

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

MINUTES

Regular Meeting - November 15, 2023 - 4:00 p.m.

Huntsville, Alabama

Members Present:

Mr. Mac McCutcheon, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Paul Finley	City of Madison
Mr. Curtis Vincent	ALDOT
Mr. John Meredith	Huntsville City Council

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 McCutcheon.

The Minutes of the Regular Meeting of the MPO Policy Board held on August 16, 2023, were approved as submitted.

Chairman McCutcheon said the next item on the agenda was Resolution No. 17-23, and he recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution would adopt the Revised MPO Boundaries, reflecting urban area boundary changes following the 2020 Census. He said the US Census Bureau had released new Census Urban

Area boundaries on December 28, 2022, and they were required by federal regulations to include all of the Census Urban Area in their Metropolitan Planning Area, or Study Area. He said this meant they had to extend a little bit farther into Limestone County than they had previously.

Mr. Vandiver said the areas shaded in orange on the displayed map were part of the Huntsville Census Urban Area. He indicated the Madison/Limestone county line, and he said the area he was indicating was added to the Huntsville Urban Area in 2020, so they had to include all the areas in orange in order to remain compliant with federal regulations.

Mr. Vandiver displayed another slide, and he said this was the proposed Study Area, which included all of Madison County. He said no areas had been removed from the Metropolitan Planning Area, that they had just added some areas in Limestone County. He said the area in pink was what was currently the MPO area, so they could see they had added a little bit of area where he was indicating. He said there was Menefee Road and Capshaw Road, and then McCulley Mill Road was the western boundary, along 72. He said the new western boundary was at Piney Branch, if they were familiar with that area out in Limestone County, noting that Isom's Orchard was right out there, on 72. He said then it went along Mooresville Road and around the town of Ardmore, and then to all of Madison County.

Mr. Vandiver displayed another slide, and he said another boundary they would be considering was the FHWA Smoothed Huntsville Urban Area. He said this was something FHWA asked them to look at when they were revising their Study Area boundaries, that it really helped them with classifying urban versus rural roads when it came to funding and to classifying them. He said they had seen the Census Urban Area previously. He said it was not

contiguous, that there were little areas out where he was indicating on the displayed map, in Northwest Madison County, that were not contiguous with the remainder of the Huntsville Urban Area, noting that if they were looking at a project on Highway 53, it would go in and out of urban and rural areas. He said this made a more clear delineation between those urban and rural areas. He said this was something they had to do for all urban areas in the state of Alabama, that they had one for the Huntsville Southeast urban area, which was carved out by the Census Bureau in 2020. He said he was not exactly sure why, because this was a fast-growing part of the city of Huntsville and part of their commuter area. He said they had created a smoothed urban area for this part, and it would remain in their MPO, so they would continue to plan for that area.

Mr. Vandiver indicated the Athens urban area on a displayed map, and he said there would be a smoothed urban boundary for them, but that was not part of their MPO Study Area.

Mr. Meredith moved for approval of a resolution adopting the revised MPO Study Area and smoothed urban area boundaries, as prepared and presented.

(RESOLUTION NO. 17-23)

Said motion was seconded by Mayor Finley and was unanimously adopted by the MPO Board members present.

Chairman McCutcheon said the next item on the agenda was Resolution No. 19-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of multiple projects to the 2024-2027 Statewide Transportation Improvement Program. He said they had adopted the Final Transportation Improvement Program for

the MPO back in August, and these projects he was bringing before them at this time had all been approved as part of that TIP. He said the Statewide Transportation Improvement Program should include all the projects from the TIP. He said they had identified 19 projects that were approved by the MPO in the TIP that were not included in the final version of the Statewide Transportation Improvement Program.

Mr. Vandiver said most of these were transit projects, and they also had a Utility Phase of the next iteration of the State Route 53 Widening, which was the section between Taurus Drive and Harvest Road.

Mr. Vandiver said he would display a quick list, and he said there was that Utility phase, at a total cost of \$505,000. He said all these projects were in the TIP currently, so they had been approved by the MPO, that ALDOT had requested that they have a resolution to support an amendment to the Statewide Transportation Improvement Program. He said 17 of these were Huntsville Transit allocations over the next three to four fiscal years, that they were for things like buying new buses, operating assistance, that these were funds that were already allocated, or would be allocated, to Huntsville Transit, based on federal funding formulas. He said the very last one was a Low-No Emissions grant for Alabama A&M University. He said this was a Federal Transit Administration grant they had received back in June, and it was for bus storage facility improvements to their facility on the A&M campus. He said the total cost of this grant was \$8,122,850.

Mr. Vandiver reiterated that these were in the TIP already, that the board had already approved these, that they were just supporting that these would move up to the next level.

Mayor Battle moved for approval of a resolution supporting projects to

be included in the next amendment of the 2024-2027 Statewide Transportation Improvement Program.

(RESOLUTION NO. 19-23)

Said motion was seconded by Mr. Meredith and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon said the next item on the agenda was Resolution No. 20-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of two projects to the NHS/Interstate Maintenance/NHS Bridge Projects section of the 2024-2027 TIP.

Mr. Vandiver said these were two new phases to the I-565 Widening, from west of County Line to east of Wall-Triana Highway. He said the first one was a Right-of-Way phase, at a total cost of \$15,000, and it was for an aerial easement for the Norfolk Southern Railway, which passed under the interstate at Intergraph Way, on the very eastern end of this project. He said the other one was a Utility Phase, at a total cost of \$100,000, and that was for moving telecommunications equipment in that same area there, Intergraph Way, that underpass there. He said these were state and federal funds, that no local or MPO funds would be used for these phases.

Mr. Vincent moved for approval of a resolution 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."

(RESOLUTION NO. 20-23)

Said motion was seconded by Mr. Meredith and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon said the next item was Resolution No. 21-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of a project to the Other Federal and State Aid Projects section of the 2024-2027 TIP.

Mr. Vandiver said this was a resurfacing project in the Town of Mooresville, and the total cost of the project was \$250,000, and it would resurface four streets in the town of Mooresville, including North Street, High Street, Lauderdale Street, and Broad Street. He said typically they did not bring resurfacing projects before the board, that typically they were maintenance projects, that they called them "level of effort projects," so they typically did not need a TIP amendment, but since the town of Mooresville was using Rebuild Alabama funds, it required a TIP resolution. He said no MPO funds were being used on this project.

Mayor Finley moved for approval of a resolution 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."

(RESOLUTION NO. 21-23)

Said motion was seconded by Mr. Meredith and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon said the next item on the agenda was Resolution No. 22-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of two projects

to the Transportation Alternatives section of the 2024-2027 TIP.

Mr. Vandiver said this was the first of two MPO TAP grant funds recipients for 2023. He said these TAP grant funds were exclusively for the use of MPO member jurisdictions, and this one was applied for by the City of Huntsville. He said this was Miller Branch Greenway Phase 1 in Southwest Madison County. He said there were two phases of this project, a Preliminary Engineering Phase and a Construction Phase, and the total cost of both phases combined was \$962,500. He said the breakdown of that TAP grant was \$770,000, for MPO TAP grant funds, and the City of Huntsville was putting up a \$192,500 match. He said this was a 1.83-mile paved greenway, and he indicated on the displayed map Wall-Triana Highway and the River Landing Subdivision, and the town of Triana, on the bottom right. He said they could see some of the taxiways and runways of the Huntsville International Airport on the top left. He said this would run down along Miller Branch to Beadle Lane and along Beadle Lane to Swancott Road.

Mr. Vandiver said this was all City of Huntsville and Airport property, so it would not require Right-of-Way acquisition.

Mr. Meredith moved for approval of a resolution 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 1 ALONG MILLER BRANCH FROM WALL TRIANA HIGHWAY TO BEADLE LANE THEN ALONG BEADLE LANE TO SWANCOTT ROAD IN THE CITY OF HUNTSVILLE."

(RESOLUTION NO. 22-23)

Said motion was seconded by Mayor Finley.

Chairman McCutcheon asked if there was any discussion.

Chairman McCutcheon called for the vote on the above resolution, and it was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon said the next item on the agenda was Resolution No. 23-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of a project to the Transportation Alternatives Section of the 2024-2027 TIP.

Mr. Vandiver said this was the second of their two MPO TAP grant funds recipients, and this was in northeast Madison County, and it was called the "Madison County Railroad Greenway," and this was the Construction Phase of this project, and the total cost was \$956,656. He said a breakdown of these funds was \$765,325 coming from MPO TAP funds, and Madison County was putting up a \$191,331 match. He said this was a 1.2-mile paved greenway along an abandoned railway right-of-way, running from the Flint River along this railway right-of-way he was indicating on the displayed map to Smokey Hills Court. On the displayed map, he indicated Winchester Road, Riverton Elementary School, and Bell Factory Road. He said this would be the first greenway project in unincorporated Madison County. He said it was in the Riverton Community in Northeast Madison County.

Mayor Battle moved for approval of a resolution 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."

(RESOLUTION NO. 23-23)

Said motion was seconded by Mr. Meredith.

Chairman McCutcheon asked if there was any discussion.

Chairman McCutcheon said he would like to say, from the County standpoint, that the work had been done through their Engineering Department, and this being the first they had encountered, this would be a good project for that area, going north in the county, and it would give people more access to the resources they had in that area.

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

Chairman McCutcheon said the next item on the agenda was Resolution No. 24-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution would adopt and support the 2024 Statewide Safety Performance Measurement (PM1) Targets. He said these were statewide targets that were updated every year as part of their Performance Measurement requirements by FHWA. He said these were statewide targets, and they were based on a five-year rolling average, and these were calendar year 2024 targets.

Mr. Vandiver said that for Fatalities statewide, 1,000; Fatality Rate, 1.4 per 100 million vehicle miles traveled; Serious Injuries, 6,400; Serious Injury Rate, 9.8 per 100 million vehicle miles traveled; and Non-Motorist Fatalities and Serious Injuries, 400. He reiterated that these were updated every year, and he said the Fatalities and Non-Motorist Fatalities had stayed the same, but the Fatality Rate, Serious Injuries, and Serious Injury Rate had gone down slightly from the prior year's target.

