

**HUNTSVILLE-AREA
METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - June 17, 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. Francis Akridge	Huntsville City Council
Mr. Robin Rhoden	ALDOT/Guntersville
(Proxy for Mr. Curtis Vincent)	

Members Absent:

Mr. Curtis Vincent	ALDOT/Guntersville
Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

MPO Staff Present:

Mr. Dennis Madsen
Ms. Shontrill Lowe
Mr. James Moore
Mr. James Vandiver

Also Present:

Mr. Robert Schiffer	Metro Analytics
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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, and Mr. Robin Rhoden with the Alabama

Department of Transportation, as the proxy vote for Mr. Curtis Vincent.

Chairman Strong stated that the first item on the agenda was Approval of Minutes of the Web Meeting held on April 22, 2020.

Mayor Finley moved for approval of the Minutes of the MPO Web Meeting on April 22, 2020, 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 Discussion - Regional Commuter Study (Congestion Management Plan), updates on the completion of the Regional Commuter Study, which would be the update to the Congestion Management Plan, Chapter 7, of TRiP2045, Huntsville Area MPO's Adopted 2045 Long-Range Transportation Plan.

Mr. Madsen stated that Rob Schiffer from Metro Analytics was present to make a presentation concerning the Regional Commuter Study. He stated that as Chairman Strong had stated, this would inform the Congestion Management Plan, which was part of the Long-Range Transportation Plan. He stated that Mr. Schiffer would be discussing some of the Data Analysis findings they had encountered in the process.

Chairman Strong asked that the record reflect that Ms. Francis Akridge was also in attendance at the meeting.

Mr. Robert Schiffer appeared before the MPO Policy Board.

(Mr. Schiffer made a PowerPoint presentation.)

Mr. Schiffer stated that the Board might recall that he gave a presentation back in January on this Study, and that at this time he would be giving them a further update on progress since that time.

Mr. Schiffer stated that first he would do just a quick recap for those persons who might not have been present for the previous presentation or might not recall it. He stated that he would talk about some of the data they had received from Redstone Arsenal that was important to the Study, and he would also discuss some analysis they had done of some vendor data they had gotten, and he would talk about the Project Schedule, and then he would open it up for any questions and comments.

Mr. Schiffer stated, in terms of a quick recap, that the project purpose was to better understand worker travel patterns in the region, and to use the findings in the Congestion Management Plan and in what they called the "Travel Demand Model" that forecast traffic patterns.

Mr. Schiffer stated that there were three key tasks in this project. He stated that the first two presentations had focused on Data Collection and Data Presentation, and at this time they were on the Data Analysis phase.

Mr. Schiffer stated that they had met with the Redstone Arsenal staff back in January, and they had received a wealth of information from them, as follow-up, and they were very appreciative of the information they were able to provide. He stated that they had provided them with information on employment at 14 different sites within the Arsenal property, and they had also received information on the number of employees, by home ZIP Codes, and they had received traffic counts at all of the Arsenal gates, and they had also received estimates of the visitor travel into and out of the Arsenal.

Mr. Schiffer stated that they had given consideration to potentially conducting a postcard handout survey at the gates, but, as shown by the congestion exiting the Arsenal, the traffic was pretty heavy, and it was felt that doing something like that would only cause additional congestion, so it was felt

that it would be best not to do that at this time.

Mr. Schiffer stated that they had also considered doing an on-line survey of Arsenal employees, but travel patterns had become rather different, to say the least, this year, and, furthermore, they had gotten some good data from the Arsenal, and they felt it was sufficient to move forward with the Study.

Mr. Schiffer stated that in terms of worker distribution by home ZIP Code, there was quite interesting information. He stated that the darker the shade they would see on the map being displayed, the larger the number of employees by ZIP Code. He stated that, for example, Limestone County had quite a number of employees from the Arsenal, and there was Morgan County and Marshall County with large pockets of workers from the Arsenal, as well as Lincoln County to the north.

Mr. Schiffer stated that he would zoom in on the MPO area, and they could kind of see that the suburban areas were where a lot of the Arsenal employees lived, and he would zoom in on the urban core, and they could get a zoomed-in picture from there. He stated that the Arsenal was actually the pinkish color he was indicating.

Mr. Schiffer stated that the other big data source they had used was StreetLight Data. He stated that StreetLight InSight provided anonymous data on the movement of navigation systems and other GPS around the area. He stated that they were actually using them on three different projects at this time. He stated that they were well-known throughout the U.S. as a reliable source for this type information.

