

MINUTES OF THE  
METROPOLITAN PLANNING ORGANIZATION MEETING  
HELD MARCH 29, 2017  
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, March 29, 2017, at 4 p.m., in the Council Chambers of the Municipal Building of the City of 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 Paul Finley	City of Madison
Mr. Curtis W. Vincent	ALDOT/Guntersville
Mr. Bill Kling	Huntsville City Council
Mayor Tony Craig	Town of Owens Cross Roads

Metropolitan Planning Organization Members Absent:

Mayor Mary Caudle	Town of Triana
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Staff Members Present:

Mr. Dennis Madsen	MPO Staff
Ms. Paige Colburn	MPO Staff
Mr. James Moore	MPO Staff
Mr. James Vandiver	MPO Staff
Ms. Connie Graham	MPO Staff
Mr. Shane Davis	Transportation Planning Coordinator, City of Huntsville, Director of Urban and Economic Development
Mr. Jim McGuffey	City of Huntsville, Manager of Planning Services
Mr. Tommy Brown	City of Huntsville, Director of Parking and Public Transit
Mr. Nicholas Nene	City of Huntsville, Traffic Engineering Staff

Chairman Strong called the meeting to order.

Chairman Strong asked that the record reflect that in attendance at the meeting were the following persons: Curtis Vincent, Alabama Department of Transportation; Mayor Battle, City of Huntsville; Mayor Finley, City of Madison; Bill Kling, Councilman, City of Huntsville; and Mayor Craig, Town of Owens Cross Roads. He stated that absent from the meeting was Mayor Caudle, Town of Triana.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the MPO meeting on December 7, 2016.

Mayor Battle moved for approval of the minutes of the MPO meeting held on December 7, 2016.

Said motion was duly seconded by Mayor Finley.

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 next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, Resolution No. 01-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to change the sponsor of the Kellner Road Extension Project.

Chairman Strong recognized Ms. Paige Colburn.

Ms. Colburn stated that this would be a change of the sponsor of the Preliminary Engineering phase of the Kellner Road Extension Project from the "City of Madison" to

"Madison County."

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was the Kellner Road Extension Project as it appeared in the 2016-2019 TIP. She stated that the old FY 2017 Preliminary Engineering project sponsor was the City of Madison. She stated that the costs involved were reflected on the displayed slide just for information purposes. She continued that the new FY 2017 Preliminary Engineering project sponsor was Madison County. She stated that unchanged would be the FY 2018 Construction project sponsor, the City of Madison.

Mayor Finley read and introduced a resolution amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to change the sponsor of the Kellner Road Extension project, as follows:

(RESOLUTION NO. 01-17)

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

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

Chairman Strong recognized Mr. Kling.

Mr. Kling inquired as to the purpose of changing the sponsor from the City of Madison to Madison County.

Chairman Strong stated that originally when this was done, there was, and in fact still was, a cooperative set up for the funding mechanism of this project. He stated that this

project, in conjunction with the interchange that had been approved through the Federal Highway, would open up more than 700 acres of property, with more than 125,000 cars a day passing in proximity. He stated that the first phase of this had practically been completed, and the remainder of this phase was in a section that was actually in the city limits of Huntsville, and that Madison County and the City of Madison had agreed to the cooperative, and that Madison County would be the host sponsor of the section that was not within the city of Madison's city limits.

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

There was no response.

Chairman Strong called for the vote on Resolution No. 01-17, 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 FY 2016-2019 Transportation Improvement Program, Resolution No. 02-17, amending the Other Surface Transportation Program Projects Section of the Adopted FY 2016-2019 TIP, to replace an Intersection Improvement project at East Limestone Road and Capshaw Road with a new Roundabout Construction project.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that what was displayed was the

intersection as it was shown in the 2016-2019 TIP. She stated that for the purposes of ALDOT, the most important thing here was that there would be a project number deletion from the TIP, as one could see in the left-hand box on the display, and there would be project number additions, as one could see in the right-hand box. She continued that the most important thing to note was the final line of each of these boxes. She stated that the box on the left had "ATRP," and the box on the right had "HSIP," and that ATRP was an ATRIP project being deleted from the TIP, and HSIP was the Highway Safety Improvement Program projects being added to the TIP. She stated that for their purposes, what this looked like was a Construction Phase of \$609,000 being removed, which was an ATRIP project, and that the Highway Safety Improvement Program projects were Preliminary Engineering, Right-of-Way, Utilities, and Construction phase in Limestone County, which would be added to the TIP.

Mr. Kling read and introduced a resolution amending the Other Surface Transportation Program Projects Section of the Adopted 2016-2019 TIP, to replace an Intersection Improvement project at East Limestone Road and Capshaw Road with a new Roundabout Construction project, as follows:

(RESOLUTION NO. 02-17)

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

Chairman Strong asked if there was any discussion of the

above resolution.

Chairman Strong recognized Mayor Battle.

Mayor Battle asked Ms. Colburn who was paying for the other project.

Ms. Colburn stated that that was the ATRIP project, and she believed it was Limestone County. She asked if there were any representatives from Limestone County in the audience.

There was no response.

Ms. Colburn stated that Limestone County engineers said they were saving money because the Highway Safety Improvement program match was less than the ATRIP program match.

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

There was no response.

Chairman Strong called for the vote on Resolution No. 02-17, 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 FY 2016-2019 Transportation Improvement Program, Resolution No. 03-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to replace the current Balch Road project with a new Balch Road project, including a change to the scope of work.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that what was displayed was the current Balch Road project as it appeared in the current 2016-2019 TIP. She stated that the parameters of this project would not be changing, that the project would continue to be from Gooch Lane in the north to just north of Browns Ferry Road, outside the Madison city limits, to the south, so that it would be from south of the Madison City limits, near Browns Ferry Road, to Gooch Lane.

Ms. Colburn stated that the prior scope of work that was included in the TIP was for 2.45 miles of additional lanes. She stated that this was a Right-of-Way and Utilities phase, both listed for FY 2019 in the TIP. She continued that the new scope of work would be 2.45 miles of a two-foot shoulder widening and resurfacing on Balch Road. She stated that in the TIP, this would be a Preliminary Engineering phase for FY 2017 and a Construction phase for FY 2018.

Ms. Colburn stated that the CAC had had several comments, which would be forwarded to the City of Madison's Engineering Department. She stated that the gist of the comments, shown on the displayed slide, was that they were looking for Bicycle and Pedestrian crosswalks and ramps, and signage installed at strategic locations, as listed. She stated that they were also looking for the shoulders to be wider, because of the elementary school traffic; and the addition of Bicycle and Pedestrian, related to the elementary school.

Ms. Colburn stated that a member of the CAC had asked if

there were cost estimates that could be created for increasing these improvements, as listed above, to include the Bicycle/Pedestrian options, and if so could this be discussed at future TCC and CAC meetings.

Mayor Finley read and introduced a resolution amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to replace the current Balch Road project with a new Balch Road project, including a change to the scope of work, as follows:

(RESOLUTION NO. 03-17)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 03-17, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was Review of Administrative Modifications to MPO Documents Since Last MPO Meeting.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this would be a new agenda item on future TCC, CAC, and MPO meeting agendas. She stated that for that purpose, they would review what an Administrative



Modification was. She continued that it was a routine edit to MPO documents that occurred between meetings. She stated that by ALDOT practice, this also included the Highway Safety Improvement Program Project additions, which she noted were automatically added to the State Transportation Improvement Program, the STIP, which would then mean they were automatically added to the TIP. She stated that the staff would now report these at the TCC, CAC, and MPO quarterly meetings.

Ms. Colburn stated that the TIP definition of "Administrative Modification" was "A minor revision to the costs, funding sources, or initiation dates of projects listed in the TIP."

Ms. Colburn stated that the first Administrative Modification that had happened since the last MPO meeting was the inclusion of the Balch Roundabout at Balch Road and Gillespie Road. She continued that this was not shown to scale on the displayed slide. She stated that this was a roundabout that had been added to the TIP, in terms of the Preliminary Engineering phase, in the amount of \$75,000, in FY 2017; and the Construction phase, for FY 2018, in the amount of \$510,000.

Ms. Colburn stated that the comments from the CAC about this project were that there were no Rights-of-Way and Utilities mentioned, and they wondered about this because there was a gas station at this intersection and questioned how that would be affected, without Right-of-Way expense. She continued

that the CAC would like to see some Preliminary Engineering images once they had been developed by the City of Madison, perhaps at future TCC and CAC collaboration meetings.

Ms. Colburn stated that there was nothing to be voted on on Administrative Modifications, that they were just simply made and sent to ALDOT by the MPO staff.

Ms. Colburn stated that the next Administrative Modification was concerning Zierdt Road. She continued that this was a consolidation of the funding categories for Zierdt Road. She stated that one could see on the displayed slide that there were three listed in the current 2016-2019 TIP, and that below the Total Cost, one could see the total cost of \$16.8 million, the Federal obligated funds. She continued that other obligated funds did not change with the modification, that the total cost and the Federal and other obligations were exactly the same. She continued that the only thing that had changed was that the total cost had been consolidated into one funding category from three.

Chairman Strong stated that the next item on the agenda was a Summary and Overview of the Transportation Management Area (TMA) Federal Certification Review of February 2017.

Chairman Strong recognized Mr. Madsen.

Mr. Madsen stated that, as a refresher, TMA Certification was the Transportation Management Agency. He stated that the Federal Highway Administration and the Federal Transit Authority, in concert with the Alabama Department of

Transportation, conducted a four-year review of MPO operations and policies. He stated that this was a two-day affair during which ALDOT, FHWA, FTA, and MPO staff were basically sequestered together and discussed the MPO's project management and documents and procedures. He continued that it was almost like a staff professional training, to kind of remind everyone of Best Practices.

Mr. Madsen stated that within 60 to 90 days, they should receive a report, and that since this had occurred approximately a month and a half prior, they should get this within the next month, from FHWA.

Mr. Madsen stated that he wanted to put in front of the Board a few highlights from this. He stated that, in general, the TMA Certification reviewers had managed to get down in the weeds on a lot of things, primarily because the MPO staff had done an excellent job of preparing for the questions in advance, particularly Paige Colburn, who had coordinated a lot of this; and that James Moore and Connie Graham and the rest of the staff had done a really good job answering the questions in advance so the TMA Certification reviewers could get into the details.

Mr. Madsen stated that the Board had already seen suggested a few things in terms of changes, with one of them being a recommendation that the TCC potentially meet as a working group on occasion. He stated that they were going to discuss this at a subsequent meeting, to determine how they

could improve coordination among the agencies in the region, specifically with regard to projects that crossed jurisdictions.

Mr. Madsen stated that another one was an MPO 101 session, noting that they had invited TCC and CAC members to this, as well as the Board. He stated that this was kind of a refresher course that FHWA and ALDOT were going to conduct in early April, as something of a reminder of Best Practices and a review of any sort of new policy changes that had come down from the Federal Government.

Mr. Madsen stated that he had wanted to give the Board a little bit of an update on this and let them know that as soon as they got the comments from FHWA, they would forward them to the Board.

Chairman Strong asked if there were any questions for Mr. Madsen concerning this matter.

Mayor Finley thanked Mr. Madsen for setting up the MPO 101 class, noting that it was something that they would benefit from, and he believed that many others would also.

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

Mr. Hopson stated that the first project was City of Huntsville, the Widening and Realignment of Church Street, Phase 1. He stated that the project was out for bid and

projected in the fall of 2017.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that this looked like a FY 2018 Project at this point. He continued that there was significant Utility Relocation that would be involved.

Mr. Hopson stated that the next project was the City of Huntsville, the Huntsville Northern Bypass. He stated that Right-of-Way acquisition had just started on this, and they were looking at a letting date of FY 2018.

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, the ATRIP-funded portion. He stated that this had a letting date projected of FY 2017.

Mr. Hopson 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 this was STPAA funded, and this was a letting date of FY 2018.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway, from north of Whitesburg Drive to south of Golf Road. He stated that construction was well under way on this, and that it was at least 50 percent complete.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway, from Sparkman Drive to Winchester Road, including an overpass at Mastin Lake Road. He stated that they were looking at trying to get the

environmental document approved very soon, and the Right-of-Way acquisition to start in the upcoming summer, and they were looking at a letting date of FY 2018.

Mr. Hopson stated that the next project was the cities of Huntsville and Madison, the Zierdt Road Northbound Lanes. He stated that this contract had been supplemented, and the work should be completed in the upcoming summer.

Mr. Hopson stated that the next project was the cities of Huntsville and Madison, the Zierdt Road Southbound Lanes and the Greenway. He stated that the Right-of-Way acquisition was under way, and they were looking at a projected letting date of fall 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 Street. He stated that on this project they were hopefully looking for Right-of-Way acquisition to start in 2017, with a projected letting date of FY 2019.

Mr. Hopson stated that the next project was the City of Madison, Widening and Resurfacing on County Line Road. He stated that this project was 99 percent complete.

Mr. Hopson stated that the next project was the City of Madison, the Kellner Road Extension. He stated that design was approximately 35 percent complete, with a possible letting date of FY 2017.

Mr. Hopson stated that the next project was Madison

County, the Blake Bottom Road Overpass. He stated that the Right-of-Way acquisition was well under way, and there was a possible letting date of summer 2017, depending on Right-of-Way acquisition.

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 75 percent complete, with an estimated completion date of mid 2017.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road, from Naugher Road to Riverton Road. He stated that the Right-of-Way acquisition was almost complete on this, and they were looking at a letting date of FY 2017, depending on the Utility relocation.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road, from the Flint River to 0.01 mile past Bell Factory Road. He stated that this work was 65 percent complete, and it should be finished by summer 2017.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Jeff Road. He stated that this was still under Environmental approvals, with a possible letting in FY 2018.

Mr. Hopson stated that the total amount under construction or in design was \$308,504,305.

Chairman Strong thanked Mr. Hopson for the presentation.

Chairman Strong asked if the Board members had any

questions for Mr. Hopson related to these projects.

There was no response.

Chairman Strong stated that the next item on the agenda was Public Comment. He stated that if anyone in the audience would like to address the members of the Metropolitan Planning Organization, this would be the time.

Ms. Jackie Reed appeared before the MPO, stating that she wanted to go back to the bridge over Pinhook Creek before she started on anything else. She asked if it was the State or the City building that bridge, or if it was a combination. She stated that she had not heard too much about this from the City, that maybe Mayor Battle knew.

Mayor Battle stated that the Pinhook Creek Bridge that they were looking at was a TIGER grant. He stated that they had not won the first TIGER grant, so they were applying for a second one, if the TIGER grant funding stayed in place.

Ms. Reed stated that they needed to take a look at that.

Ms. Reed stated that what she would really like to see in the city, and with the State, was something concerning the traffic problems. She stated that they had traffic problems, going to Athens, going to Tennessee, going any way. She stated that any way one went in the city, it was congested, with wrecks everywhere. She asked what had happened to the Southern Bypass and all that stuff they were going to help clear up in the city. She asked what had happened to all that. She stated that they had taken it away, and changed the routes,



and everything else.

Ms. Reed stated that no one was really looking at the traffic congestion in the city. She stated that the traffic was about four times what it had previously been, and it was ridiculous. She stated that they needed a way up and out and over some of this stuff. She stated that she knew they wanted persons to come to the city to shop, and they needed that, that they needed the money, but they had to find a way to solve some of these traffic problems. She stated that she believed this should be the No. 1 priority.

Ms. Reed stated that the City had bought 60 acres out in Limestone County at the prior City Council meeting, and that they had said it was all for roads. She questioned the 60 acres for roads. She stated that she would like for someone to tell her if the State was part of this, if this was State roads, or what it was all about. She stated that if the State was part of a road deal in Huntsville, she hoped and prayed they were not okaying sidewalks to be built in the middle of the streets downtown. She stated that they did not need to be cutting off any roads. She stated that she did not know if the MPO had anything to do with the City part of it or not, if they paid for any of it. She continued that if they paid for any of it, they did have something to do with it. She stated that perhaps she needed to look further into the budget and see what they paid for.

Ms. Reed reiterated that traffic was the No. 1 issue. She

reiterated that the City had bought 60 acres out in Limestone County. She continued that she had never gotten a price on it, and she did not know what it was for.

Ms. Reed thanked the MPO for letting her speak and stated that she had her eyes on all of them.

Chairman Strong stated that, as Mr. Hopson had just mentioned, they had either in design or construction \$308 million worth of construction projects. He stated that if one looked at the ATRIP projects, one would see that Madison County had received 30 million dollars more than any other county in the state of Alabama. He continued that if one looked at the Department of Transportation and the City of Huntsville, they had done a \$125 million match, and the State had matched the City's with another \$125 million, so that it was \$250 million of construction that was occurring.

Chairman Strong stated that traffic was always something they would try to stay ahead of, but he believed there would be a little more traffic in the area because they were going to do everything they could to bring every job they could to North Alabama and to the region. He stated that the answer to the question of whether they had made every stride they could would be "No," but they were making strides. He stated he believed that in the prior four years, they had addressed more transportation projects than he could say the MPO had in any other four-year plan.

Chairman Strong thanked Ms. Reed for her input. He stated

that they would continue to watch the road projects, and there were more. He stated that he appreciated the MPO staff because not only were they thinking about today, but they were also thinking about down the road and what had to be done so that they could keep a good commute in the city. He stated that with 110,000 people commuting to Madison County every day from other counties for employment, they were making decisions that affected not only the city of Huntsville, the city of Madison, Madison County, Gurley, New Hope, Owens Cross Roads, and Triana, but that affected the entire state of Alabama.

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

Mayor Bob Sentell of the Town of Gurley appeared before the MPO. He stated that, of course, they were not part of the MPO and did not expect to be, but they had a particular road project for which they were going to need funding. He continued that this project would actually improve traffic flow from Little Cove Road onto Highway 72. He stated that this was part of their corridor study they had conducted with ALDOT eight years prior. He continued that four years prior, they had passed a resolution concurring with the ALDOT corridor study for the Town of Gurley, from Rock Cut Road all the way to the Jackson County line. He stated that the particular access road they were looking at would actually go from Shipps Drive at Little Cove Road over to the cell tower at Highway 72. He continued that part of the study included a traffic light at

that intersection.

Mayor Sentell stated that when Huntsville had conducted a public comment session regarding the Cecil Ashburn Road project, a lot of people in that area had been concerned about access to Highway 72 from Little Cove Road and wondering when they could put a traffic light at that intersection. He stated that since he was the Mayor, he could not address that because it was an improper session to do so.

Mayor Sentell stated that what he was asking at this time was what they could do, as the Town of Gurley, to be able to get some funding of this particular bypass project for Little Cove Road to Highway 72, to improve traffic flow onto Little Cove Road and also to improve safety through Highway 72, in order to minimize accidents.

Chairman Strong stated that they would have a member of the MPO staff gather the information Mayor Sentell had and go through that information, in order to determine what they could do to assist with this. He stated that when they brought up projects, that in many cases if it was a project in unincorporated Madison County, the County participated and organized that plan, to bring it forward, with the progression. He continued that what they would do would be to help in any way they could to determine if there were other dollars that might be available, or suitable, to help with the funding of this project. He stated that they just needed to study this further.

Chairman Strong stated that in the current week or the first of the following week, they would have someone with the MPO staff contact Mayor Sentell or the person he desired them to contact, and gather the information, and see what possibilities were there, and see how far along the study was and determine exactly what they could do.

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

There was no response.

Chairman Strong stated that the next item on the agenda was Other Business.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that they had a discussion of the MPO staff, and they also had a letter for the MPO Chairman to be authorized to sign, in support of a HudsonAlpha grant application.

Chairman Strong stated that as far as the MPO staff, he was aware that they had an enormous amount of projects going on, and, also, they were keeping an eye on the Federal level and the State level, to see what might present itself in the near future, as well as the distant future. He stated that because of Ms. Kling's retirement and with the number of projects, they had communicated with Steve Dinges, who had served faithfully with the City of Huntsville, and with the MPO, for 28 years. He continued that they had worked something out, and they were going to bring Mr. Dinges back to the MPO

for several months, to help them through this time.

Chairman Strong stated to Mr. Dinges that they certainly appreciated his willingness to do this. He stated that Mr. Dinges had been in attendance at practically every MPO meeting since he had retired. He stated that he believed this would be something that would help all of them in this process.

Chairman Strong stated that he would like for the record to reflect this. He continued that he believed this would make them an even stronger MPO during this time.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that the letter of support from the MPO supported an Economic Development Administration's Public Works Program grant application from HudsonAlpha Institute for Biotechnology and the City of Huntsville.

Ms. Colburn read from the letter as follows, "The Proposed Infrastructure Expansion will bring additional growth to our region in an industry that holds great promise for the future of our regional economy." She stated that this letter was included in the packet of the Board members, along with a map that had Site A, Site B, Site C, and Site D.

Ms. Colburn stated that there were several representatives from HudsonAlpha present in the audience at this time, and that perhaps they would like to comment, or there might be questions from the Board members concerning the grant.

Chairman Strong stated that Carter Wells was present, along with several other persons from HudsonAlpha. He stated

that the MPO was glad to have them in attendance at this meeting, and that they appreciated what they were doing, not only to assist in biomedical research but also economic development in Huntsville, Madison, and Madison County. He commended them for their efforts in seeking these funds and stated that he was glad the MPO would soon vote to authorize him to sign this letter.

Mayor Battle moved to authorize Chairman Strong to sign and forward the letter of the Metropolitan Planning Organization supporting the application to the Economic Development Administration's Public Works Program from HudsonAlpha Institute for Biotechnology and the City of Huntsville to Mr. H. Phillip Paradice, Jr., Regional Director, U.S. EDA, Atlanta Regional Office.

Said motion was duly seconded by Mayor Finley.

Chairman Strong asked if there was any discussion of this or any questions for Mr. Wells or anyone with HudsonAlpha.

Mayor Finley stated that he had attended a conference in Tuscaloosa that had been put on by Neal Wade, who had been in Economic Development for the State for eight years with Governor Riley. He continued that he had asked him what had been the best investment they had made during his eight years, and that it had not taken him but two seconds to answer, and he had said, "HudsonAlpha." He continued that he had stated, "Both the Governor and I believe strongly in that and what it will do, not only for your area but for our entire

state."

Mayor Finley stated that it would be hard not to support this when those guys said they believed in it so strongly. He stated that he had just wanted to add that good news from them.

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

There was no response.

Chairman Strong stated that he was aware that HudsonAlpha had started with eight different companies, and at this time there were 35 or 38, or perhaps more. He stated that they certainly appreciated what HudsonAlpha did.

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

Chairman Strong stated that that concluded the agenda for the MPO.

Chairman Strong asked Ms. Colburn if she had anything further at this time.

Ms. Colburn replied in the negative.



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

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Chairman,  
Metropolitan Planning Organization

ATTEST:

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Secretary,  
Metropolitan Planning Organization