

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

MINUTES

Regular Meeting - August 17, 2022 - 4:00 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
Mayor Tony Craig	Town of Owens Cross Roads
Mr. Lynn Wood	
(Proxy for	
Mr. Curtis Vincent)	ALDOT/Guntersville
Ms. Frances Akridge	Huntsville City Council

Members Absent:

Mayor Mary Caudle	Town of Triana
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MPO Staff Present:

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

Also Present:

Mr. Derek Hodges	ALDOT
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The meeting was called to order by Chairman Strong.

Chairman Strong stated that in attendance at the meeting were Mayor Battle; Mayor Finley; Mayor Craig; Mr. Lynn Wood, as Proxy for Mr. Vincent; Huntsville City Councilmember Frances Akridge; and Chairman Strong.

Chairman Strong stated the first item on the agenda was Approval of Minutes of the meeting held on June 8, 2022.

Mayor Finley moved for approval of the minutes of the meeting held on June 8, 2022, which motion was duly seconded by Mayor Craig and was unanimously approved by the MPO Board members present.

Chairman Strong stated the next item on the agenda was the adoption of the FINAL FY 2023 UPWP, that Resolution No. 17-22 adopted and supported the annual FINAL FY2023 Unified Planning Work Program.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 17-22 was their annual work program. She stated that this year they would add a couple of tasks, being the Electric Vehicle Infrastructure planning and the Corridor Studies, with the first being the Old Big Cove Corridor Study, which was in mainly because it was a multi-jurisdictional study. She stated they did things such as the Long-Range Transportation Plan and the Transportation Improvement Program, noting that their current plan went through 2023, and the new TIP would be 2024-2027.

Ms. Lowe stated that the apportionment for the upcoming year would be \$567,988 in federal funds.

Ms. Lowe stated that if the board members would look through those particular items on their website, huntsvillempo.org, they would see that their total budget for the FY 2023 UPWP was about \$780,000.

Chairman Strong asked if there were any questions.

Ms. Akridge asked if this was for operating staff and consulting time only or if it was also projects.

Ms. Lowe stated this was for staff and consultants, that these were their planning funds. She stated there was also a pot of Transportation project

funds, which was another pot the MPO used for projects.

Ms. Akridge asked if that was included in this resolution.

Ms. Lowe replied in the negative.

Mayor Craig read and introduced a resolution adopting the FINAL Unified Planning Work Program for Fiscal Year 2023, as follows:

(RESOLUTION NO. 17-22)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Ms. Akridge and was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item on the agenda was the adoption of Continuity of Operations Plan, that Resolution No. 18-22 adopted and supported the updated Continuity of Operations Plan.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 18-22 was the COOP, as they called it, which was adopted back in 2005. She stated this plan was basically to ensure that the function of the MPO could continue in the event a natural disaster, such as a pandemic, a fire, or any of those things, would happen, that the plan basically outlined their data, their facility, and staff, to restore operations for the MPO in case of those types of events.

Ms. Akridge read and introduced a resolution adopting the updated Continuity of Operations Plan, as follows:

(RESOLUTION NO. 18-22)

Ms. Akridge moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Craig and was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item was a TRiP 2045 LRTP amendment, that Resolution No. 19-22 adopted and supported the System Performance Report as an appendix to the TRiP 2045 Long-Range Transportation Plan.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 19-22 came about when they, as the MPO, had a Transportation Management Area (TMA) Certification. She stated that the FTA and FHWA came in and looked at the Metropolitan Planning Organization and made sure they were doing things accordingly, every four years, and with that, they also certified them to keep going. She continued that they had a corrective action, to include a System Performance Report, which encompassed all of the performance measures they had been adopting from ALDOT over the past two or three years.

Ms. Lowe stated that this particular report would go into the TRiP 2045 Long-Range Transportation Plan as an appendix.

Chairman Strong asked if there were any questions.

Ms. Akridge asked, since this showed they had terrific performance in the whole system, if it was something they should announce in just public relations or communications in all of their respective jurisdictions, if Ms. Lowe would recommend that.

Ms. Lowe stated that when they did public comment for these particular things, they did comment, but they could do extra public comment.

Ms. Akridge stated she would recommend that when there was good news, they would blow that horn.

