

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

MINUTES

Regular Meeting - November 9, 2022 - 4:00 p.m.

Huntsville, Alabama

Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Ms. Kathy Martin (Proxy for Mayor Tommy Battle)	City of Huntsville, City Engineer
Mayor Paul Finley	City of Huntsville
Mr. Curtis Vincent	City of Madison
	ALDOT

Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
Mayor Mary Caudle	Town of Triana

MPO Staff Present:

Mr. Dennis Madsen
Mr. James Vandiver
Mr. James Moore

Also Present:

Mr. Rod Ellis	ALDOT
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The meeting was called to order by Chairman Strong.

Chairman Strong stated that in attendance at the meeting were Kathy Martin, who would be voting for the City of Huntsville; Curtis Vincent; Mayor Finley; and Chairman Strong.

The Minutes of the Regular Meeting of the MPO Policy Board held on August 17, 2022, were approved as submitted.

Chairman Strong stated the next item on the agenda was an

FY 2020-2023 TIP amendment, that Resolution No. 27-22 adopted and supported changes to the Transportation Alternatives section of the TIP, with the addition of Project #100075463.

Chairman Strong recognized Mr. James Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was a TAP project, a Transportation Alternatives Program project, in the city of Huntsville, on Pratt Avenue, from Grayson Street to Maysville Road, that the City of Huntsville had applied for and was awarded a TAP grant. He stated these funds were specifically for MPO jurisdictions, and the City of Huntsville was the only applicant this year, that this was FY 2022 MPO TAP funds, and they had received the maximum grant awarded, which was \$800,000. He stated the City of Huntsville would match that with \$200,000, to make an 80/20 match, and then make up the remaining, for a total cost of \$1.28 million, that the City was also putting in an additional \$280,000.

Mr. Vandiver stated they would be extending the median along Pratt Avenue, and also doing ADA improvements, landscaping, and traffic calming.

Mayor Finley read and introduced a resolution amending the Transportation Alternatives section in the Adopted FY 2020-2023 TIP to add FY 2022 Huntsville Area MPO Transportation Alternatives (TAP) grant project for the City of Huntsville, as follows:

(RESOLUTION NO. 27-22)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on the above resolution, and it was

unanimously adopted by the MPO Policy Board members present.

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP Amendment, that Resolution No. 28-22 adopted and supported changes to the Other Federal and State Aid Projects section of the TIP, with the addition of Project #100075911.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this resolution was for the PARC project, the Pedestrian Access and Redevelopment Corridor, in the city of Huntsville. He stated that a \$20 million RAISE grant was awarded by the US DOT in August of 2022. He stated the project would run along Pinhook Creek and would include drainage improvements, landscaping, and a pedestrian bridge between downtown Huntsville and the Lowe Mill neighborhood, and the total cost of this project was estimated to be \$62.1 million, with the remaining cost not covered by federal grant awards to be paid by the City of Huntsville. He stated this was being added to the TIP due to the federal grant award.

Mayor Finley read and introduced a resolution amending the Other Federal and State Aid Projects section in the Adopted FY 2020-2023 TIP to add the PARC project, as follows:

(RESOLUTION NO. 28-22)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 28-22, and it was unanimously adopted by the MPO Policy Board members present.

Chairman Strong stated the next item was an FY 2020-2023

TIP Amendment, that Resolution No. 29-22 adopted and supported Bridge and Pavement Performance Measurement (PM 2) Targets, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that these were Performance targets for Interstate Pavement, Non-Interstate National Highway System Pavement, and National Highway System Bridge Condition Targets. He stated these were updated every four years, and that these were determined by ALDOT and their team. He stated these were two- and four-year targets, and the last time they had approved them was in 2018, and these would last for another four years.

Mr. Vincent read and introduced a resolution adopting and supporting the Statewide Bridge and Pavement Performance Measurement (PM2) Measures and Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 29-22)

Mr. Vincent 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. 29-22, and it was unanimously adopted by the MPO Policy Board members present.

Chairman Strong stated the next item on the agenda was non-action items, FY 2020-2023 TIP Administrative Modifications. He stated that Project #100075556 was a new level of effort project, Hazel Green, from Walker Lane to the Tennessee State Line; that item b was #100073879, a cost increase to a level of effort project, resurfacing of 231/431.

Chairman Strong stated that item c was a support letter for a City of Huntsville grant application, that the City of Huntsville was applying for a

Reconnecting Communities grant to supplement the RAISE grant awarded for the PARC project; that item d was a support letter for an HMCRRRA grant application, that the Railroad Authority was applying for an FRA, Consolidated Railroad Infrastructure Safety Improvements.

Chairman Strong stated that item e was Project #100073882, a cost increase to level of effort project, a federal maintenance project, Resurfacing of SR53 from Blake Bottom Road 0.47 mile. He stated that item f was project #100072418, a cost increase, Interstate Maintenance project, Advanced Corridor Management, TSMO, I-565 from off-ramp at Mooresville Road, an increase from \$5,619,879 to \$5,690,992.24.

Chairman Strong asked Mr. Vandiver if there was anything further on the Administrative Modifications.

Mr. Vandiver stated these were for information only, and no action was necessary.

Chairman Strong stated the next item on the agenda was Agency Reports, and he recognized Mr. Rod Ellis of ALDOT.

(Mr. Ellis made a PowerPoint presentation.)

