

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD JANUARY 21, 2015
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, January 21, 2015, 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
Mayor Troy Trulock	City of Madison
Mayor Mary Caudle	Town of Triana
Dr. Jennie Robinson	Huntsville City Council
Mr. Johnny L. Harris	ALDOT/Guntersville

Metropolitan Planning Organization Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
------------------	---------------------------

Staff Members Present:

Mr. James Moore	Huntsville Planning Division
Ms. Michelle Jordan	Huntsville Planning Division
Mr. Dennis Madsen	Huntsville Planning Division
Ms. Ashley Nichols	Huntsville Planning Division
Ms. Tracy Meshberg	Huntsville Planning Division

Chairman Strong called the meeting to order.

Chairman Strong stated that they would be moving item No. 7 on the agenda to item No. 1 on the agenda.

Chairman Strong stated that item No. 1 on the agenda was now the recommendation of TARCOG as the designated recipient of FTA Section 5310 Grant Funds for the Huntsville Urbanized Area.

Chairman Strong recognized Mr. James Moore.

Mr. Moore stated that Ms. Falguni Patel of TARCOG would speak concerning this item.

Ms. Patel stated that this resolution would allow TARCOG to be the designated recipient of FTA Section 5310 Grant Funds for the Huntsville Metro Area. She stated that this had been done by the State in previous years, but they had rearranged the funds and a new agency had to be designated to administer this grant. She continued that Huntsville Transit had asked TARCOG to be the designated recipient for the area. She stated that the resolution would allow TARCOG to contact the Governor's office to be approved as the designated recipient for the grant for the Huntsville Metro Area.

Mayor Trulock read and introduced a resolution recommending to the Governor of the State of Alabama the Top of Alabama Regional Council of Governments as the designated recipient of the FTA Section 5310 Program funds for the Huntsville Urbanized Area, as follows:

(RESOLUTION NO. 6-15)

Mayor Trulock moved for approval of the foregoing

resolution, which motion was duly seconded by Mayor Caudle.

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

There was no response.

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

Chairman Strong stated that the next item on the agenda was approval of the minutes of the prior meeting.

The minutes of the MPO meeting held on September 24, 2014, were approved as submitted.

Chairman Strong stated that the next item on the agenda concerned the Urbanized Area Boundaries, Study Area Boundaries, and the Functional Classification Map for the Huntsville Area Transportation Study.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that Resolution 1-15 adopted the Urbanized Area Boundaries, Study Area Boundaries, and the Functional Classification Map for the Huntsville MPO. He stated that the following roads were added to the Functional Classification Map: Harvard Road Extension, from Governors Drive to Lowe Avenue; Holladay Boulevard, from US 72 to Huntsville Browns Ferry Road; Greenbrier Parkway, from I-565 to Huntsville Browns Ferry Road; Church Street Realignment, from Pratt Avenue to Oakwood Avenue; and Resolute Way, from I-565 to Redstone Gateway.

Mr. Moore stated that the Functional Classification Map had been recently updated. He indicated the roads he had enumerated on the maps being displayed. He stated that Resolute Way was a conceptual design at this time, that there was no final design.

Dr. Robinson read and introduced a resolution adopting the Adjusted Urban Area Boundaries, Study Area Boundaries and Map, and the Functional Classification Map, as prepared and presented, as follows:

(RESOLUTION NO. 1-15)

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

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

There was no response.

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

Chairman Strong stated that the next item on the agenda was a resolution adopting the Draft Year 2040 Transportation Plan.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that the above resolution adopted the Draft Year 2040 Transportation Plan for the Huntsville MPO Study Area. He stated that the Long Range Transportation Plan, or Metropolitan Transportation Plan, was required by Federal

regulations every five years for MPOs that were at attainment or MPOs that did not have any air quality issues, such as Huntsville. He stated that the Plan was a precursor to the Transportation Improvement Program, or TIP, a separate plan which identified what projects were to be funded within a four-year time period. He stated that all projects in the TIP must be in the Long Range Transportation Plan. He continued that the Long Range Transportation Plan provided a menu of various projects that could be funded when money was identified. He stated that the Long Range Transportation Plan also identified projects to be constructed in the next 25 years, plus other improvements to the network for the next 25 years.

Mr. Moore stated that there were several types of projects identified in the Long Range Plan Transportation Plan: Capacity Projects and Maintenance and Operations Projects. He stated that Capacity Projects were widening projects that increased the capacity of the roadway, and Maintenance and Operations Projects were those projects that improved access, mobility, safety, and throughput by improving intersections, adding overpasses, replacing bridges, resurfacing roads, and signalization.

Mr. Moore stated that other projects identified in the Long Range Transportation Plan were bike and pedestrian projects, which would be discussed later in his remarks.

Mr. Moore stated that there were several differences when

comparing the 2035 Transportation Plan to the 2040 Plan, noting that the most significant difference was funding availability. He stated that the Alabama Department of Transportation selected the majority of the road projects to be funded, and the MPO directed one category of funds for road improvement projects.

Mr. Moore stated that ALDOT had informed them when conducting this plan update that their policy at this time was to limit Federal/State construction dollars for the funding categories they controlled to the years 2015 until 2024. He continued that any monies anticipated for projects beyond the year 2024 would be reserved for Maintenance and Operations activities only.

Mr. Moore stated that for this MPO area, Federal and State projects, without any local financial contributions or local matching funds, would construct one project: Alabama Highway 53 from south of Jeff Road to north of Harvest Road. He stated that all other projects that were shown as funded (financially constrained) in this Plan were done so through a mixture of Federal, State, and Local monies or funded 100 percent locally. He continued that the majority of transportation improvement projects that were planned for the next 10 years involved heavy local government investment.

Mr. Moore stated that the MPO traditionally had always dedicated the one category of funds they controlled to capacity adding projects. He stated that the MPO staff had communicated

to the State that this had always been their policy and that they did not wish to limit their funding availability to a 10-year period, that they wanted to continue to plan their road construction projects for the full 25-year time frame. He stated that ALDOT agreed to allow this policy for the MPO's dedicated funds to continue until the year 2040. He stated that this would allow the MPO to continue with plans to keep on schedule projects such as the Northern Bypass, Slaughter Road, and Jeff Road, noting that these were previously approved at the April 2014 MPO meeting. He continued that it would also allow the MPO to program projects beyond the year 2030 based upon anticipated funding levels.

Mr. Moore stated that based upon the remaining funds anticipated between 2031 and 2040, two projects had been added to the funded list, or the financially constrained list, using MPO dedicated money. He stated that these projects were as follows: Slaughter Road from Old Madison Pike to US 72 and Capshaw Road from Jeff Road to Old Railroad Bed Road. He stated that these projects were not only multi-jurisdictional and regionally used corridors that would see future degradation of service, but that they would complete and/or complement other projects that had been planned by the MPO for earlier years, such as Slaughter Road from Highway 20 to Old Madison Pike and Jeff Road from Capshaw Road to Douglass Road.

Mr. Moore stated that another difference between the 2035 Plan and the 2040 Plan was the project list, noting that some

new capacity projects were added and some were realigned. He stated that this included improvements on Cecil Ashburn Drive from Sutton Road to Carl T. Jones Road. He stated that this project was previously in the City of Huntsville's Capital Plan, and that at this time it was a "Restore Our Roads" project, and that the funding had been identified as such.

Mr. Moore stated that both the Greenbrier Parkway improvements, Phases II through IV, and the I-565 interchange modification at Madison Boulevard for Resolute Way at Redstone Arsenal were being funded through the City of Huntsville's Capital Plan. He continued that they had been added to the Long Range Plan only because they were regionally significant projects.

Mr. Moore stated that the following projects had been previously identified in the Year 2035 Transportation Plan but at this time had new alignments: Alabama Highway 53 relocation from Pinedale Road to I-65 Interchange; Arsenal East Connector, Phases 1 through 4, which project had previously been called the Southern Bypass in the 2035 Plan; and the Northern Bypass from Winchester Road to US 72.

Mr. Moore stated that the third difference between the 2035 Plan and the 2040 Plan was a more extensive listing of Maintenance and Operations projects. He stated that both FWHA and ALDOT required that all Maintenance and Operations projects be listed in their own category. He continued that these included interchanges, bridge replacements, safety projects,

and intersection improvements.

Mr. Moore stated that the principal driver of the Long Range Transportation Plan was the financial availability or the anticipated funding to implement selected projects. He stated that if there was no future funding identified for a project, it could not be planned for construction. He stated that the Year 2040 Plan took into account all projects that had been previously planned by the State and locals, and programmed them based upon cost and need.

Mr. Moore stated that like previous years, the Year 2040 Transportation Plan consisted only of projects that were funded or "Financially Constrained." He continued that the transportation model supported the construction of these projects.

Mr. Moore stated that "Financially Constrained Projects" were defined as "Improvements that are funded with a dedicated and available source of money." He stated that these projects were shown in the Plan maps as "Blue" projects.

Mr. Moore stated that Visionary Projects were those that were desired but not funded, noting that these were shown for illustrative purposes only. He stated that if funding became available, the project might be moved from "Visionary" to "Financially Constrained." He stated that these projects were shown in Plan maps as "Red."

Mr. Moore stated that a total of 105 Capacity Projects and 20 Maintenance and Operations Projects were identified as

either Financially Constrained or Visionary Projects, requiring approximately \$3 billion in Federal funds to complete. He stated that there was funding available for only 29 Capacity Projects and 13 Maintenance and Operations Projects, with a planned expenditure of \$342.8 million in Federal funds. He stated that locally, the City of Huntsville, the City of Madison, and Madison County were providing 100 percent funding for eight of these projects, committing an additional \$138.7 million. He continued that there was a shortfall of approximately \$2.7 billion to construct all remaining projects.

Mr. Moore stated that, essentially, the Plan narrative focused on the Financially Constrained Modeled Network. He continued that the MPO staff had requested the consultant to perform various model scenarios and to develop socioeconomic data for the Plan.

Mr. Moore stated that Scott Rumble from Atkins was present to discuss the socioeconomic data and the model work they had accomplished.

Mr. Scott Rumble appeared before the MPO, stating that he was with Atkins, and that, as Mr. Moore had mentioned, Atkins had been brought on board to do socioeconomic data forecasts and travel demand modeling tasks for this Long Range Plan.

Mr. Rumble made a PowerPoint presentation to the MPO.

Mr. Rumble stated that socioeconomic data forecasts were critical inputs into the Long Range Plan effort, as well as the model that they used to assess the impact of these projects.

He stated that they did expect significant growth in the Huntsville area, based on its current diversified economy, the positive impact of the future BRAC transfers to the Huntsville area, as well as a solid foundation in aerospace and defense technology.

Mr. Rumble stated that the sources for the growth projections they had made were based on local knowledge of near-term growth, as well as the University of Alabama Center for Business and Economic Research sources, which he noted was a source that gave forecasts for the Alabama region, in metropolitan areas within Alabama; the Alabama Department of Labor, which gave historical data as well as projections; and the National Bureau of Labor Statistics.

Mr. Rumble stated that these sources had been used to give a control total for the urban area, and then the specific inputs were diversified and put into local traffic analysis zones.

Mr. Rumble stated that the results were as follows: Households. With a base year of 2010, 153,000 households projected to 221,000 households, a growth of 44 percent; Retail Employment and Non-Retail Employment, projected to grow by 60 percent. He stated that with 2010 as the base year of analysis, retail employment was 67,000 and would grow to 108,000; and that non-retail employment was 155,000 and would grow to 248,000 by 2040. He stated that retail employment included stores, retail outlets, shopping centers, and

restaurants, and that non-retail employment included government employment, manufacturing, and high technology employers. He stated that they had split these two categories out because retail employment would generate more trips than non-retail employment, so that they were kept separate.

Mr. Rumble stated, concerning general growth trends, that, of course, there would be isolated pockets of growth all over the Huntsville area, but that generally speaking, household growth would be in the north and west areas of the Huntsville area. He continued that retail employment would follow this household growth into the north and west areas, and that non-retail employment growth would be in the south and west areas.

Mr. Rumble stated that the travel demand model, which he noted they used to assess the impact of specific projects on the travel patterns in the Huntsville area, included a number of things, with one being all functionally classified roads, which he noted would be from interstates all the way down to collectors. He continued that it included all the household employment and school data he had just mentioned. He stated that they estimated all the daily trips, based on trips made by residents, employees, and students. He continued that this was called "Trip Generation." He stated that next they estimated the start and end of every trip within the Huntsville area, noting that they called this "Trip Distribution." He stated that, finally, in the computer model, they estimated the

specific roads that every trip used, noting that this was called "Trip Assignment." He stated that they had calibrated their computer model based on known 2010 data, primarily the Census data, and that once they had calibrated the model, they used that same model to predict conditions in 2040.

Mr. Rumble stated that they had run a number of alternatives with the models, with one being the base year 2010, which he noted was a year with known data that would confirm the computer model. He continued that they then ran four future alternatives, with one being Existing-Plus-Committed projects, which he noted included projects that were currently under construction or would be constructed within the next few years.

Mr. Rumble stated that the next three alternatives were improvement alternatives, and included the Financially Constrained list of projects, as well as the Visionary projects. He continued that, however, for Alternative 2, they had left out the Memphis to Atlanta Highway, noting that since this was such a significant facility, they wanted to see what the impact would be without it.

Mr. Rumble stated that Alternative 3 included all the Financially Constrained projects, including the Visionary Projects, with the Memphis to Atlanta Highway. He stated that, finally, they had run the model in 2040 with just the Financially Constrained Projects.

Mr. Rumble stated that, in summary, the Travel Demand

Model analysis gave the following results: Comparing 2010 to 2040 conditions, they were increasing the capacity, or lane miles, by approximately six percent, noting that this also included projects that were currently under construction. He stated that the total travel in miles, however, would increase by 50 percent. He stated that travel time would increase by 71 percent, meaning more trips would be made, but they would be longer trips, more congestion, by 2040. He continued that the average travel speed would decrease by approximately 13 percent by 2040.

Mr. Rumble stated that, in summary, the Financially Constrained projects would make a positive impact on the area, but, however, the expected growth in the study area would outpace what they could do to pay for these improvements.

Mr. Rumble stated that he would turn the floor back over to Mr. Moore.

Mr. Moore thanked Mr. Rumble for his presentation.

Mr. Moore stated that several other transportation elements were highlighted in the Plan. He stated that these were Transit; Congestion Management, Safety Management, Security of the System; Freight; and Bike/Ped.

Mr. Moore stated that for the Transit element, an assessment of Transit Services and Needs was performed. He continued that the 25-year need for services revolved around expansion and frequency of services.

Mr. Moore stated that the Freight element highlighted

airport, truck, rail, and waterway facilities and operations.

Mr. Moore stated that the Congestion Management, Safety Management, and Security of the System section highlighted congestion measures and identified the Top 10 Congested Corridors and Corrective Actions. He stated that it also provided an overview of ALDOT's Safety Management through the Strategic Highway Safety Plan and provided an overview of strategies in place to secure the transportation network.

Mr. Moore stated, concerning the Bike/Ped element, that the Year 2040 Transportation Plan expanded on the previous bicycle and pedestrian plans included in the 2035 Long Range Plan by way of implementing strategies and techniques to improve the ridership and safety of bicyclists and pedestrians within the Huntsville Area MPO. He stated that there were 159 total bike projects in the Plan, with seven different categories. He stated that the categories included: 15 proposed protected Bike Lanes and Road Diets, 14 Paved Bike Shoulder projects, 13 Proposed Bike Lane projects, 63 Proposed Sidewalk projects, 39 Greenway Shared/path projects, 7 Green Street projects, and 8 Pedestrian Corridor projects.

Mr. Moore stated that the 2040 Plan sought to provide links and resources within the larger transportation network, encouraging construction or development of dedicated and fixed facilities, bike trails on-road and off, and improvements to existing structures.

Mr. Moore stated, concerning the steps needed to be taken

for final plan approval, that Public Involvement Meetings had been held at four locations in a two-week period of time, on January 6 from 5 to 7 p.m. at The Showers Center, on January 8 from 5 to 7 p.m. at the City of Madison City Hall, on January 13 from 5 p.m. to 7 p.m. at Owens Cross Roads Town Hall, and on January 15 from 5 p.m. to 7 p.m. at the Monrovia Community Center at 254 Allen Drake Drive. He continued that 25 people had attended the meetings, and that they had received comments from the public. He stated that the comments were mostly positive, but that some concerned the length of the document and the structure, noting that this was mostly due to ALDOT and FHWA requirements.

Mr. Moore stated that the next steps for final approval required the MPO to approve the Draft Plan. He stated that both ALDOT and FHWA would conduct a final review of the Plan and public comments would be addressed. He stated that required changes would be made and Final Approval of the Plan shall be completed by March 24. He stated that their goal was to complete the final Plan as soon as possible, but that it would be dependent upon the length of time it would take for ALDOT and FHWA to review and submit their final comments, and then for the Staff to respond.

Chairman Strong thanked Mr. Moore for the presentation.

Dr. Robinson read and introduced a resolution adopting the Draft Year 2040 Transportation Plan, as follows:

(RESOLUTION NO. 2-15)

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

Chairman Strong stated that the floor was open for discussion.

Chairman Strong recognized Mayor Trulock.

Mayor Trulock stated that there was one thing he would like to clear up before they moved forward on the final Plan. He stated that on a displayed map, the road he was concerned with was labeled "77." He stated that they just needed to slide that over, noting that they had not seen this in time to update the map. He stated that if they could move the road labeled "77," in red, a little to the west, so that it would be from Powell Road going north to East Limestone Road, that would be good.

Chairman Strong stated that the record would reflect this change, and that this should be shown on the final document.

Chairman Strong asked if there was any further discussion of this matter.

Mayor Battle asked Mr. Moore if in their studies, they had looked at how many persons were actually coming into the metropolitan area and working that were from outside, how many were coming in and working and then going back home each day.

Mr. Moore stated that he would defer to Mr. Rumble on that.

Mr. Rumble stated that they had looked at travel coming in from the outside and did find that a certain percentage were

coming in from the west, from the Athens area, as well as the Decatur area, and that they had also seen that in the future employment was outpacing household to population, so that they anticipated that trend to increase, more population from the outside coming into the urban area.

Mayor Battle stated that in the BIG Picture planning they had been doing, they had been looking at some numbers, and that there were approximately 100,000 persons who came into the metropolitan area to work each day and then went back out to another community. He asked if this number agreed with what Mr. Rumble had been seeing.

Mr. Rumble replied in the affirmative, stating that he believed if one added up all the roads that came into the area, that would sound reasonable.

Mayor Battle stated that he was just saying this for the MPO members to remember they had to find a way to get persons in to these employment centers if they were going to be major employment centers, and then get them back home each day, if they wanted to continue to be an employment center as they were at this time.

Chairman Strong asked that Mr. Rumble or Staff forward a copy of the Atkins study to every member of the MPO, noting that he believed this information was very relevant, especially the growth to the north and to the west. He stated that he believed this was what they had seen, that many of the jobs had been occurring in that area.

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 2-15, and it was unanimously adopted by the MPO members present

Chairman Strong stated that the next item on the agenda was a resolution concerning the Transportation Improvement Program.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that this resolution amended the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY2012-2015 TIP to add funds for the State of Alabama: Memorial Parkway from north of Whitesburg Drive to south of Golf Road (Mainline) for construction.

Dr. Robinson read and introduced a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY2012-2015 TIP to add funds for the State of Alabama: Memorial Parkway from North of Whitesburg Drive to south of Golf Road (Mainline) for construction, as follows:

(RESOLUTION NO. 3-15)

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

Chairman Strong asked if there was any further discussion

of the above resolution.

There was no response.

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

Chairman Strong stated that the next item on the agenda concerned the Transportation Improvement Program and that it was a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY2012-2015 TIP to add funds for the State of Alabama and City of Huntsville: I-565 and Madison Blvd. (Exit 13) Interchange Modification for Resolute Way Access at Redstone Arsenal, for State Support Services.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that during the prior MPO meeting, the Staff had been directed by the MPO to ensure that this project be added to the 2040 Transportation Plan. He stated that the City of Huntsville had initiated a proposal for a corridor study to be done for the project, to better define the alignment of the road. He stated that approval of this resolution would allow funding in the amount of \$100,000 to be expended for the State's review of the plans associated with this project.

Dr. Robinson read and introduced a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY2012-2015 TIP

to add funds for the State of Alabama and City of Huntsville: I-565 and Madison Blvd. (Exit 13) Interchange Modification for Resolute Way Access at Redstone Arsenal, for State Support Services, as follows:

(RESOLUTION NO. 4-15)

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

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

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

Chairman Strong stated that the next item on the agenda concerned the Transportation Improvement Program, and that it was a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY2012-2015 TIP to add funds for the State of Alabama and City of Huntsville: Huntsville Northern Bypass from 1.2 miles east of Pulaski Pike to 1,500 feet east of US 231/431 intersection, for right-of-way.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that this resolution allowed for the purchase of right-of-way to occur for this portion of the Northern Bypass, with a tentative date of June 2015. He stated that this was another "Restore Our Roads" project, noting that

the Mayor of Huntsville had identified this as a priority corridor and had agreed with the State of Alabama to split the cost of this project on a 50/50 cost basis. He stated that the total estimated cost of the right-of-way was \$5 million.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY2012-2015 TIP to add funds for the State of Alabama and City of Huntsville: Huntsville Northern Bypass from 1.2 miles east of Pulaski Pike to 1,500 feet east of US 231/431 intersection, for right-of-way, as follows:

(RESOLUTION NO. 5-15)

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

Chairman Strong asked if there was any further discussion of this resolution.

There was no response.

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

Chairman Strong stated that the next item on the agenda was a Status Report of ATRIP projects and other major Transportation projects, presented by the Alabama Department of Transportation.

Chairman Strong recognized Mr. Les Hopson for the presentation.

Mr. Hopson made a PowerPoint presentation to the MPO.

Mr. Hopson stated that the first project he would cover was under construction, and that it was additional lanes on US 72. He stated that this was part of their 50/50 projects with the City of Huntsville. He stated that the cost was approximately \$9 million, that work was under way, and that the project was approximately 10 percent complete. He stated that the estimated completion date was February of 2016.

Mr. Hopson stated that the next project was the Zierdt Road northbound lanes, and that the approximate cost was \$4.7 million. He stated that the work was about to commence, and the estimated completion date was September 2016.

Mr. Hopson stated that the next project was in the city of Huntsville and that it was Church Street, Phase I, from Monroe Street to east of Pratt Avenue, including a realignment of Pratt Avenue and bridge replacement at Pinhook Creek. He stated that the estimated cost was approximately \$9 million, and that it was projected to commence in 2016. He stated that there was some major utility work that had to be done, and that there was right-of-way acquisition ongoing at this time.

Mr. Hopson stated that the next project was in the city of Huntsville, that it was Church Street, Phase II, from Pratt Avenue to Oakwood Avenue, and that this work was under way and close to completion.

Mr. Hopson stated that the next project was in the city of Huntsville, and that it was additional lanes on Winchester

Road, from Dominion Circle to Naugher Road, and that the cost was \$15.5 million. He stated that the design was almost complete, and that right-of-way acquisition was about to commence. He stated that there was significant utility relocation involvement in this project, and that they were looking at a letting date of some time in 2017.

Mr. Hopson stated that the next project was in the city of Huntsville, and that it was additional lanes on Martin Road, from Old Jim Williams Road to Zierdt Road, and that it was ATRIP funded. He stated that the cost was \$12 million, and that the design was 80 percent complete. He stated that the right-of-way acquisition was under way, and that they were looking at a letting date of January 2016.

Mr. Hopson stated that the next portion of Martin Road was from Wall Triana Boulevard to Old Jim Williams Road, and that it was STPAA funded. He stated that the approximate cost was \$13.7 million, that the design was approximately 80 percent complete, and the right-of-way acquisition was under way. He stated that the construction would be after the previous project had commenced, and that that date had not been determined as of this time.

Mr. Hopson stated that the next project was the city of Huntsville, Memorial Parkway overpasses, both phases, the service roads and the main lanes. He stated that the cost was \$55 million, that the design was almost complete, and the right-of-way acquisition was complete. He stated that they

were looking at a letting date of June 2015.

Mr. Hopson stated that the next project was city of Huntsville, on the north side, US 431, the Mastin Lake overpass. He stated that the cost was approximately \$31 million, that the design was under way, and that the environmental document was also under way. He stated that they were looking at a letting date of 2017.

Mr. Hopson stated that the next project was the city of Huntsville, that it was Old Madison Pike, and that it was under way. He stated that work was over 50 percent complete, and they were looking at an estimated completion date of November 2015.

Mr. Hopson stated that the next project was US 72 from County Line Road to Providence Main Street. He stated that the design was under way, and that the approximate cost was \$60 million. He stated that the right-of-way acquisition should commence by the end of 2015, with a projected letting date of 2017.

Mr. Hopson stated that the next project was the city of Madison, that it was the County Line Road widening project they had recently let. He stated that the approximate cost was \$8.2 million, and that work should commence in February 2015, with an estimated completion date of December 2016.

Mr. Hopson stated that the next project was the city of Madison, the I-565 interchange at County Line Road. He stated that the cost was approximately \$9.4 million, and that work was

approximately 84 percent complete. He stated that they were looking at a completion date of May 2015.

Mr. Hopson stated that the next project was Madison County, the Blake Bottom Road overpass, at an approximate cost of \$7 million. He stated that the design was approximately 70 percent complete, and that the letting date should be September 2015.

Mr. Hopson stated that the next project was Madison County, a bridge replacement on Winchester Road, over the Flint River. He stated that the cost was approximately \$5.4 million, and that the project had been let and work was about to commence, most likely at the end of the month. He continued that there was utility work ongoing at this time. He stated that the estimated completion date was mid 2017.

Mr. Hopson stated that the next project, Madison County, was also on Winchester Road, from Naugher Road to Riverton Road. He stated that the approximate cost was \$9.4 million. He stated that the design was almost complete, and that the right-of-way acquisition was about to commence but would take up to 24 months. He stated that a letting date of 2017 would depend on utility relocation.

Mr. Hopson stated that the next project, Madison County, also on Winchester Road, was from the Flint River to just past Bell Factory Road, at a cost of approximately \$4.5 million. He stated that the design was almost complete, and that right-of-way acquisition had commenced. He stated that they

were looking at a letting date of June 2015.

Mr. Hopson stated that the next project, Madison County, was Jeff Road widening, from south of County Road 28 to Douglass Road, at a cost of approximately \$13.5 million. He stated that the environmental document was under way, and that they were looking at having it approved by the end of 2015. He stated that the right-of-way acquisition should commence in the spring of 2016, that there were approximately 100 tracts to be acquired, and that this would take up to two years. He stated that they were looking at a letting date in 2018, depending on the right-of-way acquisition.

Mr. Hopson stated that the total amount of the above projects was approximately \$276 million.

Mr. Hopson stated that that concluded his presentation. He asked if there were any questions from the MPO members.

Chairman Strong asked that Mr. Hopson forward a copy of his presentation to the Staff, for distribution to the MPO members.

Chairman Strong thanked Mr. Hopson for his presentation, stating that it had been very informative and he wanted to thank him for putting it together.

Chairman Strong stated that the next item on the agenda was Discussion of the establishment of a Bike/Ped Committee.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that back in September, the MPO had discussed creating a committee for Bike/Ped projects, to be

known as the Multimodal Technical Subcommittee, a subcommittee of the Technical Coordinating Committee of the MPO. He stated that this committee would be working on bike/ped issues, and that the idea behind this was to create a more consistent group working to get funding for the MPO area. He stated that he believed this would provide a better opportunity for getting more funding for Bike/Pedestrian projects or any type of Multimodal projects.

Mr. Moore stated that the subcommittee would be comprised of staff of the MPO members, representatives from the Chamber of Commerce and Redstone Arsenal, along with a consultant, and that it would meet no less than four times per year. He stated that the function of the subcommittee would be to review recommendations from the Bicycle Advisory and Safety Committee and the Citizens Advisory Committee on multimodal issues, as well as to report to the Technical Coordinating Committee and the MPO about projects regarding safety, pedestrian issues, or any type of multimodal issues.

Mr. Moore stated that he had contacted members of MPO staff, himself included; representatives of the Chamber of Commerce and Redstone Arsenal; and a consultant; and that there were eight persons to serve on this subcommittee. He stated that he believed this group would serve the MPO well, by creating this type of constituency to work together as a group and go after funds.

Chairman Strong asked that Mr. Moore read the names of

these persons into the record.

Mr. Moore read as follows:

Mr. James Moore, City of Huntsville, Planner

Ms. Jo Somers, City of Huntsville, Engineer

Mr. Houston Matthews, Madison County, Engineer

Mr. Peter Hannah, Redstone Arsenal, Planner

Ms. Amy Sturdivant, City of Madison, Planner

Ms. Elizabeth Sabo, Chamber of Commerce, Planner

Mr. Luis Ferrer, City of Triana City Council

Ms. Erin Korsut, Akins-Crisp, Communications Consultant

Dr. Robinson moved for approval of the establishment of the Multimodal Technical Subcommittee.

Said motion was duly seconded by Mayor Caudle.

Chairman Strong asked if there was any further discussion of this matter.

There was no response.

Chairman Strong called for the vote on the above motion, and it was unanimously approved by the MPO members present.

Chairman Strong stated that the floor was now open for public comments, if anyone would like to address the members of the Metropolitan Planning Organization.

There was no response.

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

Mr. Moore replied in the negative.

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

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization