

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

**MINUTES**

**Regular Meeting - August 16, 2023 - 3:00 p.m.**

**Huntsville, Alabama**

**Committee Members:**

Ms. Kathy Martin	City of Huntsville, City Engineer
Mr. Nicholas Nene	City of Huntsville, Traffic Engineering
Mr. Garris Bugg	City of Huntsville, Traffic Engineering
Ms. Jennifer Colee	City of Huntsville, Traffic Engineering
Ms. Quisha Bryant	City of Huntsville, Public Transit
Ms. Brandi Quick	City of Huntsville, Ditto Landing
Ms. Mary Beth Broeren	City of Madison, Director of Development Services
Mr. Michael Johnson	City of Madison, City Engineer
Mr. Chuck Faulkner	Madison County, County Engineer
Mr. Rodney Ellis	ALDOT
Mr. James Giles	ALDOT
Mr. Lynn Wood	ALDOT
Mr. Jud Young	ALDOT

**MPO Staff Members:**

Mr. James Vandiver  
Mr. James Moore

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

The Minutes of the Meeting of the Technical Coordinating Committee on May 17, 2023, were approved as submitted.

Mr. Moore stated the next item was MPO Self-Certification.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 13-23 would adopt the MPO Self-Certification. He stated that Self-Certification was a series of questions asked of the MPO by FHWA and ALDOT, pertaining to the metropolitan planning process and the federal regulations surrounding it. He stated it was updated every four years, as part of their TIP, or Transportation Improvement Program, process. He stated that the questions and answers of the MPO Self-Certification were included in Appendix G of the 2024-2027 Transportation Improvement Program. He stated this resolution also authorized the MPO Chairman to sign the MPO Self-Certification, and once that was complete, they would send that to the ALDOT Director for their signature.

Ms. Martin recommended approval of Resolution No. 13-23, adopting the MPO Self-Certification and authorizing the Chairman to sign the document.

Said motion was 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 the next item was the Final FY 2024-2027 Transportation Improvement Program (TIP).

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 14-23 would adopt the Final FY 2024-2027 TIP. He stated the TIP, or Transportation Improvement Program, was their short-term plan for MPO, federal, and state funded transportation projects. He stated this was updated every four years,

according to federal law, and was amended as necessary.

Mr. Vandiver stated the board had passed a Draft TIP in May, and since then, they had had several new projects, in the Safety, Transit, and National Highway categories, that ALDOT had asked them to include in the TIP. He continued that they also had a new financial plan, which broke down the total cost, by funding category and by year, in the TIP, and he stated that also included a System Performance report, which was a requirement from FHWA, which broke out the total project cost, based on furthering the goals of the three Highway Performance Measures, which were Safety, Bridge and Pavement Condition, as well as Travel Time Reliability.

Ms. Martin recommended approval of Resolution No. 14-23, adopting the Final FY 2024-2027 Transportation Improvement Program (TIP).

Said motion was seconded by Ms. Quick.

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

Mr. Moore stated the next item was the FY 2024 Unified Planning Work Program (UPWP).

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 15-23 would adopt the Final FY 2024 UPWP, or Unified Planning Work Program. He stated this was their Annual Budget for MPO Planning funds. He stated these were the funds they used for the day-to-day operations of the MPO, including staff salaries, equipment purchases, and professional development, as well as maintaining the plans that were required by the MPO to be maintained, according to federal

law.

Mr. Vandiver stated the total budgeted funding for the Final UPWP was \$969,176, which was unchanged from the Draft to the Final. He stated they had done one change to the UPWP, that they had shifted funds from one task to another task. He stated they had shifted funds from the Long-Range Transportation Plan, or LRTP, Task to the Data Collection Task, to facilitate the purchase of StreetLight data. He stated this was something they had been looking at for a while, and it was in preparation for work with the Long-Range Transportation Plan. He stated they planned to get AADT, or Average Annual Daily Traffic, better known as "Traffic Counts," for all roads in the MPO study area, which was everything in Madison County plus the eastern portion of Limestone County, for the years 2021 and 2022.

Mr. Vandiver stated the MPO would be using this data as part of their validation for the Travel Demand Model for the Long-Range Transportation Plan, and they would also be using it to work on the Functional Classification Review, the functional classification of roads in the MPO Study Area. He stated they would also provide this data as a free service to the MPO member jurisdictions.

Ms. Martin recommended approval of Resolution No. 15-23, adopting the Final FY 2024 Unified Planning Work Program (UPWP).

Said motion was 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 the next item was the MPO ADA Transition Plan.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 16-23 would adopt the Final MPO ADA Transition Plan, or the Americans with Disabilities Act.

