

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD DECEMBER 7, 2016
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, December 7, 2016, at 4 p.m., in the Council Chambers of the Municipal Building, Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mr. Taylor Edge	City of Madison (Proxy for Mayor Paul Finley)
Mr. Curtis W. Vincent	ALDOT/Guntersville
Mr. Bill Kling	Huntsville City Council
Mayor Mary Caudle	Town of Triana

Metropolitan Planning Organization Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
Mayor Paul Finley	City of Madison

Staff Members Present:

Ms. Tanjie Kling	Huntsville Planning Division
Ms. Paige Colburn	Huntsville Planning Division
Ms. Michelle Jordan	Huntsville Planning Division
Mr. Dennis Madsen	Huntsville Planning Division
Mr. James Vandiver	Huntsville Planning Division
Ms. Tracy Meshberg	Huntsville Planning Division

Chairman Strong called the meeting to order.

Chairman Strong stated that in attendance at the meeting were the following persons: Chairman Strong; Mayor Tommy Battle; Mr. Curtis Vincent; Mr. Taylor Edge, Proxy for Mayor Paul Finley; Mr. Bill Kling; and Mayor Mary Caudle.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the MPO meeting on August 31, 2016. The minutes were approved as submitted.

Chairman Strong stated that the next item on the agenda was Adopting the Draft 2017 Public Participation Plan.

Chairman Strong recognized Ms. Paige Colburn of the Planning staff.

Ms. Colburn stated that this was a required document from the Federal Highway Administration. She stated that this would update the Final 2013 Public Participation Plan. She stated that the Draft 2017 Public Participation Plan included additional forms of public outreach that had been adopted since 2013, such as social media, the MPO website, the newsletters which were distributed more widely, and the new blog. She continued that, in addition, the Public Participation Plan included, as an appendix, the Limited English Proficiency Plan, which she noted was a Title VI Plan required by Federal regulations. She stated that this had just been updated from the 2013 version, as well, to include new partner agencies, such as the Office of Multicultural Affairs, the Hispanic-Latino Advisory Council, and other organizations that

assisted them in gaining public comment from persons with limited English proficiency. She continued that they had also updated the non-English speaking demographics for the MPO area.

Chairman Strong thanked Ms. Colburn for her presentation.

Mr. Edge read and introduced a resolution adopting the Draft 2017 Public Participation Plan for Transportation Planning in the Huntsville Metropolitan Planning Area, as follows:

(RESOLUTION NO. 19-16)

Mr. Edge moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Kling.

Chairman Strong asked if there was any discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 19-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was amending the Year 2040 Transportation Plan.

Chairman Strong recognized Ms. Tanjie Kling of the Planning staff.

Ms. Kling stated that this resolution would amend the Year 2040 Transportation Plan to change Project No. 46, Memorial Parkway from Lakewood Drive to Hollow Road, with overpasses at Stallworth Drive and Winchester Road, and Project No. 80, Research Park Boulevard from Old Madison Pike

to US 72, from visionary to funded. She stated that both of these projects were being funded due to the "Restore Our Roads" initiative. She stated that, as had been discussed in previous meetings of the MPO, the City of Huntsville and the State of Alabama had agreed to cost-share various projects, and they were contributing \$125 million each to construct critical road improvements in the area.

Ms. Kling stated that one project that was currently in the environmental stage was the Memorial Parkway project from Sparkman Drive to Mastin Lake Road, with an overpass at Mastin Lake Road.

Ms. Kling stated that when the environmental documents for this project were being developed, the Federal Highway Administration had requested that the area of study be extended from its original ending a bit above Mastin Lake Road all the way out to Hollow Road, which was north of Winchester Road. She continued that the State of Alabama and the City of Huntsville had complied with this request of the Federal Highway Administration. She stated that during the last Federal Highway Administration environmental document review with the State of Alabama and the City of Huntsville, the Federal Highway Administration had set forth another requirement, being that the next phase, or Phase 2, of Memorial Parkway, shown in the environmental documents, being from Lakewood Drive to Hollow Road, with overpasses at Stallworth Drive and Winchester Road, be shown in the

long-range plan as a funded project. She stated that the Federal Highway Administration had stated that if the Phase 2 project was not shown as funded in the document, then the current project at Memorial Parkway, from Sparkman Drive to Mastin Lake, including the overpass at Mastin Lake, would not be funded, that it would be halted and all work would cease for that project.

