

HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION

MINUTES

Regular Meeting - February 27, 2019 - 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
Ms. Frances Akridge	Huntsville City Council
Mr. Curtis W. Vincent	ALDOT/Guntersville

Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
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MPO Staff Present:

Ms. Shontrill Lowe
Mr. James Moore
Ms. Paige Colburn
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 Chairman Strong, Mayor Battle, Mayor Finley, Councilwoman Akridge, Director Vincent, and Mayor Caudle.

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

Mayor Battle moved for approval of the Minutes of the MPO meeting on November 28, 2018, which motion was duly seconded by Ms. Akridge.

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 Transit Study Update.

Mr. John Autry appeared before the MPO, stating that he was the Public Transit Manager for the City of Huntsville. He stated that he would be presenting the results of the Transit Study conducted by Nelson/Nygaard.

(Mr. Autry made a PowerPoint presentation.)

Mr. Autry stated that the Transit Study was a joint effort by the City of Huntsville Public Transit Division and the MPO. He continued that there was a detailed evaluation of the shuttle bus fixed-route network, as well as the paratransit service, known as "Handi-Ride." He stated that there was extensive community outreach and input, and that the final report provided a Five-Year Service and Capital Plan. He stated that the Transit Study had looked at existing conditions, route design, service levels, ridership on different routes and corridors, as well as bus stop access and amenities. He continued that it looked at population density, employment density, zero/one-car households, and popular destinations.

Mr. Autry stated, concerning key findings of the Transit Study, that over the last six years, ridership had increased while the level of service had stayed the same. He stated that service ended early and did not operate on weekends, and the service design varied across the system, with a lot of one-way routes, which required passengers to ride all the way to the downtown transfer station to complete their trip. He stated that ridership was high along University Drive, in excess of 20 passengers per bus hour, and ridership was low in

South Huntsville, fewer than four passengers per bus hour.

Mr. Autry stated, concerning community input, that there was a rider survey, an on-line survey, and they had had representatives at the bus transfer station talking with customers and riders, and they had public meetings in three locations around town, and community stakeholder discussions. He stated that there were approximately 1,000 comments or surveys returned, and that those who had completed the survey had said overwhelmingly that Saturday service and later service in the evening were the two improvements they most wanted to see.

Mr. Autry stated, concerning consultant recommendations, that Phase One was to restructure the route network, to add Saturday service, to extend weekday service until 9 p.m.; and follow up with Phases Two through Five, taking existing fixed bus routes from 60-minute headways to 30-minute headways, extending weekday service to 10 p.m. and Saturday service to 8 p.m.; and then in Phase Five, taking University Drive to 15-minute headways.

Mr. Autry stated that the system restructure would provide more direct routing, more routes that were bi-directional, to shorten the trip times for customers; increase service to employment centers; create a new mini transit hub on the north side; reallocate service to areas with greater ridership potential; and increase frequency on several corridors.

Mr. Autry stated that Phase One had already been funded by the City of Huntsville for implementation July 1.

Mr. Autry stated that the service plan addressed community needs, as he had previously stated. He reiterated that Saturday service was the existing riders' most desired service improvement, and later weekday service was second, improving access to employment, shopping, and recreation, to provide

more direct service and reduce the rider trip time. He stated that the recommendation also included Transit applying for an FTA Section 5310 grant, which he stated was enhanced mobility for seniors and individuals with disabilities. He stated that they hoped to apply for that grant in late spring. He continued that this would help fund paratransit service out to the city limits, whereas at this time they served out to three-quarters of a mile outside of the fixed-route network.

Mr. Autry stated that the Five-Year Capital Plan included upgrading buses to higher capacity buses as the need arose. He stated that currently they had 32-foot buses, with 28 seats. He continued that two routes currently had standing room only, noting that those routes would be the first ones to get the bigger buses. He stated that this was not something that would happen immediately but over time, as demand dictated.

Mr. Autry stated that the Capital Plan also included some right-of-way improvements and a mini-transit hub on the north side, improving bus stops along the new routes, and pedestrian crosswalks and sidewalk extensions. He stated that the supporting recommendations included a new fare media plan, with additional fare products, as well as a new monthly flash pass.

Mr. Autry stated that, also, there was upgrading the Transit website, expanding regional ride-sharing, and monitoring the ever changing TNC and taxi/ride-hailing services in other cities across the country.

Mr. Autry stated that they would come back in two or three years and evaluate progress and make adjustments.

Mr. Autry stated that he would be happy to answer any questions at this time.

Chairman Strong asked if there were any questions from the Committee.

Chairman Strong thanked Mr. Autry for the presentation.

Chairman Strong stated that the next item on the agenda was an Update of the Transportation Improvement Program FY 2020-2023. He stated that the Federal Government required that transportation projects within an urbanized area be included in the Transportation Improvement Program (TIP); and that the TIP must be fully updated and approved at least every four years by the MPO.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was the Transportation Improvement Program (TIP) update. She stated that at this time, they were in the last year of the current TIP, and to move the process along, they would like to update the TIP and have it brought before the full MPO Board at least by August of the current year.

Ms. Lowe stated that the TIP was a prioritized list of all the Transportation projects developed by the MPO, and it was required by federal legislation. She continued that they took those projects from the Long-Range Transportation Plan, which she noted was a plan that covered a 20- to 25-year time frame, and the TIP was basically the first four years of that plan.

Ms. Lowe stated that the TIP broke down those projects into phases: Preliminary Engineering, Right-of-Way, Utility Relocation, Construction. She continued that it assigned dates to start implementation and end implementation.

Ms. Lowe stated that the TIP also identified how federal and state transportation funds would be spent within the entire Huntsville Metropolitan Planning Area. She stated that all modes of transportation were included in

these projects, including highway projects, resurfacing, adding lanes, public transit, operations, aviation, bicycling, greenways, pedestrian, and all other projects. She stated that these projects also came from the Five-Year Work Program. She continued that these projects were taken from the local governments' Capital Improvement Programs.

Ms. Lowe stated that amendments are completed every quarter, based upon adjusting funding, time frames, limits to the project, etc. She stated that they might have a new project added to the TIP, and they might have projects that were being deleted from the TIP. She continued that any amendments must be approved by the MPO Board. She continued that a signed copy of such amended resolutions should then be sent to ALDOT, and this would amend the State's Transportation Improvement Program.

Ms. Lowe stated that an Administrative Modification was basically a minor revision, and it did not require the MPO to have public review or public comment, that it was basically brought before the Board to amen, bless, and keep going.

Ms. Lowe stated that the MPO would like to bring the final document before the Board in August, and that prior to that, they would like to work on it some more with the local governments. She continued in stating that a draft should go before the Board by May of the current year, and then sent to ALDOT for review, and come back to the Board with a final in August.

Ms. Lowe asked if there were any questions.

Chairman Strong asked if it was correct that they hoped to have the full document completed by August, and the draft document should be presented to the Board in May.

Ms. Lowe stated that was correct.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 01-19 supported and adopted the Safety Performance Measurement (PM1) Targets, as approved by ALDOT, in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Performance Measures had been mandated from the Federal Government, that states needed to target and measure how they were fairing in transportation. She stated that this particular Performance Measure was targeting Safety, that it engaged fatalities and injuries. She continued that this measure was gauging safety. She stated that they had brought some targets up from the State, and at this time, they were going to adopt what the State had, and perhaps at a later date create their own. She stated that this amended the current TIP, and they would probably bring before the Board, as they kept going, more of these Performance Measures.

Mayor Finley read and introduced a resolution amending the Adopted 2016-2019 TIP by adding the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 01-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked how they gauged a fatality, that it usually seemed to be that it was "Yes" or it was "No." She asked if that was a predictive analysis they were doing.

Ms. Lowe stated that, actually, these were statewide numbers. She continued that the State had adopted numbers, or a bar, basically, that they should not have more than these fatalities on their roadways.

Chairman Strong stated that there were different gauges, based on the speed of the road, if there was a high volume of fatalities. He continued that, also, Alabama was ranked as one of the highest for DUIs related to accidents. He stated that those were other mechanisms that were taken into account in this.

Ms. Akridge asked if it was correct that they planned on adopting that statewide performance standard.

Ms. Lowe stated that was correct.

Chairman Strong stated that there was also some grant money that might be available, based upon some of those parameters, the reasons for some of their accidents. He continued that he knew there were grant monies that were available related to safety issues, that sometimes they were able to get guardrails if they could get the City or the County, or Cities, to identify areas where guardrails might be prohibitive. He stated that there were also grants that were available related to accidents that were occurring because of people that were under the influence. He stated that there were a lot of things, and they could also use this in their grant applications.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 01-19, 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). He stated that Resolution No. 02-19 supported and adopted the changes to the “Bridge and Approaches, Church Street Bridge over Big Spring, at Big Spring Park” project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this particular amendment was brought before the Board because of the total cost increase, that it had increased from \$10,303 to \$40,000.

Ms. Lowe stated that the Citizens Advisory Committee had asked why this project was even still in the TIP. She stated that this was something the City was still looking to pursue. She continued that it was not a priority at this time, and the city was going to push construction out a couple of years.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance Bridge Project Section of the Adopted FY 2016-2019 TIP to add changes to “Bridge and Approaches, Church Street Bridge over Big Spring, at Big Spring Park,” as follows:

(RESOLUTION NO. 02-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 02-19, 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).

He stated that Resolution No. 03-19 supported and adopted the changes to the “Additional lanes on CR-19 (Jeff Road) from 0.8 mile south of CR-28 (Capshaw Road) to north of Douglass Road” project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this amendment was brought before the Board because of a change in the Fiscal Year. She continued that the project was being pushed to 2020, and, therefore, they needed to amend the current TIP to reflect this, as well as include this project in the updated TIP they would be bringing before the Board in August.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2016-2019 TIP to add changes to “Additional lanes on CR-19 (Jeff Road) from 0.8 mile south of CR-28 (Capshaw Road) to north of Douglass Road,” as follows:

(RESOLUTION NO. 03-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 03-19, 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). He stated that Resolution No. 04-19 supported and adopted the changes to the “Resurfacing I-565 from I-65 (MP 0.00) to MP 5.63” project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was also being pushed out to 2020, and they needed to amend it for the current TIP, as well as include it in the updated TIP, which they would bring before the Board in August.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2016-2019 TIP to add changes to the Resurfacing project on I-565 from I-65 (MP 0.00) to MP 5.63, as follows:

(RESOLUTION NO. 04-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked why things were moved to 2020, if that was a discussion between the members of the MPO, who then made a recommendation to Ms. Lowe. She asked Ms. Lowe to help her understand what made these move.

Ms. Lowe stated that they were in the last year of their TIP, the current 2019 TIP and a lot of these projects would not be finished, or even started, by the end of their fiscal year, so therefore, they were going to amend it to include it in the new TIP.

Ms. Akridge asked if it was correct that they were amending paperwork to match the realities of construction.

Ms. Lowe stated that was correct.

Chairman Strong stated that he wished they did not have to do that, that he wished they could just construct them and get them done.

Mayor Battle asked Mr. Vincent if, as they repaved this, there was any chance they could use the repaving area that was already shown and go to six lanes in that area, and end up with a six-lane road rather than a four-lane road.

Mr. Vincent stated that they had actually begun a design that included utilizing the 14-foot inside shoulder as a through lane, which he noted would give the fifth and sixth lanes. He stated that they were hoping to include that in this project.

Mayor Battle stated that he certainly appreciated that.

Chairman Strong stated that in looking at that 565 area, he would commend persons who had come way before them and had built that roadway to standard compaction, noting that this was going to save them a lot of money. He continued that many times when they were approving these projects, that was one thing they saw, that sometimes the projects were costly, but by them having spent a little more at the time 565 had been built, it was going to save tens of millions, if not hundreds of millions, of dollars during this process.

Chairman Strong thanked Mr. Vincent, stating that that was some very good information. He stated that he was aware that this same situation had been done in other places throughout the state of Alabama, with bridges being evaluated. He stated that there was a lot of State activity there, and he wanted to thank him for that.

Chairman Strong asked if there was any further discussion.

Ms. Akridge asked, since it had been indicated that this road was going to be widened, if they were going to put the widening and the paving into the TIP at the same time.

Chairman Strong stated that, actually, the widening had already

occurred. He stated that he did not want to speak for Mr. Vincent and asked if he would explain this.

Mr. Vincent stated that, actually, the paving was there, that it was being utilized as a shoulder at this time, and they were going to incorporate that and make it a lane. He stated that one of the issues they had to overcome was the narrow bridges, noting that they were going to have to transition across those bridges and then back out to the standard lanes, but they thought they could do that.

Chairman Strong inquired as to the projected cost of this, noting that he was aware it was a pretty long stretch, 5.63 miles. He asked if there was a projected cost currently.

Mr. Vincent stated that currently it was the 6.2 million.

Chairman Strong stated that he was not aware whether there were any other costs expected with the bridge situation.

Mr. Vincent stated that they were not going to do anything to the bridges at this time, that they would just re-stripe them. He continued that they would probably be 11-foot lanes, just to accommodate the lane shifts, getting across the bridge, and then they would shift back.

Chairman Strong recognized Mr. Shane Davis, Director of Urban and Economic Development for the City of Huntsville.

Mr. Davis stated that he would like to add to what Mr. Vincent had said, noting that the question was a very good question. He stated that at this time they had both resurfacing and a full-blown I-565 widening project in the Long-Range Plan. He stated that if ALDOT was successful with this 2020 plan, an amendment request from the State would be to remove portions of the widening plan because they would do it under this resurfacing plan. He

continued that at this time, they were both covered in there, and depending on how this one went, one might fall out.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 04-19, 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). He stated that Resolution No. 05-19 supported and adopted the changes to the “Grade, Drain, Base, and Pave Huntsville Northern Bypass from 1500 feet east of SR-1 (US Highway 231/431) intersection to Winchester Road” project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was also an amendment, and that it was to be pushed out to 2022, actually. She stated that they were 60 percent in the Environmental phase, and the Utility phase was what was being pushed out.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to “Grade, Drain, Base, and Pave Huntsville Northern Bypass from 1500 feet east of SR-1 (US Highway 231/431) intersection to Winchester Road” project, as follows:

(RESOLUTION NO. 05-19)

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.

Chairman Strong called for the vote on Resolution No. 05-19, 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). He stated that Resolution No. 06-19 supported and adopted the changes to "Section 5311, Transit, Madison Co Comm Administration FY 2019" project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this amendment was brought before the MPO because the target starting date was being changed from the current month to the following month. She stated that the total cost of the project was approximately \$56,000. She stated that this was a Transit project, and they were asking for Section 5311 funding.

Mayor Battle read and introduced a resolution amending the Transit Projects Section of the Adopted FY 2016-2019 TIP, by adding changes to "Section 5311, Transit, Madison County Commission Administration FY 2019," project, as follows:

(RESOLUTION NO. 06-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 06-19, 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). He stated that Resolution No. 07-19 supported and adopted the changes to

"Section 5311, Transit, Madison Co Comm, Capital Rolling Stock (2 Mod Vans) FY 2019" project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was also an amended Transit project, noting that the target date had been changed. She stated that the total cost of this project was \$114,000. She stated that this particular project was asking for two Capital vans for Madison County.

Chairman Strong stated that he believed this was replacing two vans.

Ms. Lowe stated that was correct.

Ms. Akridge read and introduced a resolution amending the Transit Projects Section of the Adopted FY 2016-2019 TIP, to add changes to "Section 5311, Transit, Madison County Commission, Capital Rolling Stock (2 Mod Vans) FY 2019" project, as follows:

(RESOLUTION NO. 07-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 07-19, 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). He stated that Resolution No. 08-19 supported and adopted the changes to "Grade, Drain, Base, Pave, and Bridge SR-1 (Memorial Parkway) from 0.31 mile south of CR-75 (Mastin Lake Road) to CR-65 (Winchester Road), including an overpass at CR-75 and access improvements to CR-65" project into the Adopted

FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was being amended because its targeted start date was being pushed to later in the current year. She continued that it was still outside of the Fiscal Year 2019. She stated that they would amend it for the current TIP, as well as include it in the new TIP. She stated that the total cost of this project, for Construction, had also gone up. She stated that this was based upon FHWA's comments to put some bike and pedestrian transportation into the project.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to "Grade, Drain, Base, Pave, and Bridge work on SR-1 (Memorial Parkway) from 0.31 mile south of CR-75 (Mastin Lake Road) to CR-65 (Winchester Road), including an overpass at CR-75 and access improvements to CR-65" project, as follows:

(RESOLUTION NO. 08-19)

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

Chairman Strong asked if there was any discussion.

Mayor Battle asked if it was correct that this was still to start on 9/27/19, in September of 2019.

Ms. Lowe stated that, actually, it would be in November. She stated that the September date was the original start date.

Mayor Battle asked if was correct that they were going to do bike and ped, because of Federal regulations, on an overpass system.

Ms. Lowe stated that was correct.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that she wished they had pictures for a lot of these items. She stated that she shopped in that area, and she knew what they were doing, but she was not understanding the administrative piece of it. She asked, concerning when they had adopted it, if it was two fiscal years, noting that it said "2015/16" and then "2018/19." She asked Ms. Lowe to translate that.

Ms. Lowe stated that she had done a Transportation Improvement Program informational earlier, and that was for the new TIP. She stated that at this time they were discussing amendments for this particular TIP, noting that this project was in the TIP, but they had to amend it, based upon the target start date and the increase in Construction costs, so they were making the current TIP nice and neat, as well as taking those projects and putting them in the new TIP, which would be 2020 to 2023, adding those particular projects in that TIP.

Ms. Akridge asked if Ms. Lowe could provide her with a cross section or a schematic of what was going to be built.

Mayor Battle stated that Engineering would have that.

Ms. Akridge asked Ms. Lowe if she could arrange for that.

Mayor Battle stated that it would be Kathy Martin, Director of Engineering for the City of Huntsville.

Ms. Akridge stated that she liked pictures.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 08-19, 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). He stated that Resolution No. 09-19 supported and adopted the changes to replace the “Bridge and Approaches (BIN 009693) on Dan Tibbs Road over Dry Creek - MCP 45-119-08U” project in the Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was being amended based on its total cost, the Utility phase being increased. She stated that at this time the project had a completion date for the Utility portion of 11-27-19, She stated that what was displayed was a location map for this particular project.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Projects Section in the Adopted 2016-2019 TIP to replace “Bridge and Approaches (BIN 009693) on Dan Tibbs Road over Dry Creek - MCP 45-119-08U” project, as follows:

(RESOLUTION NO. 09-19)

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

Chairman Strong stated that, as everyone knew, the construction at Research Park and Blake Bottom was going well, that they had actually set the concrete girders. He continued that with Dan Tibbs being the adjacent road, it was just not feasible to have two big projects going at the same time, and that was one of the reasons this project had been pushed back.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 09-19, 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. He stated that item a. was 100067019, resurfacing on SR-1 (US-431) from Old Big Cove Road to Bassett Street, SE.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this Administrative Modification project was on Governors Drive. She stated that the total project cost had decreased, that it was an Administrative Modification based on the fact that it had decreased. She continued that it did not meet the requirements for an actual amendment and public review. She stated that the project was scheduled for this month, a let date, and it encompassed 35 working days, with nighttime work, somewhere between the hours of 8 p.m. and 6 a.m. She continued that those 35 working days should give a duration of an April to June time frame.

Mayor Battle asked Mr. Vincent if they were still using non-skid.

Mr. Vincent stated that was correct. He stated that it was an open graded friction course mix.

Mr. Vincent stated that he would like to point out that they had advertised this and received bids, and then, based upon public input and concern from the City, they had decided it would be best to reject those bids and let it again, so that they would be doing the work later in the year, to better coincide with the work going on in the Cove. He stated that they believed this was going to turn out fine, noting that they would be working at night, that there would be restrictive hours. He stated that this would actually help them in having higher temperatures in the later part of the year to do this, so it was actually going to work out well.

Chairman Strong stated that he wanted to commend Mr. Vincent for this,

noting that that stretch of road was highly traveled, and that with the night paving, starting late at night, and he believed ending at 5 a.m., the commuter traffic would not be impeded. He thanked him for that.

Ms. Akridge stated that it gave some pause as to why things decreased so much and asked if that could be explained.

Mr. Vincent stated that they set up their program two years in advance, so when they estimated these projects, they were estimating them based on their past experience and best knowledge, but once they got into the design, like, for instance, the Mayor had asked about a specific mix, that was when the details came in. He stated that by completing the plans, they then had an accurate set of drawings that they could put a real number to.

Chairman Strong stated that the next item on the agenda was Jurisdiction Reports. He stated that he would yield on Madison County.

Chairman Strong asked Mayor Battle if there was any report from the City of Huntsville.

Mayor Battle stated that he would yield on the City of Huntsville. He stated that he believed they had all gone through these plans previously, and if anybody wanted to see the whole plans, they were available.

Chairman Strong asked if there was any report from the City of Madison.

Mayor Finley stated that the only thing he would not yield on was Zierdt Road. He asked if somebody could give them an update on the progress, and/or lack of, on Zierdt Road.

Mayor Battle replied that it was beavers.

Mayor Finley stated that he understood beavers as far as flooding, but asked as far as seeing traffic cones and change of lanes, et cetera, what could be expected there.

Ms. Kathy Martin, Director of Engineering for the City of Huntsville, appeared before the MPO, stating that they had started the project in October, and, needless to say, it was a difficult time of year to build a road in the swamp. She continued that they had had about three feet of rain since they had started and only about 20 working days since December. She stated that currently the contractor was focused on the southern end of the project, trying to raise the intersection of Martin Road and Zierdt Road. She stated that this was going to take the longest amount of time, before they could actually shift the traffic to the northbound lanes.

Ms. Martin stated that after the intersection was raised and the utilities had been relocated, they would come back and start building all the transitions from the subdivisions to tie them into the northbound lanes. She continued that once they transitioned them, they wanted to make sure they could stay over there so they could tear up the southbound side and work on it. She stated that they were anticipating maybe the summer time frame to transition that traffic, depending upon the weather and Utilities.

Mayor Finley asked what they were hearing from a utility standpoint, noting that that was the one they had heard that appeared to be holding some things up. He asked if they were making progress in getting that part of it done so that when they were ready to transition, they could just rock and roll through the summer.

Ms. Martin stated that that was correct, that they talked with them daily. She stated that they needed to coordinate with Redstone Arsenal, as well, concerning the utilities, and that was adding some additional time.

Mayor Finley stated that it would help him to message rather than waiting three months until they met again. He asked who he could get updates

from, either weekly or bi-weekly, as far as the progress that was being made on the project. He stated that if they went three more months, and then they came back, and, basically, it was the same thing, he believed he would have an uprising at some point, as well as would Mayor Battle.

Ms. Martin stated that they would be doing Town Hall meetings in about two weeks in that area, and they could get him the notes from those meetings, and also give him as many updates as he would like monthly.

Chairman Strong asked if there was any report from the Town of Triana.

Mayor Caudle replied in the negative.

Chairman Strong stated that the representative for the Town of Owens Cross Roads was not present.

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

Chairman Strong asked if there was any report from the Federal Highway Administration.

There was no response.

Chairman Strong asked if there was any report from the Federal Transit Authority.

There was no response.

Chairman Strong asked if there was a report from the Alabama Department of Transportation.

Mr. Rod Ellis of the Alabama Department of Transportation made a PowerPoint presentation.

Mr. Ellis stated that the first project was the City of Huntsville, the widening and realignment of Church Street, Phase One, from Monroe Street to east of Pratt Avenue, and the realignment of Pratt Avenue, including bridge

replacement at Pinhook Creak. He stated that the project was bid in July of 2018, with a low bid of \$12,846,798 by Reed Contracting. He continued that the work was approximately 10 percent complete.

Mr. Ellis 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 cost estimate was \$15,500,000. He continued that the design was almost complete and right-of-way acquisition was under way. He stated that there was quite a bit of utility work that would be involved, so it was proposed to do a separate clearing, grubbing, and utility project, with the road construction to start later. He stated that this was currently scheduled to start in Fiscal Year 2020.

Mr. Ellis 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 estimated cost was \$23,688,358. He continued that the design was approximately 90 percent complete, and the right-of-way acquisition was approximately 70 percent complete. He stated that this was currently scheduled for later in this fiscal year, pending completion of the Right-of-Way acquisition.

Mr. Ellis 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 the ATRIP portion, plus some MPO funding. He stated that the low bid was \$9,869,651, by Reed Contracting. He continued that this work was approximately 10 percent complete.

Mr. Ellis 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 the STPAA portion. He continued that

the cost estimate was currently \$13,658,000. He stated that the design was approximately 90 percent complete, and the Right-of-Way acquisition was completed. He stated that this was currently scheduled for later this fiscal year.

Mayor Battle inquired as to the length of time of construction on this project.

Mr. Ellis stated that he did not recall that, but he could find out and get back with him on that.

Mr. Ellis 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 this cost estimate had gone up, as they had seen earlier. He stated that the design was approximately 90 percent complete, and the Right-of-Way Acquisition was under way. He stated that the letting date, of course, had been moved to the first part of Fiscal Year 2020.

Mr. Ellis 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 the project was let in June of 2018, with a low bid of \$17,847,774. He stated that Wiregrass Construction was the prime contractor, and work was just under way.

Mr. Ellis 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 this project had various funding sources, and that the estimated Construction cost was approximately \$60 million, and the estimated Right-of-Way cost was in excess of \$10 million. He stated that the design was approximately 40 percent complete. He continued that they were

hopeful that Right -of-Way acquisition could begin later in the current fiscal year. He stated that they were projecting a letting date sometime in Fiscal Year 2021.

Mr. Ellis stated that the next project, Madison County, was the construction of an interchange at Blake Bottom Road Overpass and SR-255. He stated that the project was bid in August of 2017, and the cost was \$7,821,656. He stated that the work was approximately 50 percent complete.

Mr. Ellis stated that the next project, Madison County, was Additional Lanes on Winchester Road from Naugher Road to Riverton Road. He stated that the low bid was \$6,597,823, by Reed Contracting. He stated that Utility relocation was under way, and the work should be beginning soon.

Mr. Ellis 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 there was a cost estimate of \$13,500,000, and the Design was approximately 35 percent complete. He stated that they had a current letting date in Fiscal Year 2020, noting that this depended upon completing the Environmental document and acquisition of the Right-of-Way.

Mr. Ellis stated that the next project, Madison County, was four bridges on Old Highway 431. He stated that the cost estimate was \$8,500,000, and the Design was approximately 60 percent complete. He continued that the Environmental document had been approved, and the letting was scheduled for later in the summer, depending upon Right-of-Way acquisition.

Mr. Ellis stated that the next project, Limestone County, was the I-565 interchange improvements at Greenbrier Road. He stated that this was bid in August of 2018, and the low bid was by Reed Contracting, in the amount of \$10,264,000. He stated that the work was approximately 15 percent complete.

Mr. Ellis stated that the total amount under Construction or in Design was \$241,094,061.

Chairman Strong thanked Mr. Ellis for the presentation and asked if any of the MPO members had any questions for him.

There was no response.

Chairman Strong asked if there was any report from Public Transit.

There was no response.

Chairman Strong stated that the next item on the agenda was Board Member Comments. He asked if any of the Board members had any comments for Staff.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that she liked pictures and asked if when either Mr. Ellis or Mr. Hopson did another update, they could put the figures onto a map so that she could remember it, rather than trying to go through the list mentally.

Mr. Ellis stated that he would talk to Mr. Hopson about that.

Ms. Akridge stated that it could pop out on a map, that there were all kinds of things they could do to bring it to life, for the public as well.

Mr. Ellis asked if she was asking for the general location.

Ms. Akridge stated just the general location, and then "Boom," so she could get oriented and follow it better.

Chairman Strong asked if there was any further discussion.

Chairman Strong stated that the next item on the agenda was the Opportunity for Public Comment. He stated that if there were any members of the audience who would like to address the Metropolitan Planning Organization, they should go to a microphone and state their name and

address, and they would be allowed three minutes to speak.

There was no response.

Chairman Strong asked if there were any comments from Staff.

There was no response.

Upon motion, duly seconded, the meeting was adjourned.

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization

(Meeting Adjourned at 4:50 p.m.)