

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

Regular Meeting - November 15, 2023 - 3:00 p.m.

Huntsville, Alabama

Committee Members:

Mr. Thomas Nunez	City of Huntsville, Planning
Mr. Garris Bugg	City of Huntsville, Traffic Engineering
Ms. Jennifer Colee	City of Huntsville, Traffic Engineering
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. Jay Howell	Redstone Arsenal, Community Planner
Mr. Butch Roberts	HMCAA, CEO
Mr. Rodney Ellis	ALDOT
Mr. James Giles	ALDOT
Mr. Robin Rhoden	ALDOT
Mr. Lynn Wood	ALDOT
Mr. Jud Young	ALDOT

MPO Staff Members:

Mr. James Vandiver
Mr. James Moore

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 August 16, 2023, were approved as submitted.

Mr. Moore stated the next item was Revised MPO Boundaries.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this was Resolution No. 17-23, and it would adopt the

Revised MPO Boundaries, reflecting urban area boundary changes following the 2020 Census.

Mr. Vandiver said the U.S. Census Bureau released new urban area boundaries on December 28, 2022. He said they were required, by federal regulations, to include all of the Census Urban Area in their Metropolitan Planning Area, or MPA, what was called their "Study Area."

Mr. Vandiver said the Census Urban Area expanded farther into Limestone County than the current Study Area boundaries had gone, so they had to expand their Study Area to accommodate that. He said they had not removed any areas out of the Study Area, that all of Madison County was still included in the MPO boundary. He said what he was displaying was a little more blown-up view, and he indicated Interstate 65 and US 72, and he said the boundary he was indicating showed Piney Branch, and it went along US 72, and then it went north along Mooresville Road, and then around the town of Ardmore. He said it included all of Madison County.

Mr. Vandiver displayed another slide, and he said this was a comparison between the 2010 and 2020 Study Areas, that the pink line was what it was currently, based on the 2010 Urban Area boundary. He said there were some areas between the pink and the green lines that the Census Urban Area included, so that was why they had to move that line farther west.

Mr. Vandiver displayed another slide, and he said another boundary that would be considered by the MPO Board on this date was an FHWA Smoothed Urban Area boundary, which he said was something FHWA requested states and MPOs to look at while they were revising their Study Area boundaries. He said it was basically a boundary for FHWA to look at, the classification of urban versus rural roadways.

Mr. Vandiver displayed another slide, and he said if they looked at the Census Urban Area, which was the area outlined in orange, it was not contiguous. He said, for example, this was North Memorial Parkway, and it went in and out of the Census Urban Area, but with the FHWA Urban Area, there was a smoothed, contiguous boundary and a clear delineation between urban and rural areas. He said that was the other boundary they would be looking at.

Mr. Vandiver displayed another slide, and he said he would show a comparison between the Huntsville Urban Area, which was what they were looking at, and two other urban areas that were adjacent, the Huntsville Southeast Urban Area, which was a new one created by the Census Bureau, with the 2020 Census, which had a smoothed boundary, and an Athens Smoothed Urban Area boundary that was adjacent to the Huntsville Urban Area but that was not included in the MPO Study Area.

Ms. Quick recommended approval of Resolution No. 17-23, adopting the Revised MPO Study Area and Smoothed Urban Area boundaries, as prepared and presented.

Said motion was seconded by Mr. Nunez.

Mr. Nunez asked if there was any reason why the Hampton Cove area was not included in the smoothed boundary of the Huntsville MPO area.

Mr. Vandiver said the Census Bureau separated that area out, even though it was part of the city of Huntsville. He said they separated this area out from the 2020 Census, and they were not exactly sure why. He said there was one urban area per smoothed boundary, so they had to create a separate smoothed boundary for this. He said this did not mean they were taking this area out of the MPO, that it was a very fast-growing part of the MPO region.

He said they had created a smoothed boundary for it, and they would continue to plan for this area, but it was not part of the broader Huntsville Census Urban Area anymore.

