

**CITIZENS ADVISORY COMMITTEE OF THE  
HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION**

**MINUTES**

**Regular Meeting - November 13, 2023 - 5 p.m.**

**Huntsville, Alabama**

**Committee Members:**

Mr. Russ McDonald	Chairman, City of Huntsville
Mr. Matthew Brown	City of Huntsville
Mr. Trent Griffin	City of Huntsville
Mr. John Ofenloch	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Houston Matthews	Madison County

**MPO Staff Members:**

Mr. James Vandiver  
Mr. James Moore

**Also Present:**

Ms. Jo Beth Gleason	Planning Department, City of Huntsville
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The meeting was called to order by Chairman McDonald at the time and place noted above.

The minutes of the meeting of the Citizens Advisory Committee on August 14, 2023, were approved as submitted.

Chairman McDonald said the next item on the agenda was Jurisdiction Reports, and he asked if there was anything to be reported from Madison County.

Mr. Matthews said he did not have anything at this time, that he had intended to have a report, but the time had slipped up on him, and he did not have it.

Chairman McDonald asked if there was a report from the City of Huntsville, the City of Madison, the Town of Triana, or the Town of Owens Cross Roads.

There was no response.

Chairman McDonald said the Committee would consider the Action Items on the agenda, and he recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said the first resolution was Resolution No. 17-23, and it adopted the revised MPO boundaries, reflecting urban area boundary changes following the 2020 Census. He said that after every census, the Census Bureau released the urban area boundaries for every city, or every urban area, in the United States, and that the most recent ones were released on December 28, 2022. He said that per federal regulations, an MPO with an urban area of more than 50,000 population had to include all that census urban area in the Metropolitan Planning Area, or MPA.

Mr. Vandiver said he had brought some visual aids, which were on the table, and he said they had to include all the yellow/orange areas on the map within their boundary, so the new MPO boundary would extend a little farther into Limestone County than it had previously, to account for those changes. He said they had not removed any areas out of the MPO, that all of Madison County was still included within the MPO area.

Mr. Ofenloch asked where 65 was.

Mr. Vandiver indicated 65 on the map, noting that it made up the farthest western boundary. He said they were on the eastern end and the Decatur MPO took up on the western side of 65.

Mr. Ofenloch asked if that was even though the city of Huntsville was

beyond 65, they were not in their MPO.

Mr. Vandiver indicated the area where the city of Huntsville had annexed, and he said what they were dealing with were the urban areas, and that area was not considered urban.

Mr. Ofenloch asked what would happen if it became urban.

Mr. Vandiver said if it became urban, it would become part of the Huntsville urban area, and they would have to make that change, but this only happened every 10 years.

Mr. Ofenloch asked if that was also true with the area they had annexed across the river.

Mr. Vandiver said that area was not urban, so it was not part of their Metropolitan Planning Area.

Mr. Slyman asked when one went north of 72, what the road was that was going north and south.

Mr. Vandiver said it was Mooresville Road.

Mr. Vandiver said that just to show the changes between 2022 and 2020, the boundary he was indicating was what it was currently, and it was a little bit farther to the east. He said what he was indicating was East Limestone Road, and it was the next road over, that it was right there by East Limestone and Capshaw, about where it ended at this time. He continued that now they would go to Piney Branch, which was the new urban area boundary, and that was the farthest extent of the Huntsville urban area. He said then they moved along Mooresville Road and went around the town of Ardmore, at the top of the map.

Mr. Griffin asked how "urban" was defined in relation to this.

Mr. Vandiver said the Census defined urban areas, and there were different levels of urban boundaries, but he believed it was up to 400 housing

units per square mile, that it was based on housing unit density, and there were different levels of it, depending on if it touched other urban lots. He said it was a little convoluted, but that was typically what it was. He continued that they had just changed that, that it was based on population density, 1,000 people per square mile, that that was the simple rule for it, and now it had been changed to housing units, and there were different levels of it. He said this had confused a lot of people.

Mr. Vandiver said they had also had something else happen, and he indicated an orange area, stating it was the Hampton Cove area, and he said it had been separated out of the Huntsville urban area, so, technically, they did not have to include it in their MPO; however, this was a fast-growing area of Huntsville, and it was considered urban, so they were going to continue to plan for it.

Mr. Ofenloch asked why that area was taken out.

Mr. Vandiver said that was an excellent question.