Ms. Kling stated that since this was a high priority project for the State and the City, they wanted to make sure that this project, Project No. 46, was added. She stated that the current Mastin Lake project was almost ready for right-of-way acquisition, and they could not lose this project. She stated that in order for the Mastin Lake project to progress, the State had agreed to provide funding for it. She continued that this project was Memorial Parkway, from Lakewood Drive to Hollow Road, with overpasses at Stallworth Drive and Winchester Road. She stated that Section 4 of the Year 2040 Transportation Plan was amended to show the project as funded.

Ms. Kling stated that the Financial section of the Plan was also amended, to show the project as programmed for funding in 2037 and 2038, with engineering design and right-of-way in 2037 and utility relocation and construction in 2038.

Ms. Kling stated that during the development of the original Year 2040 Transportation Plan, the State of Alabama had committed to only fund capacity projects for a 10-year period, being 2015-2024. She continued that in the case of

Project No. 46, they had made a special exception and increased the amount of funds dedicated for the National Highway Performance Program projects, so that the Memorial Parkway/Mastin Lake overpass project that was underway could be completed.

Ms. Kling stated that the next project to be shown as funded was Project No. 80, which was Research Park Boulevard from Old Madison Pike to US 72. She stated that, as had been mentioned previously, the City of Huntsville had agreed with the State of Alabama to each appropriate \$125 million for the construction of priority roads in the area. She continued that according to the latest agreement between the City and the State, there were some additional funds remaining to be programmed for overruns and other critical projects. She continued that the City of Huntsville had requested that the project of Research Park Boulevard, from Old Madison Pike to US 72, be funded with some of this remaining money.

Ms. Kling stated that the State of Alabama had permitted the City of Huntsville to allocate \$15 million of its own money toward this project and would apply, or count, this \$15 million amount toward its \$125 million match for transportation projects. She stated that Federal funds were not being used for this project. She continued that an agreement between the State of Alabama and the City of Huntsville had been approved by both parties in September 2016 to legally allow this to occur.

Ms. Kling stated that what was being displayed at this time was an updated map of the project.

Ms. Kling stated that the estimated cost of the project was as follows: Engineering Design, Fiscal Year 2017, \$700,000; Right-of-Way Acquisition, Fiscal Year 2018, \$300,000; Utility Relocation, Fiscal Year 2018, \$100,000; and Construction, Fiscal Year 2019, \$13.9 million.

Ms. Kling stated that this project was being added to the Year 2040 Transportation Plan, since it was a regionally significant project and was in close proximity to I-565 and terminated at US 72 West. She stated that they expected the Federal Highway Administration to be involved in this project since this segment of Research Park Boulevard ran between two Federal roads.

Ms. Kling stated that the addition of both of these projects would bring the total amount of planned and funded capacity projects identified in the Year 2040 Transportation Plan to \$612.7 million. She continued that in looking at the total plan, the total road improvements, more than 43 percent of all funds committed to pay for capacity improvements were 100 percent local funds, provided by the local jurisdictions of Huntsville, Madison County, and the City of Madison.

Ms. Kling stated that this plan had been put out for public review, and a Citizens Advisory Committee meeting had been held on the past Monday, December 5. She stated that Committee members had had some comments pertaining to the

projects, and the staff had consulted with the City Engineering Department and other staff to obtain answers to these concerns, and these had been communicated to the CAC members.

Ms. Kling stated that one concern had been to re-evaluate utility relocation costs for both projects to include Google Fiber. She stated that the Committee had been advised that utility relocation would be tweaked prior to bidding, and that costs were estimates only.

