

**HUNTSVILLE-AREA
METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - December 2, 2020 - 4 p.m.

**Zoom Web Conference
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. Frances 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
Mr. Wade Carroll
Mr. John Autry

The meeting was called to order by Chairman Strong.

Chairman Strong stated that online for 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 August 26, 2020.

Mayor Finley moved for approval of the minutes of the meeting on August 26, 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 participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was the adoption of the Final Regional Commuter Study (Congestion Management Plan). He stated that Resolution No. 29-20 would adopt the Final Regional Commuter Study, which was an update to the Congestion Management Plan, Chapter 7 of TRiP2045, Huntsville-Area MPO's Adopted 2045 Long-Range Transportation Plan.

Chairman Strong recognized Mr. Robert Schiffer of Metro Analytics.

Mr. Schiffer stated that he would provide a quick recap. He stated that the purpose of the study was to better understand worker travel patterns and use these findings in the Congestion Management Plan and the Travel Demand Model for the MPO. He stated that they had gone over the project tasks previously, and he had talked about a Park-N-Ride analysis for the MPO area, as part of the Congestion Management Plan, and at this time he was going to talk about Park-N-Ride locations outside the MPO area.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that MPO staff had requested an expansion of the analysis to areas outside the MPO area. He stated that the rationale for that was that the analysis of big data, as part of this study, and information provided by Redstone Arsenal showed that there was a large amount of the workforce living outside the MPO area. He stated that, in fact, if they would

look at the map on the right on the displayed slide, everything that was shaded green, even the light green, implied that there were employees in these areas who worked at Redstone Arsenal. He stated that it was quite a large catchment area of employees.

Mr. Schiffer stated that shifting some of the trips to carpooling and future transit use in these areas could potentially help reduce peak period congestion in the MPO area.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that the first step was to look at where some of these potential locations would be outside the MPO area. He stated that they might recognize the graphic on display, showing the levels of travel between the MPO area and other areas outside the MPO area. He stated that the darker the color and the thicker the line, the more activity there was.

Mr. Schiffer stated that they had looked at potential locations of Ardmore, Athens, a couple of locations in Decatur, Gunterville, Scottsboro, and Fayetteville, which he noted was in Lincoln County, Tennessee.

Mr. Schiffer stated that they did not find any good locations in Ardmore, that it was a fairly small town, and it really did not have any significant parking facilities.

Mr. Schiffer stated that Gunterville did not have a lot of really good sites, in the urban core of Gunterville, and that Fayetteville, likewise, did not have any good locations.

Mr. Schiffer stated that a good thing about those, however, was that they had identified Park-N-Ride locations inside the MPO area that folks could use that were traveling from those locations.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that from there, they had started looking at the different locations, based on best practices, similar to what they had done within the MPO area. He stated that they had looked at convenient vehicle access, that they had looked at anticipated demand and what capacity there was. He continued that they looked for good visibility, ideally on the inbound side, although he would have to say that was not followed that closely in areas outside the MPO area. He stated that they were also looking for opportunities of future expansion and to find locations that currently had a surface lot.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that there were some key differences with these sites versus those within the MPO area which they had presented on previously. He stated that there were fewer parcels that met all the criteria regarding size and expansion, as well as being on the side of the road heading into the urban core. He stated that favorable local factors, such as nearby amenities, were not as important because there was not any transit service in these areas at the present time. He stated that, likewise, connection to transit service was not relevant since there was not any bus service to any of these locations at this time.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that they had identified three locations in Athens as potential Park-N-Ride lots. He stated that they were all located between a little west of US 31 and I-65. He stated that the first one was a shopping center called the "Athens Town Center," which he noted was just west of US 31.

Mr. Schiffer stated that the next one was the Lowe's shopping center, which was located between US 31 and I-65, on US 72.

Mr. Schiffer stated that the next one was the Ruby Tuesday lot, located

west of I-65 and on the north side of Athens-Limestone Boulevard. He stated that that actually had a pretty large parking lot for a restaurant, and it had some areas just to the north that could potentially be used for expansion.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that the next focus area was Decatur. He stated that downtown Decatur was very built out, and they really could not find any good locations for a Park-N-Ride facility there, so they had moved to the north of the river and identified some ALDOT property right at the diversion point of US 31 and Alternate 72, on the northeast corner of those two highways. He stated that, in fact, there was an ALDOT property, and they believed ALDOT would be amenable to using some of that for this purpose. He stated that the parking lot was not busy at all times. He continued that this would still capture the trips before they got into the Huntsville MPO area.

Mr. Schiffer stated that moving farther to the east in Decatur, they had identified a Publix shopping center which was between Decatur and I-65.

Mr. Schiffer stated that there was also a vacant lot just east of the interchange with I-65, near McDonald's. He stated that it might be ALDOT right-of-way, but it was a little bit hard to tell without additional research.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated that the final location was also around Decatur, at I-65, the Dollar General store. He stated that this lot had a surprising amount of capacity.

Mr. Schiffer stated that the final one was Scottsboro. He stated that they had found a shopping center, called "Jackson Square," and it was just north of the US 72 interchange with State Road 279. He stated that there was a lot of excess parking there.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated, concerning Next Steps, that they would be incorporating the work done on this study into the TRiP2045 LRTP document, and they would also be conducting another year-over-year analysis of travel patterns, in April. He stated that they might recall a presentation he had done earlier showing April 2020 patterns, post COVID, with April 2019 conditions. He stated that the MPO would like to see what this looked like one more year later, and he stated that that data should be available in May.

Mr. Schiffer stated that their contract had been extended, at no additional cost, through September, so they would also be available to help out the MPO staff on other activities, depending upon schedule, budget, and needs.

Mr. Schiffer stated he was ready for the next slide.

Mr. Schiffer stated, speaking of the schedule, that he had extended the schedule out to incorporate the new time frame. He stated that they would recall that the last time he had presented, he had presented the Draft Report and the MPO Park-N-Ride Analysis. He stated that they had gone through a 45-day comment period after that was over, and he had received all the comments from the MPO staff and others, and they had revised the report, so they actually had a Final Report on the study. He stated that at this time, of course, was the Supplemental Park-N-Ride presentation. He stated that in the spring he would be updating the TRiP2045 report and conducting the assessment of travel patterns, and he looked forward to presenting that to them.

Mr. Schiffer stated that he would answer any questions at this time.

Mayor Battle asked Mr. Schiffer how many comments he had gotten.

Mr. Schiffer stated that as to the number of comments, he would have to

go back through that, but he believed he had received about 15, and they had all been addressed.

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

There was no response.

Mayor Battle read and introduced a resolution adopting the Final Regional Commuter Study, as follows:

(RESOLUTION NO. 29-20)

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. 29-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was the adoption of the Draft Huntsville-Area MPO Bikeway Plan. He stated that Resolution No. 30-20 would adopt the Draft Huntsville-Area MPO Bikeway Plan. He stated that this was a regional update to the 2006 City of Huntsville Bikeway Plan.

Chairman Strong recognized Mr. James Moore.

Mr. Moore stated that he was going to present an abbreviated draft version of the first-ever Huntsville MPO Bikeway Plan. He stated that it was a draft version, so there was room for comment and/or modifications. He stated that if there were some, they would be reviewed and taken into consideration for the final version. He stated that there were no real-time goals given, as it was meant not to confine the plan to a certain time period.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that the first principle of the BIG Picture was to build a live/work/play/connect community.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that this was The Bike Plan 5 Principles of Design, which were Coherence, to link possible destinations with residential streets and maintain a consistent quality of infrastructure along the length of the route; provide good signage; and Directness, respect desire lines; provide routes that are direct, safe, and practicable; and Safety, maintain or improve the road safety of riders, pedestrians, and motorists; maximize opportunities for social interaction and surveillance; and Attractiveness, provide attractively designed and located facilities that complement the surroundings, enhancing the riding experience; and Comfort, provide smooth surfaces, easy gradients, appropriate infrastructure and treatments and good maintenance.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that this was the Vision Statement: Connectivity through mobility, creating a functional transportation system that will provide adequate and quality service for the growing population of the Huntsville-Madison County metropolitan area.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this was the Goals and Objectives. He stated that the Goals were Safety and Comfort, improved bicyclist and pedestrian safety while designing attractive, comfortable streets, trails, and greenways; and Connectivity and Convenience, making biking, walking, and using transit easy, efficient, and routine activities; Accessibility, institutionalize universal design principles to meet the needs of all modes and all users; and Choice, provide a

range of transportation options to advance the Huntsville MPO linkages and transportation culture.

