

**HUNTSVILLE-AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD
MINUTES**

Regular Meeting - September 22, 2021 - 4 p.m.

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. Robin Rhoden	ALDOT/Guntersville
(Proxy for Curtis Vincent)	

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
Ms. Shontrill Lowe
Mr. James Vandiver

The meeting was called to order by Chairman Strong.

Chairman Strong stated that in attendance at the meeting were Mayor Battle; Mayor Finley; Mr. Robin Rhoden, proxy for Curtis Vincent; and Chairman Strong.

Chairman Strong stated that the first item on the agenda was Approval of Minutes of the meeting held on Wednesday, May 19, 2021.

Mayor Finley moved for approval of the minutes of the meeting held on May 19, 2021, which motion was duly seconded by Mayor Battle and was unanimously approved by the MPO members present.

Chairman Strong stated that the next item on the agenda was the Regional Commuter Study, with a presentation by Mr. Rob Schiffer. He stated this was an update to the Policy Board concerning the MPO's Regional Commuter Study by Metro Analytics, LLC.

Chairman Strong recognized Mr. Schiffer.

(Mr. Schiffer made a PowerPoint presentation.)

Mr. Schiffer stated this would be his final presentation on this Study, noting that they had been working hard with the MPO staff on this for the prior two years, as well as with staff at Redstone Arsenal.

Mr. Schiffer stated he would provide a quick recap on what they had done to date and talk about the impact of COVID-19 on travel patterns, noting that they had done a lot of analysis on this. He continued that they would talk about flows into and out of the region as well, and some of the Study conclusions.

Mr. Schiffer stated that they had been doing this Study to get a better handle on worker travel patterns. He stated that they had obtained data from a big data company, called "StreetLight InSight," and a lot of data from the Redstone Arsenal staff as well. He continued that they had identified predominant trip origins and destinations and mapped some key flows between trip origin and destination locations and analyzed travel by time of day, and truck travel. He stated they had located Park-n-Ride lots, both inside and outside of the MPO area, and they had revised the MPO's Congestion Management Plan.

Mr. Schiffer stated that for this presentation, he would focus on the COVID analysis and the regional external flows.

Mr. Schiffer displayed another slide, and he stated that it was an

interesting graphic, that it showed the time-of-day travel patterns for April of 2019 versus April 2020 and April 2021. He stated they had picked April because that was the peak shutdown from COVID, in April of 2020.

Mr. Schiffer stated that the purple on the display was 2021, the dark blue was 2019, and the green was 2020. He stated that what this showed was that the patterns of 2021 were largely the same as they were in 2019 but at a lower rate, that there were still a lot of people working from home. He indicated the two humps on the display, the Morning Peak and the PM Peak. He stated that they would notice that 2021 was still a little bit lower than what it was in 2019 because a lot of people who had that option were still working from home.

Mr. Schiffer stated that when they looked at 2020, it was a total anomaly, noting that was the green line. He stated that the trips started out in the morning and kind of reached a crescendo late in the afternoon, and then dropped off, that it was not a typical urban travel pattern. He stated they could see they were returning to normal gradually, but they were just not at that same level yet.

Mr. Schiffer displayed another slide, and he stated they had also looked at travel by area within the MPO region, that they had first looked at Total Regional Trips, and they had identified where some of the biggest changes were. He stated they would see the same kind of thing, that April 2021 was a little bit lower than April 2019, and, of course, April 2020 was way low. He stated that the areas where they saw the biggest drop off in 2020 were the areas where there were a lot of office workers: the Arsenal zones, the Research Park area, and downtown Huntsville.

Mr. Schiffer displayed another slide, and he stated they had looked at this for trucks as well. He stated that the Arsenal zones got a lot of deliveries

by trucks, and they were up there, too, but they would see that the Medical District and Meridianville were impacted a lot in terms of truck travel, that, of course, there was a lot of manufacturing in the Meridianville area. He stated one thing they had noticed was that the trucks were still quite a bit lower than they were in 2019. He continued that this was in part due to an international issue of supply chain deficiencies, a lot of ships just hanging out in the Pacific Ocean waiting for enough workers to unload those vessels, and enough truck drivers to move those goods across the country. He stated that was likely to remain as it was for a while.

Mr. Schiffer displayed another slide, and he stated that the final thing they looked at were the travel patterns into and out of the Huntsville region, with the red “cordon line,” as they called it, surrounding the area, that they had looked at, basically, Madison County, as well as Limestone County, as kind of an aggregate, noting that Limestone County was contributing more and more to the congestion within the MPO area as time went on. He stated they had identified 10 locations around this periphery that they wanted to look at. He stated that there were two components of external travel: through trips, the ones that went all the way through the area without stopping, and the internal-external, which were the ones that either came from outside the Huntsville area and came into Huntsville, or the reverse, that started out in Huntsville and went to other areas. He stated they would talk about those separately.

