

**HUNTSVILLE-AREA
METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - August 26, 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
Mr. Curtis Vincent	ALDOT/Guntersville

Members Absent:

Ms. Francis Akridge	Huntsville City Council
Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

MPO Staff Present:

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

Also Present:

Mr. Robert Schiffer	Metro Analytics
and	
Mr. Wade Carroll	

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. Vincent. He stated that there was a quorum.

Chairman Strong stated that the first item on the agenda was Approval of Minutes of the meeting held on June 17, 2020.

Mayor Battle moved for approval of the Minutes of the meeting on June 17, 2020, which motion was duly seconded by Mayor Finley.

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 the Draft Regional Commuter Study (Congestion Management Plan). He stated that the Draft Regional Commuter Study was an update to the Congestion Management Plan, Chapter 7, TRiP2045, Huntsville Area MPO's Adopted 2045 Long Range Transportation Plan.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that Mr. Rob Schiffer and Mr. Wade Carroll from their consulting firm, Metro Analytics, would have a presentation at this time on the Commuter Study.

Mr. Rob Schiffer appeared before the MPO, stating that this would be an update to their previous presentations on this Study, noting that they were nearing the end. He stated that at this time they would give a quick recap, that they would talk about some StreetLight data analysis. He stated that they had been presenting on some of this in past meetings, and that the focus at this time would be on Departure from Home Times and a little information on COVID-19 and how that had impacted travel within the region. He stated that after that, Mr. Carroll would discuss Park-N-Ride location analysis, which was part of the Congestion Management Plan, and then he would conclude with Study Conclusions and Next Steps.

Mr. Schiffer stated that, for a quick recap, the project was really focused on better understanding commuter travel patterns within the region, and then using these in the Congestion Management Plan and what they called the "Travel Demand Model" that forecast future traffic. He stated that they had three project tasks, Data Collection, Data Presentation, and Data Analysis. He stated that they had previously presented on each of these items, one at a time, and at this time they were going to focus on the Congestion Management aspects, including the Park-N-Ride and other Study conclusions, including the information on COVID-19.

Mr. Schiffer stated that he would first talk about trip departure times. He stated that there was an interest in finding out when people were essentially starting their day at home and getting out on the road. He stated that 20 to 21 percent of all tripmaking was occurring within what they called the "Morning Peak Period," which they were terming as 5 a.m. to 10 a.m. He stated that out of that, the predominant peak hour was 7 a.m. to 8 a.m., and that approximately 7 percent of all the trips during the day were occurring at that time, with the remainder of the day having about 80 percent of the trips.

Mr. Schiffer stated that he wanted to talk about COVID-19 travel patterns and what had happened there. He stated that they had had some discussions with the MPO staff concerning their interest in this.

Mr. Schiffer stated that the StreetLight InSight data included pre- and post-COVID-19 shutdown information. He stated that they had decided to focus on April 2019 versus April 2020 because April 2020 was really kind of the peak of shutdown, that nearly everything was shut down during that time frame, so comparing these two years would really be useful in terms of showing some of the tripmaking changes that had occurred.

Mr. Schiffer stated that the first thing they had looked at was time of day, kind of picking up on what he had just talked about a little while ago, and looking at how these patterns were changing with COVID-19. He stated that what they could see on the display was that there was a pretty dramatic shift in these peak periods. He stated that if they looked at 6 a.m. to 9 a.m. and 6 p.m. to 9 p.m., they would notice that when they compared 2019 and 2020, they would see that all those time periods were showing a reduction in percent travel. He stated that what was happening was that they were getting what they called "peak spreading," that people were making trips at a lot of different times of the day. He stated that part of that was because a lot of them were not making trips to work, that that was, in part, why they were seeing this happen.

Mr. Schiffer stated that then they wanted to look at where this was happening, and he displayed another slide, and he stated that the first thing they looked at was what were the analysis zones, or districts, that were showing the largest reductions in travel. He stated that these largely aligned with the largest districts within the Study Area. He continued that once they got outside the MPO area, a lot of these were whole counties or whole cities, so those kind of rose to the top.

