

MINUTES OF THE  
METROPOLITAN PLANNING ORGANIZATION MEETING  
HELD JANUARY 15, 2014  
AT 3:30 P.M.

The Metropolitan Planning Organization met on January 15, 2014, at 3:30 p.m., in the Council Chambers of the Municipal Building, there being present:

Metropolitan Planning Organization Members Present:

Mayor Tommy Battle, Chairman	City of Huntsville
Mayor Troy Trulock	City of Madison
Mr. Dale Strong	Chairman, Madison County Commission
Mayor Tony Craig	Town of Owens Cross Roads
Mr. Johnny L. Harris	ALDOT/Guntersville
Mayor Mary Caudle	Town of Triana
Mr. John Olshefski	Huntsville City Council
(Not present for entire meeting)	

Staff Members Present:

Ms. Tanjie Kling	Huntsville Planning Division
Mr. James Moore	Huntsville Planning Division
Mr. James Vandiver	Huntsville Planning Division
Ms. Connie Graham	Huntsville Planning Division

Chairman Battle called the meeting to order.

(Mr. Olshefski is not present in the Council Chambers.)

Chairman Battle stated that the first item on the agenda was the approval of the minutes of the prior meeting.

The minutes of the MPO Meeting on September 11, 2013, were approved as submitted.

Chairman Battle stated that the next item on the agenda was a resolution amending the Other Surface Transportation Program Project Section in the adopted FY 2012-2015 TIP to add the Huntsville Commuter Route Traffic Operations Study.

Chairman Battle asked Ms. Tanjie Kling of the MPO staff for an explanation of the above resolution.

Ms. Kling presented a slide presentation along with her comments. She stated that the resolution would amend the current TIP to add the Huntsville Commuter Traffic Study, noting that the State had requested that this be added to the TIP. She continued that the fiscal year for the project was 2014 and that the total cost was \$151,590, with the Federal share being \$121,272 and the State share being \$30,318.

Ms. Kling stated that the project would develop and assess improvements that could be reasonably made to major commuter corridors in the MPO Study Area to improve capacity, reduce congestion, and improve safety. She stated that they also hoped to get other outcomes from the study, including to provide the State and other local jurisdictions with information for project prioritization, budgeting, and

scheduling; to look at different access management options for applicable corridors; and to determine improvements that could be done to provide relief until original or previously planned projects could be started.

Ms. Kling stated that the engineering firm selected for this project was Skipper Consulting and that the estimated completion date was "As soon as possible."

Ms. Kling stated that there were approximately 60 miles of roadways to be studied, noting that these were as follows: I-565 from Interstate 65 to east of US Highway 72; Alabama Highway 255, which she noted was Research Park Boulevard, from I-565 to North of Highway 53 interchange; Alabama Highway 53 from I-565 to north of Research Park Boulevard; US 72 West from County Line Road to US 231; US Highway 72 East, from the terminus of I-565 to Ryland Pike; US Highway 431 from Dug Hill Road to Taylor Lane; and US 231 South/Parkway from north of Whitesburg Drive to Martin Road; and US 231 North from Mastin Lake Road to Bob Wade Lane.

Ms. Kling stated that the Citizens Advisory Committee had met on the previous Monday and that the slides that were being shown contained several comments they had made concerning these matters.

Ms. Kling stated that a comment they had for this specific amendment to the TIP was to make sure that official attention was given to pedestrian safety improvements on US Highway 72 at the Meadow Drive area. She stated that there had been quite a

few fatalities at this location and that the committee wanted to make sure this would be looked at in the study.

Mr. Strong read and introduced a resolution amending the Other Surface Transportation Project Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds for the Huntsville Area Commuter Route Traffic Operations Study, Project No. 100060874 PE, at a total cost of \$151,590, and a cost distribution as follows: Federal, \$121,272, State, \$30,318; for FY 2014, as follows:

(RESOLUTION NO. 1-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Battle stated that the next item on the agenda was a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section and Safety Projects Section in the adopted FY 2012-2015 TIP to add funds for Resurfacing and Safety Widening, US 72 Eastbound, from east of Moores Mill Road to west of Brock Road.

Chairman Battle asked Ms. Kling for an explanation of the above resolution.

Ms. Kling stated that this was a maintenance project that was managed by ALDOT Division 1. She continued that it was sponsored by the State of Alabama. She stated that the total

cost for the project was \$1,865,000, with the Federal amount being \$1,510,650 and the State amount being \$354,350. She stated that the scheduled bid date for the project was April 2014.

Mr. Kling stated that the comment of the Citizens Advisory Committee on this amendment was to pay close attention to the shoulder of the roadway and still be able to accommodate bicycle use in the shoulder.

Mayor Craig read and introduced a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section and the Safety Projects Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds for Resurfacing and Safety Widening, US 72 Eastbound, from east of Moores Mill Road to west of Brock Road, Project No. 100060607 FM, at a total cost of \$1,865,000, and a distribution as follows: Federal \$1,510,650, State \$354,350; for FY 2014, as follows:

(RESOLUTION NO. 2-14)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Harris and was unanimously adopted by the MPO members present.

Chairman Battle stated that the next item on the agenda was a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section in the adopted FY 2012-2015 TIP to add Resurfacing and Traffic Striping on US 72 from McCulley Mill Road to County Line Road.

Chairman Battle asked Ms. Kling for an explanation of the

above resolution.

Ms. Kling stated that this was a maintenance project in the MPO study area and that it was located in Limestone County, Alabama, and would be managed by ALDOT Division 2. She stated that the total cost of the project was \$2,480,869, with the Federal amount being \$1,984,695 and the State amount being \$496,174. She continued that the scheduled bid date was April 2014.

Mr. Harris read and introduced a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds for Resurfacing and Traffic Striping on US 72 from McCulley Road to County Line Road, Project No. 100060890 FM, at a total cost of \$2,480,869, with a distribution as follows: Federal \$1,984,695, State \$496,174; for FY 2014, as follows:

(RESOLUTION NO. 3-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Battle stated that the next item on the agenda was a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section in the adopted FY 2012-2015 TIP to add funds for Resurfacing and Traffic Striping SR-53 from south of I-565 to south of Mastin Lake Road.

Chairman Battle asked Ms. Kling for an explanation of the above resolution.

Ms. Kling stated that this was another maintenance project managed by ALDOT Division 1. She stated that the total cost was \$2,350,000, with the Federal amount being \$1,880,000 and the State amount being \$470,000. She continued that the scheduled bid date for the project was January 2015.

Ms. Kling stated that the Citizens Advisory Committee's comment on this item was to ensure that access for bicycles was retained for this project.

Mayor Craig read and introduced a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds for Resurfacing and Traffic Striping SR-53 from just south of I-565 to just south of intersection with Mastin Lake Road, Project No. 1000650905 FM, at a total cost of \$2,350,000, and a cost distribution as follows: Federal, \$1,880,000, and State, \$470,000, for FY 2015, as follows:

(RESOLUTION NO. 4-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Battle stated that the next item on the agenda was a resolution amending the Appalachian Highway System

Projects Section in the adopted FY 2012-2015 TIP to add funds for an additional westbound lane and intersection improvements on US 72 East from Maysville Road to Shields Road.

Chairman Battle asked Ms. Kling for an explanation of the above resolution.

Ms. Kling stated that this was an improvement to mitigate the current traffic congestion at this location. She stated that the scope of the project would add a third westbound lane at this location, beginning at the Shields Road intersection, proceeding through the Moores Mill Road intersection, and terminating at the Sparkman Drive/US 72 ramp. She continued that the project was 100 percent Federally funded.