Mr. Ellis stated the first project was the Church Street Phase I project, between Pratt Avenue and Monroe Street in the city of Huntsville. He stated this project was substantially complete, that the project cost was approximately \$15.6 million, and it was completed in the fall of 2022.

Mr. Ellis stated that next was the Northern Bypass, from Pulaski Pike to US Highway 231/431, and he stated the plans for this project were approximately 95 percent complete, that the right-of-way acquisition should be completed in the next couple of weeks, and the utility relocation design work was under way. He continued that the estimated cost was approximately

\$40 million, and it was scheduled for bidding in Fiscal Year 2023.

Mr. Ellis stated the next project was Martin Road Improvements, between Zierdt Road and Laracy Drive. He stated this was split into two phases, and Phase I was substantially complete, and Phase II was currently scheduled to be bid in FY 2023, and the estimated cost for both phases was approximately \$25 million.

Mr. Ellis stated that next was North Parkway at Mastin Lake Road. He stated that the plans for this project were 100 percent complete, that the right-of-way acquisition was complete, and they had completed structure removal, and utility relocation was almost complete. He stated this was scheduled to be bid in January, and the estimated cost was approximately \$42.6 million.

Mr. Ellis stated that next was Access Management on US 231 between Weatherly Road and Hobbs Road. He stated the plans were approximately 65 percent complete, and he stated they had held a public involvement meeting in the fall of 2021. He stated the estimated cost was \$15 million, and it was currently scheduled for letting in FY 2024.

Mr. Ellis stated that next was Winchester Road Widening from Dominion Circle to Naugher Road, and he stated the plans were approximately 90 percent complete, that the right-of-way acquisition was ongoing. He stated the cost of the project was approximately \$15.5 million, and it was currently scheduled for a start date of FY 2024.

Mr. Ellis stated the next project was Improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road. He stated the plans were approximately 65 percent complete, that the estimated cost was \$1.7 million, and it was currently scheduled for a start date of FY 2023.

Mr. Ellis stated the next project was State Route 255 Widening, from US 72 to south of Old Madison Pike. He stated this project was approximately 98 percent complete, that the estimated cost was approaching \$23.5 million, and the anticipated completion date was in the current winter.

Mr. Ellis stated the next project was US 72 West Widening from Providence Main to County Line Road. He stated the plans for this project were about 30 percent complete, that they had held a public involvement meeting the prior May, and they were working on addressing the comments from that meeting and completing the environmental document for the entire corridor. He stated they were going to break this project into phases, and the first phase was the bridge replacement at Indian Creek. He stated the plans for that project were approximately 65 percent complete, that it was tentatively set to let in the current fiscal year, and the total cost for all phases was approximately \$85 million.

Mr. Ellis stated that next was Four Bridge Replacements on Old Highway 431. He stated this project was under construction and approximately 95 percent complete. He continued that it was his understanding it was actually open for traffic at this time. He stated the project cost was approximately \$13.5 million, and it should be completed in the current winter.

Mr. Ellis stated the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway. He stated the plans for this project were approximately 30 percent complete, that the project was scheduled to let in the current fiscal year, and the total cost was approximately \$46.8 million.

Mr. Ellis stated the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road, that the plans were approximately 65 percent complete, and it was currently scheduled for an

FY 2025 letting, and the total cost was \$13.5 million.

Mr. Ellis stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated the contractor had begun work in September of the current year, and the estimated cost of the project was approximately \$1.9 million.

Mr. Ellis stated the next project was the Widening of Blake Bottom Road from Jeff Road to State Route 255, that the plans for this project were complete, that the right-of-way acquisition was ongoing, and the utility work should start sometime after the first of the year, and the project would hopefully be let toward the end of FY 2023, at a cost of approximately \$8.8 million.

Mr. Ellis stated the next project was Intersection Improvements on State Route 53 at Harvest, McKee, and Old Railroad Bed roads, that the plans were approximately 90 percent complete, that right-of-way acquisition should begin soon, and the project was scheduled for FY 2023, at an estimated cost of \$5 million.

Mr. Ellis stated that next was the Arsenal East Connector project, that preliminary engineering was under way, and the project was scheduled for FY 2024, at an estimated cost of \$30 million.

Mr. Ellis stated the total cost of projects being worked on, in different phases, was approximately \$380 million.

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

There was no response.

Chairman Strong stated the next item was MPO Policy Board Member Comments.

Chairman Strong stated this would be his last MPO meeting, that the baton had been passed to him he believed seven years prior, and it was time to pass it to somebody else.

Chairman Strong stated it had been productive, in looking at these numbers. He continued that it was a little less for this meeting because some projects had come off the list. He stated the attendance at this time was a lot more than it had been in years past, and he wanted to commend everyone on this, the mayors, Mr. Vincent, and everybody who supported it. He stated there had been a lot of good projects going on, and if they could just get the federal government to participate at a higher level, they would really have some projects going.

Chairman Strong stated it had been an honor to serve, and he appreciated it.

Chairman Strong stated the next item on the agenda was the 2023 MPO Meeting Schedule. He stated the meetings were scheduled for February 15, May 17, August 16, and November 15.

Chairman Strong asked Mr. Vandiver if there was anything else.

Mr. Vandiver, on behalf of the MPO staff, thanked Chairman Strong for his service.

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

Chairman, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on November 9, 2022, at 4:20 p.m.)