Ms. Kling stated that another concern had been that the Parkway project would cause more traffic backup toward Tennessee. She stated that Project No. 46 was out to Winchester Road. She stated that this would be re-evaluated, noting that since it was programmed out to 2037 and 2038, it was not an imminent project. She stated that this would be re-evaluated during the Year 2045 Transportation Plan development, and that they would also re-evaluate other interchanges and other improvements on the Parkway northward toward Tennessee.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Battle read and introduced a resolution amending the Final Year 2040 Transportation Plan to show the following projects as funded, with incorporated changes throughout the document to reflect the requested changes: Project No. 80, Research Park Boulevard from Old Madison Pike to US 72, and Project No. 46, SR-1 (Memorial Parkway) from Lakewood Drive to Hollow Road, with overpasses at Stallworth Drive and Winchester

Road, Phase 2, as follows:

(RESOLUTION NO. 20-16)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Kling.

Chairman Strong asked if there was any discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 20-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was a resolution amending the FY 2016-2019 Transportation Improvement Program. He stated that this resolution would amend the Regionally Significant Projects Section of the adopted FY 2016-2019 TIP to add projects at Cecil Ashburn Drive and Research Park Boulevard (SR255).

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would add both of these projects to the 2016-2019 Transportation Improvement Program. She stated that both of these projects were identified in the Year 2040 Transportation Plan and were being added to the TIP for consistency, so both documents would be the same.

Ms. Kling stated that Cecil Ashburn Drive was a special "Restore Our Roads" project, noting that, as had been mentioned earlier, the State of Alabama and the City of Huntsville had

agreed to contribute \$125 million each toward critical road projects in the area, in the next several years. She continued that the State of Alabama had allowed the City to count \$15 million of the Cecil Ashburn Drive improvements toward the City's \$125 million contribution. She stated that the City would be paying for the improvements 100 percent, and there was no Federal money involved.

Ms. Kling stated that there had been a well-attended public involvement meeting held by the City of Huntsville at Hampton Cove School on September 13, 2016. She stated that at that meeting they had also obtained public comment.

Ms. Kling stated that the Engineering Design of the project had begun in 2015, and that the Right-of-Way acquisition was scheduled for 2017, in the amount of \$200,000. She continued that Utility relocation was scheduled for 2017, in the amount of \$50,000; and Construction was scheduled for 2018, in the amount of \$13.9 million.

Ms. Kling stated that the Research Park Boulevard Design was scheduled for Fiscal Year 2017, in the amount of \$700,000; Right-of-Way, Fiscal Year 2018, \$300,000; Utility relocation, Fiscal Year 2018, \$100,000; and Construction, Fiscal Year 2019, \$13.9 million.

Ms. Kling stated that the addition of the Cecil Ashburn Drive and Research Park Boulevard projects would bring the 100 percent total local commitment of funding regionally significant projects until the year 2019 to \$148.2 million.

She continued that when considering the entire TIP, for road improvements only, local governments were providing 49.4 percent of funding for road improvement projects, and the Federal and State governments were providing 50.6 percent of the financing.

Ms. Kling stated that the plan had been put out for public review and comment, and that, also, a Citizens Advisory Committee meeting had been held on the past Monday, December 5, and that comments had also been made at that meeting. She stated that Committee members had had some comments pertaining to the projects, and the staff had consulted with the City Engineering Department and other staff to obtain answers to these concerns, and these had been communicated to the CAC members.

Ms. Kling stated that the Committee recommendations had been to re-evaluate utility relocation costs for both projects to include Google Fiber. She stated that since these were estimated costs, once the projects were closer to construction dates, the utility relocation costs would be tweaked.

Ms. Kling stated that the Committee had also voted to split the resolution into two parts, with Part A being Cecil Ashburn Drive and Part B being Research Park Boulevard. She continued that for Part B, Research Park Boulevard, the Citizens Advisory Committee had requested interchanges at Research Park Boulevard and I-565 and at Research Park Boulevard and US 72, and they had requested that this be

addressed. She continued that they had been informed at the meeting that an Interchange Justification Study had been performed several years prior citing this need, but the proposed cost of this was over \$125 million, to construct these interchange modifications. She stated that the Committee had been advised that funding was an issue, but the City of Huntsville was working on securing the funding for these projects. She stated that the Committee had voted in favor of the Research Park Boulevard improvements.

Ms. Kling stated that for Cecil Ashburn Drive, the Committee had made a motion to recommend non-approval for the TIP as written and consider targeted operational improvements at or in proximity to intersections and on Sutton Road instead of capacity increases between Donegal Drive and Old Big Cove Road. She continued that they had stated they wanted to do this because they were not comfortable with safety concerns, the lack of traffic-volume-based justification for the project, and they felt the construction cost for the project was unrealistic.

