

**METROPOLITAN PLANNING ORGANIZATION  
MINUTES**

**Regular Meeting - February 5, 2020 - 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
Ms. Frances Akridge	Huntsville City Council
Mr. Curtis W. Vincent	ALDOT/Guntersville
Mayor Mary Caudle	Town of Triana
(Not present at beginning of meeting.)	

**Members Absent:**

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

Ms. Shontrill Lowe  
Ms. Paige Colburn  
Mr. James Moore  
Mr. James Vandiver  
Mr. Steve Dinges

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

Chairman Strong stated that in attendance at the meeting were himself, Mayor Battle, Mayor Finley, Ms. Akridge, and Mr. Vincent.

Chairman Strong stated that the first item on the agenda was Approval of Minutes of the November 20, 2019, meeting of the MPO.

Mayor Finley moved for approval of the Minutes of the MPO meeting on November 20, 2019, which motion was duly seconded by Mayor Battle.

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 a discussion of the Regional Commuter Study.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the Regional Commuter Study was an informational item before the MPO. She stated that the consultant assigned to this task was Metro Analytics. She stated that the Draft was due August 24, 2020, with a 45-day Public Comment Period, and the Final would be due around November 30, 2020.

Ms. Lowe stated that this Regional Commuter Study would be inserted into their LRTP, the TRiP2045 Plan, as their Congestion Management Plan.

Ms. Lowe stated that the project schedule the consultants had given them included the Project Initiation, or Kickoff, back in November of 2019. She continued that they had just recently given them the Initial Data Findings. She stated that in May 2020 they would be presenting some of the data. She continued that, again, they would have the Draft, and then the 45-day Public Comment Period, as well as the Final due in November.

Chairman Strong asked if there were any questions from the MPO members concerning the Regional Commuter Study.

Mayor Battle asked if a member of the MPO would like to talk to the persons doing this Study, how they would get in touch with them. He continued that his question would also apply to a member of the public.

Ms. Lowe stated that persons could contact her, and she would put them in touch with the consultants or a member of the MPO staff.

Chairman Strong stated that the next item on the agenda was the Adoption of the Draft TRiP2045 - Long-Range Transportation Plan. He stated that Resolution No. 01-20 adopted and supported the Draft TRiP2045 Huntsville Area MPO 2045 Long-Range Transportation Plan.

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

(Mr. Davis made a PowerPoint presentation.)

Mr. Davis stated that what was before the MPO at this time was the Draft Plan. He continued that the Draft Plan was actually on the Huntsville Area MPO website, noting that it had been there for a while. He stated that it was being updated at this time, that they were finalizing data points.

Mr. Davis stated that what he wanted to do at this time, for the general public, as well as for the MPO, was to provide an update as to where they were on this matter. He stated that the current schedule was that they would finalize the Draft in the next couple of weeks, by early March, and that Draft would go out to all the members, or jurisdictions, of the MPO, for their staff to do a final redline review, provide comments. He continued that then they would bring what they would call the "Final 2045 Long-Range Transportation Plan" before the MPO for a resolution and adoption, so that they could submit it to ALDOT and the Federal Highway so they would stand in compliance and continue to get their annual allocation of funds.

Mr. Davis stated that, as the MPO members were aware, the Long-Range Transportation Plan was a data-driven vision of the future transportation needs of the Huntsville metropolitan area. He stated that the purpose of the Plan was to identify current transportation needs, forecast future transportation needs, and establish strategies and projects to address those

needs. He continued, as to the purpose of the Plan, that it should serve as a decision guide for this body as they moved forward over the next 25 years, with an emphasis on the next 5 to 10-year execution of the Long-Range Plan.

Mr. Davis stated that the Plan addressed areawide transportation needs identified through forecasting future travel demand, through traffic modeling, developing, and testing alternatives, or solutions, to the issues that they found within the transportation network, and selecting those options which met the mobility needs of the area.

Mr. Davis stated that, additionally, the Plan was to evaluate and identify future traffic volumes, roadway and intersection capacities, new transportation corridors, alternative transportation modes, which he noted was transit, pedestrian and bicycle, and signalization needs, and also possible funding alternatives from the current funding sources that were available to this MPO body.

Mr. Davis stated that the Plan was being developed by the MPO Transportation Planning staff, the jurisdictional staffs of the local bodies, and ALDOT, and that Croy Engineering was their outside consultant.

Mr. Davis stated that careful consideration had been given to all projects that would reduce transportation network congestion and/or minimize trip distance for citizens, in order to improve overall travel times, and the cargo and freight reliability of the community, so they could stay competitive in the industrial market. He continued that another requirement in the Long-Range Plan was the air quality Attainment standards. He stated that they were currently an Attainment community, from air standards, and, certainly, they wanted to be investing in traffic improvements that would maintain that air quality, and just the general overall quality of life within the Study Area.

(Mayor Caudle is now in attendance at the meeting.)

Mr. Davis stated, concerning the Plan Evaluation Components for Update, that what he was displaying were things that must be in the Plan for Federal Highway. He stated that these were Socioeconomic Context and Demographics, how the Study Area was growing, both in population and translating into travel trips. He continued that the Environmental Context and Land Use were economic growth forecasts, how they were densifying areas based on land-use plans of the area.

Mr. Davis stated that Roadway Infrastructure and Traffic Forecasts was the main meat of the effort that was being performed by Staff and Croy Engineering, that this was their traffic modeling, where they were at this time and where they would be in the future. He continued that then there was the Multi-Modal Infrastructure, which was their Transit Services, the strategy of how to improve those, and their bike and pedestrian facilities.