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

Mr. Moore said the next item was a 2024-2027 STIP Amendment.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 19-23 supported the addition of multiple TIP projects to the 2024-2027 Statewide Transportation Improvement Program. He said they had about 19 projects the MPO and ALDOT had identified in the Final FY 2024-2027 TIP, or Transportation Improvement Program, that was adopted by the MPO Board back in August. He said these 19 projects were approved by the MPO but had not been placed in the Statewide Transportation Improvement Program yet. He said most of these were Transit projects, but there was a Utility Phase of the State Route 53 Widening from Taurus Drive to Harvest Road that was included in this list.

Mr. Vandiver said this resolution would support these 19 projects to be added to the STIP. He said he would give some examples, and he said there was the State Route 53 Utility Phase, which was about \$505,000; and there were about 17 projects that were allocations for Huntsville Transit that they got from FTA, for things like operating assistance, buses, and ADA. He said the last one was a Low-No Emissions grant Alabama A&M had received back in the summer from the Federal Transit Administration, that they had gotten a grant for \$8,122,850 for bus storage facility improvements on the Alabama A&M University campus.

Mr. Nunez recommended approval of Resolution No. 19-23, supporting projects to be included in the next amendment of the 2024-2027 Statewide Transportation Improvement Program.

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 said the next item was a 2024-2027 TIP amendment, Resolution No. 20-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of projects to the NHS/Interstate Maintenance/NHS Bridge Projects section of the 2024-2027 Transportation Improvement Program. He said this STIP Amendment was for two phases of the I-565 Widening project from west of County Line to east of Wall-Triana Highway, that the first one was a Right-of-Way Phase, a \$15,000 total cost. He said this was for an aerial easement over the Norfolk Southern Railroad Line at the eastern end of the project, where he was indicating on the display. He said that went parallel to Intergraph Way, there at that underpass. He said there was also a Utility Phase, at a total cost of \$100,000, for moving telecommunications equipment in that same area.

Mr. Vandiver said these were all state and federal funds, that no local or MPO funds were being used on this project.

Mr. Ellis recommended approval of Resolution No. 20-23, amending the NHS/Interstate Maintenance/NHS Bridge Projects section of the FY 2024-2027 TIP, to add projects #100077274 RW Phase and #100077899 UT

Phase of "ADDITIONAL LANES AND RESURFACING ON I-565 FROM WEST OF COUNTY LINE ROAD TO EAST OF WALL TRIANA HIGHWAY."

Said motion was seconded by Ms. Quick.

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

Mr. Moore said the next item was a 2024-2027 TIP Amendment, Resolution No. 21-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this was another TIP amendment, that it supported the addition of this project to the Other Federal and State Aid Projects section of the 2024-2027 TIP. He said this was a resurfacing project in the Town of Mooresville, that the total cost of this Construction Phase was \$250,000, and it would resurface four streets in the Town of Mooresville: North Street, High Street, Lauderdale Street, and Broad Street. He said that, typically, they did not require a resolution for resurfacing projects in the MPO, but these were using Rebuild Alabama funds, so this required a TIP Amendment. He said no MPO funds were being used on this project.

Mr. Bugg recommended approval of Resolution No. 21-23, amending the Other Federal and State Aid Projects section of the FY 2024-2027 TIP, to add project #100076563 CN Phase of "RESURFACING NORTH STREET HIGH STREET LAUDERDALE STREET AND BROAD STREET TOWN OF MOORESVILLE."

Said motion was seconded by Mr. Nunez.

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

present.

Mr. Moore said the next item was a 2024-2027 TIP amendment, Resolution No. 22-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of two projects to the Transportation Alternatives section of the 2024-2027 TIP. He said this was the first of two MPO TAP fund grant recipients for 2023. He said this was the Miller Branch Greenway, Phase 1, in Southwest Madison County. He said this was the PE Phase and the Construction Phase of this project, and the total cost for both phases combined was \$962,500. He said this was a 1.83 mile paved greenway, just south of the Huntsville International Airport. He said where he was indicating was Wall-Triana Highway, which was where this phase of the project would start, and it would run along Miller Branch to Beadle Lane, and then along Beadle Lane to Swancott Road. He said this was all Airport and City of Huntsville property. He continued that the cost of the projects was split between MPO TAP Grant Funds, \$770,000, and a match by the City of Huntsville in the amount of \$192,500.