Mr. Griffin asked if that was according to the new rules or the old rules.

Mr. Vandiver said it was according to the new rules.

Mr. Matthews asked if it was not considered technically urban.

Mr. Vandiver said it was considered urban, but it was considered a separate urban area, but it was not big enough to be its own MPO because it only had about 20,000 people. He said they were going to continue to plan for this area. He said they had to include any areas they thought would become urban over the next 20 years in their Long-Range Transportation Plan forecast, and that was why they included all of Madison County and those portions of Limestone County.

Mr. Slyman asked what MPO Athens was a part of.

Mr. Vandiver said Athens was not part of an MPO at this time, that it was part of the TARCOG RPO, and that was where their projects would go through.

Mr. Slyman asked if west of Mooresville Road, there was no MPO in that section.

Mr. Vandiver said that was correct. He said the only area where they touched an MPO was down by 565 and 65, and that was the Decatur MPO. He said Decatur had a big enough urban area for an MPO.

Mr. Slyman asked what happened when an area became part of an MPO.

Mr. Vandiver said it depended, that if it was an incorporated area, they could choose to join the MPO. He said that currently, they had no plans to expand their MPO Policy Board. He said they had reached out to Athens and Limestone County, that there was a small portion of the city of Athens they had to incorporate into the MPO, and of course, also, they had expanded farther into Limestone County. He said if these were approved by the MPO Policy Board, they were going to reach out to them, in a formal letter, and explain to them their options, and if they wanted to be incorporated into membership. He said that per federal regulations, 75 percent of the urban area population had to be represented by the MPO Policy Board, and, currently, between the four mayors and the Chairman, they had 96 percent represented, so they were within federal compliance with or without Athens and Limestone County.

Mr. Vandiver said he had one more boundary to show them, and he said where he was indicating was called a "Smoothed Urban Area." He said that as they could see on the map, the Census Urban Area had a lot of non-contiguous areas along where he was indicating, so when FHWA was looking at the classification of a road, say, 231/431, north of Huntsville, that it went in and out of the urban area, so they wanted to have a more clear delineation between

what was "urban" and what was "rural," so they had incorporated that into the orange boundary that was on this map, and on that other map as well. He said they had to include all of that in their MPO area. He continued that just for comparison purposes, they also included the smoothed urban boundaries, such as Huntsville Southeast and the Athens urban area, but those were not ones that the MPO had to approve.

Mr. Brown recommended approval of Resolution No. 17-23, adopting the revised MPO Study Area and smoothed urban area boundaries as prepared and presented.

Said motion was seconded by Mr. Matthews.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was a 2024-2027 STIP Amendment, and he recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 19-23 supported the addition of multiple TIP projects to the 2024-2027 Statewide Transportation Improvement Program. He said the Statewide Transportation Improvement Program, the STIP, was the statewide version of what had been adopted in August, for the MPO Transportation Improvement Program, the TIP. He said all projects in the TIP were supposed to be included in the STIP; however, due to different deadlines between ALDOT and the MPO, the MPO was revising its TIP up until adoption, in August, and ALDOT had not incorporated some of the projects in the TIP into the STIP, so this was a resolution that supported these 19 projects that were in the TIP that were not included in the STIP.

Mr. Vandiver said most of these were transit projects, but there was one

roadway project, the Utility Phase of State Route 53, that they had incorporated a small Utility Phase. He continued that that was the widening portion, between Taurus Drive and Harvest Road, that that was the next section of it, that it was about a mile long. He said there were 19 projects on this, and one was the Utility Phase of that SR-53 project, and it was about \$505,000. He said the next 17 were projected allocations to Huntsville Transit from FTA, that this was what they did every year, that it was their annual allocation for things like new buses, for maintenance, and for operating assistance. He said the very last one there was one they had in the TIP as well, and it came in kind of late. He said Alabama A&M had received a low/no emissions grant from FTA. He said the CAC members were aware that A&M had been working on creating a zero-emissions transit fleet, and they had been buying battery/electric buses, and what they were doing now was they had received a low/no grant to upgrade their bus storage facility, and also to incorporate solar power into their facility, and that was what that grant was for. He said they had it in the TIP, but it was not in the STIP.

Mr. Ofenloch said he was wondering how much taxpayers were paying to support the city bus system, noting that he saw a lot of zeroes up there.

Mr. Vandiver said this was over three years, that these were the allocations, that this was a 2024-2027 plan. He said the transit funding came in, say, in 2024, and it would not get spent until 2025. He said there were different groupings, and he would give a couple of examples. He said they could see it kind of repeated itself after a while. He said there was Transit Operating Assistance, ADA, Other Capital Projects, RV, and Capital maintenance. He said that kind of repeated itself over the next three years. He said these were the allocations they expected to get. He said he would say this

was approximately \$5 million a year in transit funds for these.

Mr. Griffin recommended approval of Resolution No. 19-23, supporting the listed projects to be included in the next amendment of the 2024-2027 Statewide Transportation Improvement Plan.

Said motion was seconded by Mr. Ofenloch.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was a 2024-2027 TIP Amendment.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 20-23 supported the addition of projects #100077274 and #100077899 to the "NHS/Interstate Maintenance/NHS Bridge Projects" section of the 2024-2027 TIP. He said they were back on the MPO side, the TIP. He said these were two new phases of a project that had been in the TIP, that it had been adopted in the final TIP, that it was the 565 widening from west of County Line to east of Wall-Triana Highway, that it was that last portion there that was still two lanes in each direction. He said they expected to get started on that in the next year. He said two phases had to be added, due to some conflicts that had arisen during the design of this project. He said there was a small Right-of-way Phase, \$15,000, that it was for an aerial easement over the Norfolk Southern Railway at Intergraph Way, which was right at the eastern end of this project. He said the Utility Phase was kind of in that same area, that it was a \$100,000 Utility Phase for moving some telecommunications equipment in that same vicinity. He said these were all Rebuild Alabama funds, so this was all state and matching federal funds, that no local or MPO funds were being used on this



project, that even the Construction Phase was all state and federal funds.

Mr. Slyman recommended approval of Resolution No. 20-23, amending the NHS/Interstate Maintenance/NHS Bridge Projects section of the FY 2024-2027 TIP to add projects #100077274 RW phase and #100077899 UT phase of "ADDITIONAL LANES AND RESURFACING ON I-565 FROM WEST OF COUNTY LINE ROAD TO EAST OF WALL TRIANA HIGHWAY."

Said motion was seconded by Mr. Griffin.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was a 2024-2027 TIP Amendment.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 21-23 supported the addition of Project #100076563 to the "Other Federal and State Aid Projects" section of the 2024-2027 TIP.

Mr. Vandiver said this was another TIP amendment. He said this was in the town of Mooresville, that they had received a Rebuild Alabama grant for resurfacing four streets in the town of Mooresville, including North Street, High Street, Lauderdale Street, and Broad Street. He said the total cost of the project was \$250,000. He said that with Rebuild Alabama funds, they typically did not approve resurfacing projects as a TIP amendment, that usually they were considered administrative modifications, but in this case, since they were using Rebuild Alabama funds, it was required.

Mr. Brown recommended approval of Resolution No. 21-23, amending the Other Federal and State Aid Projects section of the FY 2024-2027 TIP to add Project #100076563 CN phase of "RESURFACING NORTH STREET HIGH

STREET LAUDERDALE STREET AND BROAD STREET TOWN OF MOORESVILLE."

Said motion was seconded by Mr. Matthews.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was Resolution No. 22-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of projects #100077908 and #100077927 to the "Transportation Alternatives" section of the 2024-2027 TIP. He said this TIP amendment was for the Miller Branch Greenway, Phase I, in southwestern Madison County. He said this was the first of two Transportation Alternatives program grant recipients for the MPO funds for 2023. He said this one was in the city of Huntsville, and it was applied for by the City of Huntsville. He said there were two phases with this one, that there was the Preliminary Engineering Phase and the Construction Phase, and the total cost of those, combined, was \$962,500. He said MPO TAP funds would account for \$770,000 of that, and \$192,500 would come from the City of Huntsville, local match.

Mr. Vandiver said this was about 1.83 miles long, and it would be a paved greenway,

Mr. Vandiver said starting at the north, where he was indicating, was the Wall-Triana Highway, and it would run along Miller Branch to Beadle Lane, and then along Beadle Lane to Swancott Road. He indicated the River Landing Subdivision, and he said they could see parts of the runway of the Huntsville International Airport.

Mr. Vandiver asked Ms. Gleason if this was Airport property.