Ms. Kling stated that several concerns had been brought forward by the Committee, and that before breaking down each of the comments, she wanted to state that an Open House public meeting had been held in September by Huntsville City Engineering, with hundreds of people in attendance, to show the project, answer questions, and obtain public comment. She stated that the City of Huntsville Engineering Department had

advised them that they had received over 100 comments pertaining to the project, and they were in the process of reviewing these. She continued that they had already made some critical changes to the design because of these comments. She stated that some of the comments that had been received were concerning the same issues the Citizens Advisory Committee had also brought up, so that these were not brand-new comments.

Ms. Kling stated that taking each of these concerns under consideration, the staff had consulted with the City Engineering Department to further answer these issues. She stated that first, concerning safety, the Citizens Committee was concerned that the road would be less safe if widened. She stated that it had been communicated to the members that the road was being designed to add safety improvements in respect to speed limits, and that, also, a 10.5 foot separated area which would contain a nine-inch raised concrete median would be constructed, as well as four-foot paved shoulders. She continued that, additionally, the entire road would be paved to interstate standards, the same type pavement that was used on interstates.

Ms. Kling stated that, secondly, concerning justification for the project, that there had been an engineering study and an analysis done on the corridor that showed that the road was at or near capacity, requiring improvement, and that since the funding was already available for the road, it was the perfect time to construct the improvements, before capacity concerns

worsened.

Ms. Kling stated that, thirdly, concerning the unrealistic construction cost when compared to Research Park Boulevard, that a comparison of the two projects by Huntsville City Engineering had been done, and it showed that Cecil Ashburn Drive was to have a raised concrete median, while the Research Park Boulevard project was to have a Jersey barrier to separate traffic. She continued that most of the Cecil Ashburn Drive environmental work, blasting, and geotechnical work had been performed during the project's original construction. She stated that the same environmental and geotechnical consultants that had done work previously on the road were being used. She continued that, additionally, Research Park Boulevard had two key modifications, being bridge improvements at Old Madison Pike, to better accommodate bicyclists and pedestrians, and improvements to add to the access at Bradford Boulevard. She stated that this accounted for the cost differential, and stated that these comments had been provided to the Citizens Advisory Committee members.

Chairman Strong thanked Ms. Kling for her presentation.

Mr. Edge read and introduced a resolution amending the Regionally Significant Projects Section in the adopted FY 2016-2019 TIP to add funds for the following projects: Cecil Ashburn from west of Donegal Drive to west of Taylor Road and Research Park Boulevard from Old Madison Pike to US 72, as follows:

(RESOLUTION NO. 21-16)

Mr. Edge moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle and was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, amending the Transportation Alternatives section of the adopted FY 2016-2019 TIP to add funds for a parking facility at the EUL Greenway.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this was pertaining to a parking lot that would be used for access to the EUL TAP project that was previously approved by the MPO, the CAC, and the TCC, in June 2015 and August 2015. She continued that this was for connectivity onto Redstone Arsenal for cyclists. She stated that the City owned the land where the trailhead was proposed, and it was too small for other development, other than something the size of a parking lot that was proposed in this project.

Ms. Colburn stated that the public comments that had been received on the prior Monday from the CAC had two primary concerns. She stated that the EUL project itself had already been voted on and was already in the TIP. She continued that the location of the parking lot to connect to it was one of the their concerns, and they had wondered if it was part of the larger greenway network, since this was a greenway. She stated

that they had tried to correct the confusion there, that even though it was a greenway, it was not originally designed to be part of the overall Master Plan for greenways or part of the greenway network, that it was designed to be part of the bikeway network. She stated that it had been proposed originally by the Bicycle Advisory and Safety Committee, and that this was a bike connectivity project.