Mr. Vandiver stated that the MPO boards had approved a Draft ADA Transition Plan back in September of 2021, and ALDOT was at this time requiring all MPOs to adopt Final ADA Transition Plans before September 30 of the current year.

Mr. Vandiver stated that this plan talked about the ADA accessibility of MPO meeting facilities only, and not the broader communities. He stated that those transition plans were up to the member jurisdictions.

Mr. Vandiver stated they had not had many changes between the Draft and the Final ADA Transition Plan. He stated they had not received any public comments in the past two years that they had had this online, but they had modified some language regarding the new City Hall, which would be the new meeting facility for MPO meetings once it was opened in the following year. He stated that, of course, it would have different ADA facilities than what were in the current building.

Ms. Martin recommended approval of Resolution No. 16-23, adopting the Final ADA Transition Plan.

Said motion was seconded by Mr. Nene.

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 the next item was Nonaction Items.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that these TIP Administrative Modifications were for information only, that no action was needed by the board.

Mr. Vandiver stated that Administrative Modification A was five level of effort transit projects, for The Arc of Madison County. He stated this was using Section 5310 FTA funds, noting that these were Paratransit funds for Capital Rolling Stock, so they would be using this to purchase handicapped-accessible vans, noting that they were currently expanding their fleet of these vans.

Mr. Vandiver stated there were five different projects, just because of the way the funds were allocated from FTA. He stated the first project was \$317,715; the second project was \$430,001; the third and fourth projects were \$41,512 each; and the last project was \$25,780.

Mr. Vandiver stated that Administrative Modification B was a cost increase to a safety project, that it was Railroad Crossing Improvements on James Record Road at the Huntsville-Madison County Airport Authority. He stated the old cost estimate was \$600,000, and the new cost estimate was \$644,569.51. He stated that \$300,000 of the new estimate would be funded 80 percent by the MPO. He stated the reason they were getting into a Rail Safety project was that Norfolk Southern required concrete panels to be installed as part of this project, and that was not eligible under the original grant for this project. He continued that they were taking \$300,000 of the funds that were approved in Resolution No. 09-23, for the James Record Road widening project, and applying it to this Rail Safety project, which they had done concurrently with the widening project.

Mr. Vandiver stated that Administrative Modification C was a cost decrease to a Transit project, and this was also Section 5310 Paratransit Funds,

City of Huntsville Urban Apportionment FY 2021. He stated the old estimate was \$152,508, and the new estimate was \$114,146. He stated they saw these changes in funding, especially for Transit projects, when they got closer to the end of a statewide Transportation Improvement Program, which they were working on a new STIP, just like they were working on their own TIP. He stated there was a shifting of funds, especially from previous years, to make sure these funds would not expire.

Mr. Vandiver stated that Administrative Modification D was a cost increase to a Safety Project, the installation of guardrail and guardrail end anchors at Elkwood Section Road over Brier Fork Flint River and Pulaski Pike over Beaverdam Creek. He stated the old estimate was \$400,142, and the new estimate was \$432,709.08. He stated this was a final estimate prior to the authorization of this project, and the project should begin soon.

Mr. Vandiver stated that Administrative Modification E was a new level of effort Safety Project, that it was Intersection Improvements on SR 53 at Burwell Road, in northwest Madison County. He stated this was just the PE, or Preliminary Engineering, Phase, and the total cost was \$97,500. He stated that the Construction Phase of this project was included in the 2024-2027 TIP. He stated this project was what was called an "RCUT," or a Reduced Conflict Intersection, where left-turns were restricted, and one had to turn right and make a U-turn to either go straight or go left.

Mr. Vandiver stated that Administrative Modification F was a cost increase to a project, that it was the Utility Phase of the Northern Bypass, from east of Pulaski Pike to east of Memorial Parkway. He stated this was an increase of \$1,511,100, and it was to cover a shortfall in the gas line relocation bid, between the estimate and the lowest bid. He stated this cost increase was

being covered through funds that were previously authorized for the Northern Bypass, in Resolution No. 08-23, which was passed by the boards in May of the current year. He stated that no new funds that had not been previously authorized for the Northern Bypass would be used for this project.

Mr. Vandiver stated that Administrative Modification G was a cost decrease to a project, that this was Railroad Crossing Improvements at Pratt Avenue in Huntsville. He stated the old estimate was \$700,000, and the new estimate was \$587,123.45. He stated this was another Rail Safety project, and this was just a final estimate, prior to authorization, and no MPO funds would be used on this project.

Mr. Moore stated the next item was Opportunity for Public Comment, and he asked if there was anyone from the general public who would like to address the TCC.

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

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

**(Meeting adjourned at 3:15 p.m. on August 16, 2023.)**