Mayor Finley read and introduced a resolution amending the TRiP

2045 LRTP to include the appendix entitled “System Performance Report,” as follows:

(RESOLUTION NO. 19-22)

Mayor Finley moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Craig and was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item was an FY 2020-2023 TIP Amendment, that Resolution No. 20-22 adopted and supported Reliability Performance (PM3) Measurements and Targets, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that as a part of the System Performance Report, they had about five particular Performance Measures and Targets, with the first being safety, the second being bridge, the third being reliability of their system, the fourth being transit safety, and the fifth being a state of good repair for the facilities of Transit.

Ms. Lowe stated that this particular resolution went to Performance Measure 3, which was the System Reliability for Interstate and Non-Interstate Systems, and that this took a look at truck travel times on the Interstate and Non-Interstate systems. She stated they adopted these from ALDOT because they had not developed their own.

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

(RESOLUTION NO. 20-22)

Ms. Akridge moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle and was unanimously adopted by MPO Board members present.

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP Amendment, that Resolution No. 21-22 changed the Surface Transportation Attributable Projects section of the TIP with a project #100046745 cost increase.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was a cost increase on a 2-foot safety widening and resurfacing project for the City of Madison on Balch Road. She stated that this particular project was increased because of different things, such as traffic striping materials and asphalt components. She stated that this was the construction phase.

Ms. Lowe stated she was displaying a location map.

Mayor Craig read and introduced a resolution amending the National Highway System/Interstate Maintenance section with an increase in project costs on project 100046745, "2-FT SAFETY WIDENING AND RESURFACING OF CR-17 (BALCH ROAD) FROM .53 MILE SOUTH OF CR-21 (BROWNS FERRY ROAD) TO NORTH OF CR-27 (GOOCH LANE) IN THE CITY OF MADISON," as follows:

(RESOLUTION NO. 21-22)

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

Chairman Strong asked if there was any discussion.

Mayor Finley asked where these funds came from.

Ms. Lowe stated they had several pots, that they had an old earmarked federal fund, and they also had the MPO funds, which were set at 80/20, and they had some state non-MPO federal funds as well, which were set at 80/20. She stated there were about three different pots of funding, and that a couple of those had gone up in price because of those asphalt components and traffic striping components, et cetera.

Mayor Finley stated that, then, two out of the three were 80/20.

Ms. Lowe stated that was correct, and that the old earmarked funds were 100 percent.

Mayor Finley asked if they had a breakout as to what those were, as far as those two percentages.

Ms. Lowe stated that the old earmarked funds were about \$704,000, the MPO funds were approximately \$360,000, and the match to that was approximately \$80,000. She stated that the non-MPO federal funds, state funds, were approximately \$800,000, 80 percent, and the 20 percent match to that was a little less than \$200,000.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 21-22, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP Amendment, that Resolution No. 22-22 changed the National Highway System section of the TIP with a project #100067316 cost increase.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this particular project was a cost increase to the

utility phase. She stated they had a cost estimate that was on the books for a while for this particular project, the Blake Bottom Road project, and this was an estimate of the actual cost for the utility phase. She stated these were not MPO funds, that they were State Anywhere Funds.

Ms. Lowe stated she was displaying a location map.

Ms. Akridge read and introduced a resolution amending the National Highway System section in the Adopted FY 2020-2023 TIP to increase the funding of project 100067316, "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. 22-22)

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

Chairman Strong asked if there was any discussion.

Ms. Akridge asked if this was a cost overrun or a new price.

Ms. Lowe stated this was a new price, that the old price was at \$500,000 because it was put in in about 2000, and because of inflation, the cost had increased.

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP Amendment, that Resolution No. 23-22 changed the National Highway System section of the TIP with a project #100067318 cost increase.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was the construction phase to the Blake Bottom Widening Project, and that as she had mentioned before, costs had increased, due to inflation, and this was also a cost increase because the BUILD grant was added into this particular project. She stated these were not MPO funds.

Ms. Lowe stated she was displaying a location map.

Ms. Akridge read and introduced a resolution amending the National Highway System section in the Adopted FY 2020-2023 TIP to increase the funding of project 100067318, "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. 23-22)

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

Chairman Strong asked if there was any discussion.

Ms. Akridge asked if there was a way to change the nomenclature so it would not appear to the public that these were cost overruns or if this was language the federal government required, that that was what they understood.

Ms. Lowe stated that was "Yes" and "No," that this was what they understood, that they did not require it, but it helped, when it was being put into the TIP, to understand that it was a cost increase due to a grant and not really an overrun of the project being finished when it came in above what the project actually cost. She stated this was an increase due to a grant being utilized.