Mr. Schiffer stated that he wanted to point out that they had used calendar year 2019 data, that they did not use calendar year 2020 data for this analysis. He stated that that data did exist, if there was an interest in seeing

how things had changed as a result of the shutdowns from COVID-19.

Mr. Schiffer stated that in working with the MPO, they had developed a set of 50 zones that were depicted on the map. He stated that these were used to analyze and compile the data from StreetLight InSight. He stated that they had looked at several different things, that they had looked at the Daily Trip activity, they had looked at the flows between the zones, of PM, AM, and Daily Trip activity. He stated that they had also looked at Truck Trip flows because, obviously, trucks had an impact on congestion, that they took up a lot more room than a passenger vehicle.

Mr. Schiffer stated that first, in terms of trip activity, they had a series of Tables that showed out of all the 50 zones what areas had the most amount of trip activity on a daily basis. He stated that part of this was a factor of how large some of the zones were. He stated that once they left the MPO proper, they actually had zones that were either the entirety of a county or the entirety of a city. He stated that they would see that a lot of those kind of rose to the top. He stated that they had looked at both origin, where the trip began, and destination, where the trip ended. He stated that, in general, the patterns were pretty similar between origin and destination. He stated that one area within the MPO, East-Central, which was just east of the Arsenal property, had wound up in the Top 10 as a destination point. He stated that this reflected people who were leaving the Arsenal to stop to shop, and things like that, on their way home.

Mr. Schiffer stated that the next Table showed just the MPO zones and how these ranked relative to others. He stated that Madison, East-Central, Southeast, North, and Northwest, were basically the areas that came up on top. He stated that those were areas within the city of Huntsville, basically, outside

the Arsenal.

Mr. Schiffer stated that they had also looked at the Arsenal zones themselves and what kind of trip activity they had there. He stated that in terms of the composite of the overall of the Arsenal zones, it ranked about 23rd out of 50, in terms of trip activity. He stated that they could see that the Arsenal areas that had the most trip activity were what they called "Goss," and the Von Braun and Sparkman area.

Mr. Schiffer stated that from there they looked at how the people were coming into and out of the MPO area. He stated that the maps that were displayed depicted that, that there were the Daily Trips on the left, the AM Peak Trips in the middle, and the PM Peak Trips on the right. He stated that there were two lines, both for inbound and outbound purposes.

Mr. Schiffer stated that they would notice that there were a large number of trips, not surprisingly, coming from Morgan County and Decatur into and out of the Huntsville MPO area, and also a fair amount from Limestone County and from Athens. He stated that as they moved into peak periods, that in the AM, there were the flows coming from places like Morgan County, Decatur, Limestone County, Lincoln County up in Tennessee, and Marshall County. He stated that the inbound flow in the morning was the predominant flow, as they would expect. He stated that in the PM, it was a little bit more balanced because what they had was not only were people heading back home, but there were people who did not work in Huntsville who were coming into Huntsville to shop and to go to the movies, and do things such as that. He stated that it was a little more balanced in the PM.

Mr. Schiffer stated that they would zoom in on the MPO area itself, and, again, the darker colors, the thicker lines, were the higher numbers, and the

lighter it got, and thinner, were the smaller numbers. He stated that he thought what they could really see here was that there was kind of this arc of travel along I-565 and US 72, through the heart of Huntsville, and then back out via Memorial Parkway and 431. He stated that that was kind of a predominant flow that showed in every one of these maps. He indicated the Daily, the AM Peak, and the PM Peak. He stated that, not surprisingly, the PM Peak had higher volumes, as he had indicated, because people were coming back into town to do things that they could not do during the day because they were at work.

Mr. Schiffer stated that, as he had mentioned, they also looked at Truck Flows. He stated that the chart on the left showed the overall ranking of these various zones in terms of truck trips. He stated that they would notice that some of the outlying counties were some of the largest, again, in part due to the size of the zones. He stated that to the right, they had a similar ranking but by MPO zones, the MPO study area.

Mr. Schiffer stated that they also had maps similar to ones they had seen before where they would see truck trips into and out of the MPO area. He stated that it was interesting that Cullman County had a large amount of truck traffic going between it and the Huntsville area. He stated that this had not shown up as much on the passenger flows as with the truck flows. He stated that Morgan County and Decatur were again very significant in terms of truck flows as well. He stated that where he was indicating on the display, they could see some of the truck flows. He stated that the Jetplex area was very key to truck flows, as they would expect. He stated that a lot of those were actually coming to and from the south, from Morgan County, Cullman County, and Decatur.

Mr. Schiffer stated that what was being displayed at this time was their Project Schedule, which he noted was right on target. He stated that this was their third personation, and they would be back in August to give a presentation on what had been done with this data and how they had put it into the Congestion Management Plan. He stated that after that, there would be a Comment Period, and then there would be the Final presentation report in November.

Mr. Schiffer stated that with that, he would open it up to any questions or comments anyone might have.

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

Chairman Strong stated to the staff that if they could make a copy of the report available to all the members, he thought that would be very helpful.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that this was called "StreetLight Data," but just for clarification, that was not literally from street light counting.

Mr. Schiffer stated that it was actually from navigation systems in cars, or fleet navigation in the case of trucks. He stated that it also used a variety of what they called "location-based services data," that when one was on a cell phone and clicked on it because one was in a specific location, it would pick up that information also. He stated that it was totally anonymized, that they did not know individuals.

Chairman Strong asked if there were any further questions.

President Keith thanked Mr. Schiffer for the report.

Chairman Strong stated that the next item on the agenda was Adoption - FY 2021 Unified Planning Work Program (UPWP), Resolution

No. 15-20, adopting the Draft FY 2021 Unified Planning Work Program (UPWP), as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the adoption of the Draft FY 2021 UPWP was basically the Annual Report of the Multimodal Transportation Planning Activities the Huntsville MPO planned to do within the next Fiscal Year. She stated that with that there were specific tasks that were included. She stated that the first would be the Administrative Task, which basically covered the financial management, contract management, public outreach, and the general management of the MPO itself.

Ms. Lowe stated that Task II was Data Development and Maintenance. She stated that this basically covered collection, maintenance, and analysis of transportation data, such as the travel demand model and socioeconomic forecasts.

Ms. Lowe stated that Tasks III and IV was short range and long range planning. She stated that this covered the Unified Planning Work Program, the UPWP, the TIP, the Transportation Improvement Program, and the Long-Range Transportation Plan, TRiP 2045, Air Quality planning activities, and others, such as Bicycle and Pedestrian facility planning activities.

Ms. Lowe stated that Tasks V and VI covered Special Studies. She stated that these were their corridor studies, freight planning studies, environmental justice, mitigation, and climate change, all those particular tasks.

Ms. Lowe stated, concerning a comparison of the Budget, that the Budget cycle would end September 30, 2020. She stated that the FY 2020 UPWP totaled over \$726,266 of planning activities. She stated that this

included the applications for the PL Funds, the Planning Funds, from ALDOT, which Madison County and the City of Huntsville were awarded. She stated that those studies would wrap up at the end of the 2021 Budget cycle, which would be about October of 2021.

Ms. Lowe stated that those particular planning activities, those funds, would not be included in the new UPWP, the 2021. She stated that the actual total was about \$707,200 worth of planning activities. She stated that this included a couple of new tasks, the TMA Certification and Review, which was basically that the feds came in and looked at the MPO and made sure they were doing what they needed to do.

Ms. Lowe stated that the ADA Transition Planning elements were looking at all their jurisdictions, making sure that they had ADA plans and were transitioning those folks into those elements. She continued that there was also the Comprehensive Regional Transit/Rail Planning Element, which would take a broader look at regional transit and try to see if they could include rail or BRT, or some other sorts.

Ms. Akridge read and introduced a resolution adopting the Draft Unified Planning Work Program for Fiscal Year 2021, as follows:

(RESOLUTION NO. 15-20)

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.

Chairman Strong called for the vote on Resolution No. 15-20, 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

(TIP), that Resolution No. 16-20 adopted and supported a new project, "Widening for additional lanes on CR-47 (Blake Bottom Road) from CR-19 (Jeff Road) to SR-255 (Research Park Boulevard)," all phases, as approved by ALDOT, into the Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this was the widening of Blake Bottom Road, from Jeff Road to SR-255. He stated that originally it was in the plans for Preliminary Engineering to start in 2027, with Construction beginning in 2031, but the County had been awarded a federal BUILD Grant in 2019, so that project had been moved forward into the TIP window, so Preliminary Engineering would commence in the current year, with Construction starting in 2023.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, adding "Widening for Additional Lanes on CR-47 (Blake Bottom Road) from CR-19 (Jeff Road) to SR-255 (Research Park Boulevard)" project, as follows:

(RESOLUTION NO. 16-20)

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 called for the vote on Resolution No. 16-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP),

that Resolution No. 17-20 adopted and supported new project, "Greenbrier Parkway from east of Limestone Creek to Huntsville Browns Ferry Road, consisting of approximately 2700' of divided four-lane roadway, 8400' of five-lane roadway, and 1560' of divided four-lane bridge over Limestone Creek," as approved by ALDOT, into the Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this was a new project, that it was 100 percent State funded, that they were repurposing funds from another State project elsewhere in the state to this project in Limestone County.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP with "Greenbrier Parkway from east of Limestone Creek to Huntsville Browns Ferry Road, consisting of approximately 2700' of Divided Four-Lane Roadway, 8400' of Five-Lane Roadway, and 1560' of Divided Four-Lane Bridge Over Limestone Creek," (CN Phase), as follows:

(RESOLUTION NO. 17-20)

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

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Mayor Finley.

Mayor Finley stated that this made sense with the turning into the Parkway, but if they were trying to alleviate traffic off of 72, in many instances, continuing to focus on Browns Ferry to get to County Line Road was another way to do that. He asked how and who was looking into the possibility of that alternative and the support that could be given at that point also.

Mr. Shane Davis, City of Huntsville Director of Urban and Economic Development, appeared before the MPO Board.

Mr. Davis stated that that was a great question. He stated that, actually, a new project was added in the LRTP for 2045, but it was at this time a visionary project, meaning that there was no assigned funding to it. He continued that it was in the Plan, so it would qualify for them to get federal planning dollars or a State stimulus, some type of program to start the Preliminary Engineering and Corridor Studies. He stated that on the heat maps he had gone through for the LRTP, it was shown as a significant corridor that was going to need improvement.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 17-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the agenda was an Amendment to the FY 2020-2023 Transportation Improvement Program (TIP), that Resolution No. 18-20 adopted and supported new project, "Resurfacing, Traffic Striping, and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive," as approved by ALDOT, into the Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 18-20 was an access management project on South Parkway. He stated that they had an access management project already in their TIP from south of Weatherly Road to Veterans Drive, and this was just a continuation of that project.

Ms. Akridge read and introduced a resolution amending the National

Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, adding project, "Resurfacing, Traffic Striping, and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive," as follows:

(RESOLUTION NO. 18-20)

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.

Chairman Strong called for the vote on Resolution No. 18-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the agenda was an Amendment to the FY 2020-2023 Transportation Improvement Program (TIP), that Resolution No. 19-20 adopted and supported new projects to "Section 5310 Transit Arc of Madison Capital Rolling Stock (5 Minivans - Split in another award 2017-009) FY 2020 and (#100071624) Section 5310 Transit Arc of Madison Capital Rolling Stock (5 Minivans - Split in another award AL16X007) FY 2020," as approved by ALDOT, into the Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 19-20 was two different projects, but they were working for the same purpose. He stated that the Arc of Madison County was looking to purchase five minivans, and they were using two pots of money for this, that one was an award from FTA for the 2017 Grant, that they were going to use that because it needed to be used by the end of this fiscal year, and then they were also using FY 2020 funds, a new grant, for this same purchase of the five minivans.

Ms. Akridge read and introduced Resolution No. 19-20, amending the Transit Section of the Adopted 2020-2023 TIP, adding project, "Section 5310 Transit Arc of Madison Capital Rolling Stock (5 Minivans - Split in another award 2017-009) FY 2020 and Section 5310 Transit Arc of Madison Capital Rolling Stock (5 Minivans - Split in another award AL16X007) FY 220," as follows:

(RESOLUTION NO. 19-20)

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.

Chairman Strong called for the vote on Resolution No. 19-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the agenda was an Amendment to the FY 2020-2023 Transportation Improvement Program (TIP), that Resolution No. 20-20 adopted and supported new project, "Section 5311 Transit University of Alabama Huntsville Transit Management Systems (State Admin)," as approved by ALDOT, into the Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 20-20 concerned a grant that was awarded to supplement the agreement between the State of Alabama and UAH for continuing the Transit Management System Software. He stated that they would use Project No. 71832's funding first, and once that was depleted, they would use Project No. 71833's money.

Mayor Finley read and introduced a resolution amending the Transit Section of the Adopted 2020-2023 TIP, adding project, "Section 5311 Transit

University of Alabama Huntsville Transit Management Systems (State Admin)," as follows:

(RESOLUTION NO. 20-20)

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 Mr. Vandiver what a "Transportation Management System" was, what the University of Alabama was doing.

Mr. Vandiver stated that from what he could tell, it was a management software that ALDOT had contracted for UAH to manage. He stated that he was not sure about the exact parameters of that software, but he would be happy to look that up.

Ms. Akridge stated that, then, they were doing some work on behalf of ALDOT.

Mr. Vandiver stated that was correct, that it was a grant that was awarded to them.

Chairman Strong asked if there was any further discussion.

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

Chairman Strong stated that the next item on the agenda was an Amendment to the FY 2020-2023 Transportation Improvement Program (TIP), that Resolution No. 21-20 adopted and supported new project, "Section 5339(B) Bus and Bus Facilities Apportionment FY 2020 - Huntsville Transit Construction of Downtown Transit Multimodal Facility, Re-design and Renovation of Operations Facility," as approved by ALDOT, into the

Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 21-20 was a new project, that it was an expansion and renovation of the Huntsville Transit Facility on Church Street in downtown Huntsville. He stated that the MPO Chairman had signed a letter of support for this project, and they were just adding the project.

Ms. Akridge read and introduced a resolution amending the Transit Section of the Adopted FY 2020-2023 TIP to add "Section 5339(b) City of Huntsville Pubic Transit Multimodal Transit Station and Renovation of Operating Facility," as follows:

(RESOLUTION NO. 21-20)

Ms. Akridge 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 stated that he liked the work that had been done together, to look at possibilities of working together with TRAM and Handi-Ride. He stated that this was about a \$24 million project, with \$20 million coming from the State and Feds, and four from local. He stated that he thought this was a great project.

Chairman Strong called for the vote on Resolution No. 21-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP), that Resolution No. 22-20 adopted and supported new project, "Additional

Lanes on CR-11 (Martin Road) from Wall-Triana Highway to Old Jim Williams Road (UT Phase)," as approved by ALDOT, into the Adopted FY 2020 TIP.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 22-20 was the addition of a phase onto Phase 2 of Martin Road. He stated that Phase 1 of Martin Road was currently under construction, and it was 50 percent complete, and it was from Zierdt Road to Old Jim Williams Road. He stated that this was Phase 2, from Old Jim Williams Road to Wall-Triana, and it added the Utility Phase to expedite the project.

Ms. Akridge read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted 2020-2023 TIP, adding project, "Additional Lanes on CR-11 (Martin Road) from Wall-Triana Highway to Old Jim Williams Road," as follows:

(RESOLUTION NO. 22-20)

Ms. Akridge 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 Mayor Finley.

Mayor Finley asked what percentage complete Zierdt Road was at this time.

Ms. Kathy Martin, City of Huntsville Director of Engineering, appeared before the MPO Board.

Ms. Martin stated that Zierdt Road was about 40 percent complete, that they were finishing up the intersection at Madison Boulevard and the four lanes in front of Mountain Brook.

Mayor Finley asked if there was any concern that adding this would take away from that project that had already been let.

Ms. Martin replied in the negative. She stated that this was the Utility Phase for Martin Road, Phase 2, that it was mainly gas line and water line relocations.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 22-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the agenda was the Adoption of the Huntsville Area MPO Functional Classification Map, that Resolution No. 23-20 adopted the signing of the new 2020 Functional Classification map for the Huntsville Area MPO region, as approved by ALDOT, into the Federal Aid System.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 23-20 was an update to the Functional Classification Map for the Huntsville MPO Region. He stated that at the last in-person MPO meeting, in February, the Board had adopted Resolution No. 13-20, to change Dunlop/Town Madison, the corridor there, from Zierdt to Wall-Triana, from a local route to a major collector. He stated that the signing of this map would add that project to the Federal Aid System.

Mayor Finley read and introduced a resolution adopting the Functional Classification Map of the Federal Aid System for the Huntsville-Area MPO, as follows:

(RESOLUTION NO. 23-20)

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 called for the vote on Resolution No. 23-20, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated that the next item on the Agenda was Administrative Modifications. He stated that item a. was TRiP 2045 - Huntsville MPO's LRTP textual edits. He stated that item b. was Dry Creek Greenway from Indian Creek Greenway/Gates Mill Road to the intersection of Arch Street and Biltmore Drive in Northwest Huntsville. He stated that item c. was Intersection Improvements, including adding a roundabout at Jordan Road and Homer Nance Road. He stated that item d. was Resurfacing of SR-2 (US-72) in Gurley from 0.39 mile east of the Flint River to 0.41 mile east of Parnell Circle in Woodville, to include guardrail reset (Safety replacement of steel block outs). He stated that item e. was a funding increase and project description change to Access Management and Intersection Improvements on SR-53 (US 231).

Chairman Strong stated that item f. was Transit Budget Adjustments to Section 5310 Transit - Huntsville Area, Arc of Madison Capital Rolling Stock (5 Minivans) and (2 Mod Vans) apportionment FY 2016, FY 2017, and FY 2018. He stated that item g. was funding decrease to additional lanes on CR-11 (Martin Road) from Wall Triana Highway to Old Jim Williams Road (CN Phase). He stated that item h. was funding changes to CR-7 (Zierdt Road) southbound lanes and greenway from south of CR-11 (Martin Road) to the intersection of Madison Boulevard, including intersection improvements at Martin Road and Madison Boulevard. He stated that item i was increased PE funds to cover overrun amount for widening CR-7 (Zierdt Road) to five lanes

from south of CR-11 (Martin Road) to Madison City limits. He stated that item j. was funding changes to Additional Lanes CR-11 (Martin Road) from Laracy Drive to CR-7 (Zierdt Road) (RW Phase) project.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that those were just FYIs to the Board, that they did not need to be voted on. He stated that this was really talking about what had happened since the last meeting. He stated that as far as the LRTP edits, they had a handout that Ms. Lowe had distributed to the MPO Board members. He stated that these were just edits they had received from entities such as the City of Madison and from Redstone Arsenal that they had added to the LRTP since the last meeting.

Chairman Strong stated that the next item on the agenda was Agency Reports. He stated that John Autry of Huntsville Public Transit had a report at this time.

Mr. John Autry, City of Huntsville Public Transit Manager, appeared before the MPO Board.

Mr. Autry stated that this report was being provided as an informational item, that no action by the Board was necessary.

Mr. Autry stated that the City of Huntsville Department of Parking and Public Transit had developed a new Public Transit Agency Safety Plan, or a PTASP, as required by the Federal Transit Administration, under 49 CFR, Part 673. He stated that the City of Huntsville provided this PTASP to the MPO as required by FTA. He stated that the Plan had been adopted by the City of Huntsville City Council on June 11, 2020. He stated that it defined the processes for promoting safety, identifying, assessing, and mitigating risk, as well as measuring and monitoring safety data, through regular reporting. He

continued that the Plan also described the strategies for employee communications and training. He stated that the full Plan was available in the MPO Staff office or the Huntsville Transit office.

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

There was no response.

Chairman Strong thanked Mr. Autry for the presentation.

Chairman Strong stated that the next item on the agenda was a report of the Alabama Department of Transportation, by Mr. Rodney Ellis.

(Mr. Ellis made a PowerPoint presentation.)

Mr. Ellis stated that he would start with Church Street, Phase I, between Pratt Avenue and Monroe Street, in the city of Huntsville. He stated that the project was approximately 60 percent complete, with a cost estimate of approximately \$15.5 million. He stated that the project was anticipated to be finished in the winter of the current year, 2020, or early in 2021.

Mr. Ellis stated that the second project, for the City of Huntsville, was the Northern Bypass from Pulaski Pike to US Highway 231. He stated that the plans were approximately 85 percent complete, and Right-of-Way acquisition was to be completed in the current year. He stated that the estimated cost was approximately \$40 million, and the anticipated start date would be sometime in early FY 2021, with an estimated completion date of sometime in FY 2023.

Mr. Ellis stated that the next project was Martin Road between Zierdt Road and Laracy Drive. He stated that this project had been separated into two phases, and Phase 1 had started in July 2018, and it was approximately 35 percent complete, and that the Phase 1 completion date was anticipated to be sometime in the spring of 2021. He stated that the Phase 2 Construction Phase was scheduled at this time for FY 2023. He stated that the

total cost of both projects was approximately \$25 million.

Mr. Ellis stated that the next project was the North Parkway Improvements at Mastin Lake Road. He stated that this was a structure removal project, and they had taken bids on that in the month of April, and that hopefully the work to remove those houses and businesses they had purchased would begin in the current summer and should not take more than a couple of months to complete. He stated that this project was bid out at approximately half-a-million dollars. He stated that the capacity work with the overpass was scheduled for Fiscal Year 2022. He stated that the plans for that project were approximately 90 percent complete, the Right-of-Way acquisition was completed, and that the total cost of all phases was approximately \$42,600,000.

Mr. Ellis stated that the next project was the Access Management on US 231, between Weatherly Road and Hobbs Road. He stated that those plans were approximately 30 percent complete, and they hoped to have a public involvement meeting sometime in the fall, noting that they were working through identifying how they would conduct those meetings, due to the current situation with COVID-19. He stated that the estimated cost was \$15 million, and that they hoped to start construction in the fall of 2022, with an estimated completion date sometime in 2024.

Mr. Ellis stated that next was Cecil Ashburn Drive Improvements. He stated that the contractor had completed the two-lane portion in October of the prior calendar year, and the project was projected to be completed sometime in the current summer, with an estimated total cost of \$22 million.

Mr. Ellis stated that next was Winchester Road from Dominion to Naugher Road. He stated that those plans were approximately 90 percent

complete, and the Right-of-Way acquisition was under way and ongoing. He stated that the estimated cost was \$15.5 million, and the anticipated start date for Construction was Fiscal Year 2022, with approximately two years to complete.

Mr. Ellis stated that next was State Route 255 Improvements, from US 72 to south of Old Madison Pike. He stated that the cost of that project was approximately \$23.5 million. He stated that work had begun in August of the prior year, and it was approximately 30 percent complete, with an anticipated completion date of sometime in late calendar year 2021.

Mr. Ellis stated that next was US 72 West, between Providence Main and County Line Road. He stated that the plans were approximately 30 percent complete. He stated that there were multiple funding sources, and they were considering how they were going to phase this project due to the anticipated budget to complete the project. He stated that they were hopeful that the Right-of-Way Phase could begin in FY 2021. He stated that there was an estimated budget in excess of \$60 million, with the Construction Phase projected to start in FY 2024, and that it would take approximately three years for construction.

Mr. Ellis stated that next was Zierdt Road, between Madison Boulevard and Martin Road. He stated that this was a four-phase project, and the fourth phase was under contract. He stated that the total budget was approximately \$27 million. He stated that the current phase was approximately 35 percent complete, with an anticipated completion date of sometime in mid calendar year 2021.

Mr. Ellis stated that next was Winchester Road from Naugher Road to Riverton Road. He stated that this project was under construction and

approximately 65 percent complete, with a budget of approximately \$6.5 million. He stated that it was started in February of 2019, and the anticipated completion date was sometime in the fall of the current year.

Mr. Ellis stated that next was an Interchange at Blake Bottom Road and State Route 255. He stated that this project was substantially complete, with a total project cost of approximately \$7.8 million.

Mr. Ellis stated that next was the bridge replacements on Old Highway 431. He stated that this project was under construction and approximately 5 percent complete, with a budget of \$13.5 million, and an estimated completion date of sometime in FY 2022.

Mr. Ellis stated that next was the Interchange Improvements at Greenbrier Road and I-565. He stated that this was under construction and approximately 85 percent complete, with a budget in excess of \$10 million, and an anticipated completion date of the summer of 2020.

Mr. Ellis stated that next was I-565 Additional Lanes from I-65 to County Line Road. He stated that they had taken bids on this in April, and the work had started in the current week, with an anticipated completion date of late fall of 2021. He stated that this had a total budget of \$18.7 million.

Mr. Ellis stated that next was Jeff Road Improvements, from south of Capshaw Road to north of Douglass Road. He stated that this was in the Design Phase, and it was projected to start in FY 2021, with a budget of \$13.5 million.

Mr. Ellis stated that this was a total amount of work in Design and Construction of in excess of \$357 million.

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

There was no response.

Chairman Strong thanked Mr. Ellis for the report.

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

There was no response.

Chairman Strong stated that the next item on the agenda was MPO Board Member Comments.

Chairman Strong asked if there were any comments from the Board members or from the MPO staff.

Chairman Strong stated to Mr. Vandiver that he had done a good job, and he welcomed him, noting that he was aware this was a little different from what he had been doing. He thanked him for his help on the Census and for his work with the MPO. He stated that the team was doing a great job.

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 June 17, 2020, at 4:45 p.m.)