

**METROPOLITAN PLANNING ORGANIZATION  
MINUTES**

**Regular Meeting - May 30, 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. Curtis W. Vincent	ALDOT/Guntersville

**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  
Mr. Steve Dinges

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

Chairman Strong asked that the record reflect that in attendance at the meeting were Mr. Shane Davis, Proxy for Mayor Tommy Battle; Mayor Paul Finley; Mr. Curtis Vincent; Mr. Bill Kling; and Chairman Dale 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

March 28, 2018.

Said motion was duly seconded by Mr. Kling.

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

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

Chairman Strong stated that the next item on the agenda was the Alabama Performance Management Agreement between ALDOT and the Huntsville Area MPO.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that in the packets furnished to the MPO members that after the agenda, one would see a series of pages that had page numbers in bold in the top, right-hand corner. She stated that page 1 was a letter that was sent by the MPO to ALDOT, in February, detailing their Safety Performance Management Targets. She continued that the letter said they supported the State's Safety Performance Management Targets. She stated that in response to that letter, they had received a memorandum from ALDOT, on April 16, 2018, which she noted was page 2, Memorandum FY 2018-17. She stated that one would see in this letter that there were several requirements of the MPO by May 27th. She stated that they had been allowed to push that date a little bit because May 27th was on a weekend, Memorial Day weekend. She stated that at this time it was May 30th, and they were going to meet each of the requirements outlined in the letter at this meeting.

Ms. Colburn stated that the letter said that the Alabama Performance Management Agreement, which she noted was on pages 3 through 8 of the packet, must be signed. She continued that it was basically saying that the

MPO would cooperatively work with ALDOT for Performance Management and Performance Measures.

Ms. Colburn stated that then they had to add the three bulleted items at the bottom of page 2: Description of Performance Measures and Targets; Systems Performance Report; and Performance Measures Agreement, described above, to their documents before they ever edited or amended them for any project purposes after May 27, 2018.

Ms. Colburn stated that the first item on the agenda was the signing of this agreement by the MPO. She stated that if it was signed, that would be the official copy they would give to ALDOT before they left on this date.

Mr. Kling moved for approval of the execution of the Alabama Performance Management Agreement between ALDOT and the Huntsville Area MPO to document the process of coordination between the two parties for Performance Measures.

Said motion was duly seconded by Mayor Finley.

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

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

Chairman Strong stated that the next item on the agenda was Amendment to the FY 2016-2019 Transportation Improvement Program (TIP), Resolution No. 04-18, adding Performance Measures language to the Adopted 2016-2019 TIP.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that Resolution No. 04-18 was included in the

packet, that after the bold numbers was where the resolutions began. She stated that Resolution No. 04-18 outlined all the things they had just discussed in the Performance Management letter. She stated that it had a brief history and synopsis of the Transportation Performance Measures legislation in MAP-21 and the FAST Act, and it had the Systems Performance Report, which was provided by ALDOT for them to use in their documents. She stated that they would be adding all the language that was in this resolution to their 2016-2019 TIP, as well as a signed copy of the Alabama Performance Management Agreement that they would have at the end of this meeting. She stated that this was required to be in their TIP before they made any further project amendments.

Mayor Finley read and introduced Resolution No. 04-18, adding Performance Measures language to the Adopted 2016-2019 TIP, as follows:

(RESOLUTION NO. 04-18)

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

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

Chairman Strong called for the vote on Resolution No. 04-18, 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 Year 2040 Long-Range Transportation Plan (LRTP). He stated that Resolution No. 05-18 added Performance Measures language to the Adopted Year 2040 LRTP.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this resolution looked almost identical to Resolution No. 04-18. She continued that the things that had changed between this one and the resolution the MPO had just passed was that everywhere it said "TIP" or "Transportation Improvement Program," it now said "Year 2040 Long-Range Transportation Plan," or "LRTP" in some places. She stated that they would be adding the same language, the brief history and synopsis of the Transportation Performance Measures legislation, the signed Performance Management Agreement, and the Systems Performance Report that was provided by ALDOT, to their Year 2040 Long-Range Transportation Plan with this Resolution No. 05-18.

Mr. Kling read and introduced Resolution No. 05-18, adding Performance Measures language to the Adopted Year 2040 LRTP, as follows:

(RESOLUTION NO. 05-18)

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

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

Chairman Strong called for the vote on Resolution No. 05-18, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was the adoption of the FY 2019 Unified Planning Work Program (UPWP). He stated that Resolution No. 06-18 adopted the FY 2019 UPWP.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was a document that had come before the MPO twice a year every year for the past several years. She stated that the

Unified Planning Work Program outlined their planning activities within a financially constrained budget. She stated that it was a budget for the MPO staff, for all planning documents and planning studies that were performed by the MPO each year. She stated that this was updated every year and stated that the MPO would see a draft of it about this time each year, that the draft of the document was due to ALDOT in June, and then the final version of the document was due in September of each year. She stated that some of the tasks that were in the UPWP included Administration, Data Development and Maintenance, and a task that they had discussed quite at length at the last several meetings, which was Special Studies. She stated that they had added a Transit Study to the FY 2018 UPWP in August of the prior year, and in the current year in March, they had added a Regional Commuter Study to the FY 2018 UPWP, for the purpose of helping their congestion management plan and process.

Ms. Colburn stated that the current UPWP was adopted in September 2017 and extended through September of the current year. She stated that the final UPWP total budget was \$827,664, which she noted included the recently adopted March 2018 addition of the FY 2015 Planning Rollover Funds for the Regional Commuter Study she had just discussed. She stated that as adopted, the 2019 program would fund over \$767,500 worth of planning activities, noting that that did not include any rollover funds from FY 2016, 2017, or 2018.

Ms. Colburn stated that this was just a draft of the UPWP and that many changes might happen between this time and August. She stated that they would discuss any changes to the document between its draft and final form. She stated that it still had to be reviewed by ALDOT, and that after that it

would go through another two weeks of public review in August. She stated that they would see the final at the next meeting.

Mr. Davis read and introduced a resolution adopting the FY 2019 UPWP, as follows:

(RESOLUTION NO. 06-18)

Mr. Davis 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.

Chairman Strong called for the vote on Resolution No. 06-18, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was the adoption of the 2018 Public Participation Plan (PPP). He stated that Resolution No. 07-18 adopted the 2018 PPP.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was a document that had come before the MPO several times as well. She stated that it was first adopted, in its 2014 form, on January 15, 2014. She stated that this was a federally required document that outlined the way the MPO staff, the MPO, the TCC, and the CAC engaged the public and entertained public comments and responded to public comments. She stated that it was within the document that it would be updated periodically, at least every four years, so a revision draft had gone out for 45 days of public review in October and November of 2016, and a draft Public Participation Plan was adopted by the MPO on December 7, 2016. She stated that since that time, they had had a TMA Certification Review by

FHWA and FTA which had several suggestions for changes to the document. She continued that they had also had another 45 days of public review, in March and April, and that the revision final was dated April 10, 2018, which was the beginning of the public review. She stated that they would add any comments or additional materials to the Public Review Appendix, in the back of the document.

Ms. Colburn stated that the document also included their mandatory Title VI Limited English Proficiency Plan as an Appendix. She stated that this was updated from the 2013 version, to include some of the recommendations from FTA and FHWA, as well as their demographics for non-English-speaking speakers in the area.

Mayor Finley read and introduced a resolution adopting the 2018 Public Participation Plan, as follows:

(RESOLUTION NO. 07-18)

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

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

Chairman Strong called for the vote on Resolution No. 07-18, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was a 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 they regularly reviewed Administrative Modifications, noting that these were routine edits to MPO documents. She



continued that by ALDOT practice, this also included the Highway Safety Improvement Program Project Additions, which were automatically added to the State's Transportation Improvement Program. She stated that per recommendation from the TMA, they went over these at every CAC, TCC, and MPO meeting.

Ms. Colburn stated that the first TIP project adjustment they made in their 2016-2019 Transportation Improvement Program had to do with Madison County's High-Risk Rural Roads (HRRR) projects, which she noted were funded in 2015 and had gone out for two weeks of public review in August of 2016. She stated that Resolution No. 16-16 listed all four projects in detail. She stated that it talked about safety improvements and shoulder widening along Ryland Pike, from US 72 to Everett; Hobbs Island Road from Huntsville city limits to Vann Road; Wall Triana Highway from Madison city limits to McCrary Road; and Moores Mill Road from Countess Road to Darwin Road.

Ms. Colburn stated that the project number on the resolution, which she noted had gone out for public review in August of 2016, was 100065247, and the project cost was \$2.7 million, divided between the Federal and the State.

Ms. Colburn stated that what was being displayed at this time was the actual slide the MPO members had seen in August of 2016. She stated that the slide had been presented to the CAC, the TCC, and the MPO, and it clearly showed all four projects. She stated that the map, as well as the resolution, had gone out for public review. She continued that the map had been shown at that meeting. She stated that one could see that the total cost was \$2,748,065, divided into Federal and State funds. She stated that this had the FY 2017 date on it, and it was discussed at length in the public sphere. She stated that they had even done a Transportation Quarterly newsletter article about it, where

they had listed the \$2.7 million amount, down to the \$65, and they discussed what this project would entail, including Hobbs Island Road, Moores Mill Road, Ryland Pike, and Wall Triana Highway, and which engineering firm had gotten it, everything like that.

Ms. Colburn stated that normally when project numbers were added to the TIP, it meant new projects had been added to the TIP, and normally that would require an amendment and would require two additional weeks of public review, and it would require a resolution on the agenda, but because no new projects were being added, no new dollars were being added, that this was the exact same dollar figure that was the original award amount in 2016, they had simply done an Administrative Modification to include the new project numbers. She stated that the top project number, 100065247, was the original project number on this resolution, but, as she had stated, it did include all four of these projects at that time, so that they were simply adding those three new project numbers: 808, 811, and 812.

Ms. Colburn stated that that was the Administrative Modification they had made in relation to those projects.

Ms. Colburn stated that the only other change they had made was a TMA certification update. She stated that on page 9 of their packet, there was a letter to Chairman Strong from the Alabama Division of the Federal Highway Administration that requested an update on the TMA Certification Review recommendations made by FHWA and FTA in February of 2017. She continued that they had wanted to know how they were doing on recommendations for their Transportation Improvement Program, their Long-Range Transportation Plan, their Civil Rights Processes, and their Non-Motorized Planning/Livability.

Ms. Colburn stated that the MPO had responded on May 14, 2018, which she noted was on pages 11 through 13 of the packet, with all of the actions the MPO had taken between February 2017 and May 2018.

Ms. Colburn stated that what she had mentioned was everything that had been done in the eight weeks since the last MPO meeting.

Chairman Strong stated that the next item on the agenda was Public Comments. He stated that anyone who would like to address the Metropolitan Planning Organization should go to a microphone and state his or her name and address and would have three minutes to address the MPO.

There was no response.

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

Ms. Colburn stated that they had Mr. Hopson's presentation, which she noted was not on the agenda.

Chairman Strong recognized Mr. Les Hopson of ALDOT for a Status Report of ATRIP projects and other major transportation projects.

Mr. Hopson stated that the first project was the City of Huntsville, the Widening and Realignment of Church Street, Phase 1. He stated that this was currently set for a July 27, 2018, letting date. He stated that he believed there was one tract they were still attempting to acquire on it.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that there was a possible FY 2019 letting date on this project.

Mr. Hopson stated that the next project was the City of Huntsville, the Huntsville Northern Bypass. He stated that design was at least 60 percent complete, and the right-of-way was approximately 50 percent complete. He

stated that they were looking at a letting date of FY 2019, pending right-of-way acquisition.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road from Old Jim Williams Road to Zierdt Road. He stated that this was the ATRIP-funded portion, plus MPO money. He stated that this had been awarded to Reed Contracting, and the work was about to start on the project.

Mr. Hopson stated that the next project was the City of Huntsville, Additional Lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road, the STPAA-funded portion. He stated that he understood the right-of-way acquisition had just been completed, and there was more work to do on the design. He stated that they were looking at a fall 2018 letting date.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway. He stated that this was the overpasses, and the project was well under way, with the possibility of completion in the current summer.

Mr. Hopson stated that the next project was the City of Huntsville, Memorial Parkway, the Mastin Lake overpass. He stated that this was in right-of-way acquisition at this time, and the design was 90 percent complete. He stated that he believed there would be a letting date in 2019, depending upon the right-of-way acquisition.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, the Zierdt Road southbound lanes. He stated that this was set for a June 29th letting, that the design and the right-of-way acquisition were complete.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, Additional Lanes on US 72 from County Line Road to Providence

Main Street. He stated that this was a combination of NHF, ATRIP, and Local Funds, and they were still in design, with possible right-of-way acquisition in 2019.

Mr. Hopson stated that the next project was the city of Madison, the Kellner Road Extension, and the design was approximately 40 percent complete. He stated that he did not know the letting date, that he had FY 2018, but he needed to get more current information on this.

Mr. Hopson stated that the next project was in Madison County, the Blake Bottom Overpass. He stated that this project was well under way, and it was at least 20 percent complete.

Mr. Hopson stated that the next project was Madison County, Bridge Replacement and Approaches on Winchester Road, over the Flint River. He stated that this project was essentially complete, that he believed there was a punch list to be dealt with on it.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road to past Bell Factory Road. He stated that it was the same for this one as the above project, that there was a small punch list to complete on it.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Winchester Road, from Naugher Road to Riverton Road. He stated that there was a little bit of right-of-way still to be acquired on this project, and there was some utility relocation that was under way. He stated that the letting date had to be moved to September 2018 due to those items.

Mr. Hopson stated that the next project was Madison County, Additional Lanes on Jeff Road. He stated that it was at 30 percent completion, that they were still waiting on approval of environmental documents.

Mr. Hopson stated that the next project was Limestone County, the I-565 interchange modifications at Greenbrier Road. He stated that the design was almost complete, and they were looking to let this in August of 2018.

Mr. Hopson stated that the total cost of the projects was \$315,879,226.

Chairman Strong stated that everyone had been talking about the Zierdt Road project and noted that in the prior meeting of the MPO, it had been listed at \$16.8 million and at this time it was at \$23.5 million. He asked if it was still on track to be let and nothing had changed.

Mr. Hopson stated that nothing had changed. He stated that they had come up with some numbers in the region that were very similar to those of the engineer that handled the bidding. He continued that they felt like these numbers were still kind of high, that they felt like in a competitive bidding environment, the numbers would come down.

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

There was no response.

Chairman Strong asked Ms. Colburn if there was any further business to come before the MPO.

Ms. Colburn replied in the affirmative.

Ms. Colburn stated that the City of Huntsville was partnering with the U.S. Space & Rocket Center for an FTA Low or No Emission grant, for the purchase of three new electric buses for the U.S. Space & Rocket Center, and there was a letter of approval for this project should the U.S. Space & Rocket Center and the City of Huntsville win this grant and should the FTA require the funds related to this grant go in the MPO documents, the 2016-2019 TIP. She stated that the letter said the MPO would add those in the event the award was

made. She stated that this grant was the same grant that Alabama A&M University had won, for \$1 million, the prior year. She continued that it was added to the 2016-2019 TIP in August. She stated that should the U.S. Space & Rocket Center also be fortunate enough to receive these funds, she believed the Board would probably add it to the TIP as well.

Chairman Strong stated that Madison County had written this grant the prior year and had had a little trouble getting it submitted. He stated that the U.S. Space & Rocket Center had agreed to meet the match money, and, of course, applying through FTA, and Dr. Barnhart had participated. He stated that currently they had the No. 1 tourist attraction in the state of Alabama, with some older buses, although they were still very street-worthy. He continued that they had already done work with TVA to be sure that the power supply was there, that these would be battery-powered buses, so there would be no emissions, which he noted had allowed them to go after some of these grant dollars.

Mayor Finley moved for approval of the letter as hereinabove set out.

Said motion was duly seconded by Mr. Davis.

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

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

Chairman Strong asked Ms. Colburn if there was any other business to come before the MPO.

Ms. Colburn replied in the negative.

Chairman Strong stated that the meeting was adjourned.

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Chairman,  
Metropolitan Planning Organization

ATTEST:

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Secretary,  
Metropolitan Planning Organization

**(Meeting Adjourned at 4:30 p.m.)**