

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD AUGUST 30, 2017
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, August 30, 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
Mr. Shane Davis (Proxy for Mayor Battle)	City of Huntsville
Mayor Paul Finley	City of Madison
Councilman Bill Kling	Huntsville City Council
Mr. Curtis W. Vincent	ALDOT/Guntersville
Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

Staff Members Present:

Mr. Dennis Madsen	MPO Staff
Mr. James Moore	MPO Staff
Ms. Connie Graham	MPO Staff
Mr. James Vandiver	MPO Staff
Mr. Steve Dinges	MPO 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:

Mr. Shane Davis, Proxy for Mayor Tommy Battle; Mayor Finley; Chairman Strong; Councilman Kling; Mayor Craig; Mayor Caudle; and Mr. Curtis Vincent, Alabama Department of Transportation.

Chairman Strong asked that everyone sign in and get a copy of the agenda.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the MPO meeting held on June 7, 2017.

Councilman Kling moved for approval of the minutes of the MPO meeting of June 7, 2017.

Said motion was duly seconded by Mayor Caudle.

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

There was no response.

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

Chairman Strong stated that the next item on the agenda was the adoption of the Final Fiscal Year 2018 Unified Planning Work Program (UPWP).

Chairman Strong recognized Mr. Moore.

Mr. Moore made a PowerPoint presentation.

Mr. Moore stated that the purpose of the UPWP was basically to outline the multimodal transportation planning activities, within a financially constrained budget, to be conducted in the Huntsville MPO planning area.

Mr. Moore stated that the UPWP 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.

Mr. Moore stated that examples of tasks performed in the

UPWP were as follows: Task I, Administration, covering administrative support activities such as financial management, contract management, public outreach, and the general management of the MPO; Task II, Data Development and Maintenance, covering the collection, maintenance, and analysis of transportation data, including the development of socioeconomic forecasts and travel demand models to determine where future transportation investments would be; Tasks III and IV, Short- and Long-Range Planning, addressing planning for activities taking place within a three- to five-year time frame, including the management of the Transportation Improvement Program, the TIP; the Unified Planning Work Program, the UPWP; and covering planning activities for the long term, including the development of the 2040 Regional Transportation Plan, air quality planning, bicycle and pedestrian facilities, transit, and the promotion of sustainable development; and Task V, Special Studies, covering other planning issues and studies, including major corridor studies, planning, freight planning, congestion management, and safety management, as well as environmental justice and climate change.

Mr. Moore stated, concerning the 2018 Final UPWP process, that the UPWP was developed by the MPO staff in consultation with partner agencies and input from local citizens and stakeholders. He stated that the document may be amended to account for changes in funding or project needs.

Mr. Moore stated, concerning the 2017-2018 Budget, that the Huntsville MPO's current UPWP, adopted in September 2016, extended through September 30, 2017. He stated that the Final FY 2017 UPWP total was \$745,816. He continued that as adopted, the 2018 program funded over \$756,000 worth of planning activities and studies for the Huntsville MPO region.

Mr. Moore stated, concerning Edits from Draft to Final UPWP, that transit pages were added by Huntsville Public Transit for Request for Proposals (RFP) wording and also included the last transit study, which increased ridership over 20 percent.

Mr. Moore stated that Appendix E, Summary of Public Outreach Activities, provided details as to the dissemination of the Draft FY 2018 UPWP and Final FY 2018 UPWP for two weeks of public review each, including press releases and public notices.

Mayor Craig read and introduced a resolution adopting the Final Fiscal Year 2018 Unified Planning Work Program, as follows:

(RESOLUTION NO. 09-17)

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

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

Mayor Finley stated that in Madison they were doing a transportation study, and they expected it to be done by

October, and they would gladly share it. He stated that one of the things they had talked about was the possibility of sitting down and talking about the five-year plan, what was already in there, and then talking through some of what Huntsville, the County, and the different cities would have, to make sure they all had some open discussion as to what would be coming down the line from there. He stated that he was hoping they could make this happen sometime later on.

Chairman Strong stated that he believed they were looking at a tentative date of sometime in November, noting that they were trying to see if schedules were available for the MPO members and to see if that would be an appropriate time to hold it.

Mayor Finley stated that with a new Arsenal General for AMC, he felt that would be a big piece also, to make sure they listened to them and any input they would have.

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. 09-17, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that Resolution No. 10-17 would amend the Transportation Alternatives Section of the adopted FY 2016-2019 TIP to add a Transportation Alternative (TA) Grant Project for

the Dry Creek Greenway in the city of Huntsville.

Chairman Strong recognized Mr. Madsen.

Mr. Madsen made a PowerPoint presentation.

Mr. Madsen stated that this was a grant that had been previously approved and was awarded by ALDOT, and that at this time they needed to add it to the TIP. He stated that the location was shown in beige on the display, and that was Providence Main running up the middle of the map. He stated that the route, in beige, connected the Providence Town Square Green, underneath the Providence Main Bridge and across Gates Mill, into the existing Indian Creek Greenway. He stated that this was approximately one-half mile, and that it was an 80/20 match, with \$400,000 Federal and a \$100,000 local match. He stated that the land to make this connection had actually been donated by the Slymans.

Mr. Madsen stated that there had been some CAC comments concerning this resolution, basically around the construction, with the primary concerns being installing grade ramps and the path itself. He continued that there was also discussion about the prioritization of the project. He stated that this was a target of opportunity, that the landowners were interested in doing this, and it was an opportunity to connect an existing highly used greenway to a very popular commercial destination.

Mr. Madsen stated that there had been some questions from the CAC with regard to how projects were prioritized and stated that the City of Huntsville was currently in the process of

updating its Greenway Master Plan, and that the prioritization criteria would be made public when that was put on line. He stated that the MPO generally operated within whatever jurisdiction had those priorities.

Mr. Davis read and introduced a resolution amending the Transportation Alternatives Section of the adopted FY 2016-2019 TIP to add a Transportation Alternative (TA) Grant Project for the Dry Creek Greenway in the city of Huntsville, as follows:

(RESOLUTION NO. 10-17)

Mr. Davis moved for approval of the foregoing resolution, which motion was duly seconded by Councilman 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. 10-17, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that Resolution No. 11-17 would amend the Transit Projects section of the adopted FY 2016-2019 TIP to add a new FY 2017 transit project number for existing Section 5317 funding for Genesis Residential.

Chairman Strong recognized Mr. Madsen.

Mr. Madsen made a PowerPoint presentation.

Mr. Madsen stated that this project had actually been added to the TIP in June. He stated that there were no new

grants and no new destination or source for the funding, that this was just a change in project number, at ALDOT's behest. He stated that this was basically bookkeeping, but it did have to come before the MPO for consideration.

Mayor Craig read and introduced a resolution amending the Transit Projects Section of the adopted FY 2016-2019 TIP to add a new FY 2017 transit project number for existing Section 5317 funding for Genesis Residential, as follows:

(RESOLUTION NO. 11-17)

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

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. 11-17, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that Resolution No. 12-17 would amend the Other Surface Transportation Program Projects section of the adopted FY 2016-2019 TIP to add a utility phase to an existing project on Martin Road from Old Jim Williams Road to Zierdt Road in the city of Huntsville.

Chairman Strong recognized Mr. Madsen.

Mr. Madsen made a PowerPoint presentation.

Mr. Madsen stated that this project already had a

construction phase in the TIP, but they were adding a utility phase. He stated that even though the road itself would be constructed in phases, the utilities would most likely all be relocated, or dealt with, at the same time. He stated that this was the reason a single phase of utility was set aside. He stated that this would not affect any of the funding. He continued that they were using State funding previously allocated to the City for construction on Martin Road.

Mr. Madsen stated that one could see on the displayed map the location of the project.

Mr. Madsen stated that there had been one question from the CAC with regard to what utilities were included in the cost. He stated that they had learned that only gas, water, and sewer were reimbursable with Federal funds.

Councilman Kling read and introduced a resolution amending the Other Surface Transportation Projects section of the adopted FY 2016-2019 TIP to add a utility phase to an existing project on Martin Road from Old Jim Williams Road to Zierdt Road in the city of Huntsville, as follows:

(RESOLUTION NO. 12-17)

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

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. 12-17, and it was unanimously adopted.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that Resolution No. 13-17 would amend the Other Surface Transportation Program Projects section of the adopted FY 2016-2019 TIP to increase the cost of construction for an ATRIP project, the Blake Bottom Road interchange at Research Park Boulevard.

Chairman Strong recognized Mr. Madsen.

Mr. Madsen made a PowerPoint presentation.

Mr. Madsen stated that this was something that was done any time there was a cost adjustment of more than \$5 million, that because of the relative scale of the cost adjustment, it must be officially adjusted in the TIP.

Mr. Madsen stated that one could see on the display Blake Bottom Road and Research Park Boulevard. He stated that Research Park Boulevard was coming in from north to south and Blake Bottom Road was coming across from east and west. He stated that this was ATRIP money, and the additional cost would not affect MPO funds. He stated that the original engineer's estimate was \$7 million, and the new one that had come in recently from the State was \$11.6 million. He stated that they were aware there had been a recent bid opening for approximately \$7.8 million. He continued that the new engineer's estimate also dealt with things such as inspection, so that would actually end up getting justified as the actual

project costs were incurred.

Mr. Madsen stated that for their purposes, they needed to introduce the new ALDOT estimate into the TIP.

Chairman Strong asked if there was a motion.

Mayor Craig stated that he had a question. He asked if this affected any other projects.

Chairman Strong stated that it did not affect any other projects. He stated that this was a project that was shifted. He stated that if one would think back approximately 10 years, when the Toyota plant opened, the Blake Bottom Road interchange had been funded, and that due to having to shift some money, funding that was allotted for Blake Bottom was shifted to Highway 53 and Jordan Lane. He continued that at this time the County had made the Blake Bottom Interchange a priority to be funded again. He reiterated that none of the additional money would affect any other project.

Councilman Kling read and introduced a resolution amending the Other Surface Transportation Program Projects section of the adopted FY 2016-2019 TIP to increase the cost of construction for an ATRIP project, the Blake Bottom Road interchange at Research Park Boulevard, as follows:

(RESOLUTION NO. 13-17)

Councilman Kling 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 Resolution No. 13-17, and it was unanimously adopted.

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 Mr. Madsen.

Mr. Madsen made a PowerPoint presentation.

Mr. Madsen stated that this was something new, noting that it had actually come out of FHWA comments during the last TMA Review, to help keep the MPO up to date on some of the Administrative Modifications. He continued that these were things that they could do in-house, but they felt like it was wise to keep the MPO committees and the MPO updated on what was being done.

Mr. Madsen stated that the first item was a change to the FY 2017 UPWP, which he noted was really kind of a bookkeeping process, something that ALDOT had requested. He stated that this was a change they had handled in-house, and that it was basically in how ALDOT processed the MPO's invoices.

Mr. Madsen stated that the next Administrative Modification was a project addition. He stated that this was a Federal maintenance project that did not have any impact on MPO funds, that it was Federal and State funded only. He stated that the work had actually already been authorized, but ALDOT did like to let the MPO know that they were working in

their district. He stated that this was on State Road 53 to the Limestone County line.

Mr. Madsen stated that the last Administrative Modification was a Rockhouse Road improvement on Wheeler National Wildlife Refuge. He stated that they were not adding this to the TIP because it would not occur until FY 2020, and they were not adding it to the Long Range Transportation Plan (LRTP) because it was not a capacity-adding project. He stated that this was adding a turn lane and doing some resurfacing, and that it was funded 100 percent through the National Park System.

Mr. Madsen stated that one could see on the displayed map Mooresville on the top left, and there was the project on the bottom right of the image.

Mr. Madsen stated that the only CAC comment they had received concerning this item was if there were traffic counts for Rockhouse Road. He stated that staff was not actually sure whether they had traffic counts on this Federal land, but they could certainly find out.

Chairman Strong stated that the next item on the agenda was TMA Certification Review Closeout Presentation.

Ms. Lian Li appeared before the MPO, stating that she was a Community Planner with the Federal Highway Administration, out of the Montgomery office. She stated that with her was Mr. Clint Andrews, and that they were appearing to set forth their findings on the Huntsville Transportation Management Area

(TMA) Certification Review.

Ms. Li stated that first they would like to thank everyone for being present, and they also wanted to thank the MPO for providing them this opportunity at this meeting.

Ms. Li made a PowerPoint presentation.

Ms. Li stated that there were three members of the review team, Mr. Clint Andrews and herself, with the Federal Highway Administration, and Ms. Abigail Rivera, with the Federal Transit Administration.

Ms. Li stated that Federal law required the Federal Highway Administration and the Federal Transit Administration to jointly review the Metropolitan Transportation Planning process for Transportation Management Areas every four years. She stated that the reason they did this was to make sure the MPO's transportation planning process was in compliance with Federal laws.

Ms. Li stated that typically the Certification Review had four parts, with the first part being a Desk Review, which was when they reviewed all the planning products and documentation produced by the MPO. She stated that the second part was the Site Visit, which she noted they had done in February 2017. She stated that they had come to Huntsville and met with the MPO, the Transit representatives from the City of Huntsville, ALDOT, citizens, and also local elected officials. She continued that after the site visit, they had finalized their findings in a report, which she noted was done in May 2017.

Ms. Li stated that the last part of the review was the Closeout Presentation, which she noted was when they presented their findings. She stated that that was what they were doing at this time.

Ms. Li stated that she wanted to talk about all the good things that had been going on with the MPO. She stated that first they wanted to commend the MPO Staff for doing such a great job, noting that Staff had helped them throughout the review, providing them all the materials they needed to do the review, answering all their questions, and sharing their concerns and ideas. She continued that Staff was very receptive of their comments.

Ms. Li stated that, secondly, they wanted to commend the citizens, and also the local elected officials, for their engagement and participation in the review. She stated that a lot of persons had shown up for the meetings and had provided feedback and shared their concerns, and that they really appreciated their comments and feedback.

Ms. Li stated that they wanted to commend the MPO for making significant improvement in sharing information with the public since the previous review. She stated that at this time the MPO had its own website that had a lot of good information as to what was going on with the MPO.

Ms. Li stated that they also wanted to commend the MPO for developing travel speed and travel time maps, noting that they were excellent visual aids to show the public the different

types of congestion levels of the roadways within the Metropolitan planning area.

Ms. Li stated that last but not least, they wanted to commend the MPO's quick response to their comments in the review. She stated that right after the site visit, the MPO had hosted an MPO 101 workshop, noting that they had had a really good turnout for this, and that the FHWA was also able to participate. She continued that they had also prescheduled all the meetings for FY 2018.

Ms. Li stated that they had made recommendations in the areas that persons could see on the slide being displayed at this time. She stated that these were their suggestions for the MPO to improve their transportation planning process. She stated that they were not going to go over all their recommendations at this time, that they were going to go over only a few that they believed the MPO should really consider working on and addressing.

Ms. Li stated that for the Transportation Improvement Program, they recommended that the MPO have a formal process for project selection and prioritization. She continued that, also, for the Transportation Alternatives Program funding, they recommended that the MPO have a formal process to manage that funding program.

Ms. Li stated that for the Long-Range Transportation Plan and Transit Planning, they recommended that the MPO develop the Transit portion of the Long-Range Transportation Plan, to

discuss how the transit system would be expanded and maintained for the intermediate term, noting that that was 10 to 15 years, based upon the needs of the transit for the next 25 years.

Ms. Li stated that they were also recommending that the MPO and the Transit operators make investments to improve the state of good repair and the safety of the regional transit system for the next Long-Range Transportation update.

Ms. Li stated, for Civil Rights, Americans with Disabilities Act, they recommended that the MPO work closely with local governments on their ADA transition plans, and they also recommended that the MPO work closely with the ALDOT North Region to identify locations or facilities that were still ADA non-compliant and incorporate these locations into ongoing transportation projects within the Metropolitan planning area, and to talk about the installation of ADA curb ramps in the area.

Ms. Li stated that for non-motorized planning, they recommended the MPO to consider having a working group or a committee focusing on a bicycle and pedestrian plan. She continued that they also recommended that the MPO have a stand-alone bicycle and pedestrian plan and an implementation plan to better address bicycle and pedestrian needs of all users within the Metropolitan planning area.

Ms. Li stated that they understood that for expressways the accommodation of bicycles and pedestrians might sometimes not be feasible because of the limited access, but they

recommended where there was a parallel service road or frontage road to have bicycle and pedestrian accommodations.

Ms. Li stated that they had issued zero corrective actions. She stated that based on this review and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, they had certified that the Transportation Planning process that the Huntsville TMA carried out met the Federal planning requirements. She continued that this certification would remain in effect until 2021. She stated that they would be doing this again in four years.

Ms. Li asked if anyone had any questions.

Mr. Davis stated, concerning all members of the MPO working on transition plans for ADA compliance, that he knew this was a big undertaking for everyone, both in effort and financial responsibilities, and asked if Ms. Li believed the MPO needed to adopt those transition plans for future grant funding or if it would be more like TAP funding for greenways, where they would just add it if the grant were awarded. He stated that he was just wondering what the recommendation was for the MPO to work with those transition plans.

Mr. Clint Andrews stated that they had made the recommendation on projects, to make sure curb ramps were being reviewed, and replaced if necessary, before resurfacing projects. He stated that this was part of their agreement. He continued that ALDOT had sent out a letter asking that the MPOs coordinate with the locals and get transition plans in place.

He stated that it did not require the MPO to adopt the plans, that they were individual government plans, but asked that the MPO have access to those plans, know where they were and how to access them, as part of the MPO process.

Chairman Strong asked if there were any further questions. There was no response.

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

Mr. Hopson stated that the first project, in the City of Huntsville, was the widening and realignment of Church Street, Phase 1. He stated that the projected bid date was the winter of 2017, noting that they were still waiting on some utility relocation that had to occur on this project

Mr. Hopson stated that the next project, in the city of Huntsville, was additional lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that the cost was \$15.5 million and he believed the right-of-way acquisition had just started. He stated that they were looking at the Clearing, Grubbing, and Utility Relocation project possibly in FY 2018.

Mr. Hopson stated that the next project, in the city of Huntsville, was the Huntsville Northern Bypass. He stated that the right-of-way acquisition was underway, and they were looking at a possible letting date of FY 2018.

Mr. Hopson stated that the next project, in the city of

Huntsville, was additional lanes on Martin Road from Old Jim Williams Road to Zierdt Road. He stated that this was the ATRIP-funded portion. He stated that the right-of-way acquisition was still underway, and they were looking at a letting date of winter of 2017.

Mr. Hopson stated that the next portion of Martin Road was from Wall Triana Boulevard to Old Jim Williams Road and was STPAA funding. He stated that the right-of-way acquisition was underway, and they were looking at a letting date of FY 2018.

Mr. Hopson stated that the next project, in the city of Huntsville, the Memorial Parkway overpasses, was well underway and work was approximately 75 percent complete.

Mr. Hopson stated that the next project, in the city of Huntsville, was the Memorial Parkway Overpass at Mastin Lake Road. He stated that they were about to commence the right-of-way acquisition on this project, and they were looking at a possible letting date in FY 2018.

Mr. Hopson stated that the next project, in the cities of Huntsville and Madison, was the Zierdt Road northbound lanes. He stated that this project was just about completed.

Mr. Hopson stated that the next project, in the cities of Huntsville and Madison, was the Zierdt Road southbound lanes. He stated that the right-of-way acquisition was well underway on this, and they were looking at a letting date of January 2018.

Mr. Hopson stated that the next project, in the cities of

Huntsville and Madison, was additional lanes on US 72. He stated that they were looking at possible right-of-way acquisition starting in 2018 and a possible letting date in FY 2019.

Mr. Hopson stated that the next project, in the city of Madison, was the Kellner Road Extension. He stated that the design was really just getting started on this, and there was a possible letting date in FY 2018.

Mr. Hopson stated that the next project, in Madison County, was the construction of the interchange at Blake Bottom Road. He stated that the project had just been let the prior week and that Reed Contracting was the low bidder. He continued that there were 260 working days set up for construction.

Mr. Hopson stated that the next project, in Madison County, was the bridge replacement and approaches on Winchester Road over the Flint River. He stated that this was approximately 85 percent complete and should be completed by the fall of 2017.

Mr. Hopson stated that the next project, in Madison County, was additional lanes on Winchester Road from Naugher Road to Riverton Road. He stated that this letting date was December 2017, depending on utility relocation.

Mr. Hopson stated that the next project, in Madison County, was additional lanes on Winchester Road from the Flint River to 0.1 mile past Bell Factory Road. He stated that

this project was 90 percent complete and should be finished by the fall of 2017.

Mr. Hopson stated that the next project, in Madison County, was additional lanes on Jeff Road from 0.8 mile south of Capshaw Road to Douglas Road. He stated that they were looking at a possible letting in FY 2019, depending on right-of-way acquisition.

Mr. Hopson stated that that was all the projects they had.

Chairman Strong stated that the total amount under construction or in design was \$301,068,797.

Chairman Strong asked if there were any questions for Mr. Hopson.

There was no response.

Chairman Strong stated that the next item on the agenda was Public Comment. He stated that if there was anyone who would like to address the MPO, they should go to a microphone and state their name and address for the record.

Ms. Jackie Reed, 303 Jack Coleman Drive, appeared before the MPO, expressing appreciation to them for allowing public input. She stated that she had met some high-level people in the Transportation Department, as well as the Federal, which made her happy.

Ms. Reed stated that she wanted to speak concerning the bicycle sidewalks. She stated that she did not understand why they were using so much Transportation money in the city of Huntsville for bicycle sidewalks. She stated that there was a

lot of congestion of traffic and asked why they did not look at this problem and try to do something about it. She stated that there was the City, and there was the State, and asked why they did not try to work out the traffic problems. She stated that the roads were death traps.

Ms. Reed stated that \$750,000 was going down her street. She continued that people went down this street at 60 miles an hour, and that when she tried to pull out, they would run over her.

Ms. Reed stated that she had a problem with the \$750,000 being spent. She stated that this was from Holmes Avenue downtown to UAH, and she believed that was ridiculous, and that it was just a penny compared to what they were going to spend. She stated that she had talked to the Administration, and she had even gone to the Department of Transportation, and that earlier in the day she had met up with a Federal guy. She stated that she had called Governor Kay Ivy about this, and that she guessed she was headed for President Trump if she did not get some answers somewhere. She reiterated that there were roads in the city that looked like death traps.

Ms. Reed stated that she had been coming to meetings in City Hall for 30 years. She continued that there were roads in the city that had not been touched for many, many years. She stated that this could not be handled overnight just because it was election year. She stated that election year was 365 days a year, and not starting one year before the next election,

which she noted was usually what happened.

Ms. Reed stated that she had recently called the City of Huntsville about a project on University Drive but had been told it was not their project, and she did not know whose project it was. She stated that on University Drive, Reed Construction was working at 12 and 1 o'clock during the night, and people were asking her what was going on. She stated that she lived a block from this, and she had to listen to all that noise all night. She stated that she guessed they had so much work during the daytime they could not do it all and had to do some during the night. She stated that the lines were not marked right, where one could see. She stated that Mr. Hamilton had told her they were going to come back and redraw those lines, but she did not believe that. She stated that the white lines were faded, and one could not see them if it rained and was wintertime. She stated that she had been fussing about this, and the City was doing a better job with their white lines and their yellow lines. She stated that if they were going to do a job, they should do it right, that there was no need for any half-done jobs in the city, whoever might be paying for them.

Ms. Reed stated that she had recently gone to a bank on the other side of University, and that someone in the bank had told her to look out there at the mess in front of the bank building, at the big brick things that had been put down in the road, where they could not even pull into the bank anymore.

She stated that the person had told her that that had been put up overnight, that when they came in that morning, it was there. She stated that it was ridiculous that they had put that thing up. She continued that one had to drive all the way down the street in order to get across the street.

Ms. Reed stated that Jordan Lane had the worst traffic, and that she did not believe they did a traffic study anymore. She stated that there had been more wrecks on Jordan Lane and University Drive than anywhere in the city. She questioned why they continued to do what they did and stated that now they had a bicycle path. She stated that they had already started working on this, so it was a done deal.

Ms. Reed stated that if she had to call Trump to stop some of this Federal money going on bicycle sidewalks, she would. She stated that she rode a bicycle, but they had better things to do than waste their money on bicycles. She stated that she heard this was going to go all over the city and asked how many millions of dollars the Federal government was going to spend on this, or if it was the State that was spending this money. She stated that she believed it was the State, with the little committees down there, that met and knew these people, that they were the ones that were doing it. She stated that she would get to the bottom of it and find out about it.

Ms. Reed thanked the MPO for allowing her to voice her complaints.

Chairman Strong thanked Ms. Reed for her comments.

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

There was no response.

Chairman Strong stated that the next item on the agenda was Other Business. He asked if any of the MPO members had any business.

There was no response.

Chairman Strong stated that he would like to request a construction schedule, noting that they had opened the bid for the Blake Bottom Road interchange at Research Park Boulevard and that as soon as that was awarded, he would like to get that construction schedule and have it on file in the County's Engineering Department.

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

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization

(Meeting adjourned at 4:40 p.m. on August 30, 2017.)