Vandiver stated Administrative Modification G was a cost increase to the Preliminary Engineering Phase of the Huntsville Northern Bypass, from east of the Parkway to Winchester Road. He stated the old estimate was

\$150,000, which he noted was just for state support services, and the new estimate was \$2 million, which was the total cost of the preliminary engineering. He stated this cost would be split between MPO and City of Huntsville funds, and the start date was at this time set for the current summer.

Mr. Vandiver stated Administrative Modification H was a new level of effort safety project on US 72 East, that it was access management along there, from Shields Road to just east of Brock Road. He stated this was just the Preliminary Engineering Phase, that the other phases, such as Right-of-Way, Utility Relocation, and Construction, were all going to be included in the 2024-2027 TIP. He stated no local funding was being used on this project, that the total cost in the PE Phase was \$900,000. He stated since this was a Highway Safety Improvement project, it was all state and federal funding. He stated the bid date for the PE Phase was June 1, 2023.

Mr. Madsen asked if there were any questions for Mr. Vandiver with regard to any of the Administrative Modifications.

Mr. Madsen stated the next item was Opportunity for Public Comment.

Mr. Madsen stated the next item was TCC Member Comments.

Mr. Madsen stated that hearing none, the meeting was adjourned.

**(Meeting adjourned at 3:20 p.m. on May 17, 2023.)**