Ms. Quick recommended approval of Resolution No. 22-23, amending the Transportation Alternatives Projects section of the FY2024-2027 TIP, to add projects #100077908 PE Phase and #100077927 CN Phase of "MILLER BRANCH GREENWAY PHASE 1 ALONG MILLER BRANCH FROM WALL TRIANA HIGHWAY TO BEADLE LANE THEN ALONG BEADLE LANE TO SWANCOTT ROAD IN THE CITY OF HUNTSVILLE."

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 said the next item was a 2024-2027 TIP amendment, Resolution No. 23-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 23-23 supported the addition of another project to the Transportation Alternatives section of the 2024-2027 TIP. He said this was the second of their two MPO TAP funds grant recipients, that it was the Madison County Railroad Greenway in Northeast Madison County, that this was the Construction Phase, and the total cost was \$956,656. He said this was a 1.2 mile, paved greenway along an abandoned railroad corridor between the Flint River and Smokey Hills Court in Northeast Madison County. He indicated on the displayed screen Riverton Elementary and Winchester Road. He said this would be the first greenway segment in unincorporated Madison County. He said the funds were \$765,325 from the MPO TAP grant, and Madison County was matching with \$191,331.

Mr. Faulkner recommended approval of Resolution No. 23-23, amending the Transportation Alternatives Projects section of the FY 2024-2027 TIP, to add project #100077909 CN Phase of "MADISON COUNTY RAILROAD GREENWAY FROM THE FLINT RIVER TO SMOKEY HILLS COURT IN MADISON COUNTY."

Said motion was seconded by Mr. Nunez.

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

Mr. Moore said the next item was a 2024-2027 TIP Amendment, Resolution No. 24-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution adopted and supported the 2024 Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT. He said these were Statewide Performance Targets they had to approve each calendar year. He said these were the 2024 Targets, and this was based on a five-year rolling average of statewide data. He said the 2024 target for Fatalities was 1,000, that the Fatality Rate was 1.4 per 100 million vehicle miles traveled, Serious Injuries was 6,400, the Serious Injury Rate was 9.8 per 100 million vehicle miles traveled, and Non-Motorist Fatalities and Serious Injuries was 400.

Mr. Vandiver said that as he had said, these were statewide targets, that they were not specific to the MPO. He said these were updated once every year and must be approved by the MPOs in the state in order to remain in compliance with the Performance Measurements by FHWA.

Mr. Faulkner recommended approval of Resolution No. 24-23, concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Statewide Safety Performance Measurement (PM1) Measures and Targets, as approved by ALDOT.

Said motion was seconded by Ms. Quick.

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

Mr. Moore said the next item was a 2024-2027 TIP Amendment, Resolution No. 25-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 25-23 supported the addition of a

project to the Other State and Federal Aid Projects section of the 2024-2027 TIP. He said this was a railroad bridge replacement on Aldridge Creek in southern Madison County. He said this was the Construction Phase, and the total cost was \$6,320,200. He said the Huntsville-Madison County Railroad Authority had received a CRISI, Consolidated Rail Infrastructure and Safety Improvements, grant from the Federal Railroad Administration, and the total grant amount was \$3,476,110, and the remainder was coming from a mix of the Huntsville-Madison County Railroad Authority; ADECA, the Alabama Department of Economic and Community Affairs, funds; and also the City of Huntsville was contributing to this project.

Mr. Vandiver said this was to replace an aging railroad trestle on the Huntsville-Madison County Railroad Authority line. He said this was the Aldridge Creek Greenway, and he indicated Hobbs Road on the display, as well as Ditto Landing.

Ms. Quick recommended approval of Resolution No. 25-23, amending the Other State and Federal Aid Projects section of the FY 2024-2027 TIP, to add project #100077910 CN Phase of "SAFETY EFFICIENCY CAPACITY IMPROVEMENT AND SERVICE RESTORATION PROJECT ALONG HUNTSVILLE MADISON COUNTY RAILROAD INCLUDING RAILROAD BRIDGE REPLACEMENT OVER ALDRIDGE CREEK IN THE CITY OF HUNTSVILLE."

Said motion was seconded by Mr. Nunez.

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

Mr. Moore said the next item was FY 2024-2027 TIP Administrative

Modifications.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said these were for information only, that no action was needed.

Mr. Vandiver said Administrative Modification A was two support letters the Chairman of the MPO Board had signed since the last meeting, that one was for a Recreational Trails Program grant application from Madison County and the Land Trust, and it was for Phase 2 of the Madison County Railroad Greenway he had discussed previously, in Resolution No. 23-23. He said the second letter was for a City of Huntsville Reconnecting Communities grant application, for FHWA. He said they were looking to supplement some RAISE grant funding they had received the prior year for the PARC project, which would connect downtown and Lowe Mill.

Mr. Vandiver said Administrative Modification B was a cost increase to a project, that this was the Utility Phase of Additional Lanes on James Record Road from Laracy Drive to Trademark Drive and Martin Road from Trademark Drive to Old Jim Williams Road. He said the old estimate was \$1,621,806, and the new estimate was \$1,769,341.66. He said these were STPAA funds, that they called them "Anywhere Funds," that these were not MPO funds that were being used on this phase of the project. He said this was adjusted to the lowest bid, and he believed it was bid in September.

Mr. Vandiver said Administrative Modification C was a cost decrease to a project in northern Madison County, and it was the Resurfacing of US 231/431 from Walker Lane to the Tennessee state line. He said the old estimate was \$5,362,977, and the new estimate was \$4,666,179.55. He said these were Federal Highway Maintenance Funds, that no MPO funds were being used on

this project. He said this was the final estimate prior to authorization, and work was scheduled to begin in the spring of 2024.

Mr. Vandiver said Administrative Modification D was a new level of effort transit project, that it was a Section 5339 Transit Madison County Commission Capital Rolling Stock FY 2023, and the total cost was \$93,159, and it was for the purchase of a transit van.

Mr. Vandiver said Administrative Modification E was a cost increase to a project, that it was the Right-of-Way Phase of Winchester Road Additional Lanes from Naugher Road to Bell Factory Road. He said this project was in the process of being closed out by ALDOT, and it required an increase of about \$7,570.52 of MPO funds. He said MPO funds had previously been used on this phase of the project, and this was the final cost prior to the close-out of this project.

Mr. Vandiver said Administrative Modification F was a cost decrease to a project, that this was the Construction Phase of the Northern Bypass from east of Pulaski Pike to east of Memorial Parkway. He said the total decrease was \$246,309.30. He said MPO funds were being used on this project, in the amount of \$197,047.44, and \$49,261.86 was the City of Huntsville's match. He said they were adjusting to the apparent low bidder. He said the project was bid in October and construction was scheduled to begin in early 2024.

Mr. Moore said the next item on the agenda was Opportunity for Public Comment, and he said if there was anyone in the audience who would like to address the Technical Coordinating Committee, now was the time to come forward.

Mr. Moore asked if there were any TCC Member Comments.

Mr. Moore said the next item on the agenda was 2024 TCC meeting

dates.

Mr. Vandiver said that for the following year, there would be meetings on March 6, June 12, August 7, and December 4. He said the March 6 meeting would be in the room they were meeting in at this time, but after that, they would be meeting in the new City Hall, at a location to be announced later.

Mr. Moore said the meeting was adjourned.

(Meeting adjourned at 3:20 p.m. on November 15, 2023.)