

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD AUGUST 31, 2016
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, August 31, 2016, at 4 p.m. in the Council Chambers of the Municipal Building, Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mr. John Hamilton	City of Huntsville (Proxy for Mayor Tommy Battle)
Mayor Troy Trulock	City of Madison
Mr. Les Hopson	ALDOT/Guntersville (Proxy for Mr. Curtis W. Vincent)

Metropolitan Planning Organization Members Absent:

Councilwoman Jennie Robinson	Huntsville City Council
Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads
Mayor Tommy Battle	City of Huntsville
Mr. Curtis W. Vincent	ALDOT/Guntersville

Staff Members Present:

Mr. James Moore	Huntsville Planning Division
Ms. Paige Colburn	Huntsville Planning Division
Mr. Thomas Nunez	Huntsville Planning Division
Ms. Tracy Meshberg	Huntsville Planning Division
Ms. Michelle Jordan	Huntsville Planning Division
Ms. Tanjie Kling	Huntsville Planning Division

Chairman Strong called the meeting to order.

Chairman Strong stated that he had received a letter from Mayor Battle stating that John Hamilton would be the proxy vote for his position. He stated further that Les Hopson would be representing the Northern Division of the Alabama Department of Transportation. He asked that the record reflect that in attendance at the meeting were the following: Chairman Strong, John Hamilton, Mayor Troy Trulock, and Les Hopson. He continued that absent from the meeting were Mayor Caudle, Councilwoman Robinson, and Mayor Craig.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the MPO meeting on June 8, 2016. The minutes were approved as submitted.

Chairman Strong stated that the next item on the agenda was adopting the FY 2017 Final Unified Planning Work Program.

Chairman Strong recognized Mr. James Moore of the Planning staff.

Mr. Moore stated that this was the final version of the Unified Planning Work Program for Fiscal Year 2017. He stated that they had had this document up for approval in June of the current year, and that it had been sent to ALDOT and FHWA for review, and they had approved it. He stated that what was before the MPO at this time was the final version, with some minor corrections having been made to it.

Mr. Moore stated that, basically, the tasks that the office performed were Administration, Data Development and

Maintenance, Short and Long Range Planning, and Special Studies.

Mr. Moore stated that the MPO's current UPWP would expire September 30, 2016. He stated that the 2017 program had a funding amount of \$748,000.

Mr. Hamilton read and introduced a resolution adopting the Final Unified Planning Work Program for Fiscal Year 2017, as follows:

(RESOLUTION NO. 10-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 10-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program.

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

Ms. Colburn stated that this was a resolution to increase the cost of a Resurfacing Project on I-65 from near I-565 to near US 72. She continued that this was for the State of Alabama, and that it was 12.4 miles, as shown on the display.

She stated that the project cost was originally \$8,686,000, and that it would now be \$16,665,000. She stated that this cost was raised by the State and Federal governments, that there were no local funds involved. She stated that the project sponsor was the State of Alabama.

Ms. Colburn stated that they would normally make a correction of this sort via an administrative action, but because the cost of the project had risen more than \$5 million, or more than 10 percent of total project cost, they had to bring this before the MPO with a resolution to amend the Transportation Improvement Program.

Mr. Hamilton read and introduced a resolution amending the NHS/Interstate Maintenance/NHS Bridge Projects Section of the Adopted FY 2016-2019 TIP, to increase the cost of an I-65 Resurfacing Project, as follows:

(RESOLUTION NO. 11-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 11-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement

program. He stated that it was a resolution amending the High Priority and Congressional Earmark section of the Adopted FY 2016-2019 TIP, to add a Right-of-Way phase for the Church Street Bridge project.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that the Right-of-Way phase had not been in the TIP originally because the City of Huntsville owned all relevant right-of-way for this project, noting that this was the right-of-way shown on the display.

Ms. Colburn stated that this was a Federal earmark project, so all funds related to this project were Federal. She continued that some of the money was just being moved out of one of the other phases into Right-of-Way because it was requested that ADA adjustments be made and this additional Right-of-Way phase be added.

Mr. Hamilton read and introduced a resolution amending the High Priority and Congressional Earmark Section of the Adopted FY 2016-2019 TIP, to add a Right-of-Way phase for Church Street Bridge project, as follows:

(RESOLUTION NO. 12-16)

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

Chairman Strong asked if there was any 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 or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He continued that it was a resolution amending the Transit Projects Section of the Adopted FY 2016-2019 TIP, to add funds for Genesis Residential Inc.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that these funds were from the New Freedom Grant, FY 2016, which she noted was an expired grant with carryover funds to be spent. She stated that Genesis Residential Inc. had requested these funds through ALDOT, which she stated was a pass-through organization for these Federal funds. She stated that they were requesting for FY 2016 Operating Costs, in the amount of \$63,838, with their local match being \$31,919. She stated that they also were applying for a grant to purchase one van, in the total amount of \$36,506, for the transportation of persons with disabilities, in relationship to their residential facility.

Ms. Colburn stated that Mr. Todd Anderson was present at the meeting to answer any questions related to the Genesis Residential costs or use of these funds. She continued that Genesis would match the \$29,205 Federal amount with their own funds of \$7,301.

Mayor Trulock read and introduced a resolution amending the Transit Projects Section of the Adopted FY 2016-2019 TIP,

to add funds for Genesis Residential Inc., as follows:

(RESOLUTION NO. 13-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 13-16, and it was unanimously adopted by the MPO members present or represented.

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

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this was very similar to the previous resolution, except it was a different fund. She stated that it was the FY 2017 Section 5310 funds from the FTA, Federal funds that were passed through ALDOT. She stated that the ARC of Madison County had made a request of ALDOT for \$146,024 in Federal funding for vans to transport elderly individuals and individuals with disabilities. She stated that they had requested these funds in other fiscal years of this particular grant, and the MPO had approved them in the past. She stated that they would make their local match of \$36,506,

making the total amount of the grant \$182,530.

Ms. Colburn stated that Ms. Susan Klingel of the ARC was present to answer any questions that members of the MPO might have.

Mr. Hamilton read and introduced a resolution amending the Transit Projects Section of the Adopted FY 2016-2019 TIP, to add funds for the ARC of Madison County, as follows:

(RESOLUTION NO. 14-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 14-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that this was a resolution amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to add a corridor study for a project on Wall Triana for Madison County.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this would be a corridor study to look at widening Wall Triana Highway from US Highway 72 to 500 feet north of Nick Davis Road. She stated that this was a

multi-jurisdictional project. She stated that they did not have the jurisdiction boundaries on the display, but it did touch the City of Huntsville, the City of Madison, and unincorporated Madison County, making it a truly metropolitan project, and a perfect project for the MPO. She stated, concerning the cost they were looking for, from MPO Discretionary Funds, the Surface Transportation Program, Huntsville Urbanized Area Funds, that the County had approached the MPO and asked for \$250,000, which they would match from the County Commission at \$62,500, for this project.

Mr. Hamilton read and introduced a resolution amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to add a corridor study for a project on Wall Triana for Madison County, as follows:

(RESOLUTION NO. 15-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 15-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that this was a resolution amending the

Safety Projects Section of the Adopted FY 2016-2019 TIP, to add a High Risk Rural Roads (HRRR) project for Madison County.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that the High Risk Rural Roads Program was another one that had expired, and that the funds needed to be distributed by ALDOT before the program was over. She stated that these safety funds were applied for by Madison County for these four roads: Ryland Pike, Hobbs Island Road, Wall Triana Highway, and Moores Mill Road, as shown on the displayed map. She stated that this was a safety project and shoulder widening project, that it was not actually adding infrastructure, so that would make it a level-of-effort project. She stated that normally they would not bring a resolution before the MPO for a level-of-effort project, but because of the next resolution on the agenda, they had been told to go ahead and add the entirety of the High Risk Rural Roads Project to the TIP. She stated that the total cost was \$2,748,065. She stated that the Federal and State funds were as shown on the display.

Mr. Hamilton read and introduced a resolution amending the Safety Projects Section of the Adopted FY 2016-2019 TIP, to add a High Risk Rural Roads (HRRR) project for Madison County, as follows:

(RESOLUTION NO. 16-16)

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

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

There was no response.

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

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that the resolution amended the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to add a Utility Relocation phase of the HRRR Safety Projects on Ryland Pike for Madison County.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this was one of the four projects from the previous slide, that it was Ryland Pike, and that it was a Utility Relocation Project that became apparent as Madison County was working on beginning the HRRR project that she had just mentioned. She stated that there was asbestos piping under these five miles of Ryland Pike that was causing the Water Department a lot of distress and needed to be moved before the shoulder widening and adding all these safety projects on top of it. She stated that the \$510,000 local match would come from the Madison County Commission, and the Federal funds of \$2,040,000 were MPO discretionary funds from the Surface Transportation Program, Huntsville Urbanized Area, making the total utility relocation \$2,550.00. She stated that

Madison County Engineer Richard Grace and Madison County Assistant Engineer Houston Matthews were present to answer any questions the Board might have concerning this resolution.

Mr. Hamilton read and introduced a resolution amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to add a Utility Relocation phase of the HRRR Safety Project on Ryland Pike, for Madison County, as follows:

(RESOLUTION NO. 17-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 17-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was the MPO Self-Certification.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that the MPO had an additional packet, on MPO Self-Certification. She stated that this packet included Resolution No. 18-16 that was separate from the other resolutions on the agenda because it had never been asked for in prior Self-Certification efforts.

Ms. Colburn stated that this resolution would amend the

MPO Self-Certification section in the TIP, to include all of the documents that were in the ADA Self-Certification packet. She continued that this included the MPO Self-Certification form, noting that this was the same Self-Certification form the MPO had signed every four years since 2003. She stated that a different but similar form had been required throughout the 1990s.

Ms. Colburn stated that the packet also included the ADA Compliance Spreadsheet, which she noted was where all five of the MPO member jurisdictions reported their progress, their good faith efforts toward updating an ADA transition plan for their jurisdictions. She stated that this update was required by the Federal Highway Administration and ALDOT.

Ms. Colburn stated that the MPOs were to discover the good faith efforts of each of the MPO member jurisdictions and report these good faith efforts back to ALDOT, as part of the MPOs' Self-Certification process. She stated that as part of that, they would also add the letters from the MPO member jurisdictions, stating either their good faith efforts or their completion of ADA compliance. She stated that these letters were also in the packet.

Mr. Hamilton read and introduced a resolution amending the MPO Self-Certification Section in the adopted FY 2016-2019 TIP, to include the Self-Certification Form, the ADA Compliance Spreadsheet, and letters from MPO member jurisdictions, as follows:

(RESOLUTION NO. 18-16)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 18-16, and it was unanimously adopted by the MPO members present or represented.

Chairman Strong stated that the next item on the agenda was a Status Report on ATRIP Projects and Other Major Transportation Projects by Mr. Les Hopson.

Mr. Hopson stated that the first project was the City of Huntsville, Zierdt Road northbound lanes from north of Martin Road to south of Madison Boulevard. He stated that the original contract work was approximately 95 percent complete, but that this contract had been supplemented to include work in the wetlands area. He stated that that work should be commencing soon, and the estimated completion for that would be the spring of 2017.

Mr. Hopson stated that the next project was the City of Huntsville, the widening and realignment of Church Street, Phase 1. He stated that at this time they had a clearing, grubbing, and utility relocation project ongoing, and that it should be completed by early fall. He continued that the road and bridge construction project should be let in the spring of

2017.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road from Dominion Circle to Naugher Road. He continued that the design was almost complete, and the right-of-way acquisition had started. He continued that it would be approximately two years before they could actually start work on this project. He stated that there was a considerable amount of utility relocation work to be done.

Mr. Hopson stated that the next project was the City of Huntsville, the Northern Bypass, and that the design was 60 percent complete, and the right-of-way acquisition was about to commence. He stated that the earliest letting date would most likely be late 2017.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road from Old Jim Williams Road to Zierdt Road. He stated that this was the ATRIP-funded portion, that the design was 85 percent complete, and the right-of-way acquisition was underway. He continued that they were looking at a letting date of the spring or summer of 2017.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road. He stated that this was the STPAA-Funded portion. He stated that the right-of-way acquisition was underway, and they were looking at letting it

at the same time as the other project, in 2017.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway overpasses and the new bridge at Martin Road. He stated that work was approximately 35 percent complete.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway, the overpass at Mastin Lake Road. He stated that the right-of-way acquisition should be starting in the winter of 2016 on this project.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, Zierdt Road, Southbound Lanes and the Greenway, from Martin Road to Madison Boulevard. He stated that right-of-way acquisition was underway, and they were looking at a letting date of spring of 2017.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, Additional Lanes on US 72 from County Line Road to Providence Main. He stated that they were looking at an estimated construction cost of \$60 million plus, and right-of-way costs, \$10 million plus. He stated that they were looking at starting right-of-way acquisition possibly in 2017. He continued that the projected letting date was 2019.

Mr. Hopson stated that the next project was the City of Madison, the Widening and Resurfacing on County Line Road. He stated that this project was approximately 70 percent complete.

Mr. Hopson stated that the next project was the City of Madison, the Kellner Road Extension to Zierdt Road. He stated

that they were still in the early preliminary design stage on this at this time.

Mr. Hopson stated that the next project was Madison County, Construction of Interchange at Blake Bottom Road Overpass and SR-255. He stated that the right-of-way acquisition was underway, and that they were looking at a possible letting date of the winter of 2016.

Mr. Hopson stated that the next project was Madison County, Bridge Replacement and Approaches on Winchester Road over the Flint River. He stated that this was approximately 55 percent complete, and that the estimated completion date was mid 2017.

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

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road from the Flint River to past Bell Factory Road. He stated that this project had been let, and that Reed Contracting had started the work on this, and that they were looking at a completion date of the summer of 2017.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Jeff Road. He stated that this was still in the environmental study process. He continued that this was quite a substantial project, and that

they were looking at possibly a 2018 letting date.

Mr. Hopson stated that the display showed the Total Amount Under Construction or in Design, \$292,425,670.

Chairman Strong thanked Mr. Hopson for his presentation. He asked if there were any questions of Mr. Hopson by the MPO members.

There was no response.

Chairman Strong asked that the information that had been presented by Mr. Hopson be forwarded to each of the MPO members.

Chairman Strong stated that the next item on the agenda was Public Comment. He asked if there was anyone in the audience who would like to address the MPO at this time. He asked that persons who wished to address the MPO state their name and address for the record.

Ms. Jackie Reed, Jack Coleman Drive, appeared before the MPO, expressing appreciation for their allowing public input.

Ms. Reed stated that she was concerned about only one project that had been discussed, being the Church Street Project. She stated that the other projects looked good to her. She continued that she had not gotten the cost of the Church Street project. She stated that this had not been brought before the public, and they were crossing Big Spring Park. She stated that this had been brought up at the City Council meeting on the prior Thursday, and that she was aware they had been working on this since 2010, according to

her paperwork.

Ms. Reed stated that she saw that eleven pieces of property had been acquired. She stated that perhaps someone could tell her what they had paid for all this, the dates they had bought it, and what they had done with it. She asked why had they not done it, or looked into it, or talked about it before this time, since they owed \$750 million.

Ms. Reed asked how much this cost was and who was paying for it.

Chairman Strong thanked Ms. Reed, stating that they appreciated her input. He stated that the MPO was in relation to the City of Huntsville, but it was the metropolitan area, so that any debt the City had, she would need to address that to the Mayor or the City Council. He stated that her information would be taken in, and they would be happy to have the staff meet with her, but that as far the MPO, they were not going to debate each project.

Chairman Strong stated that he would say, for Ms. Reed's benefit, that item No. 4 on the agenda was to amend the FY 2016-2019 TIP, and the amount of that amendment was \$10,100. He continued that this was not a substantial amendment. He continued that he believed that was for additional right-of-way. He stated that they would gather this information for her and get it to her sometime after the meeting.

Ms. Reed thanked Chairman Strong, stating that she could

not get this from the Council.

(After the meeting, it was discovered that Ms. Reed was inquiring about another Church Street project.)

Chairman Strong asked if there was anyone else in the audience who would like to address the Metropolitan Planning Organization.

There was no response.

Chairman Strong asked if there was any other business to come before the MPO, outside of the Citizens Advisory Committee letter.

There was no response.

Chairman Strong stated that they had a letter from John Ofenloch, Chairman of the Citizens Advisory Committee, and read as follows: Dear Chairman Strong, The Citizens Advisory Committee (CAC) to the Huntsville Area Metropolitan Planning Organization (MPO) met on Monday, August 22, 2016, and a motion was approved to send a letter to the MPO strongly urging the MPO to reprioritize projects to enable the MPO to move up the timeline for the widening of Old Monrovia and Capshaw Road from Hunting Trail to County Line Road to a time early enough that the project will be completed by the first quarter of 2020, to relieve pressure on Alabama Highway 72 West. The CAC is extremely concerned that once construction begins on the widening of Highway 72 West, traffic issues in this area will become exponentially worse. Widening Old Monrovia and Capshaw Road will provide an alternate route to Highway 72,

resulting in reduced congestion on Highway 72. Old Monrovia Road and Capshaw Road are currently two-lane roads, and the widening of them at this time wouldn't create near the pressure that would be seen from starting Highway 72 first. Again, we strongly urge you to consider reprioritizing this project.

Chairman Strong stated that they would add this to the record and take it under consideration. He stated that the big thing was funding. He stated that he believed the MPO had added Old Monrovia and Capshaw to a visionary, unfunded project. He stated that the big thing would be about trying to find the funding for it.

Chairman Strong asked if there was any other business to come before the Metropolitan Planning Organization by its members or any of the staff.

There was no response.

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

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization