

**HUNTSVILLE-AREA
METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - February 24, 2021 - 4 p.m.

Huntsville, Alabama

Members Present:

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| 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:

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|---------------------|---------------------------|
| 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
Ms. Shontrill Lowe
Mr. James Moore
Mr. James Vandiver

Also Present:

| | |
|----------------|---------------------------------------------------------|
| Mr. John Autry | Manager of Public Transportation, City of Huntsville |
| Mr. Matt Hawes | CDG Engineers & Associates, Inc. |

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.

Chairman Strong stated that the first item on the agenda was Approval of

Minutes of the meeting held on December 2, 2020, via Zoom Web Conference.

Mayor Finley moved for approval of the Minutes of the meeting on December 2, 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 an informational item, Madison County PL Funds. He stated that this was an update to the County's grant award of Planning Funds from ALDOT to develop the Madison County Transportation Master Plan (TMP) and Implementation Program.

Chairman Strong recognized Mr. Matt Hawes.

(Mr. Hawes made a PowerPoint presentation.)

Mr. Matt Hawes appeared before the MPO, stating that he was with CDG Engineers, and they were the selected consultant on this project for the Madison County Commission, working in conjunction with J.R. Wilburn and Associates. He stated that they had also had some help from Dr. Mike Anderson at UAH with this project.

Mr. Hawes stated that this was just an update, as to what this project was all about, to help the MPO understand what the project objectives were, kind of where they were in the process, and where they were planning to go. He stated that the project objectives were to really build upon, not replace but enhance, the MPO Long-Range Transportation Plan that was already in place, the planning efforts that had already been laid as a foundation, of course, and to try to come up with some key analysis toward the unincorporated areas of Madison County, so the Study Area was the unincorporated areas of

Madison County, both federal aid and local roads included.

Mr. Hawes stated that they were trying to come up with some additional corridor intersection concepts, determining what that funding might look like or what the level of estimating might show for those different concepts and implementation strategy, to financially constrain that, and also to help with some strategies for access management, because, as they were aware, things were growing significantly in this area, within the city limits, of course, but also in the unincorporated areas of Madison County, so to come up with some ways to get out ahead of that and proactively manage it.

Mr. Hawes stated that this was a five-phase project that they had begun the prior April. He stated that Phase I was to look at existing conditions within the county, that they had looked at employment trends, population trends, and if there was anything that was growth supporting, as far as the infrastructure out there, noting that they could look at sewer systems, but primarily it came down to where the water system was. He continued that what they had found, generally, was that the growth was not significantly constrained by the availability of infrastructure, which he noted was good, that it kept the door open.

Mr. Hawes stated that they had also found that there was not a lot of development regulation that constrained that growth, for any part of the county.

Mr. Hawes stated that they had found, as a general trend, that major employment growth was occurring in the southwestern part of the county, while residential growth was focused in the northern part of the county. He stated that when they were talking about subdivision growth, they were usually looking at large tracts of land, and that was where that remained readily

available.

Mr. Hawes stated that they looked at traffic conditions in the county. He stated that most of the congestion was within the municipalities, of course, where everyone seemed to be trying to get in and out, and as well as the municipal edges of those city limits. He stated that looking at the unincorporated areas, there were some congested corridors. He stated that it was no surprise that Highways 53, 431, 72, and Winchester Road were all congested corridors and expected to have some significant use in the future. He stated that they had also found that Wall-Triana and Old Railroad Bed were expected to experience significant traffic growth. He stated that congestion was also forecast even looking at the existing traffic conditions, that they were looking at other hot spots that might pop up within this Study, which would become the basis of where they needed to plan these intersection or corridor concepts in the future.

Mr. Hawes stated that the next slide was just a map, that it was actually the HATS Model for 2045, which showed the traffic forecast in those congested corridors that he was just mentioning.

Mr. Hawes displayed another slide, and he stated that they had started to look at the potential for an alternative scenario to the model. He stated that what they saw was that subdivision data for Madison County showed that more growth, as far as subdivisions, was happening in the northeast portion of Madison County rather than the northwest, so District 1. He stated that when they looked at data from 2017 through May 2020, 63 percent of the household growth was in District 1.

Mr. Hawes stated that with that larger share of household growth in District 1, they had hypothesized that maybe they should look at applying more

growth in District 1, so that was what they intended to do. He stated that they pulled 3900 households forecasted growth out of District 4 and put it in District 1, to see what that would do to the roadway network. He stated that they had kept everything else the same, as far as the other forecasts, especially the employment, that no adjustments were made, so keeping everything kind of the same, except for just moving some of the household growth, saying if the county continued to see subdivision growth happen more in District 1, what would that do to the roadway network in the future. He stated that, surprisingly, they had not seen a major impact to that, that it was relatively minor, but it was enough that they decided they should probably use this for the remaining portion of the Study.

Mr. Hawes stated that they had used that alternative growth for District 1 in evaluating projects as they moved through the rest of the Study.

Mr. Hawes displayed another slide, and he stated that they also looked at connectivity, meaning new road connections, and if they could model some of those as parallel corridors, could they potentially remove some congestion from existing corridors. He stated that out of the 10 they tested, they had seen that three had some benefit, some significant benefit. He stated that one was a two-lane road from Bo Howard Road to Patterson Lane, which would help relieve Pulaski Pike, some congestion for Pulaski Pike. He stated that the second one was a two-lane road connecting Orvil Smith Road to Kelly Spring Road, which would be a parallel corridor to Nick Davis Road and would relieve some congestion there. He stated that the third one was widening approximately 1,000 linear feet of Pulaski Pike, between Grimwood Road and Morris Road, because of some overlapping patterns there, he believed with some left turns.

Mr. Hawes stated that they had decided, in discussions with Chuck Faulkner and his group, to carry that forward, those connectivity projects, and try to figure out what those potential costs would be.

Mr. Hawes displayed another slide, and he stated that moving to Phase III, they began to look at other hot spots. He stated that what they called a "hot spot" was an area that was expected to get a significant amount of growth in the future. He stated that using that scenario they had developed in Phase II, they had looked at the level of service or congestion, and they had also looked at safety, crashes per vehicle-mile traveled, and they also incorporated any local knowledge that they could from the staff. He stated those projects included not only connectivity but also intersection and some corridor-widening projects.

Mr. Hawes displayed another slide, and he stated that also in Phase III they had decided to look at access management strategies, when was a traffic study going to be required, or when it should be required, when they should require a right-turn lane or a left-turn lane for a subdivision, how should they try to get out in front of some of these subdivision accesses that were connecting to these key corridors, to make sure they were out ahead of that growth and proactively managing it.

Mr. Hawes stated that it was expected that this would be tied to a County classification system, that it was to be a recommendation that the County would use this to make enforcement of whatever access management they decided to carry forward simple and effective, again to try to get out ahead of these potential hot spots and proactively manage those areas.

Mr. Hawes displayed another slide, and he stated that going on to Phase IV, they would take the information they had gotten as far as potential

project concepts and begin to develop a strategy to address those needs, and come up with estimates as to what it was going to cost to implement those, what was needed, that, of course, it went into that, as well as what kind of funding sources were out there to help with that. He stated that they had looked at what it would take to put this implementation plan into practice, within a 10 to 15-year window.

Mr. Hawes displayed another slide, and he stated that Phase V, which they hoped to finish up at the end of April, was just the Final Report, which would have these recommendations. He stated that it was expected that this report would help guide Madison County through a period of expected significant growth, that it was going to continue to grow in this area, they believed, that all signs pointed to that, that the data pointed to that. He stated that they thought this was going to be a very helpful tool for Madison County.

Mr. Hawes stated that they would return when they were done to give a summary presentation to the MPO.

Mr. Hawes asked if there were any questions.

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

Chairman Strong stated to Mr. Hawes that they certainly appreciated the presentation. He stated that he was aware that CDG had several representatives in attendance at the meeting, and he thanked them for being present. He stated that the report was very informative, and they would go further with that. He stated that he was sure Mr. Faulkner had a copy of it on file, and they would go through it.

Chairman Strong stated that the next item on the agenda was an informational item, TMA Certification Review.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the TMA Certification for the MPO was last given in May of 2017. She stated that this was completed every four years, and it consisted of everything from updated plans to financials to bylaws to member committees.

Ms. Lowe stated that the Huntsville TMA was looking to be around April 13th or 14th. She stated that at that time, they would introduce the Federal Highway team, the Federal Highway, Alabama Division, Vontra Giles, Aaron Dawson, and Lian Li, and the Federal Transit Administration, Atlanta Region, Nicole Spivey. She stated that they would take a couple of days to have a public information session, where the public would have the opportunity to weigh in on the MPO's Transportation and Planning processes, and also for the member committees and the MPO Policy Board to weigh in on the Transportation Planning process.

Ms. Lowe displayed another slide, and she reiterated that every four years the FTA and the FHWA jointly reviewed the Metropolitan Transportation Planning process, and that part of this review included the public input session. She stated that they were required to do this, by the government and to be in compliance with the law.

Ms. Lowe displayed another slide, and she stated that the important piece to this was that it decided how a substantial share of federal funding was spent nationwide. She stated that because of limited funding, the MPO must prioritize the regional needs and determine the best and most economical solution. She stated that this process laid the framework for the future of the transportation system in the region.

Ms. Lowe displayed another slide, and she stated, as to who all was

involved in this, that it was the MPO, the Policy Board; the Technical Committee; and the Citizens Committee; the State Transportation Department; Public Transportation; local jurisdictions; local citizens; any interest groups; and FTA and FHWA.

Ms. Lowe stated that this report was issued in approximately 60 days, summarizing the discussions during the interviews.

Ms. Lowe displayed another slide, and she stated that this process gave them a Certified, a Certified Subject to Corrective Actions, or a Certified for Use of Only Certain Construction Funding Categories.

Ms. Lowe displayed another slide, and she stated that any questions should be directed to Ms. Vontra Giles at FHWA, and that her contact information was displayed on the screen.

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

Chairman Strong stated that the next item on the agenda was the adoption of the Final Huntsville-Area MPO Bikeway Plan. He stated that Resolution No. 01-21 adopted the Final 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. Moore.

(Mr. Moore made a PowerPoint presentation.)

Mr. Moore displayed a slide, and he stated that this plan was an update to the 2006 plan. He stated that he had come before the MPO in November with a draft version of this, and he had given it to the Bicycle Advisory Safety Committee to review, and they had had only some small comments, basically some rewording of some statements in the plan. He stated that they had 12 projects they wanted to add to the plan, but the staff had decided it would be

best if they would just put those in the Sidewalk Plan, because they were small in nature. He stated that that was the biggest impact to the entire thing. He stated that they had wanted to make sure that the maps would be enhanced, and he stated if persons went on line, there was a link to enhance the maps so more detail could be seen.

Mr. Moore stated that those were the major issues, that other than that, they thought it was a very good plan.

Mr. Moore stated that they had had one issue, that one of the members had thought that safety had not been emphasized enough, but the plan was open enough, with, really, no time limits to it, so that safety could be included, along with other ways to enhance cycling in the city, and in the MPO area.

Mr. Moore asked if there were any questions.

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

Mayor Finley read and introduced a resolution adopting the FINAL HUNTSVILLE-AREA MPO BIKEWAY PLAN, as follows:

(RESOLUTION NO. 01-21)

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. 01-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 02-21 adopted and supported the change in funding for Project #100068421, resurfacing on SR-53 from SR-1 (US-431/231 - Memorial Parkway) to 14th Street, as approved by ALDOT.

Chairman Strong asked if there was a motion.

Mr. Vincent read and introduced a resolution amending the National Highway System Projects section of the Adopted FY 2020-2023 TIP, to make funding changes to "RESURFACING ON SR-53 FROM SR-1 (US-431/231 - MEMORIAL PKWY) TO 14TH STREET," as follows:

(RESOLUTION NO. 02-21)

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. 02-21, and it was unanimously adopted by the MPO members present.

Chairman Strong asked Ms. Lowe if there was anything further she would like to add to this.

Ms. Lowe replied in the negative. She stated that that was just a decrease in funding.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 03-21 adopted and supported the change in funding for Project #100067314, widening for additional lanes on CR-47, Blake Bottom Road, from CR-19, Jeff Road, to SR-255, Research Park Boulevard, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this particular project was brought before the MPO in June of 2020. She stated that the PE portion was not added to the TIP because it was funded by the County. She stated that this was the Right-of-Way portion. She stated that as they could see at the top, the total

cost was \$1.1 million, and she stated that this had increased slightly, to \$1.2 million, with the cost distribution being \$938,000 for Federal and \$261,000 for an in-kind match.

Ms. Lowe stated that the next slide was displaying a project map, and these were the limits of the Blake Bottom project.

Mayor Finley read and introduced a resolution amending the National Highway System section in the Adopted FY 2020-2023 TIP, to change the funding of Project 100067314, "WIDENING FOR ADDITIONAL LANES ON CR-47 (BLAKE BOTTOM ROAD) FROM CR-19 (JEFF ROAD) TO SR-255 (RESEARCH PARK BOULEVARD)," as follows:

(RESOLUTION NO. 03-21)

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 Ms. Lowe had said there was an in-kind match, and he asked where that match came from.

Ms. Lowe stated that this was not clear from ALDOT, but she believed that was County funds.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 03-21, and the following vote resulted:

AYES: Finley, Battle, Strong

NAYS: None

ABSTAIN: Vincent

Chairman Strong stated that the motion had passed.

Chairman Strong stated that the next item on the agenda was an

FY 2020-2023 TIP Amendment. He stated that Resolution No. 04-21 adopted and supported the change in 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 approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was an increase in funding. She stated that this was to help with the resurfacing of some ramps included in the project description.

Ms. Lowe stated that the next slide she was displaying was a project location map, for orientation.

Mayor Finley read and introduced a resolution amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, for funding changes 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)," as follows:

(RESOLUTION NO. 04-21)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 04-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 05-21 adopted

and supported the Transit Safety Performance Measurement (PTASP) Targets, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was a federal requirement for their Performance Measures. She stated that for this particular one, John Autry was in attendance at the meeting to answer any questions.

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

Chairman Strong asked if there was a motion.

Mayor Finley read and introduced a resolution concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Public Transportation Agency Safety Plan (PTASP) Performance Measurement Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 05-21)

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

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 05-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 06-21 adopted and supported the Highway Safety Performance Measurement (PM1) Targets, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that, again, these were federal requirements for

Performance Measures. She stated that this was PM1, the Highway Safety Performance Measure. She stated that this was to be noted as a statewide measurement, that this was not Huntsville specific.

Mayor Battle read and introduced a resolution concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 06-21)

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

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 06-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 07-21 adopted and supported the System Performance Measurement (PM3) Targets, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that, again, these were Performance Measures, a federal requirement, and they were statewide and not specific to Huntsville.

Mr. Vincent read and introduced a resolution concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Statewide System Performance Measurement (PM3) Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 07-21)

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. 07-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 08-21 adopted and supported the FY 2018 AAMU FTA 5339b Bus and Bus Facilities grant, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was a new project. She stated that in 2018, Alabama A&M had applied for federal grant funds and was awarded those funds. She stated that this was a process to make sure those funds got inside the TIP and they would be able to purchase two zero-emission buses. She stated that these would replace diesel buses that had reached the end of life. She stated that this would help them to get those two buses and look at a bus facility for garaging the buses.

Chairman Strong asked if there was any discussion.

Mayor Finley stated that on the display there was a "2" in front of a "7" in one of the figures, and he did not believe that was correct. He stated that, just to make sure, the correct number was \$752,206 from AAMU. He asked if that was correct.

Ms. Lowe replied in the affirmative.

Mayor Finley stated that he just wanted to make sure they caught that.

Mayor Finley read and introduced a resolution amending the Transit

Projects section of the Adopted 2020-2023 TIP, to add the Bus and Bus Facilities Program Grant (FTA Section 5339b) (Capital Appropriations FY 2018) 2 Electric Buses and Bus Storage Facility grant project for Alabama A&M University, as follows:

(RESOLUTION NO. 08-21)

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. 08-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 09-21 adopted and supported the FY 2020 AAMU FTA 5339c LONO grant, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was a new grant for Alabama A&M University for the FY 2020 Low-No Emissions portion of the Federal Transit Administration Grant. She stated that with this particular grant, the University would be purchasing two zero-emission buses, and also some charging stations for those buses.

Mayor Battle read and introduced a resolution amending the Transit Projects section of the Adopted 2020-2023 TIP, to add the Low-No Emissions Bus Program Grant (FTA Section 5339c) (Capital Apportionment FY 2020) 2 Electric Buses and Charging Stations grant project for Alabama A&M University, as follows:

(RESOLUTION NO. 09-21)

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. 09-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 10-21 adopted and supported the CN Phase of I-565 Interchange at Zierdt Road, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was a new project that would be entered into the TIP. She stated that this was the Town Madison Interchange, that it was Phase II of the previous interchanges. She stated that this would be the flyovers at Zierdt Road.

Mayor Finley read and introduced a resolution amending the National Highway System Projects section of the FY 2020-2023 TIP, for New Project Addition, "CN PHASE OF I-565 INTERCHANGE AT ZIERDT ROAD," as follows:

(RESOLUTION NO. 10-21)

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. 10-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 11-21 adopted and supported a change in funding for Project #100071401, Intersection Improvements, including adding a roundabout at Jordan Road and Homer Nance Road, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this particular project had changed in funding, that the State was going to fund this particular project with Rebuild Alabama funds. She stated that this was not normally required by resolution, but the State had decided to go ahead and put it in the TIP as well.

Mr. Vincent read and introduced a resolution amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, to include Rebuild Alabama funds for Project #100071401, "INTERSECTION IMPROVEMENTS, INCLUDING ADDING A ROUNDABOUT, AT JORDAN ROAD AND HOMER NANCE ROAD," as follows:

(RESOLUTION NO. 11-21)

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. 11-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 12-21 adopted and supported the change in funding for Project #100071307, Bridge Replacement (BIN 004132) on Thatch Road over unnamed branch, as approved

by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the MPO encompassed a small portion of Limestone County, and this particular project was in Limestone County. She stated that this was another State-funded project that would be utilizing Rebuild Alabama funds. She stated that normally this was not in their TIP, but the DOT had decided to put it in their TIP, as a resolution.

Mr. Vincent read and introduced a resolution amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, to include Rebuild Alabama funds for Project #100071307, "BRIDGE REPLACEMENT (BIN 004132) ON THATCH ROAD OVER UNNAMED BRANCH," as follows:

(RESOLUTION NO. 12-21)

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 recognized Mayor Battle.

Mayor Battle inquired as to the location of Thatch Road. He asked if it was the extension of the 20 bridge.

Chairman Strong stated that Thatch was north.

Ms. Lowe stated that she wanted to say that this was the one out on 72, out in Mooresville.

Mayor Battle asked if that would be between Mooresville Road and 72.

Ms. Lowe stated she believed that was correct.

Mr. Madsen stated that he believed Thatch Road was north of 72, that it was probably between 72 and Ardmore.

Chairman Strong stated that it was a little different for them to handle a project in Limestone County, but they had, at the request of the State.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 12-21, and it was unanimously adopted by the MPO members present.

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

Chairman Strong recognized Mr. Rod Ellis, for the Alabama Department of Transportation Update.

(Mr. Ellis made a PowerPoint presentation.)

Mr. Ellis stated that the first project was the Church Street Phase I Project, between Pratt Avenue and Monroe Street, in the city of Huntsville. He stated that the project was under construction and approximately 75 percent complete, and the estimated cost was approximately \$15.5 million, and it was projected to be completed sometime in the summer of 2021.

Mr. Ellis stated that the next project was the Huntsville Northern Bypass, from Pulaski Pike to US Highway 231/431, for the city of Huntsville. He stated that the plans for this were approximately 85 percent complete, and 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 sometime later in FY 2021, and it would take approximately three years for construction.

Mr. Ellis stated that the next project was the Martin Road widening project, between Zierdt Road and Laracy Drive. He stated that this project was separated into two separate construction projects, and the Phase I project was started in July 2018, and it was approximately 60 percent complete, and it was

estimated to be completed sometime in the fall of 2021. He stated that Phase II was currently scheduled for FY 2023. He stated that the total cost, for both phases, was approximately \$25 million.

Mr. Ellis stated that the next project was North Parkway improvements at Mastin Lake Road. He stated that they had let a structure removal project late in the last fiscal year, and that project was completed, at a cost of a little more than half a million dollars. He stated that the overpass project was slated to begin in FY 2022. He stated that the plans for that phase were approximately 90 percent complete, that the right-of-way acquisition was complete, and the utility work was ongoing at this time. He stated that he believed the sewer project should be completing, the gas work should begin soon, and water relocation would follow that, and, obviously, telecoms after that. He stated that the total project cost was approximately \$42.5 million.

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. He stated that they were working on some visualization aids that would be posted on a website, and they would allow the public to provide input, and they would be able to schedule individual meetings with them if they had some concerns they would like to address. He stated that this had kind of complicated the process, that, typically, they would hold an in-house, open meeting and allow people to come in, but, obviously, with the pandemic situation, they were not able to do that.

Mr. Ellis stated that this project was tentatively scheduled for beginning construction sometime in the fall of 2022, and the anticipated completion date was the spring of 2024.

Mr. Ellis stated that the next project was Winchester Road improvements, from Dominion to Naugher Road. He stated that this was a City of Huntsville project, and these plans were approximately 90 percent complete, and the right-of-way acquisition was ongoing. He stated that the estimated cost was approximately \$15.5 million, and it was currently scheduled for FY 2022, and it was anticipated that it would take approximately two years for construction.

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 this was in the city of Madison. He stated that these plans were approximately 65 percent complete, and it had an estimated cost of \$1.7 million. He stated that it was anticipated that construction would begin in FY 2022, with an anticipated completion date of sometime in FY 2023.

Mr. Ellis stated that the next project was State Route 255, Research Park Boulevard, widening, from US 72 to Old Madison Pike. He stated that this work had started in August of 2019, and it was approximately 60 percent complete, with an estimated completion date of sometime in late calendar year 2021. He stated that the total project cost was approximately \$23.4 million.

Mr. Ellis stated that the next project was US 72 West widening, between Providence Main and County Line Road. He stated that the plans were approximately 30 percent complete. He stated that they were considering multiple funding sources for this project, due to the cost associated with it, and they were hoping to begin right-of-way acquisition sometime in FY 2022. He stated that the current construction start date was scheduled for FY 2025, with an estimated completion date of sometime in FY 2028.

Mr. Ellis stated that the next project was Zierdt Road Improvements,

between Madison Boulevard and Martin Road. He stated that this was a four-phase project, and work had begun in 2015. He stated that the last phase was under contract. He stated that the total cost, for all phases, was approximately \$27 million. He stated that for the last phase, the construction project had begun in the fall of 2018, and it was approximately 60 percent complete, and it was anticipated to be completed sometime in the summer of 2021.

Mr. Ellis stated that the next project was improvements to Winchester Road, from Naugher Road to Riverton Road. He stated that this project was substantially complete, that he believed they were just working through some punch-list items with the contractor. He stated that the total cost was in excess of \$6.5 million. He stated that the project was started in 2019, and, as he had said, it was basically completed at this time.

Mr. Ellis stated that the next project was Four Bridge Replacements on Old Highway 431. He stated that this project was under construction, and that it was approximately 50 percent complete, at a cost of approximately \$13.5 million, with an estimated completion date of the spring of 2022.

Mr. Ellis stated that the next project was I-565 Interchange Improvements at Greenbrier Road. He stated that this project had recently been accepted for maintenance. He stated that the cost was in excess of \$10 million. He stated that it was finished.

Mr. Ellis stated that the next project was widening on I-565, from I-65 to County Line Road. He stated that this project was under construction, and it was approximately 45 percent complete. He stated that the projected completion date was sometime in the fall of 2021, with an estimated cost of \$18.7 million.

Mr. Ellis stated that the next project was additional lanes on I-565, from County Line Road to Wall-Triana Highway. He stated that they had recently started the design on this project. He stated that survey crews had been on site for the last few months, and they should be finishing that process soon. He stated that the Design Bureau in Montgomery would be handling the plan development for them, and the construction start date was scheduled for FY 2024, with a projected cost of \$46.8 million.

Mr. Ellis stated that the next project was Jeff Road improvements, from south of Capshaw to north of Douglass Road. He stated that this was in the design phase at this time, and it was scheduled for FY 2022, at an estimated cost of \$13.5 million.

Mr. Ellis stated that the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated that this was an ATRIP project, and the plans were approximately 30 percent complete, and it was projected to start, hopefully, sometime toward the end of FY 2021, with an estimated budget of \$1.6 million.