Chairman Strong stated that an estimate of about \$9 million was what they thought the project was going to be, and they already had a \$5 million aid to construction for utilities, and things of that nature. He stated this one

was going to be the County eating a bunch of that because the estimate was nowhere close to what the cost of construction was going to be.

Chairman Strong called for the vote on Resolution No. 23-22, and it was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item was an FY 2020-2023 TIP Amendment, that Resolution No. 24-22 changed the Surface Transportation Attributable Projects section of the TIP with a project #100033490 cost overrun.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was a cost overrun of a project that had been completed, and they were at this time, on the back end, trying to make sure all the financials were completed. She stated this was an administrative modification of a project that was on the agenda back in August of 2019. She stated they had made the statement that this project would be about \$2 million, but they did not have a specific amount to go into that particular resolution. She stated that since then, they had applied some lapsing MPO funds to the project, which had decreased the \$2 million amount they had thought it would be. She continued that now, the MPO was coming in to save the day, with \$1.2 million, on the Church Street widening and realignment.

Mayor Craig read and introduced a resolution amending the National Highway System section in the Adopted FY 2020-2023 TIP to increase the funding of project 100033490, "WIDENING AND REALIGNMENT OF CHURCH ST. (PHASE I) FROM MONROE ST. TO E. OF PRATT AVE., AND REALIGNMENT OF PRATT AVE. INCLUDING BRIDGE REPLACEMENT AT PINHOOK CREEK (BIN #008439) IN THE CITY OF HUNTSVILLE," as

follows:

(RESOLUTION NO. 24-22)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle and was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item was an FY 2020-2023 TIP Amendment, that Resolution No. 25-22 changed the Transit section of the TIP with a project #100070424 cost increase.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was a Transit cost increase, due to FTA asking Huntsville Public Transit to consolidate their grant proposals. She stated that the Transit 5307 funds were asked to be increased. She stated these were operating funds, for additional personnel and COLAs.

Ms. Akridge read and introduced a resolution amending the Transit section in the Adopted FY 2020-2023 TIP to increase the funding of project #100070424, "SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY2023 (APPORTIONMENT FY2022 < 75 BUS)," as follows:

(RESOLUTION NO. 25-22)

Ms. Akridge moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Craig and was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP Amendment, that Resolution No. 26-22 changed the Transit section of the TIP with a project #100070419 cost increase.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was also a Transit cost increase due to FTA asking Huntsville Public Transit to consolidate their grant proposals. She stated this was for Capital, Section 5339 (a). She stated that Huntsville Public Transit was asking for a cost increase in this particular project.

Mayor Craig read and introduced a resolution amending the Transit section in the Adopted FY 2020-2023 TIP to increase the funding of project 100070419, "SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES SGR FY 2023 (APPORTIONMENT FY 2022)," as follows:

(RESOLUTION NO. 26-22)

Mayor Craig moved for approval of the foregoing resolution, which motion was duly seconded by Ms. Akridge and was unanimously adopted by the MPO Board members present.

Chairman Strong stated the next item on the agenda was FY 2020-2023 TIP Administrative Modifications. He stated that Project (a) was #100073882, a level-of-effort project; and Project (b) was #100073879, a level-of-effort project; and Project (c) was #100061850.

Ms. Lowe stated that the first one was a level-of-effort project, and it was basically federal maintenance on this particular highway, coming in at \$1.9 million, with a start date of January 2023.

Ms. Lowe stated that the second project was a level-of-effort project as well, being federal maintenance happening on this particular corridor, with an estimate of \$3.6 million, with a target start date of December 2022.

Ms. Lowe stated that the last one was just moving funds from the Utility Phase to the Design Phase on the Northern Bypass, for about \$842,000.

Chairman Strong asked if there were any questions.

Ms. Akridge asked Ms. Lowe to please define a "level-of-effort project."

Ms. Lowe stated these were basically projects that the state or the feds were doing within their region, and they were giving them notice that they were utilizing those funds within their region.

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

Chairman Strong recognized Mr. Derek Hodges of ALDOT.

(Mr. Hodges made a PowerPoint presentation.)

Mr. Hodges stated the first project was Church Street Phase I, that it was under construction, almost completed, at 98 percent, that the project cost was \$15.6 million, and the project completion was the summer of 2022.

Mr. Hodges stated the next project was the Northern Bypass, that the plans were almost complete, that the right-of-way acquisition had started and was almost completed as well, that the utility relocation was under way, and the estimated cost was \$40 million, with an anticipated start date of FY 2023.

Mr. Hodges stated the next project was Martin Road, which was in two phases, that Phase I would be completed in the fall of 2022, that Phase II was scheduled to start in FY 2023, and the total project cost was estimated at \$25 million.

Mr. Hodges stated the next project was North Parkway, that the plans were almost complete, that the right-of-way acquisition had been completed, that the utility relocation was almost complete as well, and the anticipated start date was FY 2023, at an estimated cost of \$42.6 million.

Mr. Hodges stated the next project was Access Management on U.S. 231, that the plans were 60 percent complete, that there had been a virtual public involvement meeting in the fall of 2021, and the estimated cost was

\$15 million, with an anticipated start date of FY 2023.

Mr. Hodges stated the next project was Winchester Road, that the plans were 90 percent complete, that the right-of-way acquisition was ongoing, that the utility relocation design work was to begin soon, and the estimated cost was \$15.5 million, with an anticipated start date of FY 2023.

Mr. Hodges stated the next project was Improvements to Balch Road, that the plans were 65 percent complete, and that as had been mentioned earlier, the cost estimate had gone up, to \$2.1 million, due to inflation, and the anticipated start date was FY 2023.

Mr. Hodges stated the next project was State Route 255, Research Park Boulevard, that it was under way, and almost complete, at approximately 90 percent, and the project cost was approximately \$23.4 million, with an anticipated completion date of fall of 2022.

Mr. Hodges stated the next project was U.S. 72 West, that this corridor had multiple phases, and they had just started Phase I, that the plans were at 65 percent, and this included a bridge replacement at Indian Creek, and the estimated cost, for the entire corridor, was \$85 million. He stated they had had a public involvement meeting in May of 2022.

Mr. Hodges stated the next project was Four Bridge Replacement on Old Highway 431, that the project was almost complete, at 90 percent, and the cost was \$13.5 million, with an estimated completion date of the fall of 2022.

Mr. Hodges stated the next project was I-565 Additional Lanes, that they had just had a 30 percent plan review in July, and the projected start date was estimated for FY 2023, at an estimated cost of \$46.8 million.

Mr. Hodges stated the next project was Jeff Road Additional Lanes, that the plans were 65 percent complete, that they had a virtual public meeting in

April 2021, and the projected start date was FY 2023, at an estimated cost of \$13.5 million.

Mr. Hodges stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive, that bids were accepted in January 2022, and work should begin within the next few months, with an estimated cost of \$1.8 million.

Mr. Hodges stated the next project was Widening Blake Bottom Road, which was mentioned earlier, that the plans were 90 percent complete, that the right-of-way acquisition was under way, and the projected start date was FY 2023, with an estimated cost of \$8.8 million.

Mr. Hodges stated the next project had three intersection improvements, at Harvest Road, McKee Road, and Old Railroad Bed Road, that the plans were 90 percent complete, and the projected start date was FY 2023, at an estimated cost of \$5 million.

Mr. Hodges stated the next project was the Arsenal East Connector, that the preliminary engineering was under way, and the projected start date was FY 2024, with an estimated cost of \$30 million.

Mr. Hodges stated that the total amount of work in design and construction was \$383,306,760.

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

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

Mr. Jake Roth appeared before the MPO, stating that he was speaking on behalf of the city of Owens Cross Roads. He stated this was a small community

in Madison County, and they were experiencing some roadway issues, specifically at Craft Craig Road, which was a very short road, about 600 linear feet, but a very important road for the city. He stated they had identified a project to do some widening and some stormwater work there, that when there were rain events, there would be upward of 8 inches of water standing in the roadway. He stated it was not wide enough for two cars to travel and pass each other, but it was becoming a thoroughfare to get traffic from their new subdivisions out onto Highway 431.

Mr. Roth stated they were looking for some help to fund this, that the city was small, and they did not have a lot of revenue coming in. He stated that that particular roadway was also a conduit for some retail or some commercial development that would greatly assist them in moving forward.

Mr. Roth stated he would just like to start the process to maybe get that on the MPO list in future years.

Chairman Strong asked Mr. Roth if he had any estimate as to what the cost of the project would be, construction, engineering.

Mr. Roth stated that the estimate was just shy of \$100,000, that it was a very small project for that setting. He stated that, obviously, as they got grant money and federal and state funds, that might increase that cost, just based on all the hoops they had to jump through to get that.

Chairman Strong asked if there was anyone else in the audience who would like to address the MPO.

Chairman Strong asked if there were any MPO Policy Board member comments.

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

Chairman, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on August 17, 2022, at 4:30 p.m.)