Ms. Kling stated that there were three phases of the project to be added to the TIP, with the first one being Right-of-Way, at a cost of \$480,769, and an estimated date of commencement of February 2014. She stated that the next phase was Utility Relocation, at a cost of \$50,000, which she noted was also scheduled for February 2014. She stated that the next phase was Construction, at a cost of \$4,728,949, scheduled for April 2014.

Ms. Kling stated that the Citizens Advisory Committee's comment on this project was to ensure that bicycles could still utilize the corridor on US 72.

Mayor Trulock read and introduced a resolution amending the Appalachian Highway System Projects Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds



for an additional westbound lane and intersection improvements on US 72 East from Maysville Road to Shields Road, Project No. 100061598 RW, at a total cost of \$480,769, with cost distribution of Federal, \$480,769; Project No. 100061599 UT, at a total cost of \$50,000, with a cost distribution of Federal, \$50,000; Project No. 100061600 CN, at a total cost of \$4,728,949, with a cost distribution of Federal, \$4,728,949, for FY 2014, as follows:

(RESOLUTION NO. 5-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Battle stated that the next item on the agenda was a resolution adopting the Final 2013 Public Participation Plan for the Huntsville Metropolitan Planning Area.

Chairman Battle asked Ms. Kling for an explanation of the above resolution.

Ms. Kling stated that this resolution would adopt the Final 2013 Public Participation Plan. She stated that Federal legislation required a 45-day window for public comments before adoption of the plan. She stated that they had distributed plans at various locations within the Huntsville Metro Area, the MPO area, as follows: The City of Huntsville Planning Office, Madison County Courthouse, Town of Triana City Hall,

City of Madison City Hall, and the Town of Owens Cross Roads City Hall. She stated that they had also placed legal ads and had press releases, putting out information that the plan was available.

Ms. Kling stated that public participation in the Transportation Planning Process was required by quite a few Federal regulations and that it was taken very seriously by the MPO, the Federal Highway Administration, the Federal Transit Administration, and ALDOT. She stated that they had received public comments and had incorporated them into the plan where it was feasible to do so, noting that there had been a comment period from October 21 to December 4, 2013, and December 20, 2013, to January 8, 2014.

Ms. Kling stated that the purpose of the Plan was to provide guidelines for public participation activities to be handled by the MPO. She continued that it ensured that these activities were done in accordance with applicable laws. She stated further that they had basically rewritten the plan to assure that they had incorporated everything the Federal Highway Administration and the State DOT had requested that they add.

Ms. Kling stated that the first part of the plan was the Introduction. She noted that there they had added all the laws and regulations governing MPOs and State DOTs. She continued that they referenced that they followed the Alabama Open Meetings Act. She stated that they also expounded upon the

extent of public participation conducted by ALDOT and the Federal Highway Administration.

Ms. Kling stated that they had received some public comments concerning this section, noting that there was a request that the Citizens Advisory Committee meeting time be changed from during the same week as an MPO meeting to a week prior to an MPO meeting. She stated that they had accommodated this request and they would be having this Committee meeting a week in advance of an MPO meeting. She stated that they also would change the amount of time and leeway in terms of mailing out meeting notices and notifications, that rather than this being two weeks prior to a CAC meeting, they would be providing public comment and getting everything out to the MPO members at least two weeks prior to an MPO meeting.

Ms. Kling stated that the Citizens Advisory Committee had also requested that they add the Chairman of the Limestone County Commission to the MPO; add Limestone County personnel to the Technical Coordinating Committee; reorganize the Citizens Advisory Committee by changing the representation based upon population; add a representative from Limestone County to the Citizens Advisory Committee; and make sure the County had a representative that worked or lived on Redstone Arsenal.

Ms. Kling stated that their response to this was that by law the establishment of the MPO and the Committee was done through agreement and approved by the Governor, the State DOT, and local jurisdictions that were members of the MPO. She

continued that to add a member from Limestone County would really be up to the MPO.

Ms. Kling stated that also the MPO boundary lines that were approved in 2012 actually decreased the population in the Limestone County rural area by over 17 percent. She stated that, however, there had been an increase of 1,167 percent in the municipal population in Limestone County that was in the city of Huntsville and the city of Madison.

Ms. Kling stated that they wanted to relate to the Citizens Advisory Committee that the City of Huntsville leaders and also the City of Madison leaders interfaced with Limestone County leaders to let them know what was going on, that there was communication there. She stated further that she was sure the County Commission in Madison County communicated with Limestone County, as well. She stated that, additionally, the MPO Staff sent a report to the Limestone County Commission members monthly regarding transportation planning projects in their county. She stated that they were incorporated within the entire planning process, that they were not just being totally abandoned.

Ms. Kling stated that, additionally, the Technical Coordinating Committee included a member from ALDOT District 2 who was responsible for Transportation Project Management in Limestone County. She continued that they invited Richard Sanders, whom she noted was the Limestone County engineer, to their Technical Coordinating Committee meetings,

and made sure that he was included on all the e-mails concerning transportation projects and plans that were in his area, as well as when they would start updating the long-range plan and would be updating the TIP and had certain items that might be of interest to him.

Ms. Kling stated that in looking at how the Citizens Advisory Committee was formed, there had been a prospectus that was written in the '70s and '80s, several years prior, that outlined the composition of the Committee. She stated that the City of Huntsville had eight members on the Committee, which she noted represented approximately one-half of the population. She stated that, additionally, Madison County had two members on the CAC that were employees of Redstone Arsenal, and that all the other jurisdictions had two members, as well. She stated that, basically, they thought that at the present time, there was not a great need to change the composition of the Committee.

Ms. Kling stated that the next section was Section 2 and that it dealt with the MPO Planning Requirements. She stated that this was developed to indicate the eight Planning Factors required by legislation. She stated that this just added all the requirements the State DOT required to be added to this section, which she noted was all the plans, all the Livability Principles they had to have on all their documents, and how to amend plans if necessary.

Ms. Kling stated that Section 3 dealt with Public

Participation Procedures. She stated that this section listed methods of providing information to the public and policies for public participation.

Ms. Kling stated that there had been public comments concerning Section 3, noting that one of these was to add other Methods of Social Media Interaction to the Plan. She stated that they had done this in several sections of the Plan, to incorporate the possibility of using Twitter and Facebook for MPO planning.

Ms. Kling stated that they had also been requested to show that public feedback was received and incorporated into plans. She continued that they had received some information concerning this from the Federal Highway Administration during the last TMA Certification Review and that this had already been incorporated into the Plan. She continued that she did not know how else they could further address this, other than making sure the minutes were posted to the Plan and making sure that when there were any Plan updates, any of the comments brought to them by citizens would be incorporated within the formal documents of the Plan.

Ms. Kling stated that Section 4 was Revisions and Amendments. She stated that the Plan would be amended, hopefully after October 2014, after receiving new Federal legislation. She stated that this would be dependent upon when Congress would actually pass a new Highway Bill.

Ms. Kling stated that next was Appendices. She stated

that Appendix A showed the Adopted MPO Study Area and Urbanized Area Boundary Map and Appendix B showed all the Livability Indicators in map or table/graph form.

Ms. Kling stated that Appendix C was something new they had added to the Plan, which she noted was the Title 6 documentation that was required by ALDOT and the Federal Highway Administration. She stated that Huntsville Transit and Madison County Tram had this type of documentation in place and met these requirements. She continued that the State DOT, the Federal Transit Administration, and the Federal Highway Administration wanted them to have this plan in place for the MPO.

Ms. Kling stated that the Limited English Proficiency Plan assessed the population in the MPO Study Area that spoke only a foreign language, noting that they would have to show how they were going to accommodate these persons.

Ms. Kling stated that there were certain thresholds that needed to be met concerning the population that spoke with limited English proficiency. She continued that at this time they did not meet the threshold of having to translate documents, noting that, however, in instances where translations needed to be made, they would attempt to accommodate this if provided ample time.

Ms. Kling stated that Appendix D was Public Participation Evaluation Procedures; that Appendix E was a Glossary of Abbreviations; and Appendix F was Public Comments Received

Regarding the Draft 2013 Public Participation Plan.

Ms. Kling stated that at the recent Citizens Advisory Committee meeting, there had been some comments on the Plan, that they had had comments on the comments, and that one of these was to revisit the composition of the CAC membership and the criteria for that. She stated that they had also noted that there had been some problems with attendance of some members of the CAC and the need for replacing those members, as well as making sure that everyone was represented on the committee. She stated that they would be working with the Citizens Advisory Committee to make sure they addressed these issues.

Mayor Craig read and introduced a resolution adopting the Final 2013 Public Participation Plan for Transportation Planning in the Huntsville Metropolitan Planning Area, as follows:

(RESOLUTION NO. 6-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

(Mr. Olshefski is now present in the Council Chambers.)

Chairman Battle stated that the next item on the agenda was a resolution amending the Other Surface Transportation Program Projects Section in the adopted FY 2012-2015 TIP to add



funds for Access Management and Intersection Improvements on SR-53/US 231 from Hobbs Road to south of Weatherly Road.

Chairman Battle asked Ms. Kling for an explanation of the above resolution.

Ms. Kling stated that this resolution covered only the preliminary engineering design cost for this project. She stated that this was a project that was selected by the Mayor of Huntsville as a priority project. She continued that this was one of the projects the City of Huntsville would be splitting with the State, on a 50-50 cost basis. She stated that other phases of the project were scheduled beyond 2015 and could not be added to the TIP at this time.

Ms. Kling stated that the total cost was \$950,000, and that this was shown on the resolution as an 80/20 split between Federal and State, but that the City of Huntsville had agreed with the State to pay half of the total cost.

Ms. Kling stated that the scheduled bid date was February 2014. She continued that it was scheduled in the State system for right-of-way acquisition to begin in FY 2016, and utility relocation and construction to be in FY 2017.

Mr. Strong read and introduced a resolution amending the Other Surface Transportation Program Projects Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds for Access Management and Intersection Improvements on SR-53/US 231 from Hobbs Road to south of Weatherly Road, Project No. 100061838 PE, at a total cost of \$950,000, with a

cost distribution of Federal, \$760,000 and State, \$190,000, for FY 2014, as follows:

(RESOLUTION NO. 7-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted.

Chairman Battle stated that the next item on the agenda was a resolution amending the Other Surface Transportation Program Projects Section in the adopted FY 2012-2015 TIP to add funds for additional lanes on SR-2/US 72 from County Line Road to Providence Main Road in the city limits of Huntsville.

Chairman Battle asked Ms. Kling for an explanation of the above resolution.

Ms. Kling stated that this resolution covered only the preliminary engineering design cost for the project. She stated that this was again a project that had been selected by the Mayor of Huntsville as a priority project, to be split 50-50 with the State of Alabama DOT. She stated, concerning the other phases associated with this project, that they had received notification a few days prior to add the Right-of-Way to FY 2015 and that they would be doing that at the next MPO meeting. She stated that the Utility Relocation was scheduled for FY 2016, as well as construction being scheduled for that same year.

Ms. Kling stated that this project tied into the City of

Madison's ATRIP project on County Line Road, from Madison Boulevard to US 72. She stated that the total cost was \$1.2 million, and that it would be a 50/50 split between the City of Huntsville and the State.

Ms. Kling stated that this was shown on the resolution as an 80/20 split between Federal and State, but that the City of Huntsville had agreed with the State to pay half of the total cost.

Mr. Strong read and introduced a resolution amending the Other Surface Transportation Program Projects Section in the adopted FY 2012-2015 Transportation Improvement Program to add funds for Additional Lanes, SR-2/US 72 from County Line Road to Providence Main Road in the City Limits of Huntsville, Project No. 100061841 PE, at a total cost of \$1,200,000, with cost distribution of Federal, \$960,000 and State, \$240,000; for FY 2014, as follows:

(RESOLUTION NO. 8-14)

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

Chairman Battle called for the vote on the above resolution, and it was unanimously adopted.

Chairman Battle stated that the next item on the agenda was the status of the Year 2040 Transportation Plan Update.

Chairman Battle recognized Ms. Kling.

Ms. Kling stated that she wanted to give the MPO members a brief overview of what was happening or would be happening in

the very near future.

Ms. Kling stated that the MPO Staff would commence the process of developing the 2040 Transportation Plan. She continued that the final plan would be due to the Alabama Department of Transportation and the Federal Highway Administration in March of 2015 and that it had to be adopted by the MPO Board prior to that date. She stated that they should have a draft ready for approval by the MPO later in the year. She stated that this was a very comprehensive and complex plan and would require a lot of work of the MPO staff, that they had a lot of actions that needed to be started in order for final approval to be received. She stated that in the very near future the MPO staff would be contacting each of the jurisdictions and asking what projects were on their wish list. She continued that they would look at what projects needed to be taken off the long-range plan, as well as added. She stated that they would be looking at the Transportation Model to make sure they had everything that looked congested, to make sure these issues were corrected.

Ms. Kling stated that Mr. James Moore did all the transportation modeling, so that he would be trying to get all this within the graphics for the latest year, all the traffic counts, and getting all this up to speed, noting that this was a very comprehensive process.

Ms. Kling stated that throughout the process Mr. Dennis Madsen wanted to hold Technical Coordinating

Committee meetings with the Committee members to discuss all the projects, to make sure they were all working on the same page and to make sure they had everything in order to present to the MPO. She stated that this would be a total process for the entire technical staff, for the entire MPO area.

Ms. Kling stated that they would also be looking at doing a revamp of the Plan based upon the Map-21 legislation and also any other legislation that would come out after October 2014, to make sure that everything would be included.

Ms. Kling stated that they were going to have to do a comprehensive transit rewrite, as well as incorporating and integrating more transit into the overall plan, redoing the financial plans, looking at the environmental impact for all the projects, looking at all the bike/pedestrian integration, making sure that that was all within the plan; and looking at congestion management, safety management, safety and security of the system; and relooking at all the multi-modal elements, to include airports, rail, freight, and waterway facilities.

Mr. Kling stated that this all had to be done with a great degree of public involvement, noting that there would be quite a few public meetings and input such as they had had in the past when they had done the 2035 Transportation Plan.

Ms. Kling stated that she just wanted to make sure that the MPO was aware of this. She continued that they would be getting with everyone concerning this process very soon.

Chairman Battle stated that the next item on the agenda

was the Federal Highway Administration presentation regarding the MPO's TMA Certification Review. He recognized Mr. Clint Andrews.

Mr. Andrews stated that he was with the Federal Highway Administration in Montgomery. He stated that they had conducted a Certification Review of the MPO in May of 2013, and that this review required a closeout meeting, and that this presentation would be the closeout.

Mr. Andrews stated that it was required that the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) evaluate the planning process between the MPO and ALDOT every four years, and that there was a public involvement portion of this.

Mr. Andrews stated that this was to assure that there was a continuing, cooperative, and comprehensive transportation planning process. He stated that this included eight planning areas and the development of all the documents and all the laws associated with having a planning process. He stated that this included the Civil Rights Act, the Clean Air Act, the Americans With Disabilities Act, and also considering disadvantaged businesses.

Mr. Andrews stated that they had had a site visit in May, and they had met with the staff and many of the MPO members, and they had had a public meeting at the end of the site visit.

Mr. Andrews stated that they had prepared a report and issued the report, with findings, and a few actions.

Mr. Andrews reiterated that this was the final step, the closeout. He stated, concerning the report, that it was not just finding actions or making recommendations, that it was finding what was going on. He stated that, of course, they were in the city quite often. He stated that they had noted quite a few things that were really good in the area, such as the bicycle paths and greenways that had been developed throughout the area. He stated further that the Certification Review documentation developed by the staff really helped to paint a picture of the entire process. He stated that they had also done an Inactive Projects Review, noting that the MPO staff was on top of this and that there had been very few missteps on what projects were inactive.

Mr. Andrews stated that there was one corrective action. He continued that the FTA had noted that the Transit planning in the TIP must be for no less than four years and that the project descriptions must have sufficient detail. He stated that in the past the State and Huntsville Public Transit had done what is called a "level of effort" of grouping projects, which requires less detail in the description, and that the FTA had noted that. He continued that Huntsville Public Transit had stated they could provide more detail, noting that he believed that was ongoing at this time.

Mr. Andrews stated that that had been the only corrective action they had.

Mr. Andrews stated that the remainder of the items were

recommendations, or best practices, noting that the Federal Highway Administration gathered these from all over the country.

Mr. Andrews stated that one of these was to have more robust public involvement procedures. He continued that another of these was to have an MPO-only website. He stated that he understood this was a very good website at this time, that everyone liked it, and that they were posting meeting minutes and responses on it. He stated that this had been a very positive step, noting that this had already been under way when they conducted the Certification Process.

Mr. Andrews stated that in the current year they had to adjust the boundaries and that that was ongoing, that they had had a meeting concerning this earlier in the day.

Mr. Andrews stated that updating the Transportation Plan would be a big part of the next process. He stated that there was the prioritizing of projects, as to what belonged in the visionary plan and what they had funding to do, and that the MPO staff was on the ball to do this. He stated, concerning the Congestion Management Process, that they had noted this was a good way to maximize dollars, and that the staff had been looking at this, and that the State was implementing Congestion Management and Access Management plans.

Mr. Andrews stated that they had also suggested that the MPO adopt the Access Management Manual, which he noted was new, and to attempt to make the zoning and other subdivision



regulations match this. He stated that that was a process in itself.

Mr. Andrews stated that they also had the Transportation Alternatives Program, which he understood was under way, noting that this was the new Transportation Enhancements (TE) program, to do sidewalks and bike paths and historical restorations. He stated that the MPO had its own program on this, noting that this needed to be started.

Mr. Andrews stated that the FTA had one reminder: that their funding was available for expanding shelters and sidewalks within one-half mile of stops and within three miles for bike facilities.

Mr. Andrews stated that there had been a couple of other issues that FTA had brought up as far as the STIP format and some of the things in it, which were stated in the review, but that this was really a statewide issue and that the Federal Transit Administration and the Federal Highway Administration would address this with ALDOT on a statewide basis.

Mr. Andrews stated that that concluded the review. He continued that persons could have a copy of the review, noting that he believed it had been sent out to everyone and that he believed it was posted on the MPO website.

Mr. Andrews asked if anyone had any questions concerning this at this time.

There was no response.

Chairman Battle stated he felt they should note that they

had three Garrison Commanders in the audience at this time, two former ones and the present one. He thanked them for attending the meeting.

Chairman Battle stated that the next item on the agenda was Public Comment and asked if anyone would like to speak at this time.

There was no response.

Chairman Battle stated that the next item on the agenda was Other Business and asked if anyone would like to comment at this time.

Mayor Trulock stated that he would like to say a special thank you to Mayor Battle and to Mr. Shane Davis for their support, noting that they had a joint ATRIP project, County Line Road, and that they were about 50 percent through construction on that project and were opening the next phase of it. He stated that this was a joint project with the City of Huntsville and the City of Madison, that they were working together on this. He continued that they had had one sticking point, that they had tried to get the bid out in November and could not, and also could not in December, but were now trying to get it out in January. He stated that he wanted to thank Mayor Battle and Mr. Davis because Mayor Battle had said that a certain piece of this could be done "by Friday." He continued that they needed this piece, that it was a Huntsville piece, and they needed this resolved because they had to get it out for bid. He stated that without their support, they would have

been stuck on this project.

Chairman Battle stated to Mr. Davis that Mayor Trulock was thanking him for having something done "by Friday" on this matter.

Mayor Trulock stated that it was a great project for both cities and that they appreciated the work on it.

Mr. Olshefski stated that he wanted persons to understand what Mayor Battle had done on the one percent sales tax increase for the roads, noting that that was really, really big. He stated that he was looking at all the plans, et cetera, and it was all great, and they were ready to proceed on this. He stated that he also appreciated the staff's help on this matter. He stated that they were ready to go on this and get the roads right for the future. He continued that they now knew they had \$25 million a year that the City could put in the roads. He stated that this group knew more about this situation than anyone did and that he appreciated everyone's work on it.

Chairman Battle stated that it had been a team effort and that he appreciated the support of the MPO members, as well as the support of persons in the audience who had had a part in this. He stated that he believed it had been a good team effort in making sure they moved forward where they needed to on the roads.

Mr. Harris stated that the State Department of Transportation certainly appreciated the MPO's efforts, and

especially the City of Huntsville's, in getting the funding approved to match these important projects. He stated that the State would certainly do its best to continue this partnership and work to improve the roadway system throughout the area.

Chairman Battle stated that the next item on the agenda was Election of Officers.

Chairman Battle stated that the floor was open for nominations for Chairman of the Metropolitan Planning Organization.

Mayor Trulock nominated Chairman Dale Strong, Madison County Commission, for Chairman of the Metropolitan Planning Organization.

Chairman Battle asked if there were any further nominations.

There was no response.

Chairman Battle called for the vote on Dale Strong as chairman of the Metropolitan Planning Organization, and the following vote resulted:

AYES: Caudle, Craig, Olshefski, Harris, Trulock,  
Strong, Battle

NAYS: None

Chairman Battle stated that Mr. Strong had been elected Chairman of the Metropolitan Planning Organization and congratulated him. He asked if he would like to take over the meeting at this time.

Mr. Strong declined, stating that they would have that

take effect at the next meeting of the Metropolitan Planning Organization.

Chairman Battle stated that the floor was open for nominations for Vice-Chair of the Metropolitan Planning Organization.

Chairman Strong nominated Mayor Troy Trulock of the City of Madison for Vice-Chair of the Metropolitan Planning Organization.

Mayor Battle asked if there were any further nominations.

There was no response.

Mayor Battle called for the vote on Mayor Trulock as Vice-Chair of the Metropolitan Planning Organization, and the following vote resulted:

AYES: Caudle, Craig, Olshefski, Harris, Trulock,  
Strong, Battle.

NAYS: None

Mayor Battle stated that Mayor Trulock had been elected Vice-Chair of the Metropolitan Planning Organization and congratulated him.

Mayor Battle stated that the floor was open for nominations for Secretary of the Metropolitan Planning Organization.

Mayor Battle nominated Mayor Mary Caudle of the Town of Triana for Secretary of the Metropolitan Planning Organization.

Mayor Battle asked if there were any further nominations.

There was no response.

Mayor Battle called for the vote on Mayor Caudle as Secretary of the Metropolitan Planning Organization, and the following vote resulted:

AYES: Caudle, Craig, Olshefski, Harris, Trulock,  
Strong, Battle

NAYS: None

Mayor Battle stated that Mayor Caudle had been elected Secretary of the Metropolitan Planning Organization and congratulated her.

Mayor Battle asked if there was any further business to come before the MPO.

There was no response.

Upon motion, properly seconded, the meeting was adjourned.

\_\_\_\_\_  
Chairman,  
Metropolitan Planning Organization

ATTEST:

\_\_\_\_\_  
Secretary,  
Metropolitan Planning Organization