Mr. Moore stated that the Objectives were to continue the process of incorporating low-stress facilities, such as wider sidewalks and innovative bike treatments; implement a phased bike-share system that complements and expands the transit and pedestrian networks; expand development standards to require bicycle parking at retail, commercial, civic, and employment uses; and connect bicycling and walking infrastructure improvements with transit stops for last-mile linkages.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that the Recommendations were installation of bike routes throughout the MPO area to promote bicycling; add long-term and short-term parking facilities for bicycles; installation of new protected Bike Lanes/Cycle Tracks; consider road diet strategy on five-lane facilities with low traffic; add sharrows to roads, along with “Share The Road” signs, to increase driver awareness; create bike boulevards in residential areas that prioritize through-trips for bicycles; and promote ridership with promotion campaigns.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that this was the actual bike map itself. He stated that it went all the way from just east of I-565 to New Hope, and, north to south, from Ditto Landing to Hazel Green.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that with the existing bike facilities at this time, they had a total of 216.17 miles, and the proposed bike facilities would be 388.62 miles, which would total a little over 605 miles, linear miles.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that this was Bike Promotion, a bicycle information campaign promoting health instead of safety, with Healthy Huntsville, to encourage ridership. He stated that this included to replace “See and Be Seen” bus wraps with new campaign slogans; having school kids write essays for contests for bike and ped safety; to promote tourism using Way Finders; connectivity between buses and transit; adding three-bike bus racks to buses from UAH and Alabama A&M; connectivity through neighborhoods with speeds less than 25 miles per hour that connected to greenways; list of parks and schools that are near greenways; to promote bike riding near shopping centers where buses connect; popular origin and destinations within a mile of routes and greenways; and create online flyers denoting safe bike routes near and around schools or colleges.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that this was Roadway Maintenance. He stated that since most cycling occurred on public roadways, maintenance was an important part of accommodating cycling. He stated that some target maintenance was surface repairs, to inspect bikeways and road shoulders regularly for pavement issues, such as potholes, pavement gaps, and ridges. He stated that such hazards should be repaired quickly.

Mr. Moore stated that next was Sweeping, and that this was establishing a sweeping schedule, sweeping road shoulders of accumulated sand and gravel in the springtime. He stated that in the autumn, leaves should be picked up instead of being pushed aside, against the curb.

Mr. Moore stated that next was Street Markings. He stated that bike lane markings, single loop indicators, may become hard to see over time.

He stated that these should be inspected regularly and retraced when necessary.

Mr. Moore stated that next was Roadway Markings. He stated that whenever roadway markings were used, traction or non-skid paint should be used to avoid the markings becoming slippery in wet weather.

Mr. Moore stated he was ready for the next slide.

Mr. Moore stated that this was Performance Measures, to look at the number of bicycles observed as counts; the number of bike racks installed around area; the number of page views on bicycle websites; the number of fans on Facebook; the percentage of roads with bike lanes or shoulders; the number of linear greenway miles; and to double the number of bicycle trips made in the city of Huntsville, as a percentage of total trips, by 2030; and to achieve a minimum of 80 percent good level of confidence and comfort for cyclists that ride in the city of Huntsville by 2030.

Mr. Moore stated that that concluded his report.

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

There was no response.

Mayor Finley read and introduced a resolution adopting the Draft Huntsville-Area MPO Bikeway Plan, as follows:

(RESOLUTION NO. 30-20)

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. 30-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 31-20 would adopt and support the addition of Project #100072419 (CN) Advanced Corridor Management TSMO on I-565 from beginning of route to County Line Road, as approved by ALDOT.

Chairman Strong recognized Mr. James Vandiver.

Mr. Vandiver stated that Resolution No. 31-20 was a TSMO project, noting that that stood for Transportation Systems Management Operations. He stated that this was a project on the Limestone County portion of I-565. He stated that the scope of work was still being determined by ALDOT, but it would include traffic cameras, digital message signs, and fiber-optic cable installation.

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

There was no response.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge section of the FY 2020-2023 Transportation Improvement Program (TIP), with the addition of Project #100072419, "ADVANCED CORRIDOR MANAGEMENT TSMO ON I-565 FROM BEGINNING OF ROUTE TO COUNTY LINE ROAD," (CN Phase), as follows:

(RESOLUTION NO. 31-20)

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. 31-20, and it was unanimously adopted by the MPO members participating in the Zoom Web

Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 32-20 would adopt and support the addition of Project #100071926 (PE), #100072209 (RW), and #100072210 (CN), slide repair for 350 feet due to excessive rainfall on Keel Mountain Road immediately adjacent to a retaining wall approximately 0.3 miles north of Mountain Road. He stated that this had also been approved by the Alabama Department of Transportation and required MPO action.

Chairman Strong asked Ms. Lowe if there was anything further from the MPO staff on this.

Ms. Lowe replied in the negative.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge section of the FY 2020-2023 Transportation Improvement Program (TIP), with the addition of Project #100072210, "SLIDE REPAIR FOR 350 FEET DUE TO EXCESSIVE RAINFALL ON KEEL MOUNTAIN ROAD IMMEDIATELY ADJACENT TO A RETAINING WALL APPROXIMATELY 0.3 MILES NORTH OF MOUNTAIN ROAD (FHWA DISASTER AL 2020-01DDIR MADISON-01)," (PE Phase), as follows:

(RESOLUTION NO. 32-20)

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. 32-20, and it was unanimously adopted by the MPO members participating in the Zoom Web

Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 33-20 adopted and supported the deletion of Project #100067312 (PE) Widening for Additional Lanes on County Road 47, Blake Bottom Road, from County Road 19, Jeff Road, to State Road 255, Research Park Boulevard, from FY 2020-2023 Transportation Improvement Program (TIP), as approved by ALDOT.

Chairman Strong asked if there was a motion to adopt.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the FY 2020-2023 Transportation Improvement Program, with the deletion of "WIDENING FOR ADDITIONAL LANES ON CR-47 (BLAKE BOTTOM ROAD) FROM CR-19 (JEFF ROAD) TO SR-255 (RESEARCH PARK BOULEVARD)," (PE Phase), as follows:

(RESOLUTION NO. 33-20)

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. 33-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 34-20 adopted and supported the deletion of Project #100059113 (PE), Additional Lanes on I-565 from west of County Line

Road to east of Wall-Triana Highway, from FY 2020-2023 Transportation Improvement Program (TIP), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that this was an ALDOT housekeeping issue, that they were cleaning up their portal. He stated that this was a widening project that had been a high priority on their list, as the MPO, for a while. He stated that he just wanted to let the MPO Board members know that this project was not going away, that it was just being converted into a new number in the ALDOT system. He stated that the PE Phase had already been authorized by ALDOT, that it had been authorized earlier in the year, and it had just been rolled into another project, so they were deleting this project.

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

There was no response.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the FY 2020-2023 Transportation Improvement Program, with the deletion of Project #100059113 (PE), "ADDITIONAL LANES ON I-565 FROM WEST OF COUNTY LINE ROAD TO EAST OF WALL TRIANA HIGHWAY," as follows:

(RESOLUTION NO. 34-20)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 34-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was

FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 35-20 adopted and supported the deletion of Project #100068982 (CN) Resurfacing and Traffic Striping on I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.533) from FY 2020-2023 Transportation Improvement Program (TIP), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that this was another ALDOT housekeeping item, very similar to the previous one. He stated that what they were doing here was deleting a resurfacing project that was scheduled for this portion of I-565 and rolling it into a widening project, using Rebuild Alabama funds. He stated that the widening project was currently scheduled for FY 2024.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the FY 2020-2023 Transportation Improvement Program, with deletion of Project #100068982 (CN), "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM THE LIMESTONE COUNTY LINE (MP 7.025) TO INDIAN CREEK (MP 12.553) " as follows:

(RESOLUTION NO. 35-20)

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

Chairman Strong asked if there was any discussion.

Mayor Finley asked Mr. Vincent, going back to the gap between Wall-Triana and County Line, if there was any feedback he could give them on that. He asked if they were looking to engineer that piece at this time. He asked where they stood on this gap.

Mr. Vincent stated that that was what they were just discussing with those projects. He stated that that would cover that section, from the one they were building at this time back into Huntsville.

Mayor Finley stated that that would cover it, then.

Mr. Vincent stated that that would cover it. He stated that they had a resurfacing project set up, and they had eliminated the resurfacing and added the construction for the widening project.

Mayor Finley stated that he just wanted to make sure he understood that fully. He stated that that was a good deal, and he thanked Mr. Vincent.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 35-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 36-20 adopted and supported the funding change to Project #100069195, Resurfacing and Traffic Striping on I-565 from 0.28 miles east of Intergraph Way (MP 10.100) to 0.26 miles east of the Triana Boulevard Overpass (MP 18.332), FY 2020-2023 Transportation Improvement Program (TIP), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that Resolution No. 36-20 was a cost change to an existing resurfacing project on I-565. He stated that the cost had changed from the original cost, that there was an approximate \$10 million difference. He stated that this was because they had added on the repaving of multiple ramps along that interstate stretch.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge section of the FY 2020-2023 Transportation Improvement Program (TIP), with the change of funding for Project #100069195, "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM 0.28 MILES EAST OF INTERGRAPH WAY (MP 10.100) TO 0.26 MILES EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332)," as follows:

(RESOLUTION NO. 36-20)

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. 36-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 37-20 adopted and supported the addition of Project AL FLTP FW WHEE (1) Wheeler National Wildlife Refuge Rt #110, Penny Bottoms Road, as approved by ALDOT and FHWA, Eastern Federal Lands Highway Division.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that Resolution No. 37-20 pertained to the Wheeler National Wildlife Refuge. He stated that Penny Bottoms Road was in southern Limestone County. He stated that this was improving the street network, to help with improvements in that area, due to the Singing River Trail, which was going to be built nearby. He stated that the next few slides would depict some

location maps.

Mayor Finley read and introduced a resolution amending the FY2020-2023 Transportation Improvement Program, Section 2.4.12, Other Federal and State Aid Projects section, with the addition of Project AL FLTP FW WHEE (1) Wheeler National Wildlife Refuge Rt #110, Penny Bottoms Road, as follows:

(RESOLUTION NO. 37-20)

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. 37-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 Transportation Improvement Program (TIP) Amendment. He stated that Resolution No. 38-20 adopted and supported the Performance Measures of Transit Asset and Transit Safety, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that Resolution No. 38-20 pertained to Transit Asset Management and Transit Safety Performance Measures. He stated that these were federal requirements, that the MPO had to approve Performance Measures on these subjects.

Mr. Vandiver stated that on the next slide, they could see the State Targets. He stated that these were the ones that were being proposed to the MPO to adopt. He stated that these were not unique just to the Huntsville MPO, but they were ALDOT-recommended Performance Targets, and they had

decided to go with those.

Mr. Vandiver stated that if there were any questions from the MPO Board, John Autry of Huntsville Transit was online, and he could answer any questions.

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

There was no response.

Mayor Battle read and introduced a resolution amending the FY 2020-2023 Transportation Improvement Program (TIP), with the inclusion of the Transit Asset and Transit Safety Performance Targets and Measures, as follows:

(RESOLUTION NO. 38-20)

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. 38-20, and it was unanimously adopted by the MPO members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 TIP Administrative Modifications. He stated that item a. was #100065281, Intersection Modification on CR-109 (East Limestone Road) and CR-36 (Capshaw Road) to install roundabout; and item b. was #100004926, SR-1 (Memorial Parkway) from 0.31 mile south of CR-75 (Mastin Lake Road) to CR-65 (Winchester Road), including an overpass at CR-75 and Access Improvements to CR-65; and that item c. was #100068421, Resurfacing on SR-53 from SR-1 (US 431-231 Memorial Parkway) to 14th Street.

Chairman Strong stated that these were Administrative Modifications so

no vote was required.

Chairman Strong asked if Mr. Vandiver or Ms. Lowe wanted to add anything to this.

Mr. Vandiver replied in the negative, stating that these were for information only to the MPO Board.

Chairman Strong stated that the next item on the agenda was Agency Reports, and he stated that he believed Mr. Ellis, with the Alabama Department of Transportation, was online, and they would call on him, for the Huntsville MPO Project Update.

Mr. Ellis asked for the next slide to be displayed, and he stated that the first project, in the city of Huntsville, was Church Street, Phase I, widening, between Pratt Avenue and Monroe Street. He stated that this project was approximately 70 percent complete, that the cost estimate was approximately \$15.5 million, and it was currently scheduled to be completed in the summer of 2021.

(Next slide.)

Mr. Ellis stated that the next project was the City of Huntsville, the Northern Bypass from Pulaski Pike to US Highway 231/431. He stated that the plans were approximately 85 percent complete, that the right-of-way acquisition should be completed very soon, and the estimated cost was approximately \$40 million. He stated that this was anticipated to start in FY 2021, with an anticipated completion date of FY 2024.

(Next slide.)

Mr. Ellis stated that the next project was Martin Road between Zierdt Road and Laracy Drive. He stated that this project would be built in two phases, and that Phase I had been started in July of 2018, and it was

approximately 50 percent complete, with an anticipated completion date of fall of 2021. He stated that for the Phase II portion, the plans were approximately 90 percent complete, and it was currently scheduled for FY 2023. He stated that the estimated cost for both phases was approximately \$25 million.

(Next slide.)

Mr. Ellis stated that the next project was North Parkway at Mastin Lake Road. He stated that the structure removal process had been completed, at a cost of a little over \$500,000. He stated that the construction of the overpass and other improvements was currently slated for FY 2022. He stated that those plans were approximately 90 percent complete, that the right-of-way acquisition was complete, and the utility relocation should be getting under way shortly. He stated that they had authorized the sewer and gas relocation, and the water should come behind it shortly.

Mr. Ellis stated that the total project cost was approximately \$42.5 million.

(Next slide.)

Mr. Ellis stated that the next project was 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 anticipated holding a virtual public involvement process in the spring of 2021. He stated that the cost estimate was approximately \$15 million. He stated that they were anticipating to start this project in the fall of 2022, and it would take approximately 1 1/2 years for construction.

(Next slide.)

Mr. Ellis stated that the next project was on Winchester Road from Dominion to Naugher Road. He stated that the plans were approximately

90 percent complete, that the Right-of-Way acquisition was ongoing. He stated that there was a cost estimate of approximately \$15.5 million. He stated that this was currently scheduled for FY 2022, with completion sometime in FY 2024.

(Next slide.)

Mr. Ellis stated that the next project was improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road. He stated that the plans were approximately 65 percent complete, and there was a cost estimate of approximately \$1.7 million. He stated that this was currently scheduled for FY 2022, and it would be finished sometime in FY 2023.

(Next slide.)

Mr. Ellis stated that the next project was SR 255 (Research Park Boulevard) widening from US 72 to south of Old Madison Pike. He stated that the estimated cost was approximately \$23 million. He stated that the work had started in August of 2019, and it was approximately 60 percent complete, with an anticipated completion date of late 2021.

(Next slide.)

Mr. Ellis stated that the next project was US 72 West between Providence Main and County Line Road. He stated that these plans were still about 30 percent complete. He stated there were multiple funding sources, and they were hoping to have right-of-way acquisition starting in FY 2022. He stated that the estimated cost was in excess of \$60 million. He stated that the construction phase was currently programmed for FY 2025, and it would take approximately three years to complete.

(Next slide.)

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, that the work had started in 2015, and the last phase was under contract. He stated that the cost was approximately \$27 million. He stated that the last phase had been started in the fall of 2018, and it was approximately 55 percent complete, with an anticipated completion date of the summer of 2021.

(Next slide.)

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 95 percent complete. He stated that the project cost was in excess of \$6.5 million. He stated that it had been started in February of 2019, and that it should be completed sometime late in the current year or early in the upcoming year.

(Next slide.)

Mr. Ellis stated that the next project was Four Bridge Replacements on Old Highway 431. He stated that these were under construction, and it was approximately 45 percent complete, at a cost of approximately \$13.5 million. He stated that the estimated completion date was sometime in the spring of 2022.

(Next slide.)

Mr. Ellis stated that the next project was I-565 Interchange Improvements at Greenbrier Road. He stated that this project was under construction, and it was substantially completed, that it was approximately 95 percent complete. He stated that the cost was in excess of \$10 million, and it should be completed sometime in the next few months.

(Next slide.)

Mr. Ellis stated that the next project was I-565 Additional Lanes from I-65 to County Line Road. He stated that this was under construction and was approximately 42 percent complete, with a projected completion in the fall of 2021, at a cost approaching \$19 million.

(Next slide.)

Mr. Ellis stated that the next project was I-565, Additional Lanes from County Line Road to Wall-Triana Highway. He stated that the PE Phase of this project was recently authorized, and they had their location staff out of Montgomery on site, that they had been doing some work to begin the survey work. He stated that they would be beginning the design work on the plan soon. He stated that there was a projected start date of FY 2024, at a cost in excess of \$46.5 million.

(Next slide.)

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 under design, and it was currently scheduled for FY 2022, with a cost of approximately \$13.5 million.

(Next slide.)

Mr. Ellis stated that the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated that this was under design, and the start date was currently scheduled for later in FY 2021, at a cost of approximately \$1.6 million.

Mr. Ellis stated that the total amount of work in design and construction was approaching \$377 million.

Chairman Strong thanked Mr. Ellis for the presentation. He stated that that was a total of \$377 million in design, recently completed, or in the pipe.

He stated that he believed that was the largest number in the history of the MPO. He stated that he wanted to thank everyone for all they were doing to make this happen.

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

There was no response.

Chairman Strong stated that the next item on the agenda was Nominations/Elections.

Chairman Strong stated that the floor was open for nominations for the position of Chair of the Metropolitan Planning Organization.

Mayor Battle nominated Dale Strong for Chair of the Metropolitan Planning Organization for the upcoming year, which motion was duly seconded by Mayor Finley.

Chairman Strong asked if there were any further nominations.

There was no response.

Chairman Strong called for the vote on Dale Strong for Chair of the Metropolitan Planning Organization for the upcoming year, and it was unanimously approved by the Metropolitan Planning Organization members participating in the Zoom Web Conference.

Chairman Strong stated that the floor was open for Vice Chair of the Metropolitan Planning Organization.

Mayor Battle nominated Mayor Finley for Vice Chair of the Metropolitan Planning Organization for the upcoming year, which motion was duly seconded by Mr. Vincent.

Chairman Strong asked if there were any further nominations.

There was no response.

Chairman Strong called for the vote on Mayor Finley for Vice Chair of

the Metropolitan Planning Organization for the upcoming year, and it was unanimously approved by the Metropolitan Planning Organization members participating in the Zoom Web Conference.

Chairman Strong stated that the floor was open for nominations for Secretary of the Metropolitan Planning Organization.

Mayor Finley nominated Mayor Battle for Secretary of the Metropolitan Planning Organization for the upcoming year, which motion was duly seconded by Mr. Vincent.

Chairman Strong asked if there were any further nominations.

There was no response.

Chairman Strong called for the vote on Mayor Battle as Secretary of the Metropolitan Planning Organization for the upcoming year, and it was unanimously approved by the Metropolitan Planning Organization members participating in the Zoom Web Conference.

Chairman Strong stated that the next item on the agenda was Opportunity for Public Comment. He asked if there was anyone who would like to address the MPO.

There was no response.

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

He asked if any of the Board members had any comments.

There was no response.

Chairman Strong stated that the next item on the agenda was Calendar for 2021 Meetings.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated that this was the calendar for the upcoming year,

and they had sent invites to all the MPO Board Members.

Mr. Vandiver stated that the MPO staff wished the Board a Merry Christmas and a Happy New Year.

Chairman Strong asked that the record reflect that the calendar for the 2021 meetings were Wednesday, February 24, 2021; Wednesday, May 19, 2021; Wednesday, September 22, 2021; and Wednesday, December 1, 2021. He stated that, of course, as everyone was aware, special meetings would be called in between those dates as needed, when needed.

Chairman Strong stated that he wanted to congratulate everybody on the MPO, noting that with \$377 million, there was a lot of work going on, and that was not easy to do. He stated that he wanted to commend everybody for what they were doing.

Chairman Strong asked if there was any further business to come before the MPO.

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 December 2, 2020, at 4:50 p.m.)