Mr. Ellis stated that the next project was a new project that was recently added to this presentation, that it was actually not in their system yet, that it was an ATRIP award from the recent award period. He stated that this was Intersection Improvements on State Route 53 at Harvest Road, McKee Road, and Old Railroad Bed Road. He stated that the PE funds for this project should be authorized soon, which would allow the design process to start. He stated that the sponsors were allowed two years to take a project to construction, so they had tentatively put the construction date in Fiscal Year 2023. He stated that the total estimated cost of the project was approximately \$5 million

Mr. Ellis stated that this was a total of \$381,804,483.

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

Chairman Strong recognized Mayor Battle.

Mayor Battle asked if they had been able to close the gap on I-565, the six-lane portion of 565, where they had that little gap right in there, if they had been able to close that, engineer through that.

Mr. Ellis stated that that was the project they were adding, that they had the project under contract that went to County Line Road, essentially. He stated that they had started surveying the next project that would go from there to just past Wall-Triana, and it would give them six lanes.

Mr. Vincent stated that they had had crews on the ground doing the survey, and it was going to be handled through their Design Bureau in Montgomery. He stated that they had that kicked off and rolling.

Mayor Finley stated that, then, the gap that they had was covered.

Mr. Vincent stated that this project would initiate the preliminary engineering, and they still had to come up with the construction funds, but that was correct.

Chairman Strong asked if there were any further questions.

Mayor Finley stated that he did not have a question. He stated that he believed the only thing he would request was on the University Drive project. He asked if they could have a meeting sometime soon with Mr. Cooper and some of the ALDOT folks so that they could, as a collective body, sit down and just have a discussion. He stated that was one that he knew they had had three separate meetings where they were designing and talking, and he knew they did not have the funding, but he would like to try to figure out a game plan.

Mr. Vincent stated that they would be glad to do that. He stated that as Mr. Ellis had said, they were trying to set up a virtual, or a public, involvement,

with the concepts they had. He stated that they needed to do that prior to going to the public, if they all wanted to get together again.

Chairman Strong stated that that was Highway 72, University Drive, from Providence to the Madison County line, which he noted impacted multiple jurisdictions. He stated that he believed they had been informed that \$35 million was already there, but he believed the total they needed to do that project was \$60 million, and then they had two major bridges to be replaced right there on 72, just west of Providence, which one of the estimates was \$12 million, just for those two bridges to be replaced. He stated that it was a big project that would affect a lot of folks. He stated that looking at the amount of traffic, he believed the last car count was 65 or 70 thousand cars a day going along that section.

Chairman Strong stated that there was a lot of good, hard work, a lot of projects, \$381 million in projects, that that was the largest number the Metropolitan Planning Organization had ever had, either in the pipeline, under design, or recently completed. He stated that he commended everybody that was a part of that, and especially Mayor Battle and Mayor Finley. He stated that there was a thriving economy, and to keep that it took this MPO to build, to program, and to work through that. He stated that he wanted to thank Ms. Lowe and everyone who worked for the MPO, that he wanted to thank each of them publicly, noting that that was a large number. He stated that he knew that the Engineering Departments of each respective city or county worked with them to make that happen. He stated that he could remember when they would announce the projects, and it would take 15 seconds to go through the list, and it was less than \$100 million. He stated that he commended everybody involved for the \$381 million.

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

Mayor Battle stated that they should add ALDOT in on that because 50 to 80 percent of that money was administered through ALDOT from the Federal Highway Administration. He thanked them for their support for this area.

Chairman Strong stated that it was definitely a team collaborative effort, and it was a staggering number. He continued that when they started looking at Redstone Arsenal, and people coming from 17 different counties for employment, they were definitely the leader in northern Alabama and southern Tennessee, so they had to keep this thing rolling.

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

Chairman Strong stated that the next item on the agenda was Opportunity for Public Comment. He stated that if there was anyone from the public who would like to address the MPO, this would be the time, and he asked that anyone who wished to do so would step to a microphone and state their name and address, and they would be allowed 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.

Chairman Strong asked if Mr. Vincent, Mayor Finley, or Mayor Battle had anything at this time.

There was no response.

Chairman Strong asked Ms. Lowe if there was anything he had missed.

Ms. Lowe 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 February 24, 2021, at 4:45 p.m.)