Ms. Gleason said part of it was, and she said they had agreed to grant an easement to the City of Huntsville, basically in that north section. She said it needed FFA approval, but most likely it would be approved.

Mr. Griffin asked if there would be no cost for the easement.

Ms. Gleason said there would not be, that it was a donation.

Mr. Griffin recommended approval of Resolution No. 22-23, amending the Transportation Alternatives Projects section of the FY 2024-2027 TIP to add projects #100077908 PE phase and #100077927 CN phase of "MILLER BRANCH GREENWAY PHASE I ALONG MILLER BRANCH FROM WALL TRIANA HIGHWAY TO BEADLE LANE THEN ALONG BEADLE LANE TO SWANCOTT ROAD IN THE CITY OF HUNTSVILLE."

Said motion was seconded by Mr. Ofenloch.

Mr. Slyman asked if there were any plans for this to connect to any other greenways anywhere.

Mr. Vandiver said he would let Ms. Gleason answer that.

Ms. Gleason said this was the first phase of a multi-phase greenway project. She said it started at Martin Road, near the Fanning Preserve, and it would go on, as Mr. Vandiver had said, to Old Swancott Road, and the rest of the greenway itself, the Miller Branch Greenway, went all the way to the Tennessee River, where the trails started in the Wheeler Life Refuge. She said it would also lead up to the Singing River Trail. She said that in all, it was about six miles, the Miller Branch Greenway.

Mr. Slyman asked if it was the plan for all the greenways to be attached.

Ms. Gleason replied in the affirmative.

Mr. Slyman asked what year that would be.

Ms. Gleason said she could not answer that question.

Ms. Gleason said the reason they had picked this project was that the TA Program encouraged acquisition, and this was kind of a low-hanging fruit project because they only had two property owners, the Airport Authority and the City of Huntsville, and with the Airport Authority, the Land Trust was already negotiating with them to donate those easements, and they were all about it, so it was a pretty quick project for them to get funding for, that it was a good, eligible project for TAP.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was Resolution No. 23-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 23-23 supported the addition of project #100077909 to the "Transportation Alternatives" section of the 2024-2027 TIP. He said this was the second of the two TAP grant recipients for this year, with MPO funding. He said this was the Madison County Railroad Greenway in northeast Madison County. He said there was just the Construction Phase on this one, and the total cost of that phase was \$956,656. He said this was broken out into \$765,325 of MPO TAP funds and \$191,331 in Madison County local match funds. He said this would run from the Flint River, which he indicated on the displayed screen, noting they could see the floodway and Riverton Elementary School, and it would cross Bell Factory Road and go to Smokey Hills Court. He said this used an old railroad right-of-way, for those who were familiar with this part of Madison County. He said this was going to be the very first greenway segment in unincorporated Madison County. He said he believed it was about 1.2 miles.

Mr. Griffin asked if Smokey Hills Court was off of Winchester.

Mr. Vandiver replied in the affirmative.

Mr. Ofenloch asked what the difference was between Huntsville-Madison County Railroad and Madison County Railroad.

Mr. Vandiver said this was just the name of the TAP application that Madison County put forth.

Mr. Ofenloch asked if this was part of the Huntsville-Madison County right-of-way that went all the way to New Market.

Mr. Matthews said that right-of-way ended before one would get to Shields Road. He said this was the same rail line, but Madison County had acquired the physical right-of-way, and it went a long way up, that it was really county property, but there was a previous railroad right-of-way, that there was an acquisition. He said the Huntsville-Madison County Railroad ended somewhere before one would get to Chase. He said it might cross Shields, but he did not think so, that he thought it ended somewhere before one would get to Shields Road.

Mr. Slyman recommended approval of Resolution No. 23-23, amending the Transportation Alternatives Projects section of the FY 2024-2027 TIP to add project #100077909 CN phase of "MADISON COUNTY RAILROAD GREENWAY FROM THE FLINT RIVER TO SMOKEY HILLS COURT IN MADISON COUNTY."

Said motion was seconded by Mr. Griffin.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was Resolution No. 24-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 24-23 adopted and supported the

2024 Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT. He said these were the Performance Measures they saw every year, that this was for calendar year 2024, for the entire state.

Mr. Vandiver said for 2024, the Fatalities Target was 1,000; the Fatality Rate was 1.4 per 100 million vehicle miles traveled; Serious Injuries was 6,400; the Serious Injury Rate was 9.8 for 100 million vehicle miles traveled; and Non-Motorist Fatalities and Serious Injuries was 400. He said if they were wondering about the comparisons between 2023 and 2024, the number of Fatalities and Non-Motorist Fatalities and Serious Injuries had stayed the same, and the Fatality Rate, Serious Injuries, and Serious Injury rate had actually gone down slightly, for the Targets.

Mr. Vandiver said these were the goals that were adopted by all MPOs in the state, that they did not have specific goals just for the Huntsville MPO.

Mr. Ofenloch asked if this was a rolling average, year after year.

Mr. Vandiver said that was correct, that it was a five-year average.

Mr. Brown asked how this took into account the new boundaries for the MPOs.

Mr. Vandiver said these were statewide targets.

Mr. Griffin recommended approval of Resolution No. 24-23, concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Statewide Safety Performance Measurement (PM1) Measures and Targets, as approved by ALDOT.

Said motion was seconded by Mr. Brown.

Mr. Matthews asked Mr. Vandiver if he knew what the actual fatality rate was, compared to the target.

Mr. Vandiver said he did not, but Ms. Gleason might know that.

Ms. Gleason asked if the question was for the state of Alabama.

Mr. Matthews said the statewide five-year rolling average target for Fatalities was 1,000, and he asked what the actual number was.

Ms. Gleason said the fatality rates went by 100,000 people. She said for 2020, the fatality rate, noting that that was just fatalities, not fatal accidents, in the state of Alabama, was 18.6.

Ms. Gleason said her figures came from NHTSA, the National Highway Traffic Safety Association.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was Resolution No. 25-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 25-23 supported the addition of project #100077910 to the "Other State and Federal Aid Projects" section of the 2024-2027 TIP. He said this was the Aldridge Creek Railroad Bridge Replacement. He said this was on the Huntsville-Madison County Railroad Authority Railroad Line that was currently active, as a follow-up from their discussion earlier on the Madison County Railroad Greenway.

Mr. Vandiver said this was the Construction Phase, and the total cost was \$6,320,200. He said the Huntsville-Madison County Railroad Authority had received a 2023 CRISI, or a Consolidated Rail Infrastructure and Safety Improvements, grant from the Federal Railroad Administration, FRA. He said that \$3,476,110 would come from the CRISI grant; \$844,090 would come from the Huntsville-Madison County Railroad Authority; \$1,000,000 would come from the State, or the Alabama Department of Economic and Community Affairs, or ADECA; and then another \$1,000,000 would come from the City of

Huntsville.

Mr. Vandiver said this railroad bridge was apparently not doing too well, and in order to serve industrial customers farther south along this railroad line, this bridge needed to be replaced.

Mr. Brown asked if there was a plan to eventually make this a greenway, or if it did not extend that far down.

Mr. Vandiver said he did not believe it extended that far south. He said the Aldridge Creek Greenway ran where he was indicating on the display, and he said there was a trestle, and that was the bridge that was going to be replaced. He said he believed the greenway portions were a little bit farther to the north at this time. He asked Ms. Gleason if they had anything this far south on the greenway, for the railroad.

Ms. Gleason said she did not think so.

Chairman McDonald asked if the bridge replacement would put that stretch of the line out of service for a period of time.

Mr. Vandiver said he believed it would.

Mr. Slyman recommended approval of Resolution No. 25-23, amending the Other State and Federal Aid Projects section of the FY 2024-2027 TIP to add project #100077910 CN phase of "SAFETY EFFICIENCY CAPACITY IMPROVEMENT AND SERVICE RESTORATION PROJECT ALONG HUNTSVILLE MADISON COUNTY RAILROAD INCLUDING RAILROAD BRIDGE REPLACEMENT OVER ALDRIDGE CREEK IN THE CITY OF HUNTSVILLE."

Said motion was seconded by Mr. Griffin.

Chairman McDonald called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.



Chairman McDonald said the next item was Administrative Modifications.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said the first Administrative Modification was for two support letters the MPO Chairman had signed since the last meeting. He said the first one was a Recreational Trails Program, or RTP, support letter, for the Madison County Greenway (Phase 2). He said this was the Madison County Railroad Greenway they were talking about earlier. He said that Phase 2 would go from Smokey Hills Court, south of Winchester, to County Lake Road. He said they were applying for a Recreational Trails grant in partnership with the Land Trust.

Mr. Vandiver said the other letter was for a Reconnecting Communities grant the City of Huntsville applied for, for the PARC project, otherwise known as the "Skybridge." He said this would supplement the RAISE grant funding that was given to the City the prior year.

Mr. Ofenloch asked if they were building this because they had the money from the feds, if that was the main driver.

Mr. Vandiver asked if Mr. Ofenloch was talking about the PARC project.

Mr. Ofenloch said he was talking about the bridge.

Mr. Vandiver said it was a lot more than just the bridge, that there were a lot of drainage improvements, that they were working on flood control, which was a persistent problem in that area. He said that was a part of it, and he felt the bridge was an added bonus, on top of all that. He said this was the bridge from downtown to Lowe Mill, the pedestrian bridge that would go over Memorial Parkway and Governors Drive.

Mr. Ofenloch asked what the status was of the other useless bridge, the

one on the east side of Big Spring, the one just below the current City Hall. He said there was money, that they had bought some land years ago to put another overpass, like the one on the west side.

Mr. Vandiver asked if Mr. Ofenloch was referring to the one on Church Street.

Mr. Ofenloch replied in the affirmative.

Mr. Vandiver said that was still on the books, that that money was still there, that they were talking about doing that bridge at some point in the next years, that it was in their TIP.

Mr. Vandiver said Administrative Modification B was a cost increase to a project, that it was the Utility Phase of additional lanes on James Record Road, from Laracy Drive to Trademark Drive, and Martin Road from Trademark Drive to Old Jim Williams Road. He said the old estimate was \$1,621,806, and the new estimate was \$1,769,341.66. He said this was adjusting to the lowest bid, noting that he believed the bids were submitted at the end of September for this project. He said that for the Utility Phase, there were no MPO funds, that this was what they called State Transportation Anywhere Funds, that this was all funded by the State, with a local match.

Mr. Vandiver said Administrative Modification C was a cost decrease to a project, the resurfacing of US 231/431 from Walker Lane to the Tennessee State Line. He said the old estimate was \$5,362,977, and the new estimate was \$4,666,179.55. He said these were all federal highway maintenance funds, that no MPO funds were being used on this project. He said this was the final estimate, given prior to authorization, and he believed it should be bid in December, with work to begin in the spring of 2024.

Mr. Vandiver said Administrative Modification D was a new level of

effort project, that it was Section 5339 Transit Madison County Commission Capital Rolling Stock FY 2023. He said the total cost of the project was \$93,159, and it would go toward the purchase of one transit van for the Madison County Transit System.

Mr. Vandiver said Administrative Modification E was a cost increase to a project, that it was Winchester Road additional lanes from Naugher Road to Bell Factory Road, the Right-of-Way Phase. He said this phase had been done for a while, that it had been completed for some time, but ALDOT was closing out the project, making sure all the money was in the right place, and there was about a \$10,000 overrun on the funds for the Right-of-Way Phase, so they had requested the MPO to add another \$7,570.52 MPO funds for this phase of the project. He said the new estimate for this Right-of-Way Phase was \$675,009.46, with the total MPO funds now being \$540,007.57. He said this was the final cost prior to the close-out, so they should not be hearing about this project anymore after this.

Mr. Vandiver said Administrative Modification F was a cost decrease to a project, that it was the Construction Phase of the Northern Bypass from east of Pulaski Pike to east of Memorial Parkway. He said this was a decrease of \$246,309.30. He said \$197,047.44 was going to be MPO funds, and \$49,261.86 was the Huntsville match. He said they had a final estimate, and they were adjusting this to the apparent low bidder. He said the project was bid in October, and the construction should begin in early 2024.

Mr. Slyman asked how long the project was supposed to take.

Mr. Vandiver said he did not know the answer to that, that he knew it was probably going to start in January.

Mr. Slyman asked if that was the actual construction.

Mr. Vandiver said it was the actual construction, that it was the service road, that they were not doing any overpasses or anything at this point. He said this was the first phase, to the Parkway.

Mr. Slyman asked if it was going to be controlled access all the way to the Parkway.

Mr. Vandiver said it was not controlled access. He said it was going to look a lot like what it looked like north of 53 currently, that it would have some cut-throughs, but there would not be any overpasses or limited access at this time.

Mr. Vandiver said he would do the ALDOT Project Update, noting they had already talked about some of these.

Mr. Vandiver said the first one was the Northern Bypass from Pulaski Pike to US Highway 231/431, that the bids were received in October, and the Utility work was under way, and the Roadway work should probably begin sometime in January, at a total cost of \$43 million.

Mr. Vandiver said the next project was Martin Road between Zierdt Road and Laracy Drive, that Phase I, the segment between Zierdt and Old Jim Williams, was complete, and Phase II, the segment they had been talking about, the Utility Phase, that those bids were received in late September. He said the total cost, combining both phases, was \$42 million.

Mr. Vandiver said the next one was North Parkway at Mastin Lake Road, and he said this project had begun, and it was approximately 10 percent complete, and the project cost was \$44 million.

Mr. Vandiver said the next one was Access Management on US 231 between Weatherly Road and Hobbs Road, on South Parkway, and the plans were 85 percent complete, that the Right-of-Way acquisition would begin in

the current fiscal year, and the estimated cost was \$15 million, with an anticipated Construction start date of FY 2025.

Mr. Vandiver said the next one was Winchester Road from Dominion Circle to Naugher Road, that the plans were 90 percent complete, that the Right-of-Way acquisition was ongoing, that the Utility relocation work would begin in this fiscal year, and the estimated cost was \$28 million, with an anticipated start date of FY 2025.

Mr. Vandiver said the next project was State Route 255, Research Park Boulevard, widening. He said this was substantially complete, between 565 and University Drive, and the total project cost was \$23,415,000.

Mr. Vandiver said the next one was US 72 West between Providence Main and County Line Road, that the environmental documentation was ongoing, and they were still expecting to break this up into multiple phases, with Phase I having an FY 2025 start date, with the plans being 90 percent complete. He said the estimated cost was \$85 million.

Mr. Brown asked if the estimate was for the entire project or just Phase I.

Mr. Vandiver said he believed it was for the entire project.

Mr. Vandiver said the next one was State Route 53 widening from Taurus Drive to Harvest Road, that this was the next phase of Alabama 53 widening, and the plans were 85 percent complete, that the estimated cost was approximately \$10 million, with an anticipated start date of this fiscal year.

Mr. Vandiver said the next project was Madison Boulevard from Westchester Road to Flagstone Drive, working on resurfacing and an intersection improvements project at Wall-Triana, that the plans were 65 percent complete, and the estimated cost was \$5.6 million, with an anticipated start date of the following year.

Mr. Vandiver said the next one was Four Bridge Replacements on Old Highway 431, over the Flint River. He said this project was substantially complete, and the cost was \$13.5 million.

Mr. Vandiver said the next one was I-65 Additional Lanes from County Line Road to Wall-Triana Highway, that the plans were 95 percent complete, at an estimated cost of approximately \$47 million, with an anticipated start date of the following year.

Mr. Vandiver said the next one was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road, that the plans were 75 percent complete, that Right-of-Way acquisition was anticipated to begin this fiscal year, with a projected start date of FY 2026, with an estimated cost of \$13.5 million.

Mr. Vandiver said the next one was Intersection Improvements on Wall-Triana Highway at Graphics Drive, south of 565. He said the project was substantially complete, with an estimated cost of approximately \$1.9 million.

Mr. Vandiver said the next one was Widening Blake Bottom Road from Jeff Road to SR 255, that the plans were complete, that the Right-of-Way acquisition was almost complete, and the estimated cost was \$20,805,000, with an anticipated start date of this fiscal year.

Mr. Vandiver said the next one was Intersection Improvements at SR 53 at Harvest, McKee, and Old Railroad Bed roads, that the bids were received in August 2023, and work should begin fairly soon, probably by the end of the year, and the total project cost was \$3.7 million.

Mr. Ofenloch asked if part of this had already been four-laned.

Mr. Vandiver replied in the negative, stating this was north of the four lanes. He said he thought they were adding left turn lanes, that there was some

congestion going on there.

Mr. Vandiver said the next one was the Arsenal East Connector, and he indicated the first segment, from Bob Wallace to Gate 10. He said Preliminary Engineering was under way, with an estimated cost of \$30 million, and an anticipated start date of FY 2025.

Mr. Slyman asked what the road going over was, if it was new.

Mr. Vandiver said this would be a new road alignment. He said there was a no-build alternative for this project, but the hope was that it would be a new road behind the Huntsville Botanical Garden, to go between the Botanical Garden and the Metro Sportsplex, and then parallel Patton Road to close to Gate 10, the current Gate 10.

Mr. Slyman asked if the section where it was going behind the fields and all was Arsenal property.

Mr. Vandiver said it was right on the edge of it, that it hugged it.

Mr. Ofenloch said that it was, that he thought the Arsenal had yielded the land for the ball fields and everything.

Mr. Slyman said he thought they still owned that land, but they just let them use it, and that was the same way with the Space & Rocket Center, that the Arsenal still owned the land, but it was outside the gate.

Mr. Ofenloch asked if they were building a whole new interchange at Bob Wallace.

Mr. Vandiver said it would be a new intersection.

Mr. Ofenloch asked if that would be a full cloverleaf.

Mr. Vandiver said that was still to be determined.

Mr. Vandiver said the total amount of work in design and construction was now \$426,399,600.

Chairman McDonald asked if these slides would be on the MPO website.

Mr. Vandiver said they would be after the MPO Policy Board meeting on the upcoming Wednesday.

Chairman McDonald said the next item on the agenda was Opportunity for Public Comment, and he asked if there were any members of the public who would like to comment at this time.

Chairman McDonald asked if any CAC members had any comments.

Mr. Slyman said that earlier there was something said that they might be moving up the Capshaw-Old Monrovia widening, and he asked if there was anything to that.

Mr. Vandiver said he did not have any update on that at this time, but he believed he had mentioned at the last meeting that the mayors and the chairman at one of the TIP work sessions had discussed having Capshaw as a priority project, that they agreed to that, and that was the last time they had had any discussion about that. He said he could get an update on that.

Chairman McDonald said he had a question related to the traffic count in the Greenbrier area, the Greenbrier exit off of 565, going into Greenbrier, and then where the old Highway 20 widening was, at the intersection of County Line Road. He said they were experiencing a lot more traffic because of the Mazda Toyota Plant, Amazon, and all of that, and he was noticing some problem areas out there. He said these roads were brand new, that they had just been built, and he asked if anybody was periodically monitoring the traffic flows and backups, and all of that.

Mr. Vandiver said for that area, City of Huntsville Traffic Engineering would be monitoring it. He said they had a rigid schedule for monitoring traffic, but there were, of course, situations where they could take a look at it,



and he could definitely reach out to them on that.

Chairman McDonald said when one was traveling east on Old Highway 20, noting he guessed it happened in the rush hours, there would be people trying to turn from Old 20 south, going toward the 565 interchange, and there was only one turn lane going right, so traffic would back up on the Old 20. He said it looked like there needed to be two turn lanes going right, and it was also vice versa, going in like that, that it looked like there should be two turn lanes going in and out of that intersection rather than one.

Mr. Ofenloch said Old 20 did not go straight through there, that when you got to that intersection, you either had to turn left or turn right, and he agreed on this, that he had seen some bad accidents there, that it had been after it happened, but it looked like coming off of 20, trying to get to the interstate.

Mr. Vandiver asked if this was at Greenbrier Parkway and Old Highway 20.

Chairman McDonald said it was at County Line Road and Old Highway 20, the east end of Old Highway 20.

Mr. Vandiver said he could certainly reach out to Traffic Engineering concerning that.

Chairman McDonald said another place was that when you were at 565 and turning north, going toward Greenbrier, it was really a blind spot, that you would be trying to turn right, and people would be coming from the south, or they were coming from Decatur, and they would be taking that new loop, and they would come flying over that hill, and it was a blind hill, and if you were trying to pull out, it was a problem. He said he did not know if there needed to be another red light down there or something, but that was a tough spot right there.

Mr. Vandiver said he would reach out to Traffic Engineering about those two problem spots.

Mr. Ofenloch said Mazda Toyota was running at half speed, one-and-a-half shifts out of three, and if they hired the people they were looking for, it would be a zoo out there.

Mr. Vandiver said he wanted to give them the meeting schedule for the upcoming year, and he said the meetings would be held on March 4, June 10, August 5, and December 2. He said they would be meeting on March 4 in the room they were meeting in at this time, and after that, it would be in the new City Hall, that probably June 10 would be their first meeting in the new City Hall.

Chairman McDonald said if there was nothing further to come before the CAC, the meeting was adjourned.

**(Meeting adjourned at 6 p.m. on November 13, 2023.)**