Ms. Colburn stated that the safety concern was why the parking lot was across the road from the EUL. She stated that the Committee members could not really visualize the entire project or see some of the location maps because they were not available to them at the CAC meeting. She continued that, however, for the TCC meeting, they had presented the two location maps that were being displayed, which showed where the parking facility was located, the size of the property in relationship to future development, the location of the EUL greenway paths, and the greenway itself, connecting onto Redstone Gateway by Boeing's parking lot. She stated that the parking lot could be seen on the far left portion of the display, and that to the north was Governors West, and that the trailhead itself was to the south of Governors West. She stated that in relation to Redstone Gateway's Master Plan, that on the far left, there was a red box that showed the greenway coming out from underneath I-565, terminating in the parking lot by Boeing.

Ms. Colburn stated that this was a project the cyclist

community had been very passionate about. She continued that they had informed the CAC of this, to try and help them with their concerns.

Chairman Strong thanked Ms. Colburn for her presentation.

Mayor Battle read and introduced a resolution amending the Transportation Alternatives Section of the 2016-2019 TIP to include funds for a parking facility at the EUL Greenway, as follows:

(RESOLUTION NO. 22-16)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong asked if there was any discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 22-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, amending the Transit Projects section of the adopted FY 2016-2019 TIP to add funds for Madison County Transit.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the State of Alabama had informed them that the official County or Rural Transit funding amounts for Fiscal Year 2017 for the Madison County TRAM program were as follows: Operating Assistance, \$338,090, and Administration

Assistance, \$56,135. She continued that, as the MPO members were aware, the County operated the TRAM service, which she noted was a demand-response transit service. She stated that all of the transit providers that received Federal funds were required to estimate amounts of funding for a four-year period, and that once the amounts were officially known, the TIP was amended to reflect the corrected amounts. She stated that the State of Alabama had basically told them that these were the amounts for Fiscal Year 2017 for Madison County. She continued that the TRAM did receive the rural transit funds, which she noted was a pass-through from ALDOT. She continued that they had verified these amounts with Madison County, to make sure they were in agreement with this, and everything was consistent with the information they had received from the State, and everything was in order.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Battle read and introduced a resolution amending the Transit Projects section in the adopted TIP to add funds for Madison County Transit, as follows: Operating Assistance, FY 2017, \$338,090, and Administration Assistance, FY 2017, \$56,135, as follows:

(RESOLUTION NO. 23-16)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Edge.

Chairman Strong asked if there was any discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 23-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was a resolution appointing a representative of the Federal Transit Administration to the MPO Policy Board.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that during the last TMA Certification Review, the Federal Transit Administration's evaluator had recommended that a staff member of the Federal Transit Administration be appointed as a non-voting member to the MPO. She continued that in accordance with the latest MPO agreement signed by all jurisdictions and approved in February 2016, this could be done.

Ms. Kling stated that the MPO staff was requesting that the Director of the Office of Planning and Program Development of FTA Region 4, in Atlanta, be appointed, noting that this would be Ms. Jennifer Hibbert. She continued that this would assist them in meeting the recommendations for their next Federal review, which she noted would occur in the following February.

Chairman Strong thanked Ms. Kling for the presentation.

Chairman Strong stated that he would like to reiterate that this was a non-voting position, and it would not affect their quorum. He asked Ms. Kling if this was correct.

Ms. Kling replied in the affirmative.

Mayor Caudle read and introduced a resolution appointing the Director of the Office of Planning and Program Development of the Federal Transit Administration, Region 4, as a non-voting member of the MPO Policy Board, as follows:

(RESOLUTION NO. 24-16)

Mayor Caudle moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Kling.

Chairman Strong asked if there was any discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 24-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was a Status Report of ATRIP Projects and other Major Transportation Projects affecting the MPO.

Chairman Strong recognized Mr. Les Hopson of the Alabama Department of Transportation.

Mr. Hopson made a PowerPoint presentation.

Mr. Hopson stated that the first project was the City of Huntsville, the Widening and Realignment of Church Street, Phase 1, from Monroe Street to east of Pratt Avenue. He stated that the clearing and grubbing project that was underway was just about complete, and the roadway project and bridge construction would be coming up in the spring of 2017.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road, from Dominion Circle to Naugher Road. He stated that the design was almost complete, and the right-of-way acquisition was to start in the spring of 2017. He stated that there was quite a bit of utility relocation involved with this project, and the right-of-way would have to be obtained first. He stated that construction may begin in perhaps 2018 on this project.