Mr. Davis stated that then there was Congestion Management, Safety Management, and the Security Element of their infrastructure. He continued that also required was a Freight Plan, which he noted was not only Transportation, but it was rail, that it was the intermodal facility at the Airport, and how those were being improved to handle a growing community.

Mr. Davis stated that then there was the Financial Plan. He stated that a Long-Range Transportation Plan had to be fiscally constrained, meaning that it had to be funded.

Mr. Davis stated that what they did in their Plan, as many communities did, was that outside that 2045 Funding Plan, they had what were called "Visionary Projects," projects that they had identified through the Traffic modeling that were not funded but were a concern and something they should

be focusing on, concerning what was next.

Mr. Davis stated that the chart he was displaying at this time showed the Plan area that was required, that it outlined the outer portions. He continued that it included all of Madison County and the annexed areas of Madison and the city of Huntsville in eastern Limestone County. He stated that then they would get into the urbanized area, the more densely populated areas of the Study Area, and that was outlined in the tan or gold colors.

Mr. Davis stated that the next slide pertained to the Goals. He stated that the 25-year Comprehensive Transportation Infrastructure Plan must include Top Critical Future Transportation Projects, which he noted would be based on model forecasting, where they would have taken a baseline model of the transportation system and how it performed, and due to the forecasting of the job growth they were experiencing and the population growth, putting that into the Transportation model and determining what effect it was having on the entire system.

Mr. Davis stated that the Financially Constrained Transportation Projects were projects that were funded within the Plan, meaning that they were funded through the 2045 Plan Study Area. He stated that what that would mean to the MPO would be that monthly the MPO staff would send them the Monthly Transportation Update list, which he noted looked like an Excel spreadsheet, and it would have multiple pages of projects, noting that some were Federal and State projects, some were Local projects, and some were MPO projects. He continued that they had a funding year within that list, so that any projects contained within that list, from this time until 2045, were part of the Financially Constrained, meaning that they were funded. He stated that they might not be funded in the years they would like, that they would like

to see some of them accelerated, but they were funded projects, and they were modeled that way.

Mr. Davis stated that then they would get into the Visionary Transportation Projects, noting that those were future necessary projects that were unfunded, that based on the modeling, there was a capacity issue within the corridor. He continued that then there was Congestion Management elements, which were short-term relief measures. He stated that they might see that a small intersection improvement somewhere within the system could be made quickly and have a positive impact on the system.

Mr. Davis stated that then there was Multi-Modal Opportunities/Trends, the Freight/Cargo Infrastructure strategy, and, again, there had to be a financial backing, to show how those projects were funded.

Mr. Davis stated that the next slide was captioned "So Where Do We Start?" He stated that, as he had mentioned, they would start with a baseline model. He stated that what Croy Engineering and the Staff had determined was that their baseline model would be 2015. He stated that the reason for this was that those were any and all projects that had been completed and placed into service within the system since the last update. He stated that, certainly, they were now in 2020, but there were projects coming on line that they did not have the data for. He continued that they were modeled, but they wanted their baseline to be projects that had been completed and had been in service, where they had good traffic counts on them.

Mr. Davis stated that they would start with that baseline, and they would go to System Modeling, which he noted were all existing projects that were under construction in their TIP. He stated that the MPO had just approved the TIP a couple of meetings prior. He stated that this was all the funded projects

from 2020 to 2023. He continued that from there they would take the Fiscally Constrained projects and model those. He stated that that was everything they would see, predominantly, in the monthly update they received from staff. He stated that from there they would take what the system looked like after all those projects were complete, and if they did nothing more, what the system would look like, and they identified visionary projects. He continued that this was what he was mainly going to show them at this time. He continued that they had a list of all the projects that were funded, that they saw those monthly. He continued that it would be if they stopped there and did nothing, as a body, what the system would look like in 2045 and what were the areas of concern.

Mr. Davis stated that the next slide depicted the Baseline Transportation Model, that this was what the model would look like if nothing was done, based on 2015 construction, how the system performed at this time. He stated that they could see that Highway 72 was in red and orange. He stated that that project was not complete, but they knew that the project was funded and was being actively worked. He continued that there were several others that were also showing up, noting that they could see the western side of I-565. He stated that, hopefully, they would approve a TIP modification at this meeting to accelerate that project.

Mr. Davis stated that they had a baseline, and he asked what they would do next. He continued that they would take that baseline transportation system model and model it against adding improvements to the system. He stated that this would be all existing projects that were under construction, such as Martin Road, Zierdt Road, Research Park Boulevard, and on down the list that they could go around the community and see under construction. He



continued that then it would be when they started making those improvements in the model, what a project would complete, such as taking, for instance, Martin Road from two lanes to five lanes, and how that would have a positive impact. He stated that these were committed projects within the TIP.

Mr. Davis stated that the slide he was displaying was what the system looked like with all projects that were under construction at this time and all projects that would be built between this date and 2023, that this was how the system would perform 25 years from this date if they did nothing more. He stated that they could see that there was still a focus that was needed and work that would be needed on the system. He stated that that was the charge of this MPO body and jurisdictions within it.

Mr. Davis stated that what he was displaying at this time was the Financially Constrained Model, that this took all projects within the Transportation Update, in relative terms that they got monthly through staff. He stated that these were funded between this date and 2045. He continued that in 2045, this was how the system would perform. He stated that this was where he said the "rubber met the road," that this was what the basis of this Long-Range Transportation Plan was about, taking the condition they could see on the screen and starting to identify projects to make that look much better.

Mr. Davis asked how they would do that. He stated that they had a baseline, and that they could certainly see, by the heat map, areas that needed to be focused on, but he questioned how they would prioritize those areas. He continued that the way they would prioritize them would be by the functional classification of a roadway and its volume/capacity ranking. He continued that as he had stated in the TCC meeting, they certainly could have, for example, a

4th Street, which had a ranking of a volume/capacity ratio of 4, and they could have a section out on I-565 that had the same ranking of a volume/capacity ratio of 4. He continued that he believed they would all agree that focusing on I-565 would be much greater than 4th Street or downtown Huntsville or Madison, or wherever.

Mr. Davis stated that next he was displaying a chart that had been produced by the Federal Highway Administration, entitled "Functional Roadway Classifications." He stated that looking at the display, left to right, Local Roads, one could think of lower speed, much access, with multiple driveways to businesses or residences. He continued that when they got into Collector Roads, they would still have some access, but it was more of a controlled access, and higher speeds. He stated that then when they got to the Arterials, the interstate, freeways, expressways, it was 100 percent controlled-type access, high speed, and a lot of volume.

Mr. Davis stated that they would think of an MPO body as focusing on this screen from right to left, starting with the Arterials that moved a lot of traffic and really helped the system, and working into Collectors, and then back down into Local Roads, as far as how they funded and focused on projects.

Mr. Davis stated that the next slide concerned Preliminary Modeling Results. He stated that this was what Croy's staff would be finalizing in the next week or two and getting out to all the jurisdictional staffs to review and redline. He continued that the preliminary data was what he wanted to show them at this time. He stated that they would start with the highest classification, which was the Freeways. He continued that they only had one, that there was only one interstate in the Study Area, and that was I-565, that it was the only freeway system. He stated that, as they could see, the focus

should be the next phase of I-565 widening. He stated that the top rank was I-565 from County Line Road to Wall Triana Highway, and falling right behind it, with practically the same ranking, was I-565 from Wall Triana Highway to the Madison Boulevard Flyover, right before Research Park Boulevard.

Mr. Davis stated that the next slide moved on to Expressways, with the top four projects. He stated that, naturally, the full report would have more than just four projects, but this was a high-level focus, that given limited resource dollars, they were just looking at the top four or five in each of these categories, noting that they would far exceed the funding capabilities to complete these. He stated that the report would have a full list of projects.

Mr. Davis stated that the next display showed the Memorial Parkway/I-565 interchange, which he noted was the heartbeat of the entire transportation network, north, south, east, west of Madison County, in the Study Area. He stated that then there was Research Park/I-565 interchange, which he noted was right outside the main Redstone Arsenal Gate, an interchange modification.

Mr. Davis stated that a lot of these, when they started looking at them, were no-brainers, that many people on the dais at this time had spoken about these for many years. He continued that there was Research Park Boulevard at US 72, or University Drive. He continued that now they were headed north on Research Park Boulevard, due to the growth in the northern portion of the Study Area. He stated that then there was Research Park Boulevard from University Drive, or US 72, to Alabama 53, taking that from four lanes to six lanes. He stated that, again, this was just showing where the dominant travel demands were, the commuter demands, the growth that was occurring in the community, the same things they had seen with the interstate system out west.

Mr. Davis stated that the next display was the Major Arterials, which he noted was the next classification. He stated that US 72 East ranked first in Major Arterials, noting that this was known by Federal Highway/ALDOT and the MPO as "Corridor V." He stated that this was from Maysville Road to just east of Shields Road, and it was new interchanges and service roads. He stated that some people in the community referred to this as the extension of I-565. He stated that the project was not coded that way within the project, but if they thought of the infrastructure that would be built, it would function much like that.

Mr. Davis stated that the second project was Alabama 53, from Research Park Boulevard, or SR 255, to Harvest Road. He stated that he thought it should be noted that through 2045, there were many Highway 53 projects that ALDOT had funded within the Study Area, or the Study Plan Period, to continue widening the two-lane portion of the four-lane going to the Tennessee line. He continued that this was the section that was already four-laned and needed to go to six lanes. He stated that this was showing the demand and the need to really focus on the major arterials that came in and out of the Study Area.

Mr. Davis stated that the next one was US 231/431 from Hollow Road to Patterson Lane, which he noted was North Huntsville into the county and through the Northern Bypass intersection that they would be starting construction on later in the current year. He stated that No. 4 was Memorial Parkway from Meadowbrook Drive to Hobbs Road, which was what they were seeing up and down the Parkway, more overpasses. He stated that the model was saying to improve that corridor.

Mr. Davis stated that the adoption of any of these projects would come

before this body, that this was just the raw data of what the model was showing. He stated that the fifth one was an interchange, at Memorial Parkway and the Northern Bypass, at SR 255. He stated that that project would go under construction in the current year, with an at-grade intersection. He continued that by 2045, due to just the growth and the traffic demand, that intersection would fail. He stated that, certainly, they had time to do that, that they had planned for that, that the model was justifying the kind of planning they had been doing.

Mr. Davis stated that the Final Draft would rank the top 25, but what he was displaying at this time was the top 15. He continued that he had just described the first five. He stated that he would not go through all these projects, that they would put this on the website, and they would email this presentation to the MPO members to study. He stated that the Final Draft was a couple of weeks away. He continued that the common theme was, with Major Arterials, US 72 West, US 72 East, Memorial Parkway, Research Park Boulevard, Alabama 53, all the roads that they knew were the heartbeat of this community, getting in and out of it daily.

Mr. Davis stated that what he was displaying at this time was Minor Arterials. He stated that this was the top 15. He continued that some of these could be State controlled, but some of them were locally controlled, but given the volume of traffic, the functional classification was an arterial-type street. He stated that one of the things of note that had come out of the model was that there were three roads that actually lay in nobody's jurisdiction, that they were actually on Redstone Arsenal. He stated there was Patton Road, and that they could see it going from two lane to five lane. He continued that there was a certain portion of it that was currently five lanes, as one would come into

Gate 10 and head on into the Arsenal. He stated that they would share that data and that model with Redstone.

Mr. Davis stated that there was Madison Boulevard from I-565 to Resolute Way. He stated that that was where Governors West was, and Madison Boulevard, and the flyover. He continued that this was kind of a funky intersection that needed to be reworked for efficiency at some point in the future. He stated that there was Slaughter Road, and they all knew about that, from Old Madison Pike to US 72. He continued that there was Wall Triana Highway from Interpro Drive to Dunlop Boulevard. He stated that there was Sullivan Street, Winchester Road, Pulaski Pike, Old Railroad Bed Road, Huntsville-Brownsferry Road, and that the list would continue.

Mr. Davis stated that with the next display, they got into more local jurisdictional roads that served thousands of cars a day. He stated that Capshaw Road was ranked No. 1 in this category, from Nance Road to Old Railroad Bed Road. He continued that there was Oakwood Road from Adventist Boulevard to Research Park Boulevard. He continued that there was Old Monrovia Road, Plummer Road, Moores Mill Road, Hughes Road, Old Big Cove Road, Ryland Pike, Jordan Lane, Eastview Drive, Gillespie Road, and Mill Road. He stated that these were the top 15. He stated that they were continuing to tweak them, just to make sure that the volume/capacity ratios were right. He stated that they believed these would not change very much, but there might be a project moved or swapped out. He continued that the majority of these they felt very confident concerning. He stated that this was only a partial list of projects for this classification.

Mr. Davis stated that the next slide showed the next steps. He stated that, as he had said, they would continue to finalize and prioritize rankings,

and provide modeling results and lists to the MPO jurisdiction members. He stated that that would be happening in the next couple of weeks, and their staffs would be able to redline and comment. He stated that there were staff employees stating what the recommended fix might be, but the MPO members' staffs might know certain streets in their jurisdiction better and have a different recommendation than what they would see in the Plan, and those would be welcomed.

Mr. Davis stated that they would review and finalize future recommendations for identified transportation nodes, as he had said, and finalize charts and mapping exhibits so they would be very crisp and clear, not only to the MPO members but for the general public to review. He stated that they would develop a project list of possible short-term congestion management projects, as he had mentioned, if there would be some low-hanging fruit. He stated that, as they could see, the list was very expensive, so there was going to have to be some out-of-the-box thinking concerning this. He stated that this was what they had done historically, and he believed the MPO had done a good job in managing their money well, and putting it on projects that gave them the biggest bang for the buck, in order to enjoy the commute times they currently had.

Mr. Davis stated that they would finalize information that was required within the document. He stated that he had mentioned the socioeconomics, the land-use pieces. He stated that those were fairly easy compared to what he had gone through. He stated that the heavy lift was getting the models in place and actually computing the needs. He continued that the other portion was really updating things that had changed, in strategies, from the previous Plan. He stated that this was more of a text update, maybe a couple of exhibit

updates, but the heavy lift was the transportation portion.

Mr. Davis stated that, as he had mentioned, concerning the completion schedule, that in a few weeks they would be into March, and there would be the Final Draft. He stated that the current Draft was on line, in a skeleton form, that it was missing the transportation piece because they had just finished the modeling. He continued that in April, they would come back before the MPO with a full presentation of the Final Draft and ask them to adopt it so that they could get that to ALDOT and FHWA, to stay in compliance.

Mr. Davis stated that if any of the MPO members had any questions at this time, he would be happy to take them.

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

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that it was overwhelming with how much need there was and how to spread the money around. She asked why they were kicking the can down the road and not talking about light rail instead of billions of dollars.

Ms. Akridge stated to Mr. Vincent that he was accustomed to these lists, and she asked him how many billions of dollars this was.

Mr. Vincent stated that he would hesitate to guess.

Ms. Akridge asked why light rail was not in this project.

Mr. Davis stated that it was, that there was a Transit section.

Ms. Akridge stated that in the beginning, there was a place to talk about it, but she saw all these widenings of roads instead of light rail.

Mr. Davis stated that what he had wanted to focus on at this time was to show them the model and the list of transportation projects because they got annual funding that had to be spent on those type projects. He continued that



there was a whole chapter on Transit, which would include rapid bus transit, their current transit services, and light rail. He stated, concerning the City of Huntsville, that Mayor Battle and he had spoken about this, and they were considering for the current year a Light Rail Study, just a corridor-type study of what that would look like, to start from somewhere, the first phase of that, what it would look like. He stated that any light rail plan would have to have significant federal funding because they would be talking billions of dollars. He reiterated that the Long-Range Plan addressed this, that there was a whole chapter on it, and that they would get that to the members. He stated that they would see that in the Draft. He continued that it was a requirement to have a Transit Plan, not just a Road Plan.

Ms. Akridge asked if the Garrison Commander was part of this MPO.

Mr. Davis replied in the negative, stating that this was a local body, spending local funds and allocated funds through Federal Highway and ALDOT.

Ms. Akridge asked how they would solicit his or her participation in these plans.

Mr. Davis stated that they had done that, that they had just finished a Joint Land-Use Plan with them that had taken about 14 or 16 months, of various Plan Jurisdictions. He stated that that had taken into account their growth strategy on the Arsenal, their Public Works plans. He stated that they had just finished that . He continued that they wanted to make sure they were prepared for utility growth. He stated that the Planning staff and Croy Engineering would take that plan that had been completed and take excerpts of that and data points they had learned through that process to actually put in the growth model within the roads so they would know what the pressure point

was. He stated that that was probably a good reason why Patton Road had shown up, that there were three roads on Post that had shown up in the top five minor arterials.

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

Chairman Strong thanked Mr. Davis for his presentation, noting that it was very informative. He stated that they would be looking for the Draft so that each member could get it.

Mr. Vincent read and introduced a resolution adopting the Draft TRiP2045 - Long Range Transportation Plan for the Huntsville Area MPO Region, as follows:.

(RESOLUTION NO. 01-20)

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 called for the vote on Resolution No. 01-20, 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 2020-2023 Transportation Improvement Program. He stated that Resolution No. 02-20 adopted and supported funding changes to "Intersection Modification on CR-109 (East Limestone Road) and CR-36 (Capshaw Road) to Install Roundabout" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 02-20 was amending the current TIP with funding increase changes, from approximately \$52,000 to

approximately \$300,000.

Ms. Lowe stated that to the right on the display there was a location map so that the MPO members could familiarize themselves with this particular project.

Ms. Lowe stated that the target date was also somewhat moving around because of bidding and letting procedures. She continued that they were looking at a date of May 1, 2020.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Management Section of the Adopted FY 2020-2023 TIP with funding changes to "Intersection Modification on CR-109 (East Limestone Road) and CR-36 (Capshaw Road) to Install Roundabout" project, as follows:

(RESOLUTION NO. 02-20)

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 recognized Ms. Akridge.

Ms. Akridge asked what had happened to cause this project to go up so much.

Ms. Lowe stated that there was more acquisition cost for right-of-way, so it was decided that federal dollars would be allocated to this particular portion of the project.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 02-20, 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 2020-2023 Transportation Improvement Program. He stated that Resolution No. 03-20 Adopted and Supported funding changes to "Resurfacing and Widening on I-565 from 1.62 miles east of Greenbrier Road to 0.25 mile west of County Line Road" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 03-20 was also being amended for funding increases. She stated that this particular project had been approximately \$5.4 million, and that it would go up slightly, to approximately \$5.6 million.

Ms. Lowe stated that to the right on the display was the project location map, so the MPO members could familiarize themselves with this particular project.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Management Section of the Adopted FY 2020-2023 TIP with funding changes to "Resurfacing and Widening on I-565 from 1.62 miles east of Greenbrier Road to 0.25 mile west of County Line Road" project, as follows:.

(RESOLUTION NO. 03-20)

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 called for the vote on Resolution No. 03-20, 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 2020-2023 Transportation Improvement Program. He stated that Resolution No. 04-20 adopted and supported funding changes to "Resurfacing and Widening on I-565 from 0.545 mile west of I-65 to 1.62 miles east of Greenbrier Road" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 04-20 was also an increase in funding, for the Construction Phase of this project. She stated that the total cost had been approximately \$11.5 million, and the total cost at this time was a little over \$12 million.

Mayor Battle asked if this was the project that would take it to six lanes on I-565, with the resurfacing.

Mr. Vincent replied in the affirmative.

Mayor Battle asked if they were addressing the County Line Road to Wall Triana section.

Mr. Vincent replied in the negative.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, with funding changes to "Resurfacing and Widening on I-565 from 0.545 mile west of I-65 to 1.62 miles east of Greenbrier Road" project, as follows:

(RESOLUTION NO. 04-20)

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. 04-20, 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 2020-2023 Transportation Improvement Program. He stated that Resolution No. 05-20 adopted and supported funding changes to "Resurface SR-53 from just north of CR-122 to SR-251 in Ardmore" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 05-20 was a funding decrease. She stated that this was a federal maintenance project, and the total cost had decreased from approximately \$1.9 million to approximately \$1.5 million.

Ms. Lowe stated that to the right on the display was a location map so that the MPO members could familiarize themselves with the project.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP with funding changes to "Resurface SR-53 from just north of CR-122 to SR-251 in Ardmore" project, as follows:

(RESOLUTION NO. 05-20)

Mayor Finley 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 recognized Ms. Akridge.

Ms. Akridge asked what had happened to result in this decrease in cost.

Mr. Vincent stated that when they put these projects into the system, they did not have their total estimates compiled, until they could do their

materials reports and further engineering, so until they actually got plans developed to that point, that was a number that could fluctuate. He stated that this figure was based upon their final design.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 05-20, 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 2020-2023 Transportation Improvement Program. He stated that Resolution No. 06-20 adopted and supported adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 Eastbound Off-Ramp at Wall Triana Highway" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this resolution, Resolution No. 06-20; Resolution No. 10-20; and Resolution No. 11-20 were related.

Ms. Lowe stated that this particular project was a project addition to the TIP, so they would insert a page into the TIP stating all the necessities for this particular project. She stated that, as shown on the display, the PE phase was at a total cost of approximately \$230,000.

Chairman Strong stated that, without objection, he felt it would be appropriate to consolidate items 9, 13, and 14 on the agenda, Resolution No. 06-20, Resolution No. 10-20, and Resolution No. 11-20.

Chairman Strong stated that he would read items 13 and 14 on the agenda into the record so that the MPO could vote on them at the same time.

Chairman Strong that item 13 on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program. He stated that Resolution No. 10-20 adopted and supported adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway (RW phase)" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong stated that item No. 14 on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program. He stated that Resolution No. 11-20 adopted and supported adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway," (CN phase), project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 06-20 was the PE phase. She stated that Resolution No. 10-20 was the Right-of-Way Phase, and it was approximately \$41,000, subject to being let around June. She stated that the Construction Phase, Resolution No. 11-20, would be somewhere around the end of the year, totaling approximately \$1.6 million.

Mayor Battle asked if this was in lieu of the project concerning Dunlop, if this was a swap-out project.

Mr. Vincent replied in the negative. He stated that this was an ATRIP project, as a result of the gas tax and funds being appropriated to make improvements to this intersection. He stated that the display might be a little



off, that he did not know that they were going to go that far with the resurfacing on Graphics Drive, but it would be the ramp coming off the interstate at Wall Triana and then the intersection there at Graphics and Interpro Road.

Mayor Battle stated that it appeared that this was basically to take care of Intergraph. He asked if that was correct.

Mr. Vincent replied in the affirmative.

Mayor Finley stated that it would make it easier for Intergraph, but it was also everything around that intersection that continued to grow. He stated that this was never set up for success, so this was just helping with all the added volume in that entire intersection.

Chairman Strong asked if there was any further discussion.

Ms. Akridge asked if this was something that was on another plan that had been moved into the TIP, or if it was a "might as well" because of an identified need. She asked how this happened.

Mr. Davis stated that the best way to answer that was that this would be considered a local project, and that under the new gas tax program, the Governor, the Highway Director, and the Legislature had created what was called "ATRIP II," and any community could submit a proposal for a local project that helped the transportation network to be partially funded with the new gas tax. He stated that part of the requirement for this was that a project to be submitted actually touched or helped a State-controlled or Federally-controlled highway. He stated that in this case, there was the exit ramp on I-565, which was under State and Federal control, and it came into a local network. He stated that this would be a local Madison project that was a competitive grant application under the new gas tax law.

Chairman Strong asked if there was any further discussion.

Chairman Strong reiterated that they were consolidating Resolution No. 06-20, Resolution No. 10-20, and Resolution No. 11-20.

Mayor Finley read and introduced the following resolutions:

A resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP by adding project "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway," as follows:

(RESOLUTION NO. 06-20)

A resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP by adding project "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway (RW phase)," as follows:

(RESOLUTION NO. 10-20)

A resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP by adding project "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway (CN phase)," as follows:

(RESOLUTION NO. 11-20)

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

Chairman Strong called for the vote on the above resolutions, and they were unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda, item No. 10, was an item that could be consolidated with Item No. 11 on the agenda, and that he would read both of them into the record.

Chairman Strong stated that item No. 10 was an amendment to the FY 2020-2023 Transportation Improvement Program. He stated that Resolution No. 07-20 adopted and supported deleting "Safety Improvements at SR-2 (US-72), and Burgreen Road/Dupree Worthey Road," (PE Phase) project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong stated that item No. 11 on the agenda was related to the above item. He stated that it was an amendment to the FY 2020-2023 Transportation Improvement Program. He stated that Resolution No. 08-20 adopted and supported deleting "Safety Improvements at SR-2 (US- 72) and Burgreen Road/Dupree Worthey Road," (CN Phase), project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that these two projects were being deleted. She continued that they had already been deleted from the State's TIP, and they were just making sure they were deleted from the local TIP. She stated that she believed ALDOT had already improved the project by putting a red light at this intersection.

Mr. Vincent read and introduced the following resolutions:

A resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP to delete "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthy Road," (PE Phase), project, as follows:

(RESOLUTION NO. 07-20)

A resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP to delete "Safety Improvements at SR 2 (US-72) and Burgreen Road/Dupree Worthy Road," (CN Phase), project, as follows:

(RESOLUTION NO. 08-20)

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

Chairman Strong called for the vote on the above resolutions, and they were unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program. He stated that Resolution No. 09-20 adopted and supported the renaming and repurposing of funds for the Kellner Road Extension project to "Placement of Wearing Surface and Striping of Town Madison Boulevard from Zierdt Road to the City of Huntsville/Madison Boundary" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 09-20 concerned a repurposing of funds. She stated that the Kellner Road Extension project had ATRIP funds that needed to be repurposed and reused, so this particular project of Wearing Surface was where they were. She stated that this was for the construction of that particular project

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023

TIP repurposing funds on project "Placement of Wearing Surface and Striping of Town Madison Boulevard from Zierdt Road to the City of Huntsville/Madison Boundary," as follows:

(RESOLUTION NO. 09-20)

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

Chairman Strong asked if there was any discussion.

Mayor Battle asked if this was the same thing they had had in the ATRIP program, but they were just changing it out and not having the same final destination they had had.

Mr. Vincent stated that was correct.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 09-20, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that item No. 15 on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program. He stated that Resolution No. 12-20 adopted and supported the "Safety Performance Measurement (PM 1) Targets," as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 12-20 was a Performance Measure amendment. She stated that they, as a region, had not created their own Performance Measurement Targets. She continued that the display was a shot of what ALDOT had for their targets. She continued that this particular target was on Safety.

Ms. Lowe stated that they had had some pushback from the Citizens Advisory Committee on this, questioning why they would adopt ALDOT's measurements. She stated that staff had concluded that they would ask ALDOT to come in and do a brief overview for those citizens and make sure they were understanding where this was all coming from and where they were mandated to go from here.

Ms. Lowe stated that the resolution was to adopt ALDOT's Safety Measurement Targets rather than creating their own.

Mayor Battle asked if what was displayed was, like, a State average, for trips and everything else.

Ms. Lowe replied in the affirmative.

Ms. Akridge stated to Ms. Lowe that there was probably a discussion at the Citizens Advisory level of vision zero, that they probably wanted to see zero as the goal for fatalities.

Ms. Lowe stated that was correct.

Ms. Akridge stated that she would like to continue this item until the citizens would have a more clear understanding of why this particular goal was adopted by the State rather than zero.

Ms. Lowe stated that she believed these numbers were statewide numbers.

Mayor Battle stated that these were Performance Measurements, not goals, that they were Performance Measurement targets, and then when they were compared to their numbers, it would tell them if they had more wrecks per thousand, more damage per thousand, et cetera, that it would give them a benchmark to kind of look at at this point.

Mayor Finley asked if there was a breakdown via region of the numbers.

Mr. Vincent stated that there was not that he was aware of, that this was the State overall.

Mayor Battle asked if it was correct that this was a requirement of the Federal Highway Administration, to be part of that whole program.

Mr. Vincent stated that was correct. He continued that the other MPOs in the area had adopted these as their Performance Measures.

Mayor Battle read and introduced a resolution adopting and supporting the Statewide Safety Performance Measurement (PM 1) Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 12-20)

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.

Mayor Finley stated that he would like to make sure that ALDOT would get to the Citizens Committee and have that discussion, just to make sure they were well aware of what they were trying to do.

Ms. Lowe stated that she and Ms. Colburn had been in contact with someone to come in and do a brief overview on this.

Mayor Battle asked if at the next meeting or so, they would be able to take these Performance Measures and put them against what they had as a community, in order to be able to see where they were, if they had more wrecks per thousand or fewer wrecks per 100 million, et cetera.

Ms. Lowe stated that they could certainly try to find that data and do that.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 12-20, 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 Functional Class of Roadway Network and Updating the Huntsville Area MPO Functionally Classified Map. He stated that Resolution No. 13-20 adopted and supported the request of the City of Madison to modify roadway classification and the Functional Classification Map, as approved by ALDOT, into the Adopted Huntsville Area MPO Functional Classification Map.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 13-20 referred back a little bit to Resolution No. 09-20, where they were repurposing those funds. She stated that this particular request was to amend their Functional Road Classification Network, and their maps that went along with that, for this particular project to be named "Dunlop/Town Madison from Zierdt to Wall Triana." She stated that this could be seen on the location map on the right of the display.

Ms. Akridge read and introduced a resolution amending the Huntsville Area MPO Functional Classification Map to change "Dunlop/Town Madison from Zierdt to Wall Triana" from a local route to a major collector, as follows:

(RESOLUTION NO. 13-20)

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

Chairman Strong asked if there was any discussion.

Mayor Battle asked if they had to have so many trips per day to make it a major collector or if it would be made a major collector before it ever had anybody riding on it.



Ms. Lowe stated that she believed they went ahead and made that determination, based off their Major Street Network, and then once they had all the data, once it was in and everyone was riding on it, the ADT would either confirm that or deny it. She asked Mr. Vincent if that was correct.

Mr. Vincent stated that it was pretty much correct. He stated that this had to be done before the monies involved with Resolution No. 09-20 could be spent on this roadway. He stated that it had to be functionally classified before the federal monies would be spent on it.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 13-20, and it was unanimously adopted by the MPO members present.

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

Chairman Strong stated that if there was anyone from Madison County, the City of Huntsville, the City of Madison, the Town of Triana, or the Town of Owens Cross Roads who would like to give a Jurisdiction Report, this would be the time. He stated that persons could just come to a microphone.

Mr. James Vandiver appeared before the MPO, stating that he was with the City of Huntsville's Planning Department, and he also handled socioeconomic and graphics data for the MPO. He stated that Mr. Madsen wanted him to talk about the Census that would be coming up in the spring. He stated that the first invitations would be mailed to households starting on March 12. He stated that this would be the first time the Census would primarily be done on line, but there would also be phone and traditional mail-in options as well.

Mr. Vandiver stated that the Census was important for all of them

because it determined political representation, as well as allocating Federal and State funding. He stated that the Long-Range Transportation Plan, as well as the Commuter Study that Ms. Lowe and Mr. Davis had presented earlier in the meeting, used Census data to model future traffic and identify congestion issues in the MPO area. He stated that Mr. Davis had talked about the 2015 base, and he stated that they had put 2010 Census data into that 2015 base, that they had estimated 2015 population and households to put into the Traffic Model. He stated that without a good Census count in 2020, in the next Long-Range Transportation Plan they would not be able to figure out the future needs of the community nor accurately represent what was happening in the community at that time.

Mr. Vandiver stated that they needed a complete and accurate count from all of their MPO jurisdiction members. He continued that, also, federal funding of highways, as well as transit, and any other transportation funding, used Census data to be allocated. He stated that at the State level, the State gas tax, part of that, would be using Census data to allocate that funding. He stated that it was important that everyone in the MPO area was counted.

Mr. Vandiver stated that he hoped all of them were making plans to reach out to as many of the residents as possible and let them know about the importance of the Census. He stated that he knew that the City of Huntsville, as well as Madison, had Complete Count Committees to serve this purpose. He stated that they needed all of their jurisdictional governments to be involved in the Census. He stated that there was a Census Bureau office that had just opened in the city of Huntsville, and they were very eager to help out everybody. He stated that this was a regional office, and they supported everybody north of the city of Birmingham. He stated that persons could

definitely reach out to them.

Mr. Vandiver stated that if anyone had any questions, he was available also, if persons would like to talk about Census outreach activities or needed some ideas. He stated that his email was census@huntsvilleal.gov. He stated that persons should feel free to reach out to him at any time.

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

Mayor Battle asked Mr. Vandiver if this was going to be online and if they were going to have plenty of computer terminals around the community where people could go to get on line to actually do this.

Mr. Vandiver replied in the affirmative. He stated that the Huntsville-Madison County Public Library was opening up a computer terminal at all their locations throughout the county and throughout the cities to serve for Census purposes, and that would be available all the way through the end of April.

Mayor Battle asked if they would be pre-programmed so that persons could easily get into the Census page.

Mr. Vandiver replied in the affirmative.

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

Chairman Strong thanked Mr. Vandiver for his presentation.

Chairman Strong asked if there was anyone else who would like to make a Jurisdiction Report at this time.

There was no response.

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

Mr. Rodney Ellis of the Alabama Department of Transportation

presented the Huntsville MPO Project Update.

Mr. Ellis stated that the first project was the Church Street, Phase 1, Project, between Pratt Avenue and Monroe Street. He stated that this project was under construction and was approximately 50 percent complete, and that the estimated cost was approaching \$13 million. He stated that it had started in November of 2018, and it was anticipated to be completed later in the summer.

Mr. Ellis stated that the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431. He stated that the plans were approximately 85 percent complete, and the right-of-way acquisition should be completed in the next few months. He stated that the total project cost was estimated at \$40 million. He continued that it was anticipated to start later in the current fiscal year, and it would take approximately two years for construction.

Mr. Ellis stated that the next project was Martin Road, between Zierdt Road and Laracy Drive. He stated that this project was separated into two phases, and the first phase was under construction, and that it was from Old Jim Williams Road to Zierdt Road, and it was anticipated to be completed later in the summer. He stated that it was approximately 35 percent complete. He stated that Phase II was scheduled for Fiscal Year 2023. He stated that the total project cost, for both projects, was approximately \$25 million.

Mr. Ellis stated that the next project was North Parkway at Mastin Lake Road. He stated that these plans were approximately 90 percent complete. He continued that the right-of-way acquisition should be completed within the next month or so, and the clearing phase would be let to contract at the end of April. He stated that the total cost, for all phases, was approximately

\$42.5 million. He stated that the overpass project was scheduled for Fiscal Year 2022.

Mr. Ellis stated that the next project was Access Management and Safety Improvements on US 231, between Weatherly Road and Hobbs Island Road. He stated that these plans were approximately 30 percent complete. He stated that they hoped to have a public involvement meeting later in the spring. He stated that the total project cost was approximately \$15 million, and that they were hoping to start on this sometime toward the fall of the current year, and they projected that it would be completed sometime in the summer of 2022.

Mr. Ellis stated that the next project was the Cecil Ashburn Drive Improvements. He stated that the contractor had completed the two lanes in October of the past year, and they anticipated another 8 to 10 months to complete the project. He stated that the estimated total cost was \$22 million.

Mr. Ellis stated that the next project was Winchester Road Improvements, from Dominion Road to Naugher Road. He stated that these plans were approximately 90 percent complete. He stated that the right-of-way acquisition had begun in 2017, and it was currently still under way. He stated that the estimated project cost was \$15.5 million, and it was currently projected to start later in this fiscal year.

Mr. Ellis stated that the next project was State Route 255, Research Park Boulevard, widening from US 72 to south of Old Madison Pike. He stated that this project had been started in August of 2019, and it was approximately 20 percent complete. He stated that it was projected to be completed in late Fiscal Year 2021. He stated that the total cost of the project was approximately \$23.5 million.

Mr. Ellis stated that the next project was US 72 West widening from

Providence Main to County Line Road. He stated that the plans were approximately 30 percent complete. He stated that there were multiple funding sources. He continued that the right-of-way acquisition was anticipated to begin in Fiscal Year 2021. He stated that the total cost of the project was in excess of \$60 million, and that it was currently scheduled to start construction in Fiscal Year 2024, and that it would take approximately three years to construct.

Mr. Ellis stated that the next project was Zierdt Road, between Madison Boulevard and Martin Road. He stated that this project was split into four phases, and the fourth phase was under contract and construction. He stated that it was commenced in the fall of 2018, and it was approximately 20 percent complete, and the anticipated completion date was mid 2021, with a total cost of approximately \$27 million.

Mr. Ellis stated that the next project was Winchester Road, from Naugher Road to Riverton Road. He stated that this project was under construction, and it was approximately 40 percent complete. He stated that the total project cost was approximately \$6.5 million. He stated that it was started in February of 2019, and it was scheduled to be completed sometime in the summer of the current year.

Mr. Ellis stated that the next project was the Interchange at Blake Bottom Road and State Route 255. He stated that this project was substantially completed, and the project cost was approximately \$8 million. He stated that this was started in November of 2017, and it should be completed in the current month.

Mr. Ellis stated that the next project was Bridge Replacements on Old Highway 431. He stated that the bids were taken in September of the past

year, and the total cost was \$13.5 million, and it was projected that the project would be completed sometime in Fiscal Year 2022.

Mr. Ellis stated that the next project was the I-565 Interchange Improvements at Greenbrier Road. He stated that this was under construction, that it was approximately 70 percent complete, and it should be completed sometime in the summer of the current year. He stated that the total project cost was approximately \$10.2 million.

Mr. Ellis stated that the next project was I-565, Additional Lanes from I-65 to County Line Road. He stated that this was in the Design Phase, and it was scheduled to take bids in April of the current year. He stated that the total project cost was \$17.8 million.

Mr. Ellis stated that the next project was Jeff Road, Additional Lanes, from south of Capshaw Road to north of Douglass Road. He stated that this was currently under design, and it was projected to start sometime in Fiscal Year 2021, at a total project cost of \$13.5 million.

Mr. Ellis stated that the total amount of work in design and construction was in excess of \$352 million.

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

Chairman Strong asked if there was anyone else who would like to present an Agency report, the Federal Highway, the FTA, or Public Transit.

There was no response.

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

There was no response.

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

Chairman Strong recognized Mr. Vincent.

Mr. Vincent stated that Rod Ellis was their new Area Pre-Construction Engineer, so they would be seeing a lot more of him around here, due to the retirement they had had.

Chairman Strong asked if there was any further discussion from the MPO Board members.

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 February 5, 2020, at 5:05 p.m.)**