

METROPOLITAN PLANNING ORGANIZATION

MINUTES

Regular Meeting - May 22, 2019 - 4 p.m.

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

Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mr. Shane Davis (Proxy for Mayor Battle)	City of Huntsville
Mayor Paul Finley	City of Madison
Ms. Frances Akridge	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. Shontrill Lowe
Ms. Paige Colburn
Mr. James Moore
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; Shane Davis, as proxy for Mayor Battle; Mayor Finley; Councilwoman Akridge; and Director Vincent. He stated that Mayor Caudle and Mayor Craig were absent.

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 February 27, 2019, which motion was duly seconded by Mr. Davis.

Chairman Strong asked if there was any discussion.

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 Discussion of the Long-Range Transportation Plan (LRTP) Update. He stated that there would be a brief introduction of named consultants and a summary of the Huntsville Area MPO's 2045 Long-Range Transportation Plan.

Chairman Strong recognized Ms. Paige Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was an information-only item on the agenda. She stated that they would be hiring an on-call consultant for the MPO, to work on the 2045 Long-Range Transportation Plan. She stated that for the last several years, the Board had been hearing about the 2040 Long-Range Transportation Plan, and at this time they were doing their required, every-five-year update of that plan.

Ms. Colburn stated that they had a tentative pending contract agreement with Croy Engineering to be an on-call consultant, noting that what this meant was that the MPO staff, with the assistance of all the member jurisdictions, would be writing the bulk of the narrative, as well as the data, and producing maps for the Long-Range Transportation Plan, and when questions or concerns, or especially new items, such as the Performance Measures and some of the things that were required by the Federal Transportation Management Area Review, the TMA Certification Review, in 2017, would come up, such as scenario-based planning and other types of activities that would need to go in

the new LRTP, then they would contact their on-call consultants, but the consultants would not be working full time on the project, just as they had had consultants working on the 2040 Plan.

Ms. Colburn stated that they were looking at a five- to six-month working window on this. She continued that the tentative Notice to Proceed date was Friday, June 14, 2019, and the Final Document was due to ALDOT in March of 2020, so the MPO would be adopting that at the March 2020 MPO meeting.

Ms. Colburn stated that they would have their consultants present at the next couple of MPO meetings, to discuss the LRTP, the projects going into it, and how the process of developing the LRTP was going. She stated that the Draft LRTP would be adopted in January of 2020. She stated that they did not yet have a meeting on the calendar for this, noting that it would not be a regular MPO meeting, that they would set up a public event, basically, for the unveiling of the Draft LRTP in January of 2020, and invite all the members of the CAC, the TCC, and the MPO to attend. She stated that this would be the beginning of the required 45-day Public Comment Period for that document. She stated that according to their Public Participation Plan, all MPO documents required two weeks of public review, but under federal requirements, the LRTP specifically required 45 days of public review.

Ms. Colburn stated that after the January 2020 unveiling of the Draft, they would have a Final document developed between January and March, and they would present the Final document for the Board's adoption in March 2020.

Chairman Strong stated that the next item on the agenda was adoption of the Draft FY 2020-2023 Transportation Improvement Program (TIP). He

stated that Resolution No. 09-19 adopted the Draft FY 2020-2023 TIP required by the federal government that included transportation projects within the urbanized area. He stated that the TIP must be fully updated and approved by vote at least every four years by the MPO.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was very similar to the LRTP Update. She stated that the TIP would be the 2020-2023 TIP rather than the 2016-2019 TIP the Board had been hearing about for the last few years. She stated that what the Board had before it at this time was the Draft of this document. She stated that after it was adopted at this meeting, ALDOT would conduct a review and give them recommendations and changes, which she noted would be extensive because there was quite a lot of material that would need to change between the Draft and the Final. She stated that, for example, they had Madison County's Transit projects and ALDOT's Level of Effort Transit projects in this Draft TIP, but they did not have any of the City of Huntsville's Transit projects. She stated that they would be adding those, and they would be adding all of the appendices, that most of the appendices were not in the Draft version of the TIP, so they would be working on those. She continued that many of these were new materials, such as Performance Measures Updates, that were required for this TIP that had not been required for the prior TIP.

Ms. Colburn stated that the Final document would go for public review for two weeks, and then the Final document would be adopted by this Board in August of 2019.

Mr. Davis read and introduced a resolution adopting the Draft FY 2020-2023 Transportation Improvement Program (TIP), as follows:

(RESOLUTION NO. 09-19)

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

Chairman Strong asked if there was any discussion.

Mayor Finley stated that one of the things they had talked about was setting up some sort of Work Session in between this meeting and the August meeting, and that in talking to Chairman Strong, he was aware that he was fully supportive of this. He stated that with a lot of the things that came through, they would read about them and would not really have any ability to give any input on them. He stated that he would respectfully ask that they try to set something up as quickly as they could so that they could sit down and talk through a lot of this, or at least listen to what would come up and be able to get some feedback.

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 an amendment to the FY 2019 Unified Planning Work Program (UPWP). He stated that Resolution No. 10-19 adopted and amended the FY 2019 UPWP, to include carryover funds from prior years, as approved by ALDOT, in the currently adopted FY 2019 UPWP.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that the UPWP was the Work Program for the Transportation Planners. She stated that it also outlined their budget for Transportation Planning activities. She stated that as the 2019 UPWP was

adopted, with \$650,000 or so, those particular funds were used to do their everyday work, for Administrative needs and whatnot. She stated that, also, these carryover funds from FY 2016, FY 2017, and FY 2018, which totaled about \$279,313, could be added to the \$651,524 that was already in the FY 2019 UPWP.

Mr. Davis read and introduced a resolution amending the FY 2019 UPWP to include carryover funds from FY 2016, \$51,958; FY 2017, \$117,135; and FY 2018, \$110,220, totaling \$279,313, as follows:

(RESOLUTION NO. 10-19)

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.

Mr. Davis asked if it was correct that these funds would be used for things such as consulting fees, when they needed outside professionals, to kind of help to be in compliance.

Ms. Lowe replied in the affirmative.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 10-19, 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. 11-19 supported and adopted the necessary changes to the appropriate Fiscal Year/Targeted Start Dates with each project listed in the currently Adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that these five or six projects were being brought before the MPO because the Target Start Dates were changing. She stated that as one could see in the second to last column, the old Target Start Dates were listed, and the new Target Start Dates either moved a project out or moved a project in.

Ms. Lowe stated that the CAC had comments on the Balch Road project, and that this was unanimously opposed because the Highway 72 Right-of-Way and Utility phases were being pushed out a few years. She stated that there was no explanation as to why people did not want those to be moved out. She stated that, also, they felt that the Capshaw and Old Monrovia Road project should be done first. She continued that the Committee generally agreed with those things.

Mr. Davis read and introduced a resolution amending the Adopted FY 2016-2019 TIP by changing Fiscal Year/Targeted Start Dates for certain projects, as follows:

(RESOLUTION NO. 11-19)

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

Chairman Strong asked if there was any discussion.

Mayor Finley stated to Ms. Lowe that she had said that CAC felt that way and asked how they felt.

Ms. Lowe stated that they felt like they should keep this in the TIP, simply because if they moved around the projects, they moved around in the new STIP, ALDOT's Transportation Improvement Plan, and they were included. She continued that they could also be moved back or moved up at that particular time, after their Final was adopted.

Mayor Finley stated, concerning Balch Road, that they might be able to get this done more quickly, going back and forth between the City and ALDOT, if they felt they were in a position that that could be moved back to an earlier date, 2021 or something like that. He stated that they would just have to make sure they got to that point. He stated that they were, in essence, balancing books at this time.

Ms. Lowe stated that was correct.

Mr. Davis stated that Ms. Lowe had said that the CAC members opposed US 72 being pushed out. He stated that Madison, Madison County, the City of Huntsville, and ALDOT were working together on that. He stated that the reason it was being pushed out was because there was a lot of right-of-way to purchase. He continued that they wanted their records to reflect actuality to the public, as to when they thought legitimately a project could go to construction. He stated that that was the main reason, that it was not that anyone thought US 72 additional lanes were not important. He stated that there were a lot of engineers and a lot of other people working very hard to move that project forward.

Mayor Finley stated that he was aware that they worked with this every day, and they talked about it a lot, and then there were meetings set up at different times, but he wanted to just respectfully ask, from an MPO standpoint, that they would come to them at times and sit down and talk. He stated that if the MPO did not go to them, and they did not hear from them until a meeting like this, and they would get something a week and a half beforehand, then they would be caught flat footed on what was getting ready to happen.

Mayor Finley stated that they had to do a better job of being proactive.

He stated that they had just approved a unified plan, and he would like to see them continue with the County and with the City. He stated that they dealt with it every day, and he did not, and then to be caught and have to explain something. He stated that he wanted to support it, but it would help him if he knew about it a lot earlier.

Chairman Strong asked if there was any further discussion.

Ms. Akridge asked if they could get a commitment on that.

Chairman Strong stated that there would have to be an amendment offered, that there was a motion and a second.

Mayor Finley stated that he did not want to amend anything here, that he wanted to support what they were looking to do. He stated that he thought they would do a better job, but their better job would come from getting the support they were paying for. He stated that they did not have a person on this from the City of Madison, or they did not have one from the County, that most everybody was in the City of Huntsville, and they just had better communication. He stated that it was critical, if they were trying to help everyone, that they have better communication. He stated that he did not want to change anything, that he just wanted their support, to be proactive. He stated that any time anyone wanted to come, he would make sure the meeting would happen.

Chairman Strong stated that they would add this to the Work Session, so that they could kind of set some parameters of what was expected. He stated that he thought the MPO would be able to carry that out, that it was just that they had to set the parameters of what they expected so they would know what needed to be done.

Chairman Strong stated that there was a motion and a second and asked

if there was any further discussion.

Mayor Finley stated that they had extra funds, and that some of those funds could be used to put a liaison in place that would give them better communication. He stated that at the Work Session he would like to talk about that. He stated that it had been a long time, with no changes being made, and they were all working diligently to get these things done as quickly as they could.

Mayor Finley stated that in the community, there were wonderful announcements that kept on being made, and they had to collaboratively figure out how to solve some of these transportation problems. He stated that they were doing it, but every week they missed was a month, was a year, and they could not afford to do that with any of their cities or counties, period. He stated that that was all he was trying to do.

Mr. Davis stated to Mayor Finley that what they were voting on at this time was moving the target dates of construction projects. He stated that the entity in charge of those dates was the project sponsor, so for Balch Road, the City of Madison was making that request, that Madison's Engineering, or someone, had made the request to push that date out, not the MPO staff. He stated that for US 72, ALDOT was the project sponsor, that they were the lead, and they were making that request.

Mr. Davis stated that they would definitely have that discussion at the Work Session.

Mayor Finley asked Mr. Davis if he was telling him that the City of Madison had sent something to them telling them to please push Balch Road back.

Mr. Davis replied in the affirmative.

Mayor Finley stated that that was different from what he had heard, but he would verify that, and if they had done so, he would take full responsibility for it.

Mr. Davis stated that the project lead dictated the project.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 11-19, 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. 12-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to install approximately 7,100 linear feet of sidewalk in the Town of New Hope.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this project was one of their Transportation Alternative Program projects. She stated that this sidewalk was along the Square of New Hope, and it was to help some of the children get back and forth to school. She stated that the total cost of the project was \$798,000, and the Target Start Date was December 2019.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to install approximately 7,100 linear feet of sidewalk in the Town of New Hope, as follows:

(RESOLUTION NO. 12-19)

Mayor Finley moved for approval of the foregoing resolution, which

motion was duly seconded by Ms. Akridge.

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that this looked like a project that TARCOG would have some ability to help fund. She asked if Ms. Lowe knew why that had not gone through them.

Ms. Lowe stated that these were MPO-type funds, Transportation, Alternative funds.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 12-19, 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. 13-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016- 2019 TIP to add Section 5310, Transit, ARC of Madison County, Capital Rolling Stock (3 MOD VANS), FY 2019.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Section 5310 was the Elderly/Disabled discretionary programs of FTA. She stated that the ARC of Madison County had applied, and these were the total funds, \$207,000, for three modified vans for FY 2019.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add Section 5310, Transit, ARC of Madison County, Capital Rolling

Stock (3 MOD VANS), FY 2019, as follows:

(RESOLUTION NO. 13-19)

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.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that the paperwork showed "Cost Distribution" and "Other" and asked who was bearing that cost.

Chairman Strong stated that it was Madison County, that it was a match.

Ms. Lowe stated that this was an 80/20 grant program, and the match was 20 percent, from Madison County.

Chairman Strong stated that these were three replacement vans, that they were not adding to the fleet, that it was replacement, to his understanding.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 13-19, 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. 14-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add the resurfacing and traffic striping on I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22.305).

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was the Preliminary Engineering and Design Phase of this I-565 resurfacing and striping project. She stated that the total cost for this particular phase of the project was \$380,000, with a Target Start Date of June 1, 2019.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add resurfacing and traffic striping on I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22 .305), as follows:

(RESOLUTION NO. 14-19)

Mr. Vincent 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. 14-19, 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. 15-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add the resurfacing and traffic striping on I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332).

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was the Preliminary Engineering Phase of this segment of the I-565 resurfacing and traffic striping project. She stated that

the Construction Phase would come up later on the agenda, as Item No. 13. She stated that the total cost for this was \$600,000, and the Target Start Date was July 1, 2019.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section in the Adopted FY 2016-2019 TIP, to add resurfacing and traffic striping on I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332), as follows:

(RESOLUTION NO. 15-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 15-19, 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. 16-19 supported and adopted the changes to resurface and traffic stripe I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553) in the currently adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this amendment was for another segment of the I-565 resurfacing and traffic striping project. She stated that the Preliminary Engineering and Design Phase would be No. 12 on the agenda. She stated that this was the Construction Phase, and that the Target Start Date for this particular portion was January 29, 2021.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add resurfacing and traffic striping on I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553), as follows:

(RESOLUTION NO. 16-19)

Mr. Vincent 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. 16-19, 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. 17-19 supported and adopted the changes to add resurfacing and traffic striping on I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22.305) in the currently adopted FY 2016-2019 TIP.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that, as she had previously mentioned, Item No. 8 on the agenda was the Preliminary Engineering Phase of this project, and this was the Construction Phase. She stated that this was a segment of the I-565 resurfacing and restriping project. She stated that the total cost for the Construction portion was \$3.8 million, and the Target Date was January 29, 2021.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019

TIP, to add resurfacing and traffic striping on I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22.305), as follows:

(RESOLUTION NO. 17-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 17-19, 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. 18-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to resurface and traffic stripe I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553).

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that earlier on the agenda, there was the Construction Phase of this portion of the I-565 resurfacing and traffic striping project. She stated that this was the Preliminary Engineering and Design Phase, and that the total cost was \$303,000, with a Target Start Date of November 1, 2019.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add resurfacing and traffic striping on I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553), as follows:

(RESOLUTION NO. 18-19)

Mr. Vincent 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 recognized Ms. Akridge.

Ms. Akridge asked if, as a matter of just organizing the agenda, it would be possible to put those two items together.

Ms. Lowe replied in the affirmative.

Ms. Akridge asked if that could be done in the future.

Ms. Lowe replied in the affirmative.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 18-19, 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. 19-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to resurface and traffic stripe I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332).

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Item 9 on the agenda was the Preliminary Engineering and Design Phase, and that this was the Construction Phase of this particular segment of the I-565 resurfacing and traffic striping project. She stated that the total cost was \$10,711,050, with a Target Start Date of March 26, 2021.

Mr. Vincent read and introduced a resolution amending the

National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add resurfacing and traffic striping on I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332), as follows:

(RESOLUTION NO. 19-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 19-19, 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. 20-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add Asphalt paving for Greenbrier Parkway Extension Phase IV-A, from Old Highway 20 for 2.4 miles north, to benefit Mazda-Toyota Manufacturing U.S.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was the Construction Phase for the paving of the Greenbrier Parkway for the Mazda-Toyota Manufacturing facility. She stated that the total cost was approximately \$2 million, and the Target Start Date was “ongoing.”

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add Asphalt paving for Greenbrier Parkway Extension Phase IV-A, from

Old Highway 20 for 2.4 miles north, to benefit Mazda-Toyota Manufacturing U.S., as follows:

(RESOLUTION NO. 20-19)

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.

Mayor Finley inquired as to what this was.

Mr. Davis stated that it was an Industrial Access grant, so they had to put it in the TIP, that the grant had been received.

Ms. Akridge asked if Ms. Lowe had said that the Target Date was “ongoing.” She asked if that was because it was under construction.

Mr. Davis stated that was correct. He stated that this \$2 million was for asphalt paving, which was the later stage of the construction project, and they were adding it at this time. He stated that this was broken up into a couple of different phases.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 20-19, 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. 21-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to resurface I-565 from .80 mile west of Indian Springs Road to .25 mile west of the Madison County Line.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was the Construction Phase of this particular I-565 resurfacing project. She stated that there was no P.E. Phase on this agenda. She stated that the total cost was approximately \$2 million, and the Target Start Date was April 2021.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add resurfacing of I-565 from .80 mile west of Indian Springs Road to .25 mile west of the Madison County Line, as follows:

(RESOLUTION NO. 21-19)

Mr. Davis 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. 21-19, 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. 22-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road (P.E. Phase).

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was the P.E. Phase of the Burgreen Road intersection safety improvement project. She stated that the Construction Phase for this was the next item on the agenda. She stated that the CAC, the Citizens Advisory Committee, had a couple of concerns about what exactly

were the safety improvements at this intersection. She stated that ALDOT had held a public meeting back in March to try to discuss those, with their consultants. She stated that the total cost of this particular portion of the project was \$210,000, and the Target Start Date was June 1, 2019.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted 2016-2019 TIP, to add safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road, as follows:

(RESOLUTION NO. 22-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 22-19, 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. 23-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add safety improvement at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road (Construction Phase).

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that on the Construction phase of this particular project, the CAC also wanted to know, from a Bike/Ped standpoint, if there would be any safety improvements, or any improvements in that realm of mode of transportation.

Ms. Lowe stated that the total cost of the Construction portion was \$1.4 million, and the Target Start Date was November 2019.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2016-2019 TIP, to add Safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road, as follows:

(RESOLUTION NO. 23-19)

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

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated to Ms. Lowe that she had mentioned that the CAC wanted to know if there were any Bike/Ped improvements and asked what the answer to that was.

Ms. Lowe stated that at this time there were not any definite plans for the safety improvements, that there was no definite traffic light or left-turn signal. She stated that the P.E. Phase, which was the previous item on the agenda, gave the dollars to design, or figure out, what they wanted to put there.

Mr. Vincent stated that what they had gone to the public with was a proposal that showed some general concepts on what could be done. He stated that once the P.E. had been authorized, they could go back and further tweak that, to get a full design.

Mr. Davis asked if it was correct that this was predominantly just the intersection, safety improvements to the intersection.

Mr. Vincent stated that it had started off with the signalization, which they were going to do, or were in the process of doing at this time, getting

started this week. He continued that these improvements would come afterward, that they were access management type things, that they could close access points, improve radiuses, crossovers, and put in islands.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 23-19, 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 (a) was the resurfacing of I-565 from I-65 (MP 0.00) to MP 5.63, (b) was the resurfacing of SR-53 from just north of CR-122 to SR-251 in Ardmore, (c) was resurfacing on I-565 from .80 mile west of Indian Springs Road to .25 mile west of the Madison County Line, (d) was Safety Improvements (shoulder widening, pavement scoring, signing, and striping) along Moores Mill Road from Countess Road NE to Darwin Road, (e) was Intersection Modification on CR-109 (East Limestone Road) and CR-36 (Capshaw Road) to install roundabout, (f) was Safety Improvements (shoulder widening, pavement scoring, signing, and striping) along Hobbs Island Road from Huntsville City Limits to Vann Road, and (g) was Safety Improvements (shoulder widening, pavement scoring, signing, and striping) along Ryland Pike from SR-2 (US 72) to Everett Road.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that these particular projects were brought before the MPO to inform them and let them know what ALDOT was actually doing. She stated that these were ongoing projects, that they were already in the works, and whatnot. She stated that each project was brought before the MPO

because of a change in funds, a change in Target Start Date. She stated that each of these projects had been moved around significantly. She stated that she believed the first item, the resurfacing of I-565, had jumped in price just a little, whereas a couple of the others may have decreased in funds because of new estimates from the engineers. She stated that others were moved because of Target Start Dates being pushed out or being moved up.

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

Ms. Akridge asked when items had to come before the MPO and when they could just change them.

Ms. Lowe stated that on certain projects, if their dollar amount was more than \$5 million, it would become an amendment, noting that that was a total, throughout the total project. She stated that, also, if it changed the dollar amount 20 percent, or the \$5 million, throughout the total cost of the project, it would require an amendment. She stated that some of these changes were fairly small.

Mr. Davis stated that he would add, that if one would notice, these were safety improvements or resurfacing, so they were maintenance-type funds, and, typically, when the MPO would vote on these would be if they changed the start date and the stop, or the term limits of the project. He continued that just the money or a date change was Administrative, per FHWA.

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

Chairman Strong stated that he would start with the town of Owens Cross Roads, and he saw no one.

Chairman Strong stated that for the Town of Triana, he saw no one.

Chairman Strong stated that next, there would be the City of Madison.

He recognized Mayor Finley.

Mayor Finley stated that he did not have anything.

Chairman Strong stated that next would be the City of Huntsville. He recognized Mr. Davis.

Mr. Davis stated that he had something that Mayor Battle wanted to add. He stated that this was a very lengthy MPO agenda that they had, and it told one that there was a lot going on in the community, a lot of investment being made. He stated that he had some totals that would include Madison, Madison County, the City of Huntsville, and the State of Alabama. He stated that since 2008, there had been an investment of \$524 million in roads, and that currently, there was more than \$222 million in active road projects, and that through 2025, there would be an additional \$452 million of projects. He stated that adding that up, there was \$1.199 billion of road projects happening in this community between 2008 and 2025.

Mr. Davis stated that there was a high growth mark in the community, and they were proud of it, with the jobs, but they were also making significant investment in Capital for the community.

Chairman Strong stated that the next one was Madison County.

Chairman Strong stated that the Ryland/Jordan Road Extension was where they had had a lot of wrecks, with a couple of fatalities there. He continued that he wanted to thank the State of Alabama for getting that Study completed and moving forward with that project.

Chairman Strong stated that they had completed several phases with ATRIP projects, and they had some they were trying to complete. He stated that he believed it was essential that they complete those as soon as possible because they were already looking at ATRIP-2, looking at potential Federal

Transportation dollars. He stated that Madison County would be pushing Jeff Road, which was another 13 or 16 million dollars, but they had to get the land acquisition, and there were a lot of moving parts there, roads that had to be upgraded, to get it so they could be authorized to start the land acquisition, with 136 parcels of property to acquire.

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

Chairman Strong asked if there was anyone present with the FHWA, Federal Highway, who would like to address the MPO.

There was no response.

Chairman Strong asked if there was anyone present with the FTA who would like to address the MPO.

There was no response.

Chairman Strong asked if there was anyone present with the Alabama Department of Transportation who would like to address the MPO.

Chairman Strong recognized Mr. Les Hopson of the Alabama Department of Transportation.

Mr. Les Hopson made a PowerPoint presentation, the Huntsville MPO Project Update.

Mr. Hopson stated that the first project was the Church Street widening, Phase 1, between Pratt Avenue and Monroe Street. He stated that this was under construction and approximately 20 percent complete. He stated that the cost was approximately \$13 million. He continued that the project had started in November of 2018, and they were looking at an anticipated completion date of early 2020.

Mr. Hopson stated that the next project was the Northern Bypass, from

Pulaski Pike to US Highway 231/431. He stated that the plans were very well underway, and the Right-of-Way acquisition was also. He stated that there were several tracts on that, and that was expected to be completed in the current year. He stated that the estimated cost was about \$40 million, and the anticipated start date was FY 2020, with at least a couple of years of construction.

Mr. Hopson stated that the next project was Martin Road, between Zierdt Road and Laracy Drive. He stated that this was a two-phase project, and Phase I was under construction, from Old Jim Williams Road, about the middle point, to Zierdt Road, on the east side. He stated that the anticipated completion date was spring 2020. He stated that Phase II was scheduled for the fall of 2019. He stated that they were waiting for some money from the Alabama Department of Transportation to start this. He stated that the estimated cost for both phases was approximately \$25 million.

Mr. Hopson stated that the next project was North Parkway at Mastin Lake Road, an overpass. He stated that the plans were about 90 percent complete, and they anticipated Right-of-Way to be completed in possibly late summer. He stated that they were going to put out a Clearing Project, with Structural Removal and Utility Relocation, which would be bid in the coming fall. He continued that it could take about a year to do all that work, and then after that, they would start the actual overpass construction, in 2020.

Mr. Hopson stated that the next project was Access Management on US 231, between Weatherly Road and Hobbs Island Road. He stated that the plans were about 30 percent complete, and they anticipated having a Public Involvement Meeting possibly in the fall of the current year. He stated

that the estimated cost was \$15 million. He stated that this was primarily turn lanes and resurfacing, access management.

Mr. Hopson stated that the next project was Cecil Ashburn Drive Improvements. He stated that the contractor was well underway on this project, and they were looking at possibly having two lanes open by fall of the current year, and then there would be another 8 to 10 months of construction before the entire project would be completed. He stated that the estimated cost was \$22 million.

Mr. Hopson stated that the next project was Winchester Road, from Dominion Circle to Naugher Road. He stated that the plans were well underway, and the Right-of-Way acquisition had been ongoing for quite some time. He stated that the earliest start date would be about mid 2020. He continued that this was quite involved, that there were a lot of tracts on it, and there would be a couple of years of construction.

Mr. Hopson stated that the next project was SR 255 (Research Park Boulevard) widening, from US 72 to south of Old Madison Pike. He stated that this project had bid recently, and it would be, like, August of 2019 before the actual construction would start on it, with a late 2021 completion date.

Mr. Hopson stated that the next project was US 72 West, between Providence Main and County Line Road. He stated that on this one they were at about 30 percent plan completion. He stated that they were looking at having to go back with another Public Involvement Meeting because it had been so long since they had had the other one. He stated that this was still a very expensive project. He continued that they were looking at possibly starting construction in 2022. He stated that they were really not sure on this one yet. He stated that with the STIP rebalancing, they had moved out a lot of

projects, but this could be moved back up.

Mr. Hopson stated that the next project was Zierdt Road, between Madison Boulevard and Martin Road. He stated that this was the last phase of this project. He stated that work had started in the fall of 2018, and they were looking at an anticipated completion date of early 2021.

Mr. Hopson stated that the next project was Winchester Road, from Naugher Road to Riverton Road. He stated that this project was under construction and about 10 percent complete. He continued that they were looking at finishing this project by the end of 2019.

Mr. Hopson stated that the next project was an Interchange at Blake Bottom Road and SR 255 (Research Park Boulevard). He stated that this was under construction and about 60 percent complete. He stated that they were looking at possibly being finished in the summer.

Mr. Hopson stated that the next project was Four Bridge Replacements on Old Highway 431. He stated that the Right-of-Way acquisition was underway, and they were looking at a possible start in the fall of the current year. He stated that the cost was \$8.5 million.

Mr. Hopson stated that the next project was the I-565 Interchange Improvement at Greenbrier Road. He stated that this was under construction and at least 30 percent complete. He stated that the cost was \$10.2 million. He stated that he could not remember exactly when the finish date was on this one, but it was well underway.

Mr. Hopson stated that that was all he had at this time. He stated that there was probably another project or two that he would have in the next presentation, noting that he could have left out one or two projects.

Chairman Strong thanked Mr. Hopson for his presentation. He stated

that he believed Ms. Akridge had a question.

Ms. Akridge stated that this might be easily fixable, but she was having people say that there was some cone alignment at Church and Pratt that could be done differently, about a left-hand turn. She asked if Mr. Hopson could have someone take a look at that cone alignment.

Mr. Hopson stated that they would get with the City on that.

Ms. Akridge stated that she was looking at Blake Bottom Road and wondering what they had learned, that they wanted to make sure they did not do again, noting that it seemed that there were big roads going a certain way, and then all of a sudden they realized they had to go another way.

Chairman Strong stated that there were over a thousand new homes being built in that geographical region every year for over 11 years, that it was an urban area, the city of Huntsville, with some of it in Madison County. He stated that there were homes that were already built in that area that whenever they came through there, they condemned, and those families had been there for more than eight generations, so they had to work through that.

Chairman Strong stated that the bridge was originally funded during the period when Toyota was being recruited to Madison County, so the funds were transferred from that bridge to the Jordan Lane/53 bridge because it was warranted, so that delayed it several years, but they were finally getting it done.

Chairman Strong stated that the big thing was that at that bridge they had, he believed, at one point, 12,000 cars a day going down Blake Bottom, and they were going two miles in the wrong direction, and looping under and coming back. He stated that this was going to solve that. He stated that another thing was that Blake Bottom should have been five-laned 20 years

prior. He stated that the hope was, when this bridge was completed, to somehow find the \$14.3 million to five-lane Blake Bottom Road.

Chairman Strong stated that that was how that was designed, at the point that it was, that the houses were already there, and the design team had said that that was the most financially responsible way to design the bridge.

Mr. Vincent stated that Chairman Strong might also want to add about the environmental issues and concerns.

Chairman Strong stated that there were other environmental concerns there. He continued that another concern was that Research Park at one point did not have concrete barriers there, and there were multiple fatalities at Dan Tibbs and at Blake Bottom, so there were modifications that were made years prior to protect that, and then it led to the bridge. He stated that there were some advocating for Dan Tibbs and some advocating for Blake Bottom, and they thought Blake Bottom was the best place to put it, based on the right-of-way that was there.

Ms. Akridge stated that she was hearing all the reasons that led up to it, but what she was looking for was what they could learn about their planning, even in the County, to avoid this massive shuffle of the roads in the future.

Mr. Davis stated that he would kind of rephrase that, that he did not think they were shuffling roads. He stated that earlier in the meeting, they had gotten an update on the Long-Range Transportation Plan, taking it to 2045. He stated that if one looked on line at huntsvillempo.com and looked at the current 2040 Long-Range Plan, that document was about 600 pages, that it was a very intensive manual, and it was their guide. He stated that it had all the projects within the Huntsville Area MPO Region, which included portions of Limestone County and Madison County that needed improvements. He

stated that it was based on traffic modeling and traffic counts, so they knew where overpasses needed to be, they knew, like Chairman Strong had stated, at Blake Bottom, where roads needed to be widened.

Mr. Davis stated that it just came down to funding. He stated that a lot of times one would see where they would change the terminus of a project, to where they could get a small portion of it built, because there was funding there, and something was better than nothing. He stated that that was why they saw projects a lot of times in phases, that it might be Phase 5 that they were working on, that they might be voting on. He stated that it was taking that long-range plan, that they knew they needed to build either a federal road, State road, or local road, and as funding became available, they would start just kind of chiseling on it, taking pieces they could afford to build and start building that network out.

Chairman Strong stated that 12 years prior, on Blake Bottom, they had known that at some point, hopefully, it would be five lanes, and they started using what was called "CON/SPAN." He stated that they had to replace at least four or five bridges on that road, that some of it was rated as a "D." He stated that the CON/SPAN was where they put different sections for a bridge. He stated that he had to learn that, and he was sure the engineers could tell them a lot more about this. He continued that rather than building a bridge that was inadequate, they would build so that the spans were put in there to cover it at this time, but it would be built so that it could be widened, if they could find the money.

Chairman Strong stated that for Madison County, the third largest county in the state of Alabama, their General Fund Budget was \$58 million. He stated that in thinking of that \$58 million, \$30 million of it went to the

Madison County Sheriff's Department, and \$17 million of that \$30 million went to the Madison County Metro Jail, so that left them about \$30 million to operate everything else in Madison County. He continued that it took them an extremely long time to get some of these roads, but he was proud of where they were, from where they had come, and that they would continue to work this process.

Chairman Strong stated that looking at the population of Madison County as a whole, there were north of 200,000 people living in the city of Huntsville, 48 or 50 thousand in Madison, 111,900 in unincorporated Madison County, noting that by population that would equate to the fifth largest city in the state of Alabama. He stated that this meant that Huntsville was the third largest city, unincorporated Madison County would be the fifth largest city, and Madison was the 10th largest city. He continued that Harvest-Monrovia, if that were taken out of Madison, would be just a little under Madison.

Chairman Strong stated that growth was good, that the economy was strong. He stated that earlier in the day, speaking with Standard & Poor's and Moody's, Madison County had been reaffirmed a AA+ bond rating. He stated that very few counties in the Southeast United States had that. He continued that they still had a lot of things that needed to be done, but he would not swap where they were at this time for anything. He stated that he believed they had come a long way, noting that he was talking about the whole North Alabama region.

Ms. Akridge stated that she would be more specific with her question. She asked if they needed to look at predicted land use sooner so when they were doing the new 2045 Plan, they would be looking at the density, etc.

Mr. Davis stated that part of that plan did look at land use, both current and future uses of land, zoning maps, both in Huntsville and the City of Madison.

Ms. Akridge stated that, of course, the County did not have zoning.

Mr. Davis stated that was right, by the Alabama Constitution. He continued that, however, they could see the growth patterns, how land was being used, and take stabs at what they thought future development would look like, and then they took that and populated a population, which populated traffic counts, and then they started modeling roads, and that got them into lane miles and widths.

Chairman Strong stated that other things that the planners, and also the MPO, looked at was rail, that they would start looking at, hypothetically, Bob Wade Lane, where it came into 431, and looking at an overpass there, in the future, and should that road be built just for cars or should it have a rail spur, because, potentially, there were 1,500 to 2,000 acres there that might one day be in the city of Huntsville for another economic development deal, maybe sooner than later. He stated that those were things they were always looking at, and any input that any member had, or anyone from the public, he thought it was always well received.

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

Chairman Strong thanked Mr. Hopson for his presentation.

Chairman Strong stated that the next item on the agenda was Board Member Comments. He asked if there were any further comments from any of the Board members.

There was no response.

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

Mr. Jeff North, 117 Horseshoe Bend, Madison, appeared before the MPO, expressing appreciation for the opportunity to speak. He stated that when he had seen this agenda come out the prior week, he was pretty shocked and angered, to be honest, because he saw the delays on the Highway 72 widening project. He stated that the public meeting on this widening project was held in 2014, and construction was supposed to start in 2015. He stated that now they were looking at 10 years of delays on this project.

Mr. North stated that they had been told that some elected official's billboard delayed this project; they had been told that debates over sidewalks delayed this project; they had been told that money delayed this project. He continued that this four-lane roadway was now counting at over 47,000 vehicles per day, as a signalized highway, and that was just not functional. He stated that it was a struggle on this road for tens of thousands of fellow citizens commuting to and from work, at Research Park and other places. He stated that Saturdays and Sundays were equally bad. He continued that, as the MPO members were aware, two massive developments, MidCity and Clift Farm, were being constructed on Highway 72 at this time, making this matter even more urgent.

Mr. North stated that he did not like to see this on the 72 widening, that he did not think it should be happening, that they really needed to work on bringing this in.

Mr. North stated that a lot had happened since the last MPO meeting,

that the Governor had signed a new gas tax, so he had expected to see projects like Highway 72 starting sooner as a result of this new funding. He stated that he had heard that the expected gas tax was over \$300 million annually. He stated that if the State could just take a third of that money and use it to finance a bond, there would be over \$1.5 billion in a checking account in a matter of weeks.

Mr. North stated that as Chairman Strong had mentioned, the needs were great here, that they were home to Madison, the 10th largest city, and Huntsville, the 4th largest city. He continued that unincorporated Madison County would be the 5th largest city. He continued that, of course, they were growing. He stated that Madison was the second fastest growing of Alabama's 10 largest cities, second only to Auburn, and they were especially affected by traffic on I-565 and Highway 72.

Mr. North stated that he wanted to commend Mr. Vincent for his innovative plan to widen I-565 to six lanes, noting that this was exactly the type of action and innovation that was needed in the current transportation crisis. He stated that, however, one thing he had noticed about the agenda the MPO had just gone through was that he did not see Mr. Vincent's plan directly reflected in the resolutions, and he certainly would like to see it reflected. He stated that he had one comment on that plan, as much as he loved it. He stated that as he read it, there remained one crucial shortcoming. He continued that as he understood it, the plan would leave a short, four-lane bottleneck on I-565 between County Line Road and Wall Triana. He stated that he certainly would have expected this agenda to contain some kind of engineering or preliminary study to look at that four-lane bottleneck portion and get started on that right away, because, assuming Mr. Vincent got all six lanes widened out to I-565,

then that four-lane bottleneck, he assumed, would be the highest ROI road project in the entire MPO region because they would be just a couple of miles short of having a six-laned I-565, from end to end, at a minimum.

Mr. North stated that he also wanted to comment on the Balch Road project in Madison. He stated that this project had also been delayed for years. He stated that this was a safety widening of the road through its parts, but it also contained a really crucial roundabout at Balch and Gillespie roads. He stated that this was presently a "STOP" controlled intersection, and every week somebody was asking on social media why there was no signal there, why nothing was being done about this intersection.

Mr. North stated that he had just wanted to let the MPO members know that they were very eager for all the road projects that were under way. He asked if they had a moment that they could address all those things. He stated that he appreciated all they were doing, that he appreciated the leadership in this room, that he did not know that they had ever had any better technical or political leadership in the community in the 30 years he had lived here. He stated that he wanted to be grateful, but he also wanted to just underscore the need.

Chairman Strong thanked Mr. North, noting that his presentation was very informative.

Mr. Davis stated that he would like to take a moment to address Highway 72. He stated that there were dozens of people associated with that, both staff with ALDOT, staff with the City of Huntsville, and staff with Madison, and they were working very hard to finalize those plans. He stated that Mr. Les Hopson had said during his presentation that they would be holding another public meeting. He stated that the challenge was not just

adding 12 feet of asphalt in either direction on 72. He stated that both for Madison and Huntsville, it was a significant retail corridor, and the last thing they wanted was just to widen it and push traffic onto 72 and have a lot of those businesses close due to the right-of-way taking.

Mr. Davis stated that to the general public, this might appear to be simple, just trying to add 12 feet of asphalt, for an additional lane, but they would have to set back utilities to make room for that. He continued that it had been a very delicate process. He stated that they were still actively engaged in how best to do it so that when they were finished, what the citizens enjoyed patronizing on Highway 72 would still be there. He stated that they were making good strides with that, that there were some shifts in the center line, where they were not just adding 12 feet of asphalt to the outside shoulder, but the actual center line of the road would be changed, where they would be shifting the entire road. He continued that not everyone would like the alignment, as far as a property owner, but they were trying to be the least impactful as possible, and they were making headway on that. He stated that they were quickly approaching about 50 percent on Design. He continued that he believed that was when they would see ALDOT reach back out to the public and let the public see that. He stated that they were very much pushing that.

Mr. Davis stated that he believed Mr. Vincent wanted to comment on I-565. He stated that he had actually told Director Cooper about a month ago that he deserved an award for pushing that, that it would advance the I-565 widening by 25 years.

Mr. Vincent stated that he had seen some of Mr. North's emails, and he knew he had spoken with his office, and he appreciated his concern and hoped they had addressed some of it. He stated that as far as the I-565 segment, they

had already had projects in their plan for resurfacing, Interstate Maintenance projects, that they were already part of the TIP and STIP. He stated that one that was on this agenda was from Mile Post 0.00 to 7.5, which was a segment of that. He stated that that was Interstate Maintenance Funds, which he noted was a category of funding that they could not spend anywhere else.

Mr. Vincent stated that the Governor had agreed to make this part of the "Rebuild Alabama" program, so she had committed additional funding for that. He stated that the project they had seen earlier in the meeting was part of the widening, that it just did not say "widening." He stated that they were going to do that under a resurfacing project. He stated that this was not a long-term solution by any means, that they saw it as an opportunity to make some improvements to help the community, to help everything with Toyota-Mazda, as quickly as they could. He stated that he would hope they would come right back afterwards with a long-term project to add lanes to the outside. He stated that he believed that not only did they need to add one lane, that he believed they needed to add at least two lanes in each direction, but there were a lot of obstacles, a lot of hurdles, to get to that point. He stated that they realized that, but they thought that under this resurfacing program they could combine two projects, and they could do a little inside shoulder work. He stated that they actually had crews out there at this time doing an IM review on that particular project, so they were progressing with that, and they hoped they would be successful with it, and they hoped there would be a good return on that money.

Mr. Vincent stated, concerning the segment that had been brought up, from County Line Road back toward Town Madison, that he agreed totally that they needed to be doing something at this time, but in order for something else

to go in this plan, something had to move out of the plan. He stated that that future project was competing with something else in the plan. He continued that, hopefully, they would be successful, and they would get that project put in also, that it was definitely needed, that they realized that, and they would do everything from a local level that they could to push that. He asked that they be successful first with what they had going at this time and get that under way, and then they would start to push for that segment that was still four lanes, and that, hopefully, they would be successful in getting that also.

Chairman Strong stated, concerning growth, that there were more than 25,000 new jobs, and another 650 had been announced on this date, and that although they said that was in Limestone County, probably more than 70 or 80 percent of them were going to live in Madison County. He stated that there were a couple of things that had jumped out, No. 1, that on Highway 72, there was a \$35 million ball park being constructed; and the Planners were projecting \$83 million to add those additional lanes from Providence Main to the County line. He stated that he knew that was being looked at. He continued that they were looking at seeing if they could just get the lanes in, because the right-of-way, in most cases, was already there. He stated that, also, there had been evaluation of doing a parallel road, going to Capshaw Road and taking it from County Line to Research Park, to have two parallel roads running to Research Park.

Chairman Strong stated, concerning Balch Road, that there was one thing they were working on there, with Clift Development, that they had gone to the Developer to look at something maybe a little bit different, and he was excited about that. He stated that that piece of property was currently in unincorporated Madison County, and the Developer had agreed to impose a

13.5 mill Improvement District there. He continued that that 13.5 would lead to about an \$11 million bond, to do two arterials, from 72 to Wall Triana and Balch, to get some of that traffic off of 72. He continued that it would also include the widening from Wall Triana to Balch. He stated that the Developer had imposed this self-funding mechanism on himself to widen that stretch of road, and it would also include the widening of Balch Road and the turn radiuses there around the hospital, and also trying to see if there was a better way to look at those lights that were there, to be able to get the ambulances into the hospital. He stated that this was something that was being worked on, and he thought the plan that was tentatively being looked at at this time was something that the Madison Hospital was supportive of.

Chairman Strong stated that currently, they had about \$300 million either under construction, in design, or recently completed in Madison County. He stated that Madison County as a whole had received \$30 million more than any other county in the state of Alabama. He stated that they were going to continue to advocate to bring every dollar back that they could. He stated that they were excited about what was going on here, that there were a lot of people in Alabama that did not like them because of this, because a lot of times everything that was announced was either here or in Mobile. He continued that there was a very vibrant economy that he thought made them a lot stronger. He stated that they would continue to work that.

Chairman Strong stated that he really appreciated Mr. North bringing his presentation before the MPO. He continued that they could add that to their Work Session and maybe see what they could do. He stated that this was all about stretching dollars, trying to see what they could do next.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked Mr. North when he was in discussion with people if anybody talked about carpooling.

Mr. North replied in the negative.

Ms. Akridge asked why not.

Mr. North stated that he did not know. He stated that it would make a lot of sense because there was a definite traffic pattern from Madison and Research Park into the Arsenal, a repeating transit pattern.

Ms. Akridge stated that in any major city, there was off-site parking and a shuttle, et cetera. She stated that she thought it was time for people to start this, noting that there were apps out there for ride-sharing already. She stated that she was in the camp that thought it should be uncomfortable enough that people would change their behavior concerning this.

Chairman Strong stated that a lot of people might know this, but Madison County was the largest employer for twelve counties in North Alabama and two counties in southern Tennessee. He stated that if they were just managing the traffic of Huntsville and Madison and Madison County, it would be easy, but when they were the largest employer practically from Mississippi to Georgia and from Tennessee to probably Warrior, that was what they were dealing with. He stated that convenience was what people liked.

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

There was no response.

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

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization

Meeting Adjourned on May 22, 2019, at 5:20 p.m.