Mr. Hopson stated that the next project was the City of Huntsville, the Huntsville Northern Bypass, and that the design was approximately 60 percent complete, and the right-of-way acquisition was about to commence.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road, from Old Jim Williams Road to Zierdt Road. He stated that this was the ATRIP-funded portion. He continued that this was to be let in Fiscal Year 2017.

Mr. Hopson stated that the next section of Martin Road was STPAA funded, and that it was looking to be let at the same time as the other section, in Fiscal Year 2017.

Mr. Hopson stated that the next project was the City of Huntsville, the ongoing project at this time on South Parkway, the overpasses. He stated that this was approximately 40 percent complete.

Mr. Hopson stated that the next project was the City of Huntsville, the Mastin Lake overpass. He stated that the

environmental document was about to be submitted for approval, and right-of-way acquisition was to start in the current winter, hopefully. He stated that they were looking at a letting date of 2018.

Mr. Hopson stated that the next project was the cities of Huntsville and Madison, Zierdt Road Northbound Lanes, from north of Martin Road to south of Madison Boulevard. He stated that work was about to re-start on the northbound lanes, in the Lady Ann Lake area, probably in January. He stated that they were looking at completing this in the spring of 2017.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, Zierdt Road Southbound Lanes and Greenway, from Martin Road to Madison Boulevard. He stated that the design was 85 percent complete, and the right-of-way acquisition was well underway. He stated that they were looking at a late spring or early summer of 2017 letting on this.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, Additional Lanes on US 72, from County Line Road to Providence Main Street. He stated that there was a combination of funding on this, and the design was approximately 40 percent complete. He stated that they were looking at some ways to cut the cost on this project, due to the budget on it. He continued that they were still looking at trying to get the right-of-way acquisition started in Fiscal Year 2017, with a construction start in 2019.

Mr. Hopson stated that the next project was the City of Madison, the Widening and Resurfacing of County Line Road. He stated that this was 95 percent complete.

Mr. Hopson stated that the next project was the City of Madison, the Kellner Road Extension. He stated that this was still in the early preliminary design stage.

Mr. Hopson stated that the next project was Madison County, the Blake Bottom Road Overpass. He stated that the design was 90 percent complete, and the right-of-way acquisition was well underway. He continued that they were looking at a possible spring 2017 letting, depending on the right-of-way acquisition.

Mr. Hopson stated the next project was Madison County, Bridge Replacement and Approaches on Winchester Road over the Flint River. He stated that this was 65 percent complete.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road, from Naugher Road to Riverton Road, and the design was almost complete, and the right-of-way acquisition was almost complete. He stated that they were looking at a letting date of Fiscal Year 2017.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road, from the Flint River to past Bell Factory Road. He stated that this work was 10 percent complete at this time and should be finished in the summer of 2017.

Mr. Hopson stated that the next project was Madison

County, Additional Lanes on Jeff Road. He stated that this was still in the environmental process. He stated that it would be possible, with a lot of right-of-way acquisition, to have a 2018, or possibly a 2019, start on this project.

Mr. Hopson stated that the total amount under construction or in design at this time was \$301,004,305.

Chairman Strong asked if there were any questions for Mr. Hopson.

There was no response.

Chairman Strong thanked Mr. Hopson for his presentation.

Chairman Strong stated that the next item on the agenda was the election of Secretary of the MPO Policy Board.

Chairman Strong asked if there was a motion for this position.

Mayor Battle moved that Mayor Mary Caudle be elected as Secretary of the MPO Policy Board.

Said motion was duly seconded by Mr. Kling.

Chairman Strong asked if there was any further discussion.

There was no response.

Chairman Strong called for the vote on Mayor Caudle as Secretary of the MPO Policy Board, and it was unanimously approved by the MPO members present or represented.

Chairman Strong stated that Mayor Caudle had been elected Secretary of the MPO Policy Board.

Chairman Strong stated that the next item on the agenda was Public Comment.

Chairman Strong asked if there was anyone in the audience who would like to address the members of the MPO at this time.

There was no response.

Chairman Strong asked if there was any other business to come before the Metropolitan Planning Organization.

Chairman Strong recognized Mr. Kling.

Mr. Kling stated that he was certain that persons were aware that there was an employee of the Planning Department with the same last name as his, and stated that upon being selected by the City Council for this position, he had checked with the City Attorney, who had seen no conflict of interest in the appointment. He stated that he just wanted this to be reflected in the record.

Chairman Strong stated that the record would so reflect.

Chairman Strong asked if there was any other business to come before the MPO.

Ms. Colburn replied in the affirmative. She stated that the MPO members should have a packet, which she noted was approximately four pages and commenced with a letter to ALDOT. She stated that this was in relation to a grant for which Madison County was applying, for a project on Green Mountain, by the Green Mountain Nature Preserve. She stated that in this packet, there was a project description, probable costs, and maps of the location of the project. She stated that the MPO did not have to pass a resolution in support of this project, but they would have to add the project to the 2016-2019 TIP if

Madison County won this grant.

Ms. Colburn stated that the letter on top of the packet was all that was required for grant purposes, noting that it was simply a letter in support by the MPO Board, that the project was within the MPO boundary, and that the Board would then move to vote to include the project in the 2016-2019 TIP if the project were approved. She stated that what was being displayed was the map that was in the packet. She stated that the project was on Green Mountain, along Shawdee Road, and that it was a sidewalk extension of 3,000 feet and would connect to a future sidewalk that was being developed in a new housing development there, close to the Green Mountain Nature Trail. She continued that it would connect to the opening of the Green Mountain Nature Preserve.

Mr. Kling moved for approval of a letter, dated December 7, 2016, to be forwarded to Mr. Robert J. Jilla, Bureau of Transportation Planning & Modal Programs, Alabama Department of Transportation, 1103 John Overton Drive, Montgomery, Alabama 36111, reading as follows:

"Dear Mr. Jilla: The Huntsville-Madison County Metropolitan Planning Organization has reviewed the Green Mountain Shawdee Road pedestrian/non-driver walkway project and has determined that the project is within our MPO boundary, and we will allow the project to be included in the Transportation Improvement Plan (TIP) for Huntsville-Madison County.

"Sincerely, Dale Strong, Chairman, Huntsville Area

Metropolitan Planning Organization."

Said motion was duly seconded by Mayor Caudle.

Chairman Strong stated that, as he was certain everyone was aware, Green Mountain was an absolutely beautiful area. He stated that the Madison County Nature Trail was located there, and there was a lot of construction going on in the area. He stated that for connectivity, it appeared that the sidewalk was definitely warranted. He thanked Houston Matthews and Richard Grace for their persistence in putting this package together. He continued that he would like to also thank each member of the MPO for their support of this.

Chairman Strong asked if there was any further discussion of the above motion.

There was no response.

Chairman Strong called for the vote on Mr. Kling's motion, and it was unanimously approved by the MPO members present or represented.

Chairman Strong asked if there was any other business to come before the MPO.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that she just wanted to let the MPO know that the Federal TMA Certification review dates were upcoming, that they would be February 15-17, 2017. She stated that this was a three-day review period, where the Federal Highway Administration and Federal Transit Administration would come to the MPO staff, to the citizens of Huntsville, and also to the

elected officials that served on the MPO Board, and would look at the program in detail and in depth. She stated that, tentatively, there should be a meeting with the MPO members during the day of February 16, 2017, and that, also, she would expect a public meeting with the Federal Highway Administration and Federal Transit Administration evaluators on the evening of February the 15th. She stated that she just wanted to make sure that the MPO members marked this on their calendars, noting that the dates were tentative, but they did know that sometime between February 15 and February 17 some of these meetings would occur. She stated that the MPO staff would notify the MPO members of this once they had a set agenda from the Federal Highway Administration.

Ms. Kling stated that she also wanted to say that this would be her last meeting, and she wanted to thank everyone.

Chairman Strong thanked Ms. Kling. He stated that he did not know how many persons were aware of this, but that Ms. Kling had announced that she would be retiring December 31st. He stated that they certainly appreciated everything she had done for the MPO and for the greater Huntsville area.

Chairman Strong asked if there was any further business to come before the Metropolitan Planning Organization.

There was no response.

Chairman Strong stated that with no further business to come before the MPO, the meeting was adjourned.

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization