

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD AUGUST 27, 2015
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, August 27, 2015, at 4 p.m., in the Council Chambers of the Municipal Building, Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

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| 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 |
| Mayor Tony Craig | Town of Owens Cross Roads (Not present for entire meeting) |
| Mr. Johnny L. Harris | ALDOT/Guntersville |

Metropolitan Planning Organization Members Absent:

Councilwoman Jennie Robinson Huntsville City Council

Staff Members Present:

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| Ms. Tanjie Kling | Huntsville Planning Division |
| Mr. James Moore | Huntsville Planning Division |
| Ms. Michelle Jordan | Huntsville Planning Division |
| Mr. James Vandiver | Huntsville Planning Division |
| Ms. Tracy Meshberg | Huntsville Planning Division |

(Mayor Craig is not present at this time.)

Chairman Strong called the meeting to order.

Chairman Strong asked that the record reflect that the following members of the Metropolitan Planning Organization were present for this meeting: Mayor Battle, Mayor Trulock, Mayor Caudle, Mr. Harris, and Chairman Strong.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of prior meetings. The minutes of the MPO meeting held June 10, 2015, and a Special Session held July 21, 2015, were approved as submitted.

Chairman Strong stated that the next item on the agenda was the adoption of the FY 2016 Final Unified Planning Work Program.

Chairman Strong recognized Mr. James Moore.

Mr. Moore made a PowerPoint presentation.

Mr. Moore stated that the Federal definition of a Unified Planning Work Program was as follows: "A statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds."

Mr. Moore stated that the purpose of the Unified Planning Work Program was to outline multimodal transportation planning activities within a financially constrained budget to be

conducted in the Huntsville MPO planning area.

Mr. Moore stated that the Unified Planning Work Program or Business Plan was updated every year to provide citizens and stakeholders the necessary transparency to see how Federal and State transportation planning dollars were expended by the Huntsville MPO and the Alabama Department of Transportation in order to meet Federal metropolitan planning requirements.

Mr. Moore stated, concerning examples of tasks performed in the UPWP, that he would just go through the tasks, without going into detail: Task I, Administration; Task II, Data Development and Maintenance; Tasks III and IV, Short and Long Range Planning, and Task V, Special Studies.

Mr. Moore stated that the final UPWP document was developed by the MPO Staff in consultation with partner agencies and input from local citizens and stakeholders, and approved by ALDOT and FHWA. He stated that the FY 2016 Huntsville MPO's UPWP, if adopted, would begin October 1, 2015, and extend through September 30, 2016. He stated that as adopted, the program would fund approximately \$718,036 worth of planning activities and studies for the Huntsville MPO region.

Chairman Strong thanked Mr. Moore for his presentation.

Mayor Caudle read and introduced a resolution adopting the Final Unified Planning Work Program for Fiscal Year 2016, as follows:

(RESOLUTION NO. 13-15)

Mayor Caudle 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 the adoption of the Final FY 2016-2019 Transportation Improvement Program.

Chairman Strong recognized Ms. Tanjie Kling.

Ms. Kling made a PowerPoint presentation to the MPO.

Ms. Kling stated that at the June 10, 2015, MPO meeting, the MPO had adopted the Draft FY 2016-2019 Transportation Improvement Program, or TIP. She continued that the resolution coming before the MPO at this time would adopt the final financial document for projects for FY 2016-2019.

Ms. Kling stated that there were several changes that were made between the Draft and Final TIP, specifically within the text, project schedules, and the addition of a few projects. She stated that within the Plan text, the Self-Certification Section was updated to indicate the ADA Transition Plans were in process for jurisdictions that had not completed them. She stated that, additionally, the Federal Transit Administration required that a financial spreadsheet be added to show FTA funds that had been programmed for the City of Huntsville,

TARCOG, and Alabama A&M University, and that this had been accomplished.

Ms. Kling stated that there were four road improvement projects that were originally scheduled in the Draft TIP that were retained in this document because they might be bid before October 1, 2015. She stated that these projects were as follows: Engineering Design for Kellner Road Extension; Resurfacing East Limestone Road from US 72 to Copeland Road; Construction of the Memorial Parkway Mainline and Service roads from north of Whitesburg to south of Golf Road; and Construction of a Connector Road from Maysville Road to Epworth Drive.

Ms. Kling stated that a few projects that were originally programmed for FY 2015 were rolled over to FY 2016, and that these were as follows: For Huntsville: Church Street improvements from Monroe Street to Pratt Avenue, for clearing and grubbing; and the Huntsville Northern Bypass from 1.2 miles east of Pulaski Pike to the US 231/431 intersection, for right-of-way acquisition.

For Limestone County, for 2016: A bridge replacement on Thach Road; Intersection improvements at East Limestone Road and Capshaw Road; and Additional Lanes on East Limestone Road from Elkins Road to East Limestone Road.

Ms. Kling stated that there were two projects that were added back to the FY 2016-2019 Final TIP that were not in the Draft TIP. She stated that one project was the Additional

Lanes on US 72 from County Line Road to Providence Main Road in the city of Huntsville, and also Additional Lanes on US 72 from Balch Road to Hughes Road in the city of Madison.

Ms. Kling stated that the Huntsville project was a "Restore Our Roads" project, to be funded through a 50/50 split of funds by the State of Alabama and the City of Huntsville. She stated that right-of-way was scheduled for FY 2017, utilities relocation for FY 2018, and construction for FY 2019. She continued that the total cost of this construction was approximately \$60.7 million.

Ms. Kling stated that the project in Madison was an ATRIP project sponsored by the City of Madison. She stated that their portion of the US 72 Improvement project from Balch Road to Hughes Road was scheduled for construction in the TIP for Fiscal Year 2019, in the amount of approximately \$6.56 million, with the City of Madison paying 20 percent of the project cost.

Ms. Kling stated that nothing much had changed in the Transit Section. She continued that Madison County was set to receive approximately \$1.9 million in Rural Transit Funds for the administration, operation, and capital equipment for its TRAM program, and the City of Huntsville was estimated to receive more than \$18.2 million for its Public Transit Program.

Ms. Kling stated that the total allocations for the Final FY 2016-2019 TIP were as follows: Federal Aid Road Improvements, approximately \$339.9 million; Transit, approximately \$21.6 million; Transportation Alternatives, which

she noted were greenways that were funded through a Federal grant, approximately \$1.13 million; and Regionally Significant Projects, which she noted were 100 percent locally funded projects that were significant to economic development on the network and in the area, approximately \$84.8 million.

Ms. Kling stated that the total investment for the TIP, for the final version, was approximately \$447.5 million.

Ms. Kling stated that the adoption of this Plan would establish the projects, schedules, and funding for the upcoming four years for road improvements, transit programs, and transportation alternative program projects.

Ms. Kling stated that a member of the Citizens Advisory Committee had commented that for this plan ALDOT should consider access management and pedestrian accommodation as part of its planned resurfacing projects, especially for the resurfacing on US 72 from Perimeter Parkway to Memorial Parkway. She stated that they had agreed to pass this comment on to the State.

Chairman Strong thanked Ms. Kling for the presentation.

Mayor Trulock read and introduced a resolution adopting the Final FY 2016-2019 Transportation Improvement Program (TIP), as follows:

(RESOLUTION NO. 14-15)

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 an amendment to the Functional Classification Map.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that this resolution added a new Hughes Road Extension from north of Madison Boulevard to Kellner Road Extension, and that it was classified as a minor arterial. He stated that this action was required by the State, to continue the current classified Hughes Road and to make the entire corridor eligible for Federal funds. He indicated the area on a displayed map.

Chairman Strong thanked Mr. Moore for his presentation.

Mayor Trulock read and introduced a resolution amending the Functional Classification Map to add a new road: Hughes Road Extension from north of Madison Boulevard to Kellner Road Extension, as follows:

(RESOLUTION NO. 15-15)

Mayor Trulock 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 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 an amendment to the Year 2040 Transportation Plan.

Chairman Strong recognized Ms. Kling.

Ms. Kling made a PowerPoint presentation to the MPO.

Ms. Kling stated that the Year 2040 Transportation Plan had been adopted by the MPO in March of 2015. She continued that the resolution to be considered by the MPO at this time was to amend this document, based upon the request of several jurisdictions. She stated, concerning the City of Huntsville's request, that a shifting of priorities had necessitated the deletion of a project that would widen Johns Road from Plummer Road to its proposed extension to US 72.

Ms. Kling stated that, also, Madison County had requested that a project be added for Old Monrovia Road from Hunting Trail to Jeff Road, which she noted was shown as Project 73 on the displayed map, and that they had also requested that improvements on Blake Bottom Road from Jeff Road to Research Park Boulevard be changed from a Visionary project to a Funded project, which she noted was shown as Project 13.

Ms. Kling stated that the City of Madison had also requested that two projects be added. She stated that, as the MPO members might be aware, the City of Madison planned to construct a new interchange on I-565 between Hughes Road and

Zierdt Road to support the Town Madison development. She stated that prior to the construction of the interchange, the Federal Highway Administration required that an Interchange Justification Study be conducted to develop several alternative corridor designs and to further analyze traffic impacts and traffic flow in the general vicinity of the proposed interchange and the development.

Ms. Kling stated that the Federal Highway Administration had granted preliminary approval of the Interchange Justification Study, but they had identified two additional projects that must be constructed, and they had stipulated that these projects must be constructed within 48 months. She stated that the Federal Highway Administration additionally required that these projects be added to the Long Range Transportation Plan, as well as to the Transportation Improvement Program, before final approval of the Interchange Justification Study would be granted. She stated that a TIP amendment would be presented later in this meeting.

Ms. Kling stated that the projects to be added to the Year 2040 Transportation Plan for the City of Madison were as follows: The Hughes Road Extension from Hughes Road to the Kellner Road Extension, plus two overpasses at Madison Boulevard and I-565; and I-565 Auxiliary Lanes from Mile Post 11.1 to Mile Post 13.22, plus four bridge widenings, two at Mile Post 11.55 and two at Mile Post 12.18. She stated that for those persons wondering exactly what the "Mile Post"

descriptors meant, that pretty much this project would lie roughly between north of Madison Boulevard to south of Zierdt Road.

Ms. Kling stated that based upon the project requests from the City of Huntsville, Madison County, and the City of Madison, various sections of the Long Range Plan had been amended. She continued that the Executive Summary was amended to reflect a total of 107 capacity-adding projects, including 11 locally funded, Regionally Significant Projects, at a total cost of approximately \$233.3 million. She stated that this was for the locally Regionally Significant Projects only.

Ms. Kling stated that Section 2 had been amended to show the outcomes of the Travel Demand Model.

Ms. Kling stated that in Section 4, they had made changes to project tables and maps.

Ms. Kling stated that Section 5 had been amended to show cursory environmental impacts of the new projects to be considered.

Ms. Kling stated that Section 7, the Bike/Ped Element, had been updated to show Maps and Tables, indicating that the new Hughes Road Extension and the Old Monrovia Road Project would have paved shoulders and sidewalks, and the I-565 Auxiliary Lanes project would not have bike or pedestrian accommodation.

(Mayor Craig is now in attendance at the meeting.)

Ms. Kling stated that Section 10, the Financial Section of the Plan, had been amended to add the Federal Highway

Administration Directive for the new Hughes Road Extension and the I-565 Auxiliary Lanes to be constructed within 48 months, or by 2019.

Ms. Kling stated that they had reworked all the spreadsheets to show consistency with the FY 2016-2019 TIP.

Ms. Kling stated that the City of Madison projects were programmed as funded by the Town Madison Capital Improvement Cooperative District and were scheduled as follows:

Hughes Road Extension from north of Madison Boulevard to Kellner Road Extension, Engineering Design, FY 2016, in the amount of \$600,000; Right-of-Way, FY 2017, in the amount of \$3.2 million; Utility Relocation, FY 2018, in the amount of \$150,000, and Construction, FY 2019, in the amount of \$13.35 million. She stated that for the I-565 Auxiliary Lanes, Engineering Design was scheduled for FY 2018, in the amount of \$3.4 million; and Construction, FY 2019, in the amount of \$18.6 million.

Ms. Kling stated that the total Town Madison Capital Improvement Cooperative District investment for all planned projects, including the I-565 interchange between Zierdt Road and Hughes Road, was estimated to be \$68.1 million.

Ms. Kling stated that both the Blake Bottom Road and Old Monrovia Road projects were added as funded by Surface Transportation Huntsville Urban Area Funds. She stated that the Engineering Design for Blake Bottom Road was scheduled for FY 2027, Right-of-Way FY 2028, Utility Relocation

FY 2030, and Construction FY 2031. She stated that the total construction cost was estimated to be approximately \$3.7 million.

Ms. Kling stated that the Old Monrovia Road project was preliminarily scheduled for FY 2025, with construction in 2029, with the construction cost being estimated at approximately \$5.25 million.

Ms. Kling stated that the Appendix E maps had been modified to show the changes made to traffic volumes and level of service, and that these changes were minimal. She stated that Appendix G, the Livability charts, had been amended to show funding commitment changes based upon the TIP.

Ms. Kling stated that the Plan amendments had been made available for public review and comment at various locations from August 12 through August 26, and that, additionally, legal ads had been placed, public notices had been displayed, and meeting notices and Plan amendments had been made available for review at the MPO website, and that there had also been a public meeting held on August 24.

Ms. Kling stated that several comments had been made by the public, as were shown on the displayed slide. She stated that one commenter had requested that the MPO construct the Old Monrovia Road project at this time in order to help with traffic flow during the planned improvements on US 72 that might be occurring in 2019. She stated that, however, funding was not available for this project, and that even if funds were

available, the project had not been designed, and that by the time the project was designed and ready for construction, it most likely would be 2019.

Ms. Kling stated that another commenter had asked what would happen if the City of Madison's projects were not constructed within 48 months. She stated that they had anticipated this question and had asked this of the Federal Highway Administration prior to the meeting, and that their response was that the City of Madison was committed to funding the projects and that the State and the Federal Highway Administration were committed to assist Madison in accomplishing the necessary steps so that Madison could construct these improvements as quickly as possible.

Ms. Kling stated that another question that had been posed was that if Madison could not cover this funding, would the State and Federal Highway Administration be responsible for funding the project. She stated that they had replied that the State and Federal Highway Administration position on this was that there would be no Federal monies committed to this project.

Ms. Kling stated that several persons had wanted to know when any future public involvement meetings would be held for this project, and that the reply was that since the design for these projects was just beginning, it was too early to speculate when any further meetings would be held.

Ms. Kling stated that they had received no other public

comments.

Ms. Kling stated that, in summary, approval of these Plan amendments would delete the Johns Road project for the City of Huntsville and program the improvements to Old Monrovia Road and Blake Bottom Road for Madison County, to be funded with Surface Transportation Attributable Funds. She continued that it would also provide assurances to the Federal Highway Administration that the required projects on Hughes Road and I-565 to support the Town Madison development and the associated interchange on I-565 between Zierdt Road and Hughes Road were programmed for construction and were to be funded by the Town Madison Capital Improvement Cooperative District, and that construction would commence and would be completed no later than Fiscal Year 2019.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Trulock read and introduced a resolution amending the Year 2040 Transportation Plan to delete a project for the City of Huntsville and add projects for the City of Madison and Madison County, as follows:

(RESOLUTION NO. 16-15)

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 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 an Amendment to the Final FY 2016-2019 Transportation Improvement Program.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would amend the Final FY 2016-2019 TIP to add two Regionally Significant Projects for the City of Madison that had just been added to the Long Range Transportation Plan, being the Hughes Road Extension and the I-565 Auxiliary Lanes. She stated that these changes to the TIP were similar to the modifications made in the Year 2040 Transportation Plan. She stated that they had done the textual changes that were required by the Federal Highway Administration and ALDOT, to show that the projects must be constructed within a 48-month time period. She stated that they had added new project maps and had added the project to the Regionally Significant Project Tables and the work program for the fiscal year.

Ms. Kling stated that the Hughes Road project was scheduled to begin engineering design in 2016 and construction in 2019, and that the total cost of this project was estimated at \$17.3 million.

Ms. Kling stated that the I-565 Auxiliary Lanes were scheduled to begin engineering design in FY 2018, with construction in FY 2019, with an estimated total cost of

\$22 million.

Ms. Kling stated that the Regionally Significant Project Financial Spreadsheet had been amended to reiterate the financial commitment of local funds. She continued that this resulted in a total financial commitment of all Regionally Significant Projects for all jurisdictions of the MPO of \$124.1 million between the years 2016-2019.

Ms. Kling stated that the Federal Highway Administration required that these projects be added to the TIP to provide assurances that these required projects that supported the Town Madison Development and the associated interchange on I-565 between Zierdt Road and Hughes Road were programmed for construction and were to be funded by the Town Madison Capital Improvement Cooperative District and would be constructed within a 48-month time period.

Ms. Kling stated that there were no significant public comments pertaining to this Plan Amendment because they were all essentially answered when amending the Year 2040 Transportation Plan.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Craig read and introduced a resolution amending the Final FY 2016-2019 TIP to add two Regionally Significant Projects for the City of Madison, as follows:

(RESOLUTION NO. 17-15)

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

Chairman Strong asked if there was any further discussion on 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 an amendment to the Final FY 2016-2019 Transportation Improvement Program.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that both the City of Huntsville and Madison County had received ATRIP funds from the State of Alabama for improvements on Winchester Road. She continued that these improvements were adjacent to each other, with Huntsville's project parameters being from Dominion Circle to Naugher Road and the County's project parameters being from Naugher Road to Riverton Road. She stated that in order to prepare the corridor for construction, both utility relocation and clearing and grubbing would have to occur, ideally at the same time for both projects.

Ms. Kling stated that the City of Huntsville had requested that additional funds in the amount of \$30,000 be allocated to its current preliminary engineering design contract so that design plans could be prepared for the clearing and grubbing phase for their project. She continued that this could assure that the construction prep work on this stretch of

Winchester Road could be performed in a coordinated effort and at the same time. She stated that the original engineering design contract for Huntsville's project was \$500,000, and that this amendment would raise the total design contract for the City of Huntsville to \$530,000, to be funded by Surface Transportation Attributable funds. She stated that the increase by \$30,000 required a Federal allocation of \$24,000, and that the City of Huntsville would pay the \$6,000 match.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Craig read and introduced a resolution amending the Final FY 2016-2019 TIP to increase funds for preliminary engineering for the Winchester Road project for the City of Huntsville, as follows:

(RESOLUTION NO. 18-15)

Mayor Craig 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.

Chairman Strong stated that the next item on the agenda was an amendment to the Final FY 2016-2019 Transportation Improvement Program. He stated that this resolution would amend the Transit Projects Section in the Final FY 2016-2019 TIP to add funds for Ability Plus.

Chairman Strong recognized Ms. Kling.

Ms. Kling that Ability Plus was a public non-profit organization that had expressed an interest in applying for a Federal Transit Administration Section 5310 Grant. She stated that as part of the grant application process for the Federal Transit Administration funds, MPO action had to occur before grant applications were submitted and awarded. She stated that Ability Plus wished to apply for a \$219,036 grant in order to purchase six mini-vans. She continued that these vehicles would be used to provide transportation services for their clients. She stated that the total cost of the vehicles would be split, with Federal funds being \$175,229 and the local match being \$43,807.

Ms. Kling stated that approval of this resolution would allow the applicant to apply for these funds.

Ms. Kling stated that at the public meeting that had been held on the prior Monday, public comments pertaining to this resolution, as well as to the next resolution on the agenda, were related to what agency was ultimate responsible for the management of these funds. She continued that this would be the Alabama Department of Transportation, as the designated recipient for these funds. She stated that also asked was who would be responsible for maintaining the vehicles. She continued that this would be the agency receiving the FTA grant.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Battle read and introduced a resolution amending the Transit Projects Section in the Final FY 2016-2019 TIP to add funds for Ability Plus, as follows:

(RESOLUTION NO. 19-15)

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

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.

Chairman Strong stated that the next item on the agenda was an amendment to the Final FY 2016-2019 Transportation Improvement Program. He stated that the resolution would amend the Transit Projects Section in the Final FY 2016-2019 TIP to add funds for The ARC of Madison County.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the Opportunity Center, or The ARC of Madison County, was also a public non-profit organization that had expressed an interest in applying for a Federal Transit Administration Section 5310 grant. She stated that they wished to apply for the grant in order to replace five of their vehicles used for client transportation. She continued that the total cost of the vehicles was estimated to be \$182,530, with the Federal amount being \$146,024 and the local match being \$36,506.

Ms. Kling stated that approval of this resolution would allow the Opportunity Center to apply for these funds.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Craig read and introduced a resolution amending the Transit Projects Section in the Final FY 2016-2019 TIP to add funds for The ARC of Madison County, as follows:

(RESOLUTION NO. 20-15)

Mayor Craig 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 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 an amendment to the Final FY 2016-2019 Transportation Improvement Program. He stated that the resolution would amend the Bridge Projects (State and Federal) Section in the Final FY 2016-2019 TIP to add funds for Limestone County.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the State DOT had requested that the Bridge Projects Section in the TIP be amended to add funds on behalf of Limestone County for State Support Services for various proposed and ongoing County projects. She stated that the adoption of this resolution would provide \$50,500 to pay

for the State's review of plans and administrative support for Limestone County's projects in the MPO Study Area. She stated that the Federal amount was \$40,400, with Limestone County paying a match of \$10,100.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Caudle read and introduced a resolution amending the Bridge Projects (State and Federal) Section in the Final FY 2016-2019 TIP to add funds for Limestone County, as follows:

(RESOLUTION NO. 21-15))

Mayor Caudle moved for approval of the above 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.

Chairman Strong stated that the next item on the agenda was an amendment to the Final FY 2016-2019 Transportation Improvement Program. He stated that this resolution would amend the Safety Projects Section in the Final FY 2016-2019 TIP to add funds for a Roundabout Conversion Study at Old Monrovia Road and Providence Main Street for the State of Alabama.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the State DOT had requested that the Safety Projects Section in the TIP be amended for the

performance of a Roundabout Conversion Study at Old Monrovia Road and Providence Main Street. She stated that the existing roundabout at this location had been designed and constructed as a two-lane roundabout that was striped and had been operating as a single-lane roundabout for approximately 10 years. She stated that ALDOT desired that the current configuration of the roundabout be studied to confirm the need to expand, determine the needed lanes for each leg of the roundabout, and ultimately prepare construction plans for any improvements.

Ms. Kling stated that the State DOT and the consulting engineer would be working closely with the City of Huntsville to make sure any traffic concerns and issues were addressed during this evaluation. She continued that the cost of this study was estimated to be \$29,056, with the Federal share being \$26,150 and the State share being \$2,906. She stated that the contract for this study was expected to be authorized September 1.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Craig read and introduced a resolution amending the Safety Program Projects Section in the Final FY 2016-2019 TIP to add funds for a Roundabout Conversion Study at Old Monrovia Road and Providence Main Street, as follows:

(RESOLUTION NO. 22-15)

Mayor Craig 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 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 an amendment to the Final FY 2016-2019 Transportation Improvement Program. He stated that the resolution would amend the NHS/Interstate Maintenance/NHS Bridge Projects Section in the Final FY 2016-2019 TIP to add funds for resurfacing I-65 from near I-565 to near US 72.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the State DOT had requested that the NHS/Interstate Maintenance/NHS Bridge Projects Section in the TIP be amended to add a resurfacing project that Chairman Strong had mentioned. She stated that this was approximately 12.4 miles in length. She stated that the authorization of this project for engineering design was set for October 1, 2015, in the total amount of \$202,000. She continued that the actual resurfacing was scheduled for March 25, 2016, tentatively, and was estimated to cost more than \$8.68 million. She stated that the cost of the project would be split between Federal funds and the State of Alabama, with the Federal amount covering 90 percent of the cost and the State covering the remaining 10 percent.

Chairman Strong thanked Ms. Kling for the presentation.

Mayor Craig read and introduced a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section in the Final FY 2016-2019 TIP to add funds for Resurfacing I-65 from near I-565 to near US 72, as follows:

(RESOLUTION NO. 23-15)

Mayor Craig 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 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 Status of Active Transportation Projects. He stated that this presentation would be by Mr. Rodney Ellis of ALDOT.

Mr. Ellis made a PowerPoint presentation.

Mr. Ellis stated that the first project was the City of Huntsville, Additional Lanes on US 72, with additional turn lanes at Moores Mill Road. He stated that work had started on the project October 20, 2014, and that it was approximately 45 percent complete, with an estimated completion date of February 2016.

Mr. Ellis stated that the next project was the City of Huntsville, Zierdt Road northbound lanes. He stated that work

had started in February 2015, and it was approximately 50 percent complete, with an estimated completion date of September 2016.

Mr. Ellis stated that the next project was the City of Huntsville, Widening and Realignment of Church Street Phase 1, from Monroe Street to east of Pratt Avenue and realignment of Pratt Avenue, including bridge replacement. He stated that they were currently finishing up the Right-of-Way acquisition, with Clearing, Grubbing, and Utility Relocation to let November 2015. He stated that the construction start date should be sometime late in Fiscal Year 2016.

Mr. Ellis stated that the next project was the City of Huntsville, Widening and Relocation of Church Street, Phase 2, from Pratt Avenue to Oakwood Avenue. He stated that the project was under construction and was approximately 99 percent complete.

Mr. Ellis 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 essentially complete, and they would be starting the right-of-way acquisition in the fall. He stated that the City was adding a phase, Clearing and Grubbing and Utility Relocation, separate from the roadway contract. He stated that there was a hopeful letting date of Fiscal Year 2017.

Mr. Ellis stated that the next project was City of Huntsville, Additional Lanes on Martin Road from Old Jim

Williams Road to Zierdt Road. He stated that the design was approximately 80 percent complete and the right-of-way acquisition was under way. He stated that this was scheduled for Fiscal Year 2016.

Mr. Ellis stated that the next project was City of Huntsville, Additional Lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road. He stated that the design was approximately 80 percent complete and right-of-way acquisition was under way. He stated that the construction date would depend on the construction progress of the previous project he had mentioned.

Mr. Ellis stated that the next project was City of Huntsville, Memorial Parkway from north of Whitesburg Drive to south of Golf Road (Service Roads, Overpasses at Byrd Spring and Lily Flagg and new Martin Road Bridge). He stated that the Mainline cost was \$55 million, and that it was scheduled to let in September 2015.

Mr. Ellis stated that the next project was City of Huntsville, Memorial Parkway from Sparkman Drive to Winchester Road, including an overpass at Mastin Lake Road. He stated that the design was approximately 30 percent complete. He continued that there would be a public information meeting on the following Tuesday, September 1, 2015. He stated that the environmental work was under way, and the project was scheduled for Fiscal Year 2016.

Mr. Ellis stated that the next project was City of

Huntsville, Old Madison Pike from Slaughter Road to the entrance of Thornton Industrial Park. He stated that the work was approximately 85 percent complete, with an estimated completion date of November 2015.

Mr. Ellis 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 the design was approximately 30 percent complete, but they were not working on this project at this time.

Mr. Ellis stated that the next project was the City of Madison, Widening and Resurfacing of County Line Road from Madison Boulevard to the Madison city limits. He stated that the project was approximately 40 percent complete, with an estimated completion date of December 2016.

Mr. Ellis stated that the next project was the City of Madison, Kellner Road Extension to Zierdt Road. He stated that this was in the early preliminary design stage, and that it was currently scheduled for Fiscal Year 2016.

Mr. Ellis stated that the next project was Madison County, an interchange at Blake Bottom Road Overpass. He stated that the design was approximately 70 percent complete and right-of-way acquisition was under way. He stated that this was currently scheduled for a letting date of June 2016.

Mr. Ellis stated that the next project was Madison County, Bridge Replacement and Approaches on Winchester Road over the Flint River. He stated that it was approximately 15 percent

complete, with an estimated completion date of mid 2017.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Winchester Road from Naugher Road to Riverton Road. He stated that the design was almost complete and right-of-way acquisition was under way. He continued that the letting date was scheduled for Fiscal 2016, depending on the utility relocation.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Winchester Road from the Flint River to Bell Factory Road. He stated that the design was essentially complete, and the right-of-way acquisition was under way. He stated that it was scheduled for a letting date of January 2016.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Jeff Road from County Road 28 to Douglass Road. He stated that the NEPA document process was under way, and right-of-way acquisition should start sometime in 2016, noting that there were approximately 100 tracts to be acquired. He continued that the construction date was scheduled for Fiscal Year 2018, depending on how the right-of-way acquisition would go.

Mr. Ellis stated that the total amount of these projects was approximately \$278 million.

Chairman Strong asked if the MPO members had any questions for Mr. Ellis.

There was no response.

Chairman Strong thanked Mr. Ellis for his presentation.

Chairman Strong stated that the next item on the agenda was Public Comments. He asked if there was anyone in the audience who would like to address the Metropolitan Planning Organization at this time.

There was no response.

Chairman Strong stated that the next item on the agenda was Other Business. He asked if there was any other business to come before the Metropolitan Planning Organization.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that she had two items to bring before the MPO.

Ms. Kling stated that they had received a letter from the Alabama Department of Transportation regarding each member government of the MPO and their compliance with the Americans with Disabilities Act in the development of Transition Plans. She stated that they had forwarded this letter to the MPO members and the technical staffs. She stated that the State DOT had requested that the MPO staff serve as the coordinator, or liaison, between the MPO member governments and the State to pass information back and forth, to make sure all this would be done.

Ms. Kling stated that to meet Federal Highway Administration directives concerning compliance, the State DOT required two actions of all jurisdictions: First, to identify the jurisdiction's coordinator, the status of the Transition

Plan, and the location, the physical address of the facilities. She stated that they needed all jurisdictions to respond by Thursday, September 24, 2015, with an e-mail. And, secondly, that to meet compliance requirements, all jurisdictions must have signed ADA Transition Plans by January 16, 2016, or have a plan of action for each agency without an approved Transition Plan to complete the Plan. She stated that the State required the MPO staff to provide them with all the transition plans or a plan of action. She continued that if persons would send that to the MPO staff, they would forward it to the State. She stated that all Transition Plans had to be in compliance by July 20, 2016.

Ms. Kling stated that according to the State and the Federal Highway Administration, that without fully compliant transition plans, they would not be able to receive any Federal funds beyond 2016, that the funding would be stopped.

Ms. Kling stated that if any of the MPO members had any questions concerning this, they could contact the Region DOT office, Mr. Brian Davis at the ALDOT Office of Engineering Services, or work with their jurisdiction's attorney. She stated that she had letters that were sent, and that if any of the members would like to have a copy of the letter, she would be happy to provide that to them.

Ms. Kling stated that the Alabama Department of Transportation would have a Public Involvement Meeting on Tuesday, September 1, 2015, from 5 until 7 p.m. at the

Fellowship of Faith Church on the Parkway. She stated that this was concerning a road improvement project for Memorial Parkway from Sparkman to Mastin Lake, with an overpass at Mastin Lake.

Chairman Strong thanked Ms. Kling for her presentation.

Chairman Strong stated that he would like to thank the entire staff, noting that there had been a lot of modeling and simulation that had been done by Mr. Moore and Ms. Kling. He stated that they certainly appreciated everything they had done.

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