

METROPOLITAN PLANNING ORGANIZATION MINUTES

Regular Meeting - March 28, 2018 - 4 p.m.

**City Council Chambers, Municipal Building
Huntsville, Alabama**

Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mr. Shane Davis	City of Huntsville (Proxy for Mayor Tommy Battle)
Mayor Paul Finley	City of Madison
Mr. Bill Kling	Huntsville City Council
Mr. Les Hopson	ALDOT/Guntersville (Proxy for Mr. Curtis W. Vincent)

Members Absent:

Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

MPO Staff Present:

Mr. Dennis Madsen
Ms. Paige Colburn
Mr. James Moore
Ms. Connie Graham
Mr. Steve Dinges

The meeting was called to order by Chairman Strong at the time and place noted above.

Chairman Strong asked that the record reflect that Mr. Shane Davis would be the proxy for Mayor Tommy Battle at this meeting and Mr. Les Hopson would be the proxy for Mr. Curtis Vincent. He stated that also in attendance at this meeting were Mayor Finley, Mr. Kling, and Chairman Strong.

Chairman Strong stated that the first item on the agenda was Approval of

Minutes.

Mayor Finley moved for approval of the Minutes of the MPO Meeting on December 6, 2017.

Said motion was duly seconded by Mr. Kling.

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 an Amendment to the FY 2018 Unified Planning Work Program (UPWP), Resolution No. 01-18, amending the FY 2018 UPWP to add carryover funds from FY 2016 for a Regional Commuter Study to support the Congestion Management Process.

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

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that the Metropolitan Planning Organization staff had determined that a Regional Commuter Study would be helpful and more accurate than their current Journey to Work numbers which did not include Federal employees that made up a large percentage of commuters. She stated that this would inform the MPO's Congestion Management Process, as well as the next Transportation Improvement Program, which she noted was due in August of 2019, and the Year 2045 Long-Range Transportation Plan, which she noted was due in March of 2020.

Ms. Colburn stated that when they had discussed this issue with ALDOT, ALDOT had informed them there were rollover funds from FY 2016, noting that this was the first time this had happened for the MPO. She stated that these funds could be used within three years of when they were first authorized, which she noted was in

October 2016, so they could be used by October 2019, to fund the Regional Commuter Study.

Chairman Strong asked Ms. Colburn if there was an estimate as to how many rollover fund dollars they were talking about, or what the study would cost.

Ms. Colburn stated that the rollover funds from FY 2016 were \$51,800. She stated that they did not have an estimate on how much the study would cost, but they would put out a Request for Proposals during this fiscal year and hopefully fund the study out of either FY 2018's UPWP or FY 2019's UPWP.

Chairman Strong asked if there was any further discussion.

Mr. Davis read and introduced a resolution amending the FY 2018 UPWP to add carryover funds from FY 2016 for a Regional Commuter Study to support the Congestion Management Process, as follows:

(RESOLUTION NO. 01-18)

Mr. Davis 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. 01-18, 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 (TIP), Resolution No. 02-18, amending the National Highway System Section of the Adopted FY 2016-2019 TIP to add an interchange project at I-565 and Greenbrier Road.

Chairman Strong recognized Ms. Colburn,

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was the project displayed on the screen, and it was

a project that was in a prior MPO TIP. She stated that the Preliminary Engineering, Right-of-Way, and Utility Relocation were completed in the course of that TIP, but the Construction was moved out of that TIP and was not in the current TIP. She stated that they had been informed that as part of the megasite project, which one could see on the screen, for Toyota-Mazda, this project would be moved forward into the scope of the 2016-2019 TIP. She stated that this was a project that was going to be funded primarily by Federal dollars, in the amount of \$10,350,000. She continued that the State would match \$1.1 million. She stated that this project was scheduled to begin construction as soon as possible, in FY 2018.

Mr. Davis read and introduced a resolution amending the National Highway System Section of the Adopted FY 2016-2019 TIP to add an interchange project at I-565 and Greenbrier Road, as follows:

(RESOLUTION NO. 02-18)

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

Chairman Strong asked if it was correct that everything environmentally had been done when the ramp was originally built, that everything was in check there.

Ms. Colburn replied in the affirmative.

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. 02-18, 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 TIP, Resolution No. 03-18, amending the Transit Section of the Adopted FY 2016-2019 TIP to add a project for Alabama A&M University.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was a new Fiscal Year 2017 transit project for Alabama A&M University. She stated that the MPO members would recall that in August of the prior year, Alabama A&M University had come before this body with a letter for support for this grant when they applied for it. She stated that this was an FTA Low-No Emission Bus grant, which she noted was one of the newer programs that provided electronic buses and other types of fuel-efficient buses to replace diesel fleets throughout the country. She continued that that letter had stated if Alabama A&M University were to win this grant, their project funded by the grant dollars would be included in the FY 2016-2019 TIP. She stated that, fortunately, they had won the grant in September of 2017, and at this time the project itself was ready to be included in the FY 2016-2019 TIP, as promised.

Ms. Colburn stated that the total amount of the grant was \$1 million, and that it would fund electronic buses, batteries, and equipment to charge these buses, charging stations, for example. She stated that the cost distribution was \$800,000 Federal and a match from Alabama A&M University for \$200,000. She stated that this was an FY 2017 project because it was awarded in 2017, even though they were adding it at this time, in FY 2018.

Ms. Colburn stated that a question from the Citizens Advisory Committee had asked whether or not the charging stations funded with the grant would be open to the public, similar to the electric vehicle charging station across from City Hall. She stated that the answer to that question was "No," that these were very specific charging stations that were just for these buses and these batteries.

Mayor Finley read and introduced a resolution amending the Transit Section of the Adopted FY 2016-2019 TIP to add a project for Alabama A&M University, as

follows:

(RESOLUTION NO. 03-18)

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

Mr. Davis asked Ms. Colburn if A&M anticipated when the buses would go into service.

Ms. Colburn stated that she had not yet heard that, noting that A&M was in preliminary conversation with the manufacturers.

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. 03-18, 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 the last MPO meeting.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that there were two Administrative Modifications. She stated that, as a reminder, Administrative Modifications were routine edits to MPO documents that occurred between MPO meetings. She stated that by ALDOT practice, this included Highway Safety Improvement Program (HSIP) project additions. She stated that starting in 2017, the MPO staff reported these modifications to the documents that did not require an MPO resolution on the MPO agendas. She stated that they reported these to the CAC, the TCC, and MPO each quarter.

Ms. Colburn stated that the first Administrative Modification was Safety

Performance Measures, noting that Safety Performance Measures were a Federal requirement, and they would be hearing a lot more about them in the current year, not just Safety Performance Measures but also Freight System Reliability Performance Measures and National Highway System Reliability Performance Measures. She stated that there would also be a statewide agreement that the MPO had to sign, a new Planning agreement between this body and the State of Alabama for Performance Measures Planning. She stated that all of that would be coming in the current year, noting that this was the first year since these Federal regulations were passed that all these targets had to be adopted by the MPO and discussed by the MPO.

Ms. Colburn stated that the TCC, with representatives from the City of Madison, Madison County, and the City of Huntsville, as well as representatives from other interested parties, had attended a meeting in January where they learned about Safety Performance Measures from ALDOT and discussed the options for the MPO in adopting Safety Performance Measures.

Ms. Colburn stated that the Performance Measures one could see on the chart on the screen included the targets the State had adopted for this reporting period. She stated that that was the blue column on the far right, that those were ALDOT's Performance Measure targets for this performance period. She stated that the MPO had had two choices, which were discussed with the TCC in January, and they were to either adopt and support the State's Safety Performance Measures or to create their own. She stated that the TCC had recommended to the MPO Board that the MPO support the State's Performance Measures, which one could see on the screen, and Chairman Strong had signed a letter that was sent from the MPO to ALDOT to adopt these measures, in February.

Ms. Colburn stated that when this had been discussed with the CAC at their

meeting on the prior Monday evening, they had asked if there was a possibility for the MPO to perhaps adopt Vision Zero, which she noted was a vision for Safety Performance Measures toward zero fatalities. She stated that many DOTs had adopted Vision Zero, that Florida's DOT had adopted it for the entire state. She stated that the answer to this question for the CAC was that the MPO could adopt different performance measures from the State's, as they had discussed, and the MPO would have an opportunity to revise their Performance Measures targets the following year, and she believed every two years.

Ms. Colburn asked if there was any discussion.

Chairman Strong asked if there were any questions for Ms. Colburn.

There was no response.

Ms. Colburn stated that the next Administrative Modification was edits to the Public Participation Plan. She stated that the last time this body had seen this Plan was in December 2016, when it was presented as the Draft 2017 Public Participation Plan, after 45 days of public review. She stated that it had been adopted in draft form by this body in December of 2016, and then in February of 2017, their TMA Certification Review had recommended several edits to the document prior to adoption in its final form. She stated that they had made routine edits to the Committee officers and membership lists in the frontage pages, prior to the Table of Contents, and then they added the TMA Certification Review recommended Appendix, which was Special Interest Groups that needed to be involved in the public participation process.

Ms. Colburn stated that one could see the first two on the list displayed on the screen. She stated that the Appendix included a long list of organizations, such as United Way, the Salvation Army, TARCOG, organizations that supported transportation and transportation needs of senior citizens and persons with

disabilities, and because the PPP included their Limited English Proficiency Plan as well, the Special Interest Groups Appendix also included organizations such as HIBANA, the Hispanic Business Alliance of North Alabama, and HLAC, the Hispanic Latino Advisory Council.

Ms. Colburn stated that the MPO would be adopting the Final Public Participation Plan hopefully at their next meeting, that they would be putting it out for 45 days of public review the following week.

Chairman Strong stated that the next item on the agenda was the Huntsville International Airport Master Plan Update.

Chairman Strong recognized Mr. Rick Tucker, Executive Director of the Huntsville International Airport.

Mr. Tucker stated that he appreciated the opportunity to be with the MPO at this time and share a status report as to where they were in their Master Plan Update process.

Mr. Tucker made a PowerPoint presentation.

Mr. Tucker stated that he would briefly touch on their Master Planning process, the Inventory of Existing Conditions Forecast, Facility Requirements, Preliminary Alternatives, and the Project Schedule, and then finally their next step and action items. He stated that this would kind of tell one a little about the planning process. He stated that they had started this process more than a year prior, that it was a defined process that the Federal Aviation Administration had. He stated that airports initially went through a Master Planning process, and then they did an update in anywhere from five to eight years, every five to eight years. He continued that it had been seven years, and by the time they finished, it would be over eight years since their last Master Plan Update. He stated that they had started on this approximately 14 or 15 months prior.

Mr. Tucker stated that as one could see indicated in yellow on the screen, they were at this time in the Alternatives Analysis. He stated that they had done a number of things already: the Project Initiation, Inventory, Aviation Forecast, Facility Requirements, and then into the Alternatives. He continued that this was kind of the fun stage of this, but yet it was the most challenging. He stated that they had initially been scheduled to be further along in the process, but in this stage they were taking longer, in order to really focus in on exactly what they wanted those Alternatives to look like for the future. He stated that they would then have, finally, an Implementation Plan, and then the Airport Layout Plans would be revised and sent to the FAA, and the FAA would approve those documents, and then they would have the final documents for approval.

Mr. Tucker stated that they had had a number of meetings already, that they had had two public meetings, and they had a third one planned, most likely sometime in May. He stated that more than 100 people had attended the first two meetings, so they had been very productive, that they had had a lot of feedback and comments. He stated that they also had a Technical Advisory Committee, and there were close to 50 people on it, that a number of City officials and County officials participated in that, and not just from Huntsville and Madison County but Limestone County and Morgan County as well.

Mr. Tucker stated that as far as comments submitted to them so far, officially, through their website, through the meetings, and the stakeholder group as well, with more than 60 people involved in that, they had had between 80 and 90 official comments, suggestions related to the alternatives and plans that they had put before people.

Mr. Tucker stated that it had been busy, with a lot of feedback and input, which was exactly what they wanted during the process.

Mr. Tucker stated, concerning the Inventory, that one would start out just looking at the entire airport complex, noting that they had 7,000 acres they owned, and that as a part of their complex, they had a nearly 3,000-acre industrial park. He continued that it would be looking at all the land they had and how it was being used at this time, and the land acquisition plans they had for the future also.

Mr. Tucker stated that this would include looking at the existing airfield facilities, the parallel runways. He stated that what he was indicating on the display was their east runway complex and their west runway complex. He stated that I-565 was in an area he was indicating.

Mr. Tucker indicated on the display the terminal facilities, the cargo operations on the east side, and parts of the Jetplex Industrial Park surrounding that.

Mr. Tucker stated that they had hired consultants to do a complete inventory of all their existing facilities, noting that this was in keeping with the FAA guidelines and documents. He stated that they did that more particularly relating to the terminal and concourse area and looking at aircraft parking positions. He indicated the parking facilities, the terminal building, and concourse. He stated that it was a very detailed process, defined by the FAA, on what they needed to do. He stated that they would look at all kinds of schematics: the flow of passengers; if one was parking in the parking lot, how one would enter the terminal building; and the different crosswalks; a complete study relating to the existing facilities.

Mr. Tucker stated that the next phase was looking at Forecasts and Aviation Demand, that they were really trying to figure out where they were at this time and benchmark that against what were thought to be the reasonable expectations in the future. He stated that there was a whole process there, that that document was put together in all different phases: Passenger Traffic, Freight Traffic, General Aviation Traffic. He continued that these forecasts were then submitted to the FAA for their

approval.

Mr. Tucker stated that a lot had happened on the passenger side since their last Master Plan Update, a lot of mergers and acquisitions. He stated that at this time four airlines handled more than 85 percent of all passenger traffic in the United States, so it had really been consolidated in the last eight years or less.

Mr. Tucker stated that load factors had gone up tremendously within that industry, noting that, as one could see, it was the highest in history and well above the breakeven. He stated that for a while the airlines had been losing money, significant dollars, back in the decade of 2001-2010, after 9/11, but noted that one could see the difference between the blue line and the red bar he was indicating on the display. He stated that the airlines were now making significant money, which he noted was a good thing, that they wanted them to be financially successful and hopefully offer more opportunities for growth in communities this size throughout the country.

Mr. Tucker stated that there were lots of different other things, such as Remote Check-In. He stated that the flight numbers had decreased for them but, yet, the number of seats had gone up because bigger airplanes were being used. He stated that their non-stop destinations had gone down because the airlines were consolidating into what they called "fortress hubs." He stated that there had been a big concentration by Delta, noting that at one time they had had six non-stop destinations out of Huntsville, and at this time they were down to two, Atlanta and Detroit.

Mr. Tucker stated that this just gave persons a snapshot of what was happening within the industry. He stated that all these kinds of things were taken into consideration in how the airport fit into that picture for the future.

Mr. Tucker stated that on the display, one could see when the Southwest-AirTran merger occurred, and they lost AirTran and saw a significant

drop, noting that AirTran had had 17 percent of the airport's market when that merger had occurred, that they were going to Orlando and Baltimore. He stated that one might recall that this community had put up a revenue guarantee to get AirTran, that they had a Federal grant, and, also, the City had put up some money to help the airport do this. He stated that they had invested \$2 million, and they were saving over \$20 million in air fares on an annual basis, so it was a relatively small investment and, yet, a tremendous payback while AirTran was offering those services. He stated that, unfortunately, Southwest decided to pull out of most of the small communities AirTran was serving.

Mr. Tucker stated, concerning Air Cargo, and looking for unique characteristics about their facility as compared to most, that most of the MPO members were aware that they had been in partnership with Panalpina for almost 28 years, with 747 operations to Europe, Mexico, Asia, and South America. He stated that that had been a good benefit for the community, that it had increased air cargo to the point where they were at this time the 17th largest International Air Cargo Airport in the country. He stated that if one looked at other communities on the Top 20 list, most of them, except for Memphis and Louisville, which he noted was because of FedEx and UPS, had major league football in their community, noting that this told persons what size market they were serving.

Mr. Tucker stated that the Huntsville airport was serving a much smaller population, but yet, at the same time, it was the convenience factor, it was the speed at which these unique operations were handled here, at a noncongested gateway. He stated that they had grown significantly, from one flight a week to nine a week at this time, and at times having 20 a week during the peak season. He stated that they were very flexible in meeting customer demands, and it had created a lot of opportunities for growth for the airport and the community.

Mr. Tucker stated that the airport also had a unique intermodal facility from the rail side, connecting that for international cargo from a rail standpoint. He stated that they had seen tremendous growth there through the years. He stated that they had seen some changes in neighboring facilities south of them, primarily in the Birmingham area, noting that they had had a significant volume of traffic that was actually coming into their facility and being trucked down to Birmingham, but two new intermodal facilities had opened in Birmingham in the last eight years. He stated that they were taking all these things into consideration and looking at what it meant, what the impact was to them for the future.

Mr. Tucker stated that there were key industry sectors on the cargo side that they were looking at, including automotive, obviously; a cold-chain pharmaceutical; the aerospace industry. He stated that they were actually into live animal shipments. He continued that there were future growth opportunities, especially in the ecommerce side. He stated that they were exploring all of these with their transportation partners.

Mr. Tucker stated that there was tremendous growth in global ecommerce, that everyone knew about Amazon and what was happening there, but it was not just Amazon, that it was all kinds of industry that was involved in looking at how they could get their products to people quickly, based upon individual needs. He stated that he believed persons would see a tremendous growth in this in the future. He stated that, again, they were exploring all kinds of opportunities with their business partners here, in this arena.

Mr. Tucker stated, looking at "Forecasts," that everyone said, from Boeing forecasts and others who did these kinds of forecasts, that air cargo was going to continue to grow in the future. He stated that they certainly thought so, and the consultants thought so, and this was one of the areas they were looking at, and

making sure they had the ability to meet the demands. He continued that they were looking at an additional 300,000 square feet of facilities just to accommodate growth in the next 20 years in air cargo.

Mr. Tucker stated that one could see that generally, across the board, in aircraft operations and what they saw of the forecasts, the biggest growth was in air cargo, with 4.42 percent over the next 20-year period. He continued that with airline passengers, it was just under 3 percent growth there.

Mr. Tucker asked what this meant for the development of their facilities and stated that all these different facilities requirements were looked at, noting that, again, this was in keeping with the FAA standards, that they looked at runway length; the cargo facilities, noting that he had already mentioned 300,000 square feet there; looked at future runways; parking facilities; signage; utilities; land area requirements around them; obstructions; everything that was imaginable. He stated that all these things were looked at as they looked at what the facility requirements would be for the future, and not just in the 20-year period but also the ultimate. He stated that some of the MPO members might recall that years ago, in 1991, the Federal government had done this study, and they were looking at future potential connecting hub airports in the country. He stated that most of the gateways were extremely congested at the time, needing to expand, and they were saying, "Where can some of this activity occur in other locations around the country?"

Mr. Tucker stated that four airport locations were identified nationwide, and Huntsville was the one identified in the Southeastern part of the United States as having future potential connecting hub capabilities. He stated that the Federal Aviation Administration had given them a significant grant to go out and see what the ultimate capability would be for their facility.

Mr. Tucker stated that, therefore, in addition to a normal airport Master Plan,

they were also continuing to update that ultimate look, in keeping with what the FAA had started some 27 years prior. He stated that what he was indicating on the screen at this time was a drawing that had come out of that report in 1991, with a five parallel runway system.

Mr. Tucker stated that then there was "Alternatives," noting that he would not go into detail on all these, but stated they were again looking at the land use analysis, where they were at this time, what needed to happen for the future, in protecting the airport, noting that they were looking at airfield design. He stated, concerning the new 747-8 aircraft, that all nine 747 operations at this time were that newest -8, which was classified as a Group 6, noting that the previous 747 was a Group 5. He stated that the FAA had actually issued modifications to their safety standards to allow the airport to continue to operate until they could modify their airfield in order to accommodate the new Group 6. He stated that they had done, essentially, the west side of the airport, and they were building a parallel taxiway on the east side, which he noted was their cargo side at this time. He stated that all of this would be to Group 6 standards, and that once they finished Taxiway C, as they were calling it, for cargo, which they hoped would be within the next couple of years, depending upon the funding they got from the FAA, then they would have both the east and the west sides Group 6 capable. He stated that not many airports in the country would be able to say that, even in the much larger communities and the larger gateways, so that they were in a very unique position.

Mr. Tucker stated, looking at all the airfield alternatives, that as he had said, the FAA report in 1991 had talked about a five parallel runway system, and they were looking at that, and the configuration of a future terminal, and other airport development projects that might need runway access.

Mr. Tucker stated that this was the current Master Plan, the beginning

alternative, that they had looked at different runway configurations, with developments, changing things on the north side and then on the south side. He indicated what was 2A and 2B and 3A, stating that there were lots of different configurations, and 3B, and even another alternative recently looked at where he was indicating.

Mr. Tucker stated that they were just looking at all kinds of modifications to the existing plans, keeping up with all the demands for the future that were stated in the analysis of what the facility requirements were going to be, how they were going to handle that, the location for the future air cargo facilities, and the supporting facilities that might be necessary in this new ecommerce environment. He stated that they were looking at areas to the north, to the south, to the east, and to the west, lots of different options for maintenance, repair, and overhaul, as well as air cargo.

Mr. Tucker stated that they were even looking at developments on the County Line Road side. He stated that, potentially, even if they built a five runway system, that was way out, that it was an ultimate. He stated that they could build facilities, amortize them, and get a useful life out of them before they would ever get to, say, a fifth runway complex.

Mr. Tucker stated that they were looking at all these kinds of options as well, still preserving that ultimate capability for developing the airport.

Mr. Tucker stated, concerning General Aviation, looking at new hangars, whether it be corporate hangars or just General Aviation aircraft, all different analyses there, looking at north and mid-center of the airport, and looking at future expansions, air cargo facilities, again, to the north, to the south, primarily trying to keep all of those because of the investment they had made for those Group 6 airplanes, trying to keep all that air cargo on that east side of the airport.

Mr. Tucker stated, moving to Terminal Area Alternatives, they were again starting out with the current plan they had, the last Master Plan Update, looking at different alternatives to that existing plan and what they would do. He stated that if one would think about looking at the front of the terminal building, and how on the east side they had put the new Baggage Claim, and if one thought about all the Baggage Claim being over on the east side, from the center crosswalk, and then maybe future Ticketing to the west, that was kind of their existing plan, but they were looking at modifications to that, asking if that would really accommodate what they saw the future to be, with the changes even in the check-in process these days. He stated that was all changing, and it was going to change even more, that biometrics was about to take off in the check-in process, and he believed persons would see substantial changes there. He stated that the question was how they would plan for that so that they did not waste dollars in building facilities for the future.

Mr. Tucker stated that all these things were currently being examined.

Mr. Tucker stated that there were more alternatives on the concourse side as well, that looking at that threshold, they were saying, essentially, about a million enplanements in 20 years. He continued that in order to accommodate a million enplanements, they would need to have some additional gates out in the concourse also, and they were looking at various alternatives to do that.

Mr. Tucker stated they were looking at the ultimate of their current location, in between the two existing runways, what they could do there. He stated that they were probably looking at a good five million passengers there.

Mr. Tucker stated that they were looking well out into the future as to what they could do, and, again, just looking at all kinds of options, from parking to rental car storage facilities, that everything that was imaginable they were currently looking at, taking it for that 20-year view, as well as that ultimate view, again in keeping with

what they had started in 1991.

Mr. Tucker stated, referring to the display, that they were right in the middle of these alternative refinements at this time, so they had done Phase 1, Phase 2, and they had had public meetings, and Alternatives Analysis, and Alternatives Refinement, they had started that process, and they were trying to make that selection. He stated that their next public meeting would be in May, and that hopefully they would be sharing then what they had come up with in the way of final Preferred Alternatives, which they would then submit to the FAA.

Mr. Tucker stated that that was a quick overview of where they were in the process, that there was a lot of information that had been put out, and at this time he would open it up for any questions about what he had presented, or any other questions they might have.

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

Chairman Strong recognized Mr. Kling.

Mr. Kling asked if there were any prospects on a low-cost air carrier coming back to Huntsville.

Mr. Tucker stated that they had just recently announced Silver Airways, which was a new airline. He stated that they were not the ultra low-cost carrier as one might see in some locations, but he believed they were going to be in many ways very similar to AirTran. He stated that he believed they had some really great fares at this time and were driving down fares in the market. He stated that Orlando was their No. 1 destination, which they had not had non-stop service to, so they were excited about that. He stated that there were opportunities for the airline in the future as well. He stated that they had talked to a lot of people, and it was kind of interesting that just when Silver Airways was getting ready to make a decision, they had another carrier

trying to make a similar decision, so it was kind of who would be first at the table. He stated that they were glad to have the non-stop service to Orlando, and that it was at very reasonable prices.

Chairman Strong asked if there were any further questions from any of the MPO members.

There was no response.

Chairman Strong stated that the MPO would go ahead and accept this presentation for the record, stating that he was aware they would probably have to insert it into the minutes, some of the other things that were in the documents.

Mr. Kling moved to accept the presentation by Mr. Richard Tucker, Executive Director of the Huntsville International Airport, which motion was duly seconded by Mayor Finley.

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 by the MPO members present.

Chairman Strong stated that Mr. Tucker had mentioned that there were 7,000 acres and stated that to put that in perspective, that was more land than Chicago's O'Hare and more land than New York's LaGuardia, and he believed it was more land than the Atlanta airport had. He stated that that was very impressive. He stated that then Mr. Tucker had started talking about the second longest runway in the Southeast United States, second only to Miami. He stated that he believed the airport was perfectly positioned, and it was a big piece of the puzzle for what was going on in the area.

Chairman Strong stated the next item on the agenda was a Status Report of ATRIP projects and other major transportation projects, presented by Mr. Rod Ellis

of ALDOT.

Mr. Ellis stated that the first project was the City of Huntsville, the Widening and Realignment of Church Street, Phase 1, from Monroe Street to east of Pratt Avenue, and Bridge Replacement at Pinhook Creek. He stated that the cost was approximately \$9 million, and the project was scheduled for bid in early summer of the current year, depending on the Utility Relocation, Railroad, and Corps Permitting.

Mr. Ellis stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that the cost was approximately \$15.5 million, and the Design was almost complete, and Right-of-Way acquisition was commencing. He stated that the Construction letting date was scheduled for FY 2019.

Mr. Ellis stated that the next project was the City of Huntsville, the Huntsville Northern Bypass, from 1.2 miles east of Pulaski Pike to just east of US 231/US 431 intersection. He stated that the cost was approximately \$23.6 million, the Design was approximately 60 percent complete, and the Right-of-Way acquisition was approximately 50 percent complete. He stated that they were looking at a letting date at the end of Fiscal Year 2018, pending Right-of-Way acquisition.

Mr. Ellis 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 portion. He stated that the cost was approximately \$12 million, and it was scheduled to let on the upcoming Friday, March 30, 2018.

Mr. Ellis stated that the next project was the City of Huntsville, Additional Lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road, the STPAA portion. He stated that the cost was approximately \$13.6 million, and the Design was approximately 90 percent complete, with Right-of-Way acquisition

ongoing. He stated that it was currently scheduled for a fall 2018 letting.

Mr. Ellis stated that the next project was the City of Huntsville, Memorial Parkway from north of Whitesburg Drive to south of Golf Road, including service roads and overpasses at Byrd Spring and Lily Flagg, and a new Martin Road Bridge. He stated that the cost was approximately \$54 million, and the project was 80 percent complete and projected to be finished sometime prior to the end of this calendar year.

Mr. Ellis stated that the next project, in the City of Huntsville, was Memorial Parkway from Sparkman Drive to Winchester Road, including an overpass at Mastin Lake Road. He stated that the cost was approximately \$31 million, the Design was 80 percent complete, and Right-of-Way acquisition had begun. He stated that it was scheduled for a letting sometime in Fiscal Year 2019.

Mr. Ellis stated that the next project was the Cities of Huntsville and Madison, and it was the Zierdt Road Southbound Lanes and Greenway from Martin Road to Madison Boulevard, an ATRIP project. He stated that the cost was \$16.8 million, and the Design was approximately 90 percent complete, with Right-of-Way acquisition to be completed in the following week or so. He stated that it was scheduled for a June 2018 letting date.

Mr. Ellis stated that the next project was the Cities of Huntsville and Madison, Additional Lanes on US 72 from County Line Road to Providence Main Street. He stated that this had a different mixture of funds, as one could see on the display. He stated that the estimated Construction cost was \$60 million, and the Right-of-Way cost was \$10 million plus. He stated that the Design was approximately 40 percent complete, and Right-of-Way acquisition was scheduled to commence in 2018. He stated that the letting date would hopefully be in Fiscal Year 2020.

Mr. Ellis stated that the next project was the City of Madison, Kellner Road

Extension to Zierdt Road. He stated that the cost was approximately \$12 million, and the Design was approximately 40 percent complete, with a letting date sometime at the end of the current fiscal year.

Mr. Ellis stated that the next project was Madison County, to construct the interchange at the Blake Bottom Road Overpass and SR-255. He stated that the project was bid in August of 2017. He stated that the estimated construction cost was approximately \$7.8 million, and the work was approximately 15 percent complete.

Mr. Ellis stated that the next project, in Madison County, was Bridge Replacement and Approaches on Winchester Road, over the Flint River. He stated that the cost was approximately \$5.5 million. He stated that it was almost 100 percent complete, with an estimated completion date toward the end of spring or early summer of 2018.

Mr. Ellis stated that the next project, in Madison County, was Additional Lanes on Winchester Road from the Flint River to near Bell Factory Road. He stated that the project was bid in May of 2016. He stated that the cost was approximately \$2.8 million, and the work was approximately 97 percent complete.

Mr. Ellis stated that the next project, in Madison County, was Additional Lanes on Winchester Road from Naugher Road to Riverton Road. He stated that the cost was approximately \$9.3 million. He stated that the Design was complete, that Right-of-Way acquisition was still ongoing, with a couple of tracts to acquire. He stated that it had a hopeful letting date of June 2018.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Jeff Road from just south of Capshaw Road to Douglass Road. He stated that the cost was approximately \$13.5 million, and the Design was 30 percent complete. He stated that Construction letting was anticipated for Fiscal Year 2019, depending upon approval of Environmental Documents and Right-of-Way acquisition.

Mr. Ellis stated that the next project was Limestone County, the I-565 Interchange Improvements at Greenbrier Road. He stated that the projected cost was \$11.5 million. He stated that the Design was essentially complete, with a hopeful letting in the summer of 2018.

Mr. Ellis stated that the total cost of the projects was \$307,893,376.

Chairman Strong thanked Mr. Ellis for the presentation and asked if there were any questions from the MPO members.

Mayor Finley stated that he believed they had gotten a different update on Zierdt, that what he had heard was that the last property acquisition had been taken care of the prior week and asked if that was correct.

Mr. Davis stated that that was correct, that the last piece had been acquired, a piece north of the interstate on Shelby Road, going through a corporate entity there, getting all through their corporate process.

Mayor Finley stated that they had originally had this to let soon, within the next couple of weeks, and asked what the prospective time frame on that was at this time since that had been taken care of, that the land had been acquired.

Mr. Davis stated that he believed the City and ALDOT were working on a June letting, noting that there was a 12-week process, that through ALDOT's process they were certifying the Right-of-Way to Montgomery, that the plans were essentially complete, and ALDOT did a backcheck, final quantities, and then posted it for a letting. He stated that he believed ALDOT's process was typically 12 weeks for that.

Mayor Finley asked if, respectfully, they could ask for any type of expedition on that. He stated that with the economic development project they had at Town Madison, both with the venue and any infrastructure, he believed it was critical that they try to let that as quickly as they could; and, secondly, there was a drainage project that was critical for making that happen, so the faster they could get approval

on this, the better off they were going to be as far as trying to accomplish some things they wanted to do. He asked how they might expedite something on this.

Mr. Hopson stated that it would be hard at this point to expedite any earlier than June because of the process they had. He stated that it had to be submitted to Federal Highway for final approval, and he just did not see any way to make it any earlier than that.

Chairman Strong stated that he had gone back through his update and status reports, and in 2016, this project was slated for late 2016 to March of 2017; and in 2017, it was slated for the summer of 2017; and in January of 2018, it was slated for May 25th. He stated that he understood they did have holdups, but he was made aware by Mayor Finley, and everyone was aware of what they had going on, and they knew what was going on with Greenbrier Parkway, and that all they could do would be to attempt to get this out faster than the 12 weeks. He stated that it had been on course for a long time, and he knew they had been patient. He reiterated that all they could do was to try to get it done.

Chairman Strong stated to Mayor Finley that he would commit to him that he would help in any way he could. He stated that this project had been held up by everything one could imagine. He asked the staff to help in any way they could to get this project done. He stated that they had a major development with Town Madison, and they had the baseball, that everyone had read about it. He stated that he understood there were time constraints and requirements in the State of Alabama, but he thought they had been more than patient in waiting on this Zierdt Road project that would impact the city of Madison in the days ahead. He stated that they had a lot of projects that were coming around it, and he knew Mayor Finley had waited a long time for this.

Chairman Strong asked that the record reflect that all he could say was that

they were going to be working with the staff to try to see if there would be anything they could do locally or if there would be something they could do in Montgomery because he believed Mayor Finley had been more than patient with this project. He stated that if they waited until June, that was putting another year on the project. He stated that he hoped all the MPO members and everyone would do everything they could to attempt to get this project and keep it on schedule, as they did with the majority of them.

Mayor Finley asked how this had a Federal part of it.

Mr. Hopson stated that this particular project had Federal funds in it, and they did have to certify the project, that everything was done, that all the boxes had been checked.

Mr. Davis stated that Huntsville certainly did not want to hold up the development project either. He stated that in it going to a June letting, they had had some unforeseen condemnations that they kept having problems with, and in doing so, ALDOT and the City of Huntsville had worked with the developer the prior August on an interim solution the developer could implement to keep that project on track, and that option was certainly still open.

Mayor Finley stated that part of the option was if they needed to do the drainage beforehand, they could figure out a way, in essence, to do that, using the other lanes, he believed.

Mr. Davis stated that was correct, and then when the project came back through, they would finish the work on the road piece. He stated that ALDOT and Federal Highway were gracious enough to approve that the prior August.

Mayor Finley asked if they could have Mr. Jeff Mullins address this matter.

Chairman Strong stated that they were hearing comments from the MPO members at this time, but Mr. Mullins could speak concerning this matter during

Public Comments later in the meeting.

Chairman Strong stated that he wanted to commend everyone related to the ATRIP projects, noting that there were a lot of able and local engineers in Huntsville, Madison, and Madison County, and they had a lot of able, local contractors, and a lot of projects were on the table, and they had hit a bunch of timelines, and he thought the staff of Madison, the staff of Huntsville, the staff of everybody, the State, and their partners that had hit this were to be commended. He stated that if one looked at it, Madison County received 30 million more dollars than any other county through ATRIP, and then one could look at the \$125 million in match that the City of Huntsville had done, and they were looking at almost \$308 million of projects that were on the table at this time.

Chairman Strong stated that there was a lot of work going on, and one could look at what was proposed for Greenbrier Parkway, and interchanges, and Zierdt, and everything else, that there were a lot of projects, and a lot of their partners had been a big part of keeping these things on schedule. He stated that he believed by keeping these on schedule and showing they could accomplish these goals, it set them up for the Federal stimulus that was potentially forthcoming in the days ahead. He stated that they could show they could manage these projects and stated that he liked using local vendors any time they were doing this, whether it would be site prep, engineering, et cetera. He stated that he thought they had proven the local groups could handle it.

Chairman Strong stated that if there were no further comments concerning ATRIP projects, they would move to the next item on the agenda, Public Comment.

Chairman Strong recognized Mr. Jeff Mullins.

Mr. Mullins appeared before the MPO, stating that he was working on the Town Madison project and also working on the development of the baseball field. He

stated that they had talked about maybe the developer or the City could go ahead and pay for the culvert improvements. He stated that the question would be who paid for them and where the funds would come from. He stated that, also, to do the culvert improvements, the traffic would really have to be moved over to what he called the "northbound lanes." He stated that that discussion was last fall, and last fall was when they had thought the project was going to be let in the fall or late winter. He stated that he believed the deal was, with June, to keep the pressure on so that this would happen relatively quickly, hopefully in the summer or early fall.

Mr. Mullins stated that as everyone was aware, there was a drainage deficiency there, in that whole region, that it came out the interstate on two 8x5 box culverts, and it went down to two 48-inch pipes, which it probably needed to be fifteen 48-inch pipes. He stated that the City, as part of this project, was building a double barrel, he believed 8x5, box culvert. He stated that those two 48-inch pipes had already caused numerous flooding issues for Mountain Brook, that those people had been dealing with it for a long time. He stated that they had not made that any worse because Town Madison and the City had done several temporary detention ponds to hold the water back during flooding events, but as the baseball stadium and the other improvements moved forward, it would get harder and harder to make a larger and larger temporary detention pond, until those improvements were made.

Mr. Mullins stated that he knew the State sometimes staged projects and asked if this was let in June, if they were looking at a July-August notice to proceed, and if they were, could the culvert be the absolute first thing to be started.

Mr. Hopson stated that it was typically about 60 days before they would get a notice to proceed. He stated that they could ask for an early award, that he could bring it up somewhat, that it could help a little bit.

Mr. Mullins stated to Mr. Hopson that anything he could do would certainly be

greatly appreciated on their side. He stated that it just slowed the progress, mainly of the stadium, and they had a date they were trying to hit, to hit the playing season, and that, obviously, any delay would hurt them on the back side.

Mayor Finley asked Mr. Hopson if this was something they could possibly work with them on and set up a meeting to specifically talk about the time frame, going back to what Mr. Mullins was asking for, just to make sure it was known all the way up what they were requesting. He stated that they would take the action to follow up with them, and they would appreciate everything they could do.

Chairman Strong stated that the floor was open at this time for anyone that had public comment, that would like to address the members of the MPO.

Ms. Jackie Reed, Jack Coleman Drive, appeared before the MPO, stating that she wanted to thank Chairman Strong for saying they needed to move on and do some of these projects when they were laid out for several years. She stated she appreciated that, that it was responsibility and accountability.

Ms. Reed stated that someone from Madison had been present on Monday at one of the meetings, and he had said he could not be present for this meeting, and she had told him she would bring up his question, which was about widening Highway 72 all the way to Limestone County. She stated that had been delayed. She asked if that was what they had been talking about or if it was something else.

Chairman Strong stated that was part of the ATRIP project, and there had been an original budget of 43 to 45 million for that project, and the current project had escalated to almost \$85 million, and the money was not available for it. He stated that they were looking at every option, that the City of Huntsville, the City of Madison, and Madison County were working on it because that project was critical. He stated that, of course, that was a main thoroughfare leading to the second largest research park in the United States, and it led to Research Park Boulevard, leading to

Gate 9, which was 48 percent of the entire traffic going into Redstone Arsenal. He stated that they were currently looking at this, and he believed they would be having a work session concerning this because this was going to be critical not only with the traffic they had currently but with the traffic they were predicting in the future. He stated that that corridor there was not just for Madison County, that it was for people from Limestone, Morgan, Lawrence, and one could just keep going down the list, all the way to Mississippi. He stated that was how persons traveled coming to the area.

Chairman Strong stated to Ms. Reed that they were going to keep working on that, and they were just as concerned as she was about it. He stated that many times the planners were planning for the future, and that was a great thing to do, but they did not usually have a checkbook to back up their planning, so they had to find a way to fund it, and that was what they were working on. He stated that everyone present was committed to getting that Highway 72 corridor widened, all the way from Providence Main to the county line. He stated that they were also going to communicate with Limestone County concerning this because it should go even farther than that. He stated that was some of the discussion that had been had outside because there was not going to be a break in Madison County and Limestone County in the matter of another decade.

Chairman Strong stated that the project had a good date on it, but it did not have the funding to secure the \$85 million, that there was only about half of that there.

Ms. Reed stated that she had some questions of her own. She stated that she saw the Northern Bypass up there, but she had heard it had been on hold, and the Southern Bypass had been ditched a long time ago. She stated that they had real, real problems in the city of Huntsville, and she did not see a plan in any direction, north, south, east, or west, to take care of all the congested traffic in the city, and they

wanted more. She stated that she did not see a plan, and she did not see it working, and no one was listening.

Ms. Reed stated that she had a real problem, and she did not know who was over bicycle sidewalks, if the State had anything to do with that or not. She stated that there was \$750,000, which she was sure was travel money, transportation, going up Holmes Avenue, where she happened to live. She stated that \$750,000 had already been approved to go down that road, and it was a death trap, for bicycle sidewalks. She stated that she hoped this board had some common sense and would take care of the roads. She stated that they had to take the roads into consideration all around the area. She stated that the State, the City, and the leaders needed to drive around in the daytime and see if there was any road that needed fixing, that somebody had to take care of this road problem.

Mr. Brian Goodwin appeared before the MPO, stating that he lived in the city of Madison, off Zierdt Road, in Edgewater. He stated that it had already been talked about a lot, but he would go ahead and add onto it. He stated that the four-laning of Zierdt Road had continued to be delayed and delayed, so he was happy to see the update for June, but it was ridiculous when one saw Martin's four-lane letting before Zierdt, when lanes had sat idle for two years. He stated that there had been a lot of comments on speeding up this project, and he just wanted to add to that.

Chairman Strong asked if there were any further comments from the MPO members.

Mayor Finley stated that they had a Transportation Study they had worked on that was at this time on their website, and they would make sure that everyone present, the MPO and the State, would get it, and, hopefully, it would lead to additional discussion. He stated that this was just more data that they had put in place to help them internally, but without question, that data would help externally

with a lot that was going on. He stated that one of the biggest things it talked about, which they had not mentioned, was Slaughter Road and the importance of that, especially if something major were to happen in Research Park. He stated that this was just something that would help them but would also help everybody else, so they would make sure that all the respective entities got that study.

Chairman Strong stated to Mr. Goodwin that they appreciated his attendance at the meeting, and they heard what he was saying, and they had the same sentiment.

Chairman Strong stated that one of the things he wanted to mention to the MPO members was that he thought a work session would be appropriate. He stated that they had a lot of growth they were talking about, and he knew they had a 2020 Plan and a 2040 Plan that was being worked on, and there were always adjustments there. He continued that, also, Slaughter Road had been discussed, and the Highway 72 discussion, and Rideout Road, I-565, and the Northern Bypass; and, again, just to re-evaluate these projects and sit down and have more of an open, candid discussion, to see what they needed to do, especially with what was going on in Research Park and throughout the region.

Chairman Strong stated that they would be calling each of the members' secretaries to try to schedule this meeting, and, of course, considering the MPO staff, what was convenient there. He stated that this would be just to have a discussion a little more in depth.

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

There was no response.

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

Chairman Strong stated that hearing none, the meeting was adjourned.

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization

Meeting Adjourned at 5 p.m.