Mr. Schiffer stated that the largest number of through trips to the region were those on I-65, going from the Tennessee River up to the Tennessee state line, a very large number of trips, 14,000 per day, roughly. He stated that some of the other key movements were from Alternate 72 West to both ends of

I-65, as well as I-65 North to US 72, on the west side.

Mr. Schiffer stated that they looked at the flows of trips coming into Huntsville, and that 231, crossing the Tennessee River, up into the southeast areas of Huntsville, was the largest flow they could see. He stated that Alternate 72, crossing the Tennessee River, coming to Greenbrier and to Madison, were the next two, and 231, on the north side of Hazel Green.

Mr. Schiffer stated they would see that the common theme here was that these were areas that were just inside of the MPO boundary, and they were trips that were made into either the nearest employer or the nearest shopping area, to get their daily activities done, and then they would go back to where they had come from. He stated that, for example, there would be people coming into Hazel Green from across the Tennessee line to go to Walmart.

Mr. Schiffer stated, in conclusion, that at this time they knew the employment allocation at the Arsenal properties, that previously all they had known was that some aggregate of the Arsenal had "this number" of employees, and now they knew better where they actually worked within the site, so it was easier to figure out what entry points and exit points they were using. He stated that they also knew the Arsenal workers by home ZIP Code. He stated that it was pretty fascinating, actually. He stated they had started out with a 12-county region for the Study, and they had found out there were a lot of Arsenal workers beyond those 12 counties even, and they now knew where they were coming to and from. He stated that they also knew the relative trip shares across the MPO region, like, how many trips were downtown, how many were in the Medical District, how many were in Madison, and so on. He stated that they knew the flows by time of day as well, noting that he had shown them a graph about when trips were happening. He continued that they knew more

now about the truck flows and how they went into and out of the region, and through the region. He stated that they had identified Park-n-Ride lots, both in the MPO area and outside the MPO area. He stated that short term, the hope was that these areas could establish themselves for ride-sharing purposes, and, more long-term, hopefully as transit stops, with transit extensions. He stated that these were locations that already had significant unused parking.

Mr. Schiffer stated that they had updated the TRiP 2045 report, the Congestion Management chapter, and they had done the COVID-19 analysis which he had just shown them, as well as the External Trip analysis.

Mr. Schiffer stated that that wrapped up this project. He stated that if anyone had any questions or comments, he would certainly entertain those at this time.

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

Chairman Strong thanked Mr. Schiffer for the presentation.

Chairman Strong stated that the next item on the agenda was the Madison County PL Grant presentation. He stated this was an update to the Policy Board on Project #100072073, Madison County Long-Range Transportation Plan grant.

Chairman Strong recognized Mr. Matt Hawes.

(Mr. Hawes made a PowerPoint presentation.)

Mr. Hawes stated that this was a joint effort between CDG Engineers and J.R. Wilburn and Associates, but he also wanted to make mention of Mr. Rob Schiffer, as well as Dr. Mike Anderson, who also had some contribution to this project.

Mr. Hawes stated that this was the final presentation on this

Transportation Master Plan for Madison County, that he would be going through some things, where they had been, and touch on a few items they had not been able to report on at the last presentation but had since finished.

Mr. Hawes stated he would first talk about the Primary Objectives of the project, which were to increase coordination, or to provide additional coordination, between the MPO and unincorporated Madison County, and to build upon or enhance the MPO's Long-Range Transportation Plan. He stated that this typically did not reach into unincorporated Madison County, and this was a way to kind of extend that study, in a way to help find potential areas where congestion would find its way in the future, to identify intersection projects, corridor projects, widening that might be needed in the future, and to provide estimates, funding sources, that kind of thing, to help guide Madison County in the future.

Mr. Hawes stated this was only for the unincorporated areas of Madison County, including federal and local roads, and it was generally executed as a five-phase project. He continued that Phase I was Existing Conditions, and they had looked at employment trends, population trends, where infrastructure was already present that would support growth in the future. He stated they could pick up on those trends, of course, but they had also looked at if there was anything in the infrastructure availability that might constrain growth in the future. He stated they wanted to get an idea of not only where growth was happening at this time but where it would continue to happen in the future, and he believed it would be no surprise that primarily the employment growth was in the southwestern part of the county, and some of the northwestern part as well. He stated that residential growth was really like a half-moon shape, a portion of northern Madison County, in and around

the boundaries of the municipality. He stated that there were large tracts of land up there, that land availability was really what was driving the subdivision growth there. He stated it looked like that trend was well documented, and it looked to continue in the near future.

Mr. Hawes stated that looking at traffic conditions in the county, they were provided the HATS Model for 2045. He stated that just making a note of some things that popped out, there were several corridors that were expected to be congested in the future, State Route 53, US 231, US 431, US 72, and Winchester Road, where some work had been done in the recent past. He stated that looking at some of the areas that were experiencing some significant traffic growth, there was Nick Davis Road, Wall Triana Highway, and Old Railroad Bed Road in the western portion of the county.

Mr. Hawes stated that Existing Conditions supported what they already knew, where the employment growth was, where the residential growth was, that it kind of confirmed and allowed them to move forward. He stated there was one point that had come up in the Existing Conditions that they felt was necessary to kind of pause and look at, that based on subdivision growth in the county and what had been happening over the last three or four years, that was mostly in District 1, which was the northeastern part of the county. He continued that if they were to take a look at the Long-Range Plan at this time, there was more growth projected in the northwestern part, but currently they were seeing more growth in the northeastern part, again because of larger tracts of land and availability of land, and probably the cost of land as well.

Mr. Hawes stated that they looked at this as an alternative growth scenario for the model, what if the growth trends continued in the future to be more heavily weighted toward the northeast, and they had set out to see if that

had any impact on the transportation network, so they had moved 3,900 households in the model from the northwest to the northeast, that they did not change the total number of households but just moved them over to more closely align with the current trend. He stated they could see that on the map that was displayed. He stated that the green colors on the displayed map represented an increase, a net increase, in households, and the orange and red were net decrease. He stated they had just moved households from District 4 to District 1.

Mr. Hawes stated that the conclusion of that was that it really did not show a major impact on the transportation congestion in the area, highway congestion, but they had decided to move forward with using that growth scenario because it more closely aligned with the current trend, so they continued to use that model for future phases of this project.

Mr. Hawes stated that while they were looking at that model, they also were looking to see if there was any way to provide some additional new roadway connectivity, during the modeling exercise, to see if there was an appreciable benefit to removing congestion from some of the parallel roadways these new roadway connections could serve. He stated that they had looked at 10 different road connections, and only two of those showed significant traffic benefit. He stated that the first one was a new two-lane roadway between Bo Howard Road and Patterson Lane, which would relieve some congestion from Pulaski Pike. He stated that through the modeling process, they had found that that additional roadway connection could pull away approximately 2800 vehicles per day, a respectable amount of traffic, obviously.

Mr. Hawes stated that the next one was a new, two-lane road connecting Orvil Smith Road to Kelly Spring Road, which would be a parallel route to

Nick Davis Road, which was one of the congested roadways he had previously mentioned, and it was forecast for approximately 8300 vehicles per day in the future, so it was a pretty significant amount of traffic that could be pulled away from Nick Davis and surrounding roadways if that two-lane connection could be made.

Mr. Hawes stated that, obviously, these connectivity projects had some challenges or they would have already been completed, but they were there as an idea as to how, in the future, not only to just increase, or widen, roadway corridors, but to look outside to see if there were additional corrections that could be made that would also help relieve congestion.

Mr. Hawes stated that moving to Phase III of the project, they had started to look at potential projects, improvements to intersections, improvements to roadway corridors, in the form of widening. He stated they had looked at three different things, as data collection, to help them narrow their focus, or attention, to what would be a likely project. He stated that the first one was looking at the congestion, or the future congestion, of the roadway, or the intersection, by looking at the level of service. He continued that the second was to look at average crash rates for those segments that entered into an intersection, and the nodes as well, to see if there were some trends there that could be addressed with these projects, in the form of safety improvements. He stated that the third was talking to the different County Commission officials and the County staff, because they knew their districts, they knew their areas better than anyone else, obviously, and they could point them in the right direction as far as where they saw congestion, where they saw potential safety improvements that could be made.

Mr. Hawes stated that bringing all that together, they had identified

projects that included not only the connectivity, road network projects he had mentioned before, but intersection and widening project types as well.

Mr. Hawes displayed another slide, and he stated he was aware it would be difficult to see, but they had generated a couple of project maps, with a listing of projects, that showed the output of this plan. He stated they were identified in North Madison County and in South Madison County, alike, that they were in every district. He stated, just for some statistics to kind of illustrate the output of the plan, that 43 intersection projects were identified, 15 widening projects, and 2 connectivity projects, which he had already mentioned. He stated that a portion of those were already identified by the Long-Range Plan, which the MPO had undertaken and completed.

Mr. Hawes stated that if they looked at new projects, there were 9 intersection projects on ALDOT-maintained roadways; 16 intersection projects on County-maintained roadways, and there were 7 newly identified widening projects on County-maintained roadways. He stated there were a good number of projects that were identified to help guide Madison County in the future, on how to apply available funds.

Mr. Hawes displayed another slide, and he stated that an additional subtask on Phase III was to look at Access Management strategies, how closely should they place driveways; should they perform traffic calming in subdivisions; was there additional right-of-way dedication that was needed when a development came into a particular roadway, things like that. He stated that they had produced some strategies to give to the County to consider in the future, as a proactive management tool for when this growth was expected to occur, that they could begin to kind of set the corridors and intersections up for future growth.

Mr. Hawes displayed another slide, and he stated that Phase IV was to look at every one of these projects he had mentioned and that were identified to produce planning-level estimates, to get an idea for what the potential costs were going to be, and then begin to match up funding sources. He stated that there were more needs than available funds a lot of times, so they would have to go out and find additional funding sources to help out with that, and they had attempted to pull together a pretty comprehensive list of funding sources that were available at this time for those types of projects that were identified.

Mr. Hawes displayed another slide, and he stated that in Phase V, there was just a Final Report, a document that could be used by the County to review how the process went and what was done, and also to serve as a reference guide for this period of anticipated significant growth that was continuing to happen in Madison County.

Mr. Hawes asked if there were any questions.

Chairman Strong asked if there were any questions for Mr. Hawes related to this Study.

Mayor Battle asked if Little Cove Road, an extension of the Eastern Bypass, Little Cove Road out to 72, was one of their projects or if it was an MPO project.

Mr. Hawes stated it was an MPO project, if he was not mistaken. He stated he did not recall that one being in the list, just off the top of his head, but he did not have the comprehensive list with him.

Chairman Strong stated there were three phases that he remembered of Little Cove Road, two phases being in the city limits of Huntsville and one in Madison County. He stated that at the prior Wednesday's meeting, the Commission had approved \$120,000 to do a preliminary study on that.

Chairman Strong thanked Mr. Hawes, noting that he knew it was a team effort to put that together, and they appreciated that.

Chairman Strong stated that the next item on the agenda was the TMA Certification Review. He stated that Resolution No. 19-21 adopted and supported the Huntsville-Area MPO's TMA Certification and Review of 2021 from FHWA/FTA.

Chairman Strong recognized Mr. Dennis Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that this was an update on the final TMA Certification Report. He stated these occurred every four years, and this was, in a nutshell, that the appropriate federal regulating agencies, specifically FHWA and FTA, would come in and review the MPO's activities, that they would look at everything from meeting minutes, to published documents online, to public engagements. He stated they would typically send about a 30-page list of questions to the MPO several months in advance, and the MPO would fill them out and send them back, and they would use those as a springboard for discussion.

Mr. Madsen stated that there was typically a multi-day review, where they would sit down not only with MPO staff, but also Board members and TCC members, regional stakeholders. He stated this year was a little bit different, that he believed in the past, many of them had experienced that there was typically a conference room in one of the municipal facilities where they would sit down for several days and go through their concerns item by item. He stated that this year, because of COVID, a lot of this was done by Zoom, which by FHWA's own admission was a little but clunky, but he thought they had gotten everything they needed in terms of the data and the analysis.

Mr. Madsen stated that when they issued a report, typically they would break the summary into three big parts, one being the Commendations, which were kind of the gold star things they wanted to highlight, which they felt the MPO was doing really well and they wanted to cite and call out. He continued that next was Recommendations, which were policy or operational suggestions that they had just for general activities. He continued that on the down side was Corrective Actions, which were things they thought were items for concern which they felt needed to be addressed.

Mr. Madsen stated that they had had one Corrective Action, that they wanted to include a System Performance Report in the LRTP. He continued that the challenge there was that the LRTP was adopted the prior fall, and neither the State nor the MPO had actually received System Performance guidance from the federal agencies at that point. He stated that FHWA had actually suggested this was less about a corrective action and more about they wanted to make sure it got into the next LRTP, that they wanted them to prioritize it. He stated that was really the only red check they had gotten.

Mr. Madsen stated that they had two Recommendations, one being that the MPO should consider incorporating Congestion Management Strategies that were low-cost alternatives on local and ALDOT projects. He stated they had offered a few suggestions in terms of what that would entail, things such as adaptive signals, systems operations. He continued that a lot of them were very much technology oriented. He stated that the other recommendation was coordinating closely with local governments on ADA transition plans. He stated it was not coincidental that the next two items on the agenda were going to address those two things specifically.

Mr. Madsen stated he believed the last one was the cause to be most

excited about, and this was the Commendations. He stated that this MPO was generally very high functioning, as they were all aware, and in previous TMA exercises, they had gotten anywhere from 3 to 5 commendations, but this time they had gotten 11 commendations, on specific items.

Mr. Madsen stated he would like to share these because they not only reflected on staff performance but also Board policy, the things the Board had allowed the staff to do, some of the studies they had initiated. He stated that, for example, although the area was not currently listed as a non-attainment area, the MPO continued to monitor for attainment issues. He stated that the feds really appreciated the fact they were looking to solve that problem before it became a problem.

Mr. Madsen stated that they also really liked a lot of the things they were doing with alt modes, that Huntsville Urban Bike Share had gotten a shout-out, that they were very active in the TMA assessment. He continued that they really liked that they were working with regional mobility efforts and alt mobility efforts, like the Singing River Trail. He stated that he believed the County Commission had just appropriated \$250,000 for the Singing River Trail. He stated that was the sort of thing they had gotten very, very excited about, that MPOs typically did not do.

Mr. Madsen stated that they had called out in particular Transit efforts, specifically Huntsville's Transit Agency, on a number of things, with one being the efficient response to ridership concerns during COVID-19, as well as the creative approach to public-private transit partnerships. He stated that they had called out their Commute with Enterprise in particular, as well as their continued cooperation with Alabama A&M on their electric bus program.

Mr. Madsen stated that they also really liked the MPO's creation of and

maintenance of the annual list of obligated projects, which was typically a fairly dry report, but they actually considered it one of the most detailed, readable, and organized in the state.

Mr. Madsen stated it was nice to see that they were recognizing some of that. He continued that they really appreciated a lot of the public outreach they had done since their last certification, noting that had been something they had wanted to see done through the website.

Mr. Madsen stated that they had also been recognized for the way Transit had merged with the bike technology, and doing bike storage associated with local public transportation.

Mr. Madsen stated that the last two things were what they had seen in earlier presentations, that they really appreciated the fact the Board had green-lighted a couple of different studies, one being the Commuter Study, which was kind of an aggressive bit of data upgrade they really liked to see, as well as the recent approval the Board had made of the Regional Transit Study. He stated he thought that, in particular, had gotten FTA very excited because that was not something they had typically seen happen or be engaged by a lot of MPOs across the southeast.

Mr. Madsen stated that the full report was online, on the MPO website, if they would like to see it.

Mr. Madsen stated this was something they had asked for adoption by the MPO.

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

There was no response.

Mayor Battle read and introduced a resolution adopting the "2021 TMA CERTIFICATION AND REVIEW FINAL REPORT," as follows:

(RESOLUTION NO. 19-21)

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 Resolution No. 19-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was Huntsville Area MPO's ADA Transition Plan, that Resolution No. 20-21 adopted and supported the Huntsville Area MPO's ADA Transition Plan.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was a requirement by the federal government, for them to evaluate compliance with ADA Section 504 requirements. She stated this was basically one of those things that was two-phased, where the MPO had to have its own transition plan, looking at accessibility and usability for individuals with disabilities when they were having different activities, services, and meetings. She stated that with that, they had looked at the meeting spaces they were normally in, such as where they were at this time, looking at the seating, and the ramps, and the accessibility to the building. She stated that the MPO did not have its own public right-of-way leading into the building, so that was not a piece that could be described in their plan. She stated that the next phase of the plan would be that each MPO jurisdiction would update, or plan, their own transition plan.

Ms. Lowe stated that they were asking for adoption of this particular plan.

Mayor Finley read and introduced a resolution adopting the "2021 ADA

TRANSITION PLAN," as follows:

(RESOLUTION NO. 20-21)

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. 20-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was Final FY 2022 UPWP. He stated that Resolution No. 21-21 adopted and supported the Final FY 2022 Unified Planning Work Program.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that as the Board members had seen many times before, the UPWP encompassed the Transportation Planning Activities within a fiscal year, with the budget to go along with that. She stated that she would give a little bit of transparency as to how they utilized those Transportation Planning funds. She continued that they broke it down into a couple of different tasks, the Administrative Task being that the general management of the MPO was housed there. She continued that Task II was the Data Development and Maintenance, things they would see with the travel demand model and the socioeconomic things that James Vandiver was doing with their group. She stated that Task III and Task IV were the short and long-range planning efforts, management and updating of the TIP, the UPWP, Long-Range Transportation Plan, different bicycle and pedestrian activities. She continued that along with that was the budget. She stated that the UPWP ran from October 1, 2021, through September 30, 2022.

Ms. Lowe stated that with that, they were using only their apportionment from the federal government, which was approximately \$453,000. She stated that this also included their FTA 5303 planning funds, so there was a good bit of coordination with Transit there.

Ms. Lowe stated that the new UPWP included a couple of new tasks, that they wanted to update the Public Participation Plan, and they wanted to take into account this ADA Transition Plan they had announced to them.

Mayor Battle read and introduced a resolution adopting the FINAL Unified Planning Work Program for Fiscal Year 2022, as follows:

(RESOLUTION NO. 21-21)

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 recognized Mayor Finley.

Mayor Finley asked, concerning the different pieces that had been presented at this meeting and what the MPO staff did, how they were going to roll all that up. He stated that in his case, they would have some sort of work session, where Engineering and Planning would come back and say, "Based on trying to move traffic, we suggest you spend your money here, or go after money here." He asked how the MPO would do that for the multiple entities it was managing.

Ms. Lowe stated they took into consideration things such as the CAC's input, people from the different jurisdictions, the public input, where each jurisdiction had kind of appointed a person to come in and say, "This is what we see, and this is what we may need to work on." She stated that the bicycle/pedestrian committee had come in and said, "Hey, we need a little bit

more work. Do we have any funds to help do a, b, and c?" She stated they took that into consideration, and then used those funds to kind of make a matrix of the budget, with what they had.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 21-21, 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. 22-21 adopted and supported the deletion of TAP Project #100067267 (CN) Dry Creek Greenway in the FY 2020-2023 TIP, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that the Dry Creek Greenway was going to be located in the Providence neighborhood of Huntsville. He stated there were multiple extensions and multiple redesigns by the property owners, and that had led to the City of Huntsville canceling the Dry Creek Greenway project. He stated that the \$550,000 that was awarded to the Dry Creek Greenway as part of the TAP grant would be put back into the MPO's pot of TAP funding, to be spent on another project.

Mayor Finley read and introduced a resolution amending the Transportation Alternatives Project section of the Transportation Improvement Program (TIP) with the deletion of Project #100067267 (CN Phase) "DRY CREEK GREENWAY FROM INDIAN CREEK GREENWAY/ GATES MILL ROAD TO THE INTERSECTION OF ARCH STREET AND BILTMORE DRIVE IN NORTHWEST HUNTSVILLE," as follows:

(RESOLUTION NO. 22-21)

Mayor Finley moved for approval of the above 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. 22-21, 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. 23-21 adopted and supported a new Project #100073656 (TR) Section 5311 Transit, University of Alabama in Huntsville - Atomic (State Admin), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was a statewide software, that it was for automating transit reporting and bus maintenance software, primarily for rural transit systems. He stated that the University of Alabama Huntsville was part of this, so that was why they were putting the amendment before the Board for approval. He stated that this project was 100 percent federally funded.

Mayor Finley read and introduced a resolution amending the Transit section of the Adopted FY 2020-2023 TIP to add Project #100073656, "SECTION 5311 TRANSIT UNIVERSITY OF ALABAMA IN HUNTSVILLE - ATOMIC (STATE ADMIN), as follows:

(RESOLUTION NO. 23-21)

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. 23-21, 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. 24-21 adopted and supported the increase in project costs for Project #100068983, Resurfacing and Traffic Striping on I-565, in the FY 2020-2023 TIP, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this was an increase in costs on the next phase of I-565 resurfacing. He stated this was not the one that was being worked on at this time, that this was the eastern portion of 565. He stated it was a revision of the date and cost of the Construction phase, that it was an increase from the estimated cost ALDOT had put in originally to the actual cost.

Mayor Battle read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) for the increase in cost for Project #100068983 (CN Phase), "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM .26 MILE EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332) TO .45 MILE EAST OF THE SR-2 (US-72) OVERPASS (MP 22.305)," as follows:

(RESOLUTION NO. 24-21)

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.

Mayor Finley asked where the funding would come from to increase that.

Mr. Vandiver stated it was Interstate Maintenance funds.

Chairman Strong stated it was Interstate Maintenance, that it was a total

pod of approximately \$1.9 billion per year.

Chairman Strong asked Mr. Vandiver if it was correct that it was coming from that maintenance fund by the State of Alabama, that it was not coming from any direct funds from any of them.

Mr. Vandiver stated that was correct.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 24-21, 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. 25-21 adopted and supported the increase in project costs for Project #100073190 (PE), Advanced Corridor Management TSMO on I-565 from the beginning of the route (near I-65) to the end of route, in the FY 2020-2023 TIP, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was another revised estimate, similar to the previous one. He stated that this was a TSMO project, which was Transportation Systems Maintenance and Operations. He stated that, basically, these were the traffic cameras and message signs they were going to be putting on 565, starting the following year, he believed. He stated that this was a fully state-funded project, that there were no MPO funds in this one.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) with the increase in costs for Project #100073190 (PE) "ADVANCED CORRIDOR MANAGEMENT TSMO ON I-565 FROM THE

BEGINNING OF THE ROUTE (NEAR I-65) TO THE END OF ROUTE," as follows:

(RESOLUTION NO. 25-21)

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. 25-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was FY 220-2023 TIP Administrative Modifications. He stated that item a) was No. 100062037, Zierdt Road, increase in CE&I costs with Garver to finish Zierdt Road. He stated that item b) was #100066077, Ryland Pike, decrease funds by \$773,201.64. He stated that item c) was #100073951, associated with #100073306 SR 53 turn lanes, added to the funds for the ATRIP grant, for three intersections.

Chairman Strong recognized Mr. Vandiver.

Mr. Vandiver stated these were just Administrative Modifications, that no action needed to be taken by the Board.

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

Chairman Strong recognized Mr. Rodney Ellis, with the Alabama Department of Transportation.

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 this project was approximately 85 percent complete, the project cost was estimated at \$15.6 million, and it was estimated to be completed

sometime in the current fall.

Mr. Ellis stated that the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431, the City of Huntsville. He stated that the plans were approximately 85 percent complete, the right-of-way acquisition should be completed in the current year, the estimated cost was approximately \$40 million, and it was currently scheduled for FY 2022.

Mr. Ellis stated that the next project was Martin Road, between Zierdt Road and Laracy Drive. He stated that this project was being done in two phases, and the first phase was started in July of 2018, that it was approximately 75 percent complete, and it was estimated to be completed in the spring of 2022. He stated that Phase II was currently scheduled for a letting in Fiscal Year 2023. He stated that the projected 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 the plans were approximately 90 percent complete, and the right-of-way acquisition was complete. He continued that they had completed a structure removal project, and the utility relocation work was under way. He stated that the project was currently scheduled to be let for contract toward the end of Fiscal Year 2022, and the estimated total cost was \$42.6 million.

Mr. Ellis stated that the next project was Access Management on US 231, between Weatherly Road and Hobbs Road. He stated that the plans were approximately 50 percent complete, and they anticipated holding a virtual public involvement process in the current fall. He stated that the estimated cost for this project was approximately \$15 million, and it was anticipated to start in the fall of 2022.

Mr. Ellis stated that the next project was Winchester Road from Dominion Circle to Naugher Road. He stated that the plans were approximately 90 percent complete, and the right-of-way acquisition was ongoing. He stated that the anticipated cost was approximately \$15.5 million, and it was currently scheduled for Fiscal Year 2022.

Mr. Ellis stated that the next project was improvements to Balch Road from south of Brownsferry Road to north of Gooch Road in the city of Madison. He stated that the plans were approximately 65 percent complete, and the estimated cost was \$1.7 million. He stated that it was currently scheduled for FY 2022.

Mr. Ellis stated that the next project was State Route 255 (Research Park Boulevard) widening from US 72 to south of Old Madison Pike. He stated that this project was started in August of 2019, and the work was approximately 70 percent complete. He stated that the project cost was approximately \$23.4 million, and it was estimated to be completed sometime in early calendar year 2022.

Mr. Ellis stated that the next project was US 72 West between Providence Main and County Line Road. He stated these plans were approximately 30 percent complete. He stated that they had multiple funding sources they were considering for this project, noting it was a very expensive project. He stated they were hoping to start the right-of-way acquisition in the next fiscal year. He stated that the estimated cost was in excess of \$60 million, and the construction was currently scheduled for FY 2025.

Mr. Ellis stated that the next project was Zierdt Road widening, between Madison Boulevard and Martin Road. He stated that this project was done in four phases, that the work had begun in 2015, and the last phase was currently

under contract. He stated that the total cost for all four phases was approximately \$27 million. He stated that the last phase was started in the fall of 2018, that it was approximately 75 percent complete, and it was estimated to be completed sometime in the current fall.

Mr. Ellis stated that the next project was Bridge Replacements on Old Highway 431, Madison County. He stated that this project was under contract and was approximately 65 percent complete. He stated that the project cost was approximately \$13.5 million, and it was estimated to be completed sometime in the summer of 2022.

Mr. Ellis stated that the next project was I-565 Additional Lanes from I-65 to County Line Road. He stated that this project was under contract, and it was approximately 80 percent complete. He stated that the project cost was approximately \$18.7 million, and it should be completed in the current fall.

Mr. Ellis stated that the next project was I-565 Widening, from County Line Road to Wall-Triana Highway. He stated that they had begun the Design phase on this project the past year; the Survey work had been completed; and the Design work was underway by their central office design staff. He stated that the project was currently scheduled for FY 2024, with an estimated cost of \$46.8 million.

Mr. Ellis stated that the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road. He stated that these plans were approximately 40 percent complete, and a virtual public involvement was concluded in April of 2021. He stated that the project was currently scheduled for Fiscal Year 2023, and it had 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 these plans were approximately 95 percent complete, and it was currently scheduled for early Fiscal Year 2022, with an estimated cost of \$1.8 million.

Mr. Ellis stated that the next project was the widening of Blake Bottom Road from Jeff Road to State Route 255. He stated the plans were approximately 90 percent complete, and the right-of-way acquisition phase was ongoing. He stated that the project was currently scheduled for the coming fiscal year, and the estimated cost was \$8.7 million.

Mr. Ellis stated that the next project was Intersection Improvements on State Route 53 at Harvest, McKee, and Old Railroad Bed roads. He stated they had begun the Preliminary Engineering phase, and the Construction phase was currently scheduled for Fiscal Year 2023, with an estimated cost of \$5 million.

Mr. Ellis stated that the next project was the Arsenal East Connector. He stated that this project had begun the Preliminary Study phase, and the Construction phase was currently scheduled for Fiscal Year 2024, with an estimated cost of \$30 million.

Mr. Ellis stated that the total of projects being worked on in the area was in excess of \$400 million.

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

Chairman Strong recognized Mayor Finley.

Mayor Finley stated he did not know how many times they had had Highway 72 and University Drive at 30 percent, and they would figure it out later. He asked if they could respectfully ask about that, where they stood on that, and if they could possibly figure out something to move that. He asked if he could set that up.

Mr. Ellis replied in the affirmative.

Chairman Strong stated it was his understanding they were trying to get the bridge projects in the pipe, but he was like Mayor Finley, that he heard this all the time, also. He stated that it was a major corridor for multiple counties, coming to Research Park and also to Redstone Arsenal. He stated that the last he had heard, they were trying to program the bridges to get that started. He stated that they had to roll with that project, no doubt.

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 Huntsville Public Transit.

Chairman Strong recognized Mr. John Autry, Manager of Public Transportation.

Mr. Autry stated that this report was an update on changes Huntsville Transit had made to the Transit Asset Management Plan, as well as the calendar year-to-date safety metrics they reported in their annual Agency Safety Plan. He stated that this was provided as a report only, that a resolution was not requested at this time.

Mr. Autry stated that in accordance with the FAST Act 49 CFR, each transit agency was required to establish Performance Targets for TAM Plan. He stated that the targets were performance driven, outcome based, to strengthen the infrastructure of the United States transportation system. He stated that in response to this requirement, the City of Huntsville, Alabama, Public Transit Division approved and adopted these Performance Targets and Measures in December of 2017. He stated that based on low annual mileage and actual performance of the paratransit vehicle fleet over the last three years, the Performance Target for the paratransit vehicles was changed from

20 percent, not exceeding a four-year useful life, to 30 percent, not exceeding 200,000 miles.

Mr. Autry stated that service interruptions with this fleet were very low, and the maintenance data justified the new target as more appropriate.

Mr. Autry stated that with the larger fixed-route buses, based on rising costs to purchase or lease those vehicles, longer lead times from the bus manufacturers, purchasing new engines, and keeping the older buses longer helped them maintain service standards and stay on track with Huntsville's five-phase transit expansion plan. He stated that within the last two years, Huntsville Transit had replaced engines in six of its older fixed-route buses, and at the same time, manufacture and delivery on orders of new buses had been delayed, due to the pandemic and other delays by the vendor. He stated that for all these reasons, the Performance Target for the fixed-route bus fleet had been changed from 20 percent to 30 percent, not exceeding its useful life.

Mr. Autry stated that in the area of the calendar year Safety Performance, they had 11 preventable accidents as of September 19; zero fatalities; 2 injuries; and the mileage was 1,051,072, as of September 19, 2021.

Mr. Autry thanked the Board for the time to read this into the record, and he stated he would be happy to answer any questions.

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

Chairman Strong thanked Mr. Autry for the presentation.

Chairman Strong stated that the next item on the agenda was Opportunity for Public Comment.

Chairman Strong asked anyone who wished to address the MPO Board to step to a microphone and state their name and address, and he stated they

would be allowed three minutes to speak.

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

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

Chairman Strong asked Mr. Vandiver if there was anything further to come before the Board.

Mr. Vandiver replied in the negative.

Chairman Strong stated that with no further business, the meeting was adjourned.

Chairman, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on September 22, 2021, at 4:55 p.m.)