

**HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION
MINUTES**

Regular Meeting - August 29, 2018 - 4 p.m.
City Council Chambers, Municipal Building
Huntsville, Alabama

Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Paul Finley	City of Madison
Mayor Mary Caudle	Town of Triana
Mr. Curtis W. Vincent	ALDOT/Guntersville

Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
Mr. Bill Kling	Huntsville City Council

MPO Staff Present:

Mr. Dennis Madsen
Ms. Paige Colburn
Mr. James Moore
Ms. Shontrill Lowe
Mr. James Vandiver
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 in attendance at the meeting were Mayor Battle, Mayor Caudle, Mayor Finley, Chairman Strong, and Director Vincent.

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

May 30, 2018.

Said motion was duly seconded by Mayor Caudle.

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 first item on the agenda was a presentation on the City of Madison's 2040 Transportation Master Plan.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this presentation would be made by the City of Madison planner, Ms. Mary Beth Broeren.

Ms. Broeren appeared before the MPO, stating that the City of Madison was pleased to be able to present an overview of their updated 2040 Transportation Master Plan.

Ms. Broeren made a PowerPoint presentation.

Ms. Broeren stated that they had embarked on this project approximately a year prior, in response to all the growth that had occurred in the last decade in Madison in particular, and also in response to the fact that the MPO had updated its Transportation Projections through 2040.

Ms. Broeren stated that she wanted to just touch on a couple of items on the slide that was being displayed. She stated that they had created a Steering Committee as part of this effort, which she noted included MPO representatives, of which they were appreciative. She stated that Mr. James Moore had assisted them through this process, and they certainly appreciated his participation.

Ms. Broeren stated that they had used the ALDOT MPO model, and it was a learning exercise for them, and they had quickly realized that that model

really needed to be updated. She stated that when the MPO went forward and did additional modeling projections for future years, they would strongly recommend that they work with ALDOT to get an updated model.

Ms. Broeren stated that there were a couple of items she would like to highlight. She stated that the trip generation per single-family unit that was in the model was seven trips per dwelling. She continued that the Transportation Engineers' Trip Generation book had not used seven trips per household for the type of communities they had for quite some time, so they had ended up looking at Federal Highway guidance on that and coming up with a trip per unit that was more reflective of what they were seeing in Madison so that they could accurately predict the number of trips. She stated that they were running the model and then having to calibrate it against what they were counting on the street. She stated that, typically, they would see something like 10 to 12 trips per unit, and when that was added up for all the units in their region, it was a pretty significant difference.

Ms. Broeren stated that another example of where that model was outdated was that it categorized all commercial trips as the same type of trip-generating use, that it did not differentiate between, say, retail and office. She continued that there was quite a disparity in the way retail and office generated trips and how they operated during the day.

Ms. Broeren stated that when they were trying to make sure they were designing a traffic system that could adequately accommodate their demand, they really needed to look at ways to improve that transportation model. She stated that they would be happy to be partners with the MPO when they embarked on the next update. She stated that they had learned a lot when they were working on that model, to try and best serve their residents and their

businesses, in terms of making sure their transportation system was adequate. She reiterated that that model really needed an overhaul, that it was maybe at least a decade or two out of date.

Ms. Broeren stated that they had also looked at previous studies, that had not been done only for the City of Madison but for ALDOT. She continued that they had done detailed traffic counts to calibrate their model, and they also took a look at some key intersections in the city.

Ms. Broeren stated that what was being displayed was an example of one of the assessment tools they had used when they were evaluating projects, noting that they had ultimately evaluated 116 traffic improvements within the city which were either capacity improvements or operational improvements. She continued that it also included things like alternative mode improvements as well. She stated that every project was screened through this assessment tool.

Ms. Broeren stated that what was being displayed at this time was an example of one of the outputs. She reiterated that their model had looked out to 2040, to be consistent with the MPO's model. She continued that, however, for meaningful CIP decision-making, they wanted a near-term target to shoot for, so they had chosen 2025. She stated that they had had their transportation consultants look at the 2040, of course, but also look at 2025 so they could kind of zero in on what improvements were going to be in the near term. She stated that they had a similar graphic for the 2040 improvements. She stated that what was being displayed just showed one of the outputs that was in the report.

Ms. Broeren stated that in terms of the near-term improvements, they were again focusing on operations, and certainly trying to be cost-effective

with dollars. She stated that their report acknowledged the capacity improvements that were already in the ALDOT work program, which she noted included Highway 72, Slaughter Road, and Zierdt Road. She stated that those were roadways that were partially within the Madison jurisdiction. She continued that in terms of improvements that were solely within the city of Madison, they had identified the need to widen Hughes Road, Sullivan Road, Madison Boulevard, and Browns Ferry Road. She stated that she had mentioned that they had looked at some intersection improvements. She stated that they analyzed 14 intersections and identified 13 operational improvements at those intersections, which consisted of right-turn lanes and left-turn lanes and also numerous traffic signals, which would allow for better functioning of the network.

Ms. Broeren stated that they had also looked at alternative mode improvements, that they had identified three corridors for pathways, multi-use paths or bike lanes, 13 opportunities for share-the-road, and additional areas where sidewalk improvements were needed, along major arterials.

Ms. Broeren stated that they had some longer-term, or what they would consider ongoing, projects, trying to incorporate complete streets wherever possible. She continued that they were looking at expanding their greenway trail network, noting that they had the existing greenways for Mill Creek and Bradford Creek, and they were working on a new greenway, Oakland Springs Branch, on the western portion of the city.

Ms. Broeren stated that they were also looking at the opportunity for transit services, or at least identifying the fact that certain roadways were going to lend themselves to that, as traffic conditions warranted. She stated that they were also looking at additional pedestrian facilities, and, certainly,

access management strategies as properties were redeveloped, for example, on Madison Boulevard, or even Highway 72. She stated that they had an opportunity to eliminate curb cuts and consolidate those so that they got better traffic flow on those roadways.

Ms. Broeren stated that in terms of their overall project, their Planning Commission had adopted the Transportation Master Plan in April of the current year, and the City Council had confirmed it the following month. She continued that the City Council had adopted an updated CIP list as a result of this planning effort. She stated that they currently had over 10 projects that were either in design or under construction as a result of this. She continued that this included four right-turn lanes and five traffic signal projects, and the design for the widening of a portion of Hughes Road and the widening of Sullivan Road, as well as Browns Ferry Road.

Ms. Broeren thanked the MPO Board for the opportunity to present this update. She stated that they were really excited to be able to be implementing the plan and appreciated the support of the MPO, and that they certainly looked forward to working with them on an updated traffic model.

Chairman Strong thanked Ms. Broeren for her presentation and asked if any of the MPO members had any questions for her.

Mayor Battle stated that he believed Madison Pike turned into Browns Ferry Road between Slaughter Road and Hughes Road and asked if that was part of the plan.

Ms. Broeren stated that it was identified as being needed.

Mayor Battle stated that he had recently been out that way, and he had gotten caught in that one lane where one could not turn, that one had to keep going straight.

Ms. Broeren stated that that was a needed improvement.

Chairman Strong stated that the next item on the agenda was Discussion of Upcoming PM3 Performance Measures Tasks.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this body had heard about Performance Measures several times prior to this meeting, that they had talked about Safety Performance Measures in March and May and about the Performance Measures Agreement and Performance Measures language that had to be added to MPO documents in May. She stated that in January and February, the Technical Coordinating Committee of the MPO had met and discussed the Safety Performance Measures Targets and had recommended that the MPO Board adopt the State's Performance Measures for Safety. She stated that they now had a new deadline for Performance Measures for Travel Time Reliability.

Ms. Colburn stated that Travel Time Reliability was a measurement of the National Highway System and some of the major roads off of the National Highway System, and it looked at the consistency of time that freight and passengers, and other modes of transportation, could get from point A to point B along the network. She continued that, for example, if it took 25 minutes to get from exit 1 to exit 2 seven days a week, then the travel time reliability would be very high. She stated that they were not judging whether or not it should take 25 minutes to get from exit 1 to exit 2, that they were simply looking at if it was consistent seven days a week, and if it was, they would get a good score. She continued that if five days a week, during peak time, it took 55 minutes to get from exit 1 to exit 2, and the rest of the time it took only 25 minutes, then they would get a low travel time reliability

performance score, and they would have to set targets to improve that.

Ms. Colburn stated that they would like to have a meeting of the Technical Coordinating Committee with a PM3 speaker in the September-October timeframe. She continued that they might actually schedule a webinar with the State's consultant, noting that they had offered that as an option.

Ms. Colburn stated that at the December MPO meeting, they would be discussing the TCC's decision. She continued that the MPO Board would have to send a letter before that meeting, by the November 16, 2018, deadline. She continued that there would be resolutions on the agenda for the December 2018 MPO meeting for adoption of both PM2 and PM3 Performance Measures.

Chairman Strong stated that the next item on the agenda was Adoption of the Final FY 2019 Unified Planning Work Program (UPWP). He stated that Resolution No. 08-18 would adopt the Final FY 2019 UPWP.

Chairman Strong recognized Mr. Moore.

Mr. Moore stated that the purpose of the UPWP was to outline 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 the 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 3 to 5-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 2045 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 mitigation and climate change.

Mr. Moore stated, concerning the 2019 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 that, budgetwise, the Huntsville MPO's current UPWP, adopted in September 2017, extended through September 30, 2018. He stated that the Final FY 2018 UPWP total was \$745,816. He stated that as adopted, the 2019 program funded over \$651,524 worth of planning activities and studies for the Huntsville MPO region.

Mr. Moore stated, concerning Edits from Draft to Final UPWP, that FHWA and ALDOT edits were made throughout the document, that Performance Measures language was added throughout, and new employees

were added to the membership pages. He stated that Appendix E, a Summary of Public Outreach Activities, provided details as to the dissemination of the Draft FY 2019 UPWP and the Final FY 2019 UPWP for two weeks of public review each. He continued that it also included press releases and public notices.

Mayor Finley read and introduced Resolution No. 08-18, adopting the Final FY 2019 UPWP, as follows:

(RESOLUTION NO. 08-18)

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

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

Mayor Finley stated that he had one question, as to this plan, as they were looking to utilize it, noting that this went along with what Ms. Broeren had just presented, with Madison doing a Transportation Plan, and plugging it in; and Toyota-Mazda happy; and all the different things that went along with this. He asked where it would be that this group got to sit down and hear in a work session what might change based upon reality. He stated that they had a plan for the monies to be spent over the next five years, but sometimes that would need to change based upon what happened. He stated that he knew that this was the working group that helped to make the sausage but asked at what point this group would get to hear the justification for keeping it the same way it was.

Mr. Madsen stated that there were two opportunities coming up, and that in the short term, the upcoming fall and the following spring, they would be updating the TIP and the LRTP, which he noted were both five-year

documents. He stated that he believed that was a point at which they could review a good bit of what actually had impacted the region since the last update. He continued that they could integrate new studies, such as the one done by the City of Madison. He continued that they had talked in the past about utilizing the TCC more as a working group. He stated that both of those would provide really good opportunities to do that. He stated that they could use the Performance Measures piece as well to start reviewing what those processes looked like. He stated that he believed there were actually multiple opportunities in the coming months, within the next six months, to weigh against past processes and projects and have them laid out effectively in future planning.

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

Chairman Strong called for the vote on Resolution No. 08-18, and it was unanimously adopted 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). He stated that Resolution No. 09-18 would amend the National Highway System/Interstate Maintenance section of the 2016-2019 TIP to add two resurfacing projects for I-565 and US 431.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that these were Federal maintenance projects that were being added to the State Transportation Improvement Program and thus needed to be added to the MPO's Transportation Improvement Program. She stated that the first one was an I-565 resurfacing project, from I-565 to

mile marker 5.63, which she noted was indicated on the displayed map. She stated that the second project was US 431, which was Governors Drive, over the mountain, from Old Big Cove Road to Bassett Street, SE. She stated that these were both Federal maintenance projects and were Federally funded, with some State funds, that there was no Federal MPO money involved and no local money involved in either of these projects.

Ms. Colburn stated, concerning the I-565 project, that the Preliminary Engineering would begin in the upcoming fall and construction would be the following year.

Ms. Colburn stated, concerning the US 431 project, that although they did not have line items from the STIP for it, the construction was slated to begin in January of 2019.

Mayor Battle asked if they could note or specify the area they had the non-skid pavement on that had prevented wrecks in that area, right at Covemont.

Ms. Colburn stated that that would be a question for ALDOT.

Chairman Strong stated that he believed that would be added to the bid specification. He asked Mr. Vincent if that was something he could do at his level.

Mr. Vincent stated that that was a part of that plan.

Mayor Battle read and introduced Resolution No. 09-18, amending the National Highway System/Interstate Management section of the 2016-2019 TIP to add two resurfacing projects for I-565 and US 431, as follows:

(RESOLUTION NO. 09-18)

Mayor Battle 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. 09-18, and it was unanimously adopted 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). He stated that Resolution No. 10-18 would amend the Transportation Alternatives section of the 2016-2019 TIP to add two FY 2018 Transportation Alternatives grant projects for the City of Madison and City of Huntsville.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that these were the Transportation Alternatives grants that came out of local Transportation Alternatives grant funds. She continued that there was a second type of Transportation Alternatives grant that came from ALDOT. She stated that ALDOT was in the FY 2019 cycle, and that was how they could tell the difference, that this was the FY 2018 grant cycle from the MPO Transportation Alternatives grants.

Ms. Colburn stated that two projects were selected, with the first being in the city of Madison and the second in the city of Huntsville. She stated that the first one was a Safe Routes to School project, essentially. She stated that Safe Routes to School no longer existed as a separate, distinct grant program, that it was funded under the Transportation Alternatives grant program, so the City of Madison had applied for that. She stated that this sidewalk would go from Hughes Road, where the new signalization projects, which were indicated in blue on the display, would happen as well. She stated that there was a

multi-use path on Hughes Road, and the sidewalk would follow the yellow line to Rainbow Elementary School.

Ms. Colburn stated that in the city of Huntsville, Spring Branch Greenway was approximately 4,000 linear foot of greenway connecting John Hunt Park to Brahan Spring Park, along Pinhook Creek. She stated that there was a used pedestrian path from the Aquatic Center to about the area by the lake, as shown on the display, and there would be a pedestrian bridge to cross the creek at that spot in Brahan Spring Park and go down to Johnson Road and take the existing sidewalk from Johnson Road to John Hunt Park.

Mayor Finley read and introduced Resolution No. 10-18, amending the Transportation Alternatives section of the 2016-2019 TIP to add two FY 2018 Transportation Alternatives grant projects for the City of Madison and the City of Huntsville, as follows:

(RESOLUTION NO. 10-18)

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

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

Chairman Strong called for the vote on Resolution No. 10-18, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was MPO, TCC, and CAC Schedule Dates.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that this was a reminder that all the meeting dates for 2019 had been scheduled for the MPO, the TCC, and the CAC, and all

members would be receiving a series of emails with meeting notices in the coming days. She stated that they had the meetings scheduled for 2019, and the biggest difference between 2019 and 2018 was that in 2018, they had had a couple of meetings in March and May that were exactly eight weeks apart, and in 2019, they had attempted to schedule the meetings so that there would be three months between each meeting, allowing plenty of time for discussion of all the projects.

Chairman Strong stated that there might be some work sessions that would be added into the schedule, so the record should reflect that.

Chairman Strong stated that the next item on the agenda was Review of Administrative Modifications to MPO documents since last MPO meeting.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that these were routine edits to MPO documents. She stated that by ALDOT practice, they also included the Highway Safety Improvement Program projects that were automatically added to the STIP. She stated that they reported these Administrative Modifications each quarter to the MPO and each of its committees.

Ms. Colburn stated that the first Administrative Modification was an increase in the cost of construction for the Zierdt Road project and the Church Street project, and the second was some Transportation budget adjustments.

Ms. Colburn stated that the construction costs for Church Street, Phase 1, had increased from \$9.8 million to \$10.9 million when it was let in July.

Ms. Colburn stated that the construction costs for Zierdt Road, southbound lanes and greenway, had increased from \$16.8 million to

\$17.9 million when it was let in July.

Ms. Colburn stated that neither of these cost increases was enough to trigger the requirements of the MPO to have amendments or resolutions or public review. She stated that that would require a 10 percent or \$5 million increase in cost. She stated that both projects had been let in July and construction should begin soon.

Ms. Colburn stated that the City of Huntsville Public Transit had made changes to their FTA funds for the project numbers listed on the screen. She stated that this was basically moving funds from their FY 2018 project numbers to their FY 2019 project numbers, which had resulted in a net zero change, that it simply moved funds from one year to the next.

Chairman Strong stated that the next item on the agenda was Agency Reports.

Ms. Colburn stated that this was a new item added to the agenda. She stated that they would try to give the MPO a large, federal-level knowledge report, in addition to the ALDOT reports they were used to seeing at every MPO meeting. She continued that, additionally, Public Transit had been cited many times on the federal side as needing to be more involved in the MPO meetings. She continued that they would give their Public Transit Agency partners from the County, the City of Madison, and the City of Huntsville an opportunity to speak at each of the MPO meetings.

Ms. Colburn asked if there were any representatives from FHWA that would like to make a report.

There was no response.

Ms. Colburn asked if there were any representatives from FTA that would like to make a report.

There was no response.

Ms. Colburn stated that this was where Les Hopson's regularly scheduled report would come in.

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, the City of Huntsville, the Widening and Realignment of Church Street, Phase 1. He stated that this project was let in July, and the low bid was submitted by Reed Contracting, in the amount of \$12,846,798.

Mr. Hopson stated that the next project, the City of Huntsville, was Additional Lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that the design was well under way, and the right-of-way acquisition was really just starting, noting that it was quite significant. He stated that there was a possible letting date of FY 2019.

Mr. Hopson stated that the next project, the City of Huntsville, was the Huntsville Northern Bypass, from 1.2 miles east of Pulaski Pike to 1500 feet east of the US 231/US 431 intersection. He stated that the design was 90 percent complete, and the right-of-way acquisition was about 60 percent complete. He stated that there was a possible 2019 letting, depending upon the right-of-way acquisition. He stated he believed this involved about 100 tracts, so it was quite significant.

Mr. Hopson stated that the next project, the City of Huntsville, was Additional Lanes on Martin Road from Old Jim Williams Road to Zierdt Road. He stated that this was ATRIP funds and MPO funds. He stated that the low bid was approximately \$9 million, submitted by Reed Contracting. He stated that this work had just started.

Mr. Hopson stated that the next project, the City of Huntsville, was Additional Lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road. He stated that this was STPAA money, and the design was about 90 percent complete. He stated that the right-of-way acquisition had been completed, and they were looking at a letting date of FY 2019. He stated that ALDOT was waiting for the next fiscal year to appropriate the money for this project.

Mr. Hopson stated that the next project, the City of Huntsville, was the Memorial Parkway Overpass Project that was almost complete, noting that this was showing that it was 95 percent complete.

Mr. Hopson stated that the next project, the City of Huntsville, was Memorial Parkway from Sparkman Drive to Winchester Road, including an overpass at Mastin Lake Road. He stated that the design was 90 percent complete, and the right-of-way acquisition was well under way. He stated that they were looking at a Fiscal Year 2019 letting, depending upon right-of-way acquisition.

Mr. Hopson stated that the next project, the Cities of Huntsville and Madison, was the Zierdt Road southbound lanes and greenway from Martin Road to Madison Boulevard. He stated that this was ATRIP and MPO funding, and the project was let in the prior June. He stated that the low bid was by Wiregrass Construction. He stated that the notice to proceed had been given the prior week, and he believed they were going to have a pre-construction meeting in the upcoming week.

Mr. Hopson stated that the next project, the Cities of Huntsville and Madison, was Additional Lanes on US 72 from County Line Road to Providence Main Street. He stated that they were still looking into some ways to pare the

cost of this project. He stated that they were still looking at this very hard, and that hopefully they could start right-of-way acquisition in 2019.

Mr. Hopson stated that the next project, the City of Madison, was the Kellner Road Extension. He stated that plans had been submitted for review. He stated that he did not believe this had been scheduled yet, but it was upcoming.

Mr. Hopson stated that the next project, Madison County, was the construction of the interchange at Blake Bottom Road and SR 255. He stated that this work was about 40 percent complete.

Mr. Hopson stated that the next project, Madison County, was Bridge Replacement and Approaches on Winchester Road, over the Flint River. He stated that this project had been completed.

Mr. Hopson stated that the next project, 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 had also been completed.

Mr. Hopson stated that the next project, Madison County, was Additional Lanes on Winchester Road, from Naugher Road to Riverton Road. He stated that he believed there was one right-of-way tract remaining to be acquired for this, and that they were looking at a November 2018 letting on it.

Mr. Hopson stated that the next project, Madison County, was Additional Lanes on Jeff Road, from 0.8 mile south of Capshaw Road to Douglass Road. He stated that the design was 30 percent complete, noting that they had just had a review on this. He stated that there were some possible utility relocations to occur, just to make sure they did not need any additional right-of-way. He stated that this was a possible FY 2019 letting.

Mr. Hopson stated that the next project, in Limestone County, was I-565

Interchange Improvements at Greenbrier Road. He stated that the design had been completed, and the project would be bid on the upcoming Friday, August 31.

Mr. Hopson stated that that completed the ALDOT update.

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

Mayor Battle asked, concerning the Zierdt Road southbound lanes, if Mr. Hopson felt like the contractor there would be able to put emphasis on that to get it done ASAP.

Mr. Hopson stated that they hoped so, noting that they might need a little nudging.

Mayor Battle stated that there was concern about that, noting that they had just gotten finished with one project, and once they put emphasis on it, it happened. He stated that they had to make sure they did that on this one. He continued that he would be happy to join with ALDOT in making a call to their corporate office, along with Mayor Finley. He stated they would love to do that if they could do so.

Mr. Vincent stated that they had already talked to them, and that hopefully they had stressed that enough already.

Chairman Strong stated that he was aware that the project on Jeff Road, which had 30 percent of the design completed, had been pushed back to 2020. He stated that they were going to need some help from Huntsville Utilities, that there were a lot of high-pressure gas lines there, and when they started talking about \$1 million per mile to replace those, it started getting concerning for a lot of people.

Chairman Strong stated to Mr. Hopson that that was a very informative presentation, noting that approximately \$310 million worth of projects were

either currently under construction or recently completed. He stated that a lot of projects at Greenbrier Parkway would be let in just another couple of days, and this was very exciting.

Chairman Strong asked if any of the MPO members had any further questions concerning this matter.

Chairman Strong thanked Mr. Hopson for the presentation.

Chairman Strong stated that the next item on the agenda was Communications and Reports. He stated that he believed that would be the CAC report.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that there were no CAC representatives present to represent Chairman John Ofenloch, and Chairman Ofenloch was not able to attend the meeting.

Ms. Colburn stated that the purpose of these Communications and Reports was similar to adding Federal Highway, the Federal Transit Authority, and the Public Transit agencies to the agenda, in order to create a more cohesive body between the Board and the Committees, so that the MPO Board could hear the business, et cetera, that went on at the two Committee meetings.

Ms. Colburn stated that she believed Mr. Madsen had an announcement to make at this time, and then there were a couple of grants to be mentioned.

Mr. Madsen stated that they had actually covered some of the work session items they were going to talk about, in terms of the TCC, both dealing with the TIP and the LRTP updates. He stated that within the next six months, the Performance Measures meeting, which he noted would most likely happen in September or October, would also require a TCC work session.

Mr. Madsen stated that one thing they would most likely do, as well,

because they had added a bit of process to the TCC meetings themselves, would be to move the time for those meetings up, that the time might be changed to 3 p.m. rather than 3:30 p.m. so they would not potentially run into the MPO Board meeting time.

Mr. Madsen stated that they had hired a new person to join the MPO staff. He stated that the easiest way to say this would be to say that they had found a new "Tanjie," noting that that was language that everyone would understand. He stated that Ms. Shontrill Lowe was coming on as the new coordinator. He stated that they were very lucky to get her, noting that they had stolen her from Nashville. He stated that she had a wealth of experience across the Southeast, that she had worked with or for transportation agencies throughout the Southeast. He urged persons who had not had the opportunity to meet her to take a minute at the end of the meeting to do so.

Chairman Strong welcomed Ms. Lowe, stating that he was looking forward to working with her in the days ahead.

Chairman Strong asked if there were any comments from any of the Board members.

There was no response.

Chairman Strong stated that he would like to congratulate Richard Grace, Madison County's engineer, noting that he had retired after being faithful to Madison County for several years.

Chairman Strong stated that, also, he would like to welcome Chuck Faulkner, noting that he had been selected by the Madison County Commission as their new County engineer. He stated that Mr. Faulkner had previously directed the Madison County Water Department, and prior to that, he had had experience in transportation through Goodwyn Mills Cawood, in

Florida, Mobile, Montgomery, and Huntsville. He stated to Mr. Faulkner that they were certainly glad to have him and congratulated him for being selected as the new County engineer.

Chairman Strong stated that if there was anyone in the audience who would like to address the MPO, he or she should go to a microphone and would have three minutes to do so.

There was no response.

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

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization

(Meeting Adjourned at 4:35 p.m.)