Mr. Schiffer displayed another slide, and he stated that then they had looked at the percentage of trip reduction, which he thought was a little more informative. He stated that what they saw here, in terms of percent reduction, was that out of the top five, four of them were actually Arsenal locations. He continued that the fifth one was Research Park. He stated that they were talking about areas that had large concentrations of office employment. He stated that a lot of these people were working from home instead of going in to the office, so they would see some very dramatic reductions in tripmaking in

these areas, on the order of 60 to 80 percent, depending upon the location.

Mr. Schiffer displayed another slide, and he stated that then they had looked at trucks, how Truck Trips were being impacted. He stated that, again, in terms of numerics, it was mostly these large areas outside the MPO area, just due to their size. He stated that when they looked at percentages, that was when it got a little more interesting. He continued that they would start to see that the places that had a lot of trucks and deliveries were the places where they were seeing the reduction in trucks, as would be expected. He stated that they had, again, a number of arsenal sites; and there was Meridianville, which was where the Toyota Plant was located; and there was the Medical District, which also had a lot of truck deliveries.

Mr. Schiffer stated that he was going to turn the microphone over to Mr. Carroll, to talk about Park-N-Ride lots.

(Mr. Carroll made a PowerPoint presentation.)

Mr. Carroll stated that, obviously, they were tasked to identify Park-N-Ride lots, and he wanted to clarify that when they said "Park-N-Ride lots," that that was not necessarily transit immediately. He stated that he believed there were intermediate uses for Park-N-Ride lots, as initially being used for some carpooling services and things of that nature, areas where they would kind of stage some of the initial commuter services, and then they would move further into more of a detailed transit plan.

Mr. Carroll stated that the first step, of course, was to identify the corridors, and that had already been done for them, through previous CMP efforts. He stated that what they wanted to focus on when they had looked at the commuter services was to take a look at relieving congestion along the Top 10 corridors. He stated that when they had taken a look at that,

and beyond that, that had really kind of led them to the main corridors that they would have anticipated, US 72 East and West, US 231 North and South, and so forth.

Mr. Carroll stated that a key in locating lots was also looking at sort of the boundaries of what was significant. He stated that the key was to actually locate these areas, these lots, where the commute was, where they were coming from, in front of the congested areas. He stated that they were really trying to get fewer cars on those congested segments. He stated that they had taken a look at potential areas, like, where were the actual volumes, what kind of travel times, what were the incentive areas for people to do this, and, also, where there were actual transit services, because those lots could also be used to help facilitate ridership along the system.

Mr. Carroll stated that they had taken a little deeper dive and had taken a look at some common best practices, in trying to locate sites. He stated that as they moved forward, the potential sites were just those. He stated that when they started getting into the sites, they would keep in mind that there had not been an owner contacted, or anything like that. He stated that he would show them some examples of the kinds of sites they would look for in some of these areas, just given some of their characteristics.

Mr. Carroll stated that the first area they had identified was to alleviate traffic along the 72 West corridor, given the congestion. He stated that there was an abundance of surface parking at the intersection of Wall Triana, that, in fact, there was a lot of surface parking on the whole corridor. He stated that Wall Triana represented an area where the commuter traffic was really sort of generating, and, also, if they looked at points further west and north along Wall Triana, there was a lot more growth anticipated in that area.

Mr. Carroll stated that the second location they had looked at was I-565. He stated that they thought a station near the Wall Triana area, as well, would be good, and the reason why was because the City of Madison had recently done their Comprehensive Transportation Plan, and they had identified Wall Triana as one of their more favorable corridors for potential transit expansion, so it made sense to them to help facilitate that as well, and thinking about maybe what the commuter lot location would be.

Mr. Carroll stated that the third location they had highlighted was the Richard Showers Bus Transit Center. He stated that they had initially identified this to intercept the traffic from Meridianville, but, quite frankly, they really felt that with the characteristics of that area, maybe a smaller commuter route was necessary. He stated that it would not be the ones that would alleviate, necessarily, the overall auto traffic but to help provide maybe the shorter trips, from nearby areas, that could access the transit system from that area, at that location.

Mr. Carroll stated that 231 South was, of course, another heavily congested corridor. He stated that initially they had looked at the area surrounding Martin Road, and so forth, but when they looked at that area, there were just some challenges there, with the topography, and so forth. He stated that what they wanted to do was to move that area down a little bit farther south. He stated that when they looked at some of the redevelopment activity that was going on around Lily Flagg and Weatherly, with new shopping centers, and so forth, being planned, they had really sort of felt that that was a good opportunity to implement a potential transfer center and a commute lot at that location.

Mr. Carroll stated that as that service would begin to grow, they had also

identified another area on 231 South, because that particular corridor had a lot of residential development along it, for almost its entire length, to nearly the Tennessee River. He stated that as commute services continued, he thought there was an opportunity to have something along there in the Green Cove Road area. He stated that that area had a lot of large tracts, with some potential sites, and an abundance of surface parking as well.

Mr. Carroll stated that, of course, with 431 South, they had identified Sutton Road. He stated that Sutton Road was identified, essentially, because it really stuck out as the clear east-west intersection, to really kind of feed into that corridor, that could really service the commute area there. He stated that, again, it had an abundance of surface parking, and so forth.

Mr. Carroll displayed another slide, and he stated that the Bridge Street Town Center was a center that they actually identified as more of an inner location. He stated that what that would really be would be much like the Showers Center, that he believed it was one that would really kind of serve as more of a local traffic lot, to help folks maybe access the transit, as well. He stated that, obviously, Research Park was one of the 10 top congested corridors, so it might be able to alleviate things there as well.

Mr. Carroll stated that out on Winchester Road at Homer Nance, the area between Moores Mill and Shields, was another corridor. He stated that that particular area was not as heavily populated, but it had a great propensity for growth, a great potential. He stated that as they really started thinking about potential commuter services, and so forth, that might be an area that could become attractive, that for those folks going all the way into Huntsville, that could actually represent a very attractive alternative.

Mr. Carroll stated that, of course, MidCity Huntsville was another

in-town area that could, again, serve two purposes, that it could help service the Research Park corridor. He continued that from US 72 West, if they, indeed, got to the point where there was a commuter route that was actually established along that corridor, it could also serve as a more inner stop, to maybe take that off that interchange at Research Park and US 72, to help out with the commute into downtown Huntsville.

Mr. Carroll displayed another slide, and he stated that the last location they had identified was US 72 East at Moores Mill Road. He stated that that was one that was actually already active, but it was a seasonal Park-N-Ride lot. He stated that the interesting thing about that location was that it was actually not bringing commuters into town, that the seasonal service was actually taking workers out to the facility. He stated that if, indeed, a commute service was established from a transit perspective, some sort of shuttle, there was an opportunity there to have it bi-directional and maximize the ridership and utility there, both ways.

Mr. Carroll stated that, obviously, he felt the next step for them would be looking at areas beyond the MPO, the Ardmore's, the Athens's of the world, trying to take a deeper look into how many folks could use more of an inner-city commute service into Huntsville, to gauge that interest there.

Mr. Carroll stated that he would turn the microphone back over to Mr. Schiffer to close this out.

Mr. Schiffer stated, concerning Study Conclusions and Next Steps, that from all the work they had been doing over the past nine months, they had a good profile of commuter activities within the area. He stated that they had the StreetLight InSight data, that they had sliced and diced that a number of different ways. He continued that they had received good data from the

Arsenal, in terms of where people lived and where people worked once they actually got to the Arsenal property.

Mr. Schiffer stated that the use of this combined set of information could do a lot of things for the MPO, that it could enhance simulation of trip-making with the Arsenal properties. He stated that at this time they had a better feel for where all those folks were living and where they were working on the Arsenal site, noting that prior to that, it was somewhat guesswork.

Mr. Schiffer stated that what was interesting was the catchment area for employment, that the Arsenal was huge. He stated that this consisted of a large number of counties in both Tennessee and Alabama, more than what they had thought. He stated that he believed it was 9 counties in Tennessee and 14 counties in Alabama, that it was a huge area.

Mr. Schiffer stated that, also, they had looked at some of the relative trip generation by subarea. He stated that they did not have that data before, but that now they knew about what to expect in terms of trip generation in these various subareas of the MPO. He stated that it also helped to validate what was called the "Trip Distribution Pattern" within their travel demand model, where people were coming from and where they were going to. He stated that now they had that information, that they had not had it before. He stated that this would also provide guidance on future expansion of the model. He stated that when they looked at the large flows coming into the MPO area from some of the surrounding counties and communities, it was really pretty impressive, and it showed that there certainly was a need to expand the model boundary to really include a lot of those daily activities that were happening.

Mr. Schiffer stated that this would also help in identifying transit potential. He stated that Mr. Carroll had talked about Park-N-Ride locations,

and there was also a potential for premium transit corridors, and possible opportunities for expansion of existing routes and services.

Mr. Schiffer stated that one of the things he thought was really interesting was if they looked at the map that was displayed of trip origins and destinations, there was kind of this arc of tripmaking that occurred, that there were a lot of people coming in on 565, 72, Research Park Boulevard, and 231, and the area within it looked like it had a lot of multimodal potential. He stated that that was something that could be further explored in the Transit Study.

Mr. Schiffer stated, concerning the Next Steps, that on this date they had just delivered the Draft Study Report to the MPO for review, which resulted in the clock ticking on a 45-day review and comment period. He stated that during this time they would be looking at some of these outlying Park-N-Ride locations, outside the MPO area, and then, of course, they would come back with Revised Study Recommendations and a Final Report. He continued that there would be one final presentation on this Study in November.

Mr. Schiffer displayed another slide, and he stated that they were right on target with the Project Schedule, noting that they would be starting the comment period, and then there would be the Final Report in November.

Mr. Schiffer asked if there were any questions or comments.

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

There was no response.

Chairman Strong stated that the next item on the agenda was the adoption of the Final FY 2021 Unified Planning Work Program (UPWP). He stated that Resolution No. 24-20 would adopt the Final FY 2021 Unified

Planning Work Program (UPWP), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution would adopt the Final FY 2021 UPWP. He stated that the UPWP was the MPO's budget, and that it was updated every year to record changes in funding for ALDOT and FHWA. He stated that the current budget was valid until September 30th. He stated that in FY 2020 the UPWP showed more than \$726,000 in planning activities and studies. He continued that the FY 2021 budget was slightly lower, at just over \$707,000. He stated that this decrease was attributed to two PL projects that were one-time additions to the funds, with one being to Madison County for the Transportation Master Plan and the other to the City of Huntsville for a Memorial Parkway Intersections Safety Study. He stated that these studies would end before the 2021 budget cycle so that money was not included in the 2021 budget.

Mr. Vandiver stated that the new projects for 2021 included the TMA Certification and Review, which was an audit of the MPO performed by FHWA. He continued that this was performed every four years. He stated that it also included ADA transition planning elements, as well as a new Regional Transit planning allocation.

Mayor Battle read and introduced a resolution adopting the Final Unified Planning Work Program for Fiscal Year 2021, as follows:

(RESOLUTION NO. 24-20)

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 asked Mr. Vandiver if this had the breakdown and the breakout of the folks that were on the MPO, if they were, in essence, what they were paying for.

Mr. Vandiver replied in the affirmative, stating that it was broken down by tasks, and one of those was staff.

Mayor Finley asked if they had been sent that and he had just not received it.

Mr. Vandiver stated that he would have to check on that. He continued that it was on line, on their website, at huntsvillempo.org. He stated that he would definitely check and make sure that the Board members had that.

Chairman Strong asked if there was any further discussion.

Mayor Finley stated that he would love to talk about this, as to how they were set up. He stated that at some point, the Board should know why they were funding certain things and how it made a difference for the overall MPO. He stated that part of the Board's job was to listen to what the staff said, that they needed these positions. He stated that he was aware that most of them were through Huntsville, which was how it had always worked, but that he would ask why they were in that position, why they were paying this person or that person, and at what percentage, and if that was the right thing.

Mayor Finley stated that he thought from a governance standpoint, that was part of what the Board needed to be talking about, and they had not had the opportunity to talk about it, that he did not know when they ever talked about those things. He stated that a perfect example would be if they went down to the next one, where there was an overrun on utilities. He asked where they were pulling that money from.

Mayor Finley stated that some of these things were just discussions that

they needed to have, and sometimes he felt like they did not have those discussions, to know if they were doing the right things. He stated that he did not know how to govern when he did not know what he was governing.

Chairman Strong asked Mr. Vandiver if he would forward just the itemized breakdown of the \$707,000, noting that he thought that would help to clarify this.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 24-20, 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). He stated that Resolution No. 25-20 would adopt and support funding increase for #100041420, "SR-1 (Memorial Parkway) from 0.31 Mi S of CR-75 (Mastin Lake Rd) to CR-65 (Winchester Rd), including an overpass at CR-75 and access improvements to CR-65 (UT Phase), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution would increase funding for the Utility Phase of the Memorial Parkway Overpass Project at Mastin Lake Road. He stated that this was an update from an estimate that had been made many years prior, when the project was first added to the books. He stated that it would be subject to further changes as this project moved along. He stated that there was a project map displayed on the slide.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP, with funding increases for project "SR-1 (Memorial Parkway) from 0.31

Mi S of CR-75 (Mastin Lake Rd) to CR-65 (Winchester Rd), including an overpass at CR-75 and access improvements to CR-65 (UT Phase), as follows:

(RESOLUTION NO. 25-20)

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.

Mayor Finley stated that he guessed the question was where the funds came from, noting that he knew there was federal and state. He asked how they got the extra money.

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

Mr. Davis stated that, as the display described, this was a 90/10 project, that it was state-controlled funds, meaning ALDOT, that it was 90 percent federal funds and 10 percent state funds. He stated that no MPO dollars were included. He stated that they were having to administer the state's requested change.

Mayor Finley stated that was just what he wanted everyone to know, that they were not spending any local funds.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 25-20, 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). He stated that Resolution No. 26-20 would adopt and support deletion of Project #100066682, "Intersection Modifications on Balch Road at Gillespie Road to install a roundabout, as approved by ALDOT."

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver. stated that this resolution would remove a roundabout project in the city of Madison, at Balch and Gillespie roads, from the TIP. He stated that the City was moving this to a local project and was looking at other improvements to that intersection.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge section of the Transportation Improvement Program (TIP), deleting Project "Intersection Modifications on Balch Road at Gillespie Road to install a roundabout," as follows:

(RESOLUTION NO. 26-20)

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. 26-20, and it was unanimously adopted by the MPO members present.

Chairman Strong asked Mayor Finley if he would like to comment as to the reason this project had been deleted.

Mayor Finley stated that from a cost standpoint, it would be easier and they would be able to get it done more quickly if they did this internally. He stated that they would be working on this along with the Balch project. He stated that this was probably one of the largest areas where they had backup at this time, so they were going to be able to use local funds for it.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 27-20 would adopt and support the addition of Project #100072338, #100072339, #100072340, #100072341, "Section 5310

The Arc of Madison County Capital Rolling Stock (7 total mini vans) FY 2020, as approved by ALDOT."

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution supported the purchase of seven mini vans, total, for The Arc of Madison County, using Section 5310 FTA funding. He stated that in June, the MPO Board had approved funding for seven other mini vans, using expiring FY 17 funding, as well as part of FY 20 funding, from Section 5310. He stated that these purchases of seven additional mini vans would use the remaining FY 20 funding, and it would bring the total Section 5310 fleet for The Arc of Madison County to 40 vehicles.

Mayor Battle read and introduced a resolution amending the Transit Section of the Transportation Improvement Program (TIP), adding Projects #100072338, #100072339, #100072340, #100072341, "Section 5310, The Arc of Madison County Capital Rolling Stock (7 total mini vans) FY 2020," as follows:

(RESOLUTION NO. 27-20)

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.

Chairman Strong called for the vote on Resolution No. 27-20, 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). He stated that Resolution No. 28-20 would adopt and support project deletion of various Section 5311 transit-related projects, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution supported the deletion of a number of old Section 5311 FTA projects, from FY 2016 through FY 2020. He stated that this was mainly for bookkeeping on the ALDOT side, and there would be no loss of funding due to these deletions, that the funding had been utilized.

Mayor Battle read and introduced a resolution amending the Transit Section of the FY 2020-2023 TIP, with the deletion of various Section 5311 Transit projects, as follows:

(RESOLUTION NO. 28-20)

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.

Chairman Strong called for the vote on Resolution No. 28-20, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was TIP Administrative Modifications.

Chairman Strong stated that item a was #100071511, Resurfacing, Traffic Striping, and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive (CM Phase).

Chairman Strong stated that item b was #100071470, Guardrail and Guardrailed End Anchors at (BIN 001861) on Pulaski Pike (CR-17) over Limestone Creek.

Chairman Strong stated that item c was #100009202, CR-93 (Winchester Rd) add lanes from CR-406 (Naugher Rd) to CR-446

(Bell Factory Rd) RW Phase.

Chairman Strong stated that item d was #100067267, Dry Creek Greenway from Indian Creek Greenway (Gates Mill Road) to the intersection of Arch Street and Biltmore Drive in Northwest Huntsville.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that these project changes were for information only and no action needed to be taken by the Board.

Chairman Strong stated that the next item on the agenda was Agency Reports, the Alabama Department of Transportation.

(Mr. Rodney Ellis of the Alabama Department of Transportation made a PowerPoint presentation.)

Mr. Ellis stated that the first project was Church Street, Phase 1, between Pratt Avenue and Monroe Street. He stated that this project was approximately 60 percent complete, that the estimated cost was \$15.6 million, and it was projected to be completed sometime early in the next calendar year.

Mr. Ellis stated that the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431. He stated that the plans for this were approximately 85 percent complete, that the right-of-way acquisition should be completed sometime in the current calendar year, the estimated cost was \$40 million, with a projected start date of sometime in FY 2021, and that it would take approximately three years to build.

Mr. Ellis stated that the next project was Martin Road, between Zierdt Road and Laracy Drive. He stated that this was two separate projects, and the first phase had been started in July 2018, and it was approximately 40 percent complete. He stated that the projected completion date was sometime in the spring of 2021. He stated that Phase II was currently

scheduled for construction letting in FY 2023. He stated that the total project cost was approximately \$25 million.

Mr. Ellis stated that the next project was North Parkway at Mastin Lake Road, the overpass. He stated that there was a structure removal project currently underway, which was approximately 40 percent complete and should be finished within the next month to two months. He stated that the project cost was approximately half a million dollars. He stated that the construction project to build the overpass and other improvements was currently scheduled for FY 2022. He stated that those plans were approximately 90 percent complete, and the right-of-way acquisition was complete. He stated that they had discussed the utility project a little earlier, and that, actually, some of those were being advertised for bid at this time, so the utility work should follow after the structure removal project.

Mr. Ellis stated that next was the access management on US 231 between Weatherly Road and Hobbs Road. He stated that these plans were approximately 50 percent complete. He stated that they were anticipating having a virtual public involvement process sometime in the fall, into early winter. He stated that this was new ground for them, to do meetings in that format, so they were making sure they satisfied the federal requirements for public involvement. He stated that the estimated cost for this project was approximately \$15 million, with an anticipated start date sometime in the fall of 2022, and an approximate build time of 1 1/2 years, so the anticipated completion date would be in the spring of 2024.

Mr. Ellis stated that next was Cecil Ashburn Drive improvements. He stated that this project was actually open to traffic at this time, and he thought they were working through their punch list items, to close it out. He stated

that the project cost was approximately \$22 million.

Mr. Ellis stated that the next project was Winchester Road from Dominion to Naugher Road. He stated that the plans for this project were approximately 90 percent complete, that the right-of-way acquisition had begun in 2017 and was underway, and the estimated cost was \$15.5 million, with an anticipated construction start date of FY 2022, with completion in FY 2024.

Mr. Ellis stated that next was SR-255, Research Park Boulevard, widening from US 72 to south of Old Madison Pike. He stated that this project was bid in August of 2019, and it was approximately 40 percent complete, that the estimated cost was \$23.4 million, and the anticipated completion date was sometime in late 2021.

Mr. Ellis stated that next was US 72 West between Providence Main and County Line Road. He stated that the plans for this were 30 percent complete, and they were looking at their budget and funding sources for this, due to the cost of the project. He stated that they were hoping to start right-of-way acquisition maybe sometime in FY 2022. He stated that the project was currently scheduled for letting in FY 2025.

Mr. Ellis stated that the next project was Zierdt Road between Madison Boulevard and Martin Road. He stated that this was a four-phase project, and that work had actually begun in 2015. He stated that the last phase was under contract, and that the total cost was approximately \$27 million. He stated that the project had been started in the fall of 2018, and it was approximately 40 percent complete, and it was anticipated to be completed sometime in mid 2021.

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 approximately 65 percent complete. He stated that the estimated cost was \$6.5 million, that the start date was in February of 2019, and it was anticipated to be completed in the fall of 2020.

Mr. Ellis stated that the next project was the interchange at Blake Bottom Road and SR-255. He stated that this project was completed, and he believed it was awaiting ALDOT acceptance of the work. He stated that it was basically finished, and the cost was \$7.8 million.

Mr. Ellis stated that next was Four Bridge Replacements on Old Highway 431. He stated that this project was under construction and approximately 20 percent complete. He stated that the estimated cost was \$13.5 million, and the estimated completion date was sometime in FY 2022.

Mr. Ellis stated that next was the I-565 Interchange Improvements at Greenbrier Road. He stated that this project was approximately 90 percent complete, with a cost of \$10.2 million, and an anticipated completion date of early fall 2020.

Mr. Ellis stated that next was I-565 Additional Lanes from I-65 to County Line Road. He stated that this project was under construction, and that it was approximately 20 percent complete. He stated that the anticipated completion date was sometime in the fall of 2021, and the estimated cost was \$18.7 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 project was under design, and the projected start date was FY 2021, at a cost of \$13.5 million.

Mr. Ellis stated that the total cost of projects in design and construction

was a little over \$357 million.

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

Mayor Battle inquired as to the status of the 231/431 project to Arab.

Mr. Ellis stated they were way ahead of schedule, that they were actually pouring deck surface on two of the bridges. He stated that Brasfield & Gorrie was the contractor and had done an amazing job. He stated that they were looking at having that back open probably in October.

Chairman Strong asked if there were any further questions.

Chairman Strong thanked Mr. Ellis for the presentation.

Chairman Strong stated that the next item on the agenda was Opportunity for Public Comment. He stated that persons who wished to speak should go to a microphone and state their name and address, and they would have three minutes to address the MPO.

There was no response.

Chairman Strong stated that the next item on the agenda was MPO Board Member Comments, and he asked if there were any comments.

There was no response.

Chairman Strong asked if there were any comments from the staff, from Mr. Vandiver.

Mr. Vandiver replied in the negative.

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 August 28, 2020, at 4:45 p.m.)