Mayor Battle moved for approval of a resolution adopting and supporting the Statewide Safety Performance Measurement (PM1) Measures

and Targets, as approved by ALDOT.

(RESOLUTION NO. 24-23)

Said motion was seconded by Mr. Meredith.

Chairman McCutcheon asked if there was any discussion.

Mr. Meredith asked what the consequences were if they missed the targets, or if there were any consequences.

Mr. Vandiver said these were statewide targets, and as of this time, there were no penalties, at least on the MPO side, but that could change in the future.

Mayor Finley asked if they would get updates on these, if for 2023, they would get this in the first quarter of 2024.

Mr. Vandiver said these were calendar year 2024 targets, and they had 180 days from when ALDOT gave them to them to approve them. He said he thought probably the latter half of the following year, they would get calendar year 2025 targets, based on that five-year rolling average.

Mayor Finley said he was going the other way, and he asked if at the first meeting in 2024, maybe the March meeting, they could get the 2023 statewide results, so they would be able to see how they matched up against what was approved the prior year.

Mr. Vandiver said they had not done that in the past, but they could certainly try.

Mayor Finley said it would be good to know.

Chairman McCutcheon called for the vote on Resolution No. 24-23, and it was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon said the next item on the agenda was Resolution No. 25-23.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said this resolution supported the addition of a project to the Other State and Federal Aid Projects section of the 2024-2027 TIP.

Mr. Vandiver said this was a railroad bridge replacement in southern Madison County, over Aldridge Creek, on the Huntsville-Madison County Railroad Authority Line. He said this was the Construction Phase of this project, at a total cost of \$6,320,200. He said the Railroad Authority had received a 2023 CRISI, or Consolidated Rail Infrastructure and Safety Improvements, grant from the Federal Railroad Administration to replace the bridge. He said it was an aging bridge, down by Ditto Landing. He said the total CRISI grant was \$3,476,110; that the Huntsville-Madison County Railroad Authority was contributing \$844,090; that ADECA, or the Alabama Department of Economic and Community Affairs, was contributing \$1 million; and the City of Huntsville was contributing \$1 million.

Mr. Meredith moved for approval of a resolution 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."

(RESOLUTION NO. 25-23)

Said motion was seconded by Mayor Battle and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon said the next item on the agenda was Nonaction Items, and he recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said these were Administrative Modifications and were for information only, so no action was needed by the board.

Mr. Vandiver said the first Administrative Modification was two support letters, signed by the Chairman since the last meeting. He said the first one was for a Recreational Trails program grant support letter for the Madison County Railroad Greenway, Phase 2. He said this was the second phase of the Railroad Greenway that had been discussed in Resolution No. 23-23, in unincorporated Madison County. He said this would bring the greenway up to County Lake Road if that grant was successful.

Mr. Vandiver said the other letter was a Reconnecting Communities Grant Application support letter for the City of Huntsville, to supplement RAISE grant funding the City of Huntsville had received the prior year for the PARC project, which was a connector between downtown and Lowe Mill.

Mr. Vandiver said Administrative Modification B was a cost increase to 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 these were statewide funds, and no MPO funds were used on this phase of the project. He said the reason why there was a new estimate was because this project had been bid recently, and they were just adjusting that estimate to the lowest bid on the project.

Mr. Vandiver said Administrative Modification C was a cost decrease to a project in north Madison County, that it was 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 Federal Highway Maintenance Funds, and no MPO funds would be used on this

project. He said this was a final estimate prior to the authorization of this project, and work was scheduled to begin on this in the spring of 2024.

Mr. Vandiver said Administrative Modification D was a new level of effort transit project, that it was Section 5330 Transit Madison County Commission Capital Rolling Stock FY 2023 funds, that the total cost was \$93,159, and it was for the purchase of one transit van.

Mr. Vandiver said Administrative Modification E was a cost increase to a project, that it was the Right-of-Way Phase of Winchester Road Additional Lanes from Naugher Road to Bell Factory Road. He said ALDOT was in the process of closing out this project, and in order to close it out, they needed an additional \$7,570.52 of MPO funds on this project. He said MPO funds had previously been used on this project, and that brought the total MPO funds used on this project to \$540,007.57. He said this was bringing that final cost up to close out.

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

Chairman McCutcheon said the next item was Agency Reports, the Alabama Department of Transportation, and he recognized Mr. Rod Ellis.

(Mr. Ellis made a PowerPoint presentation.)

Mr. Ellis said the first project was the Northern Bypass, from

Pulaski Pike to US Highway 231. He said bids had been received October 27, 2023, that Utility work was already underway, with gas relocation work. He said there was additional Utility work that was bid in the roadway contract, and that contract should begin soon, sometime after the first of the year. He said the project budget was approximately \$43 million.

Mr. Ellis said the next project was Martin Road improvements between Zierdt Road and Laracy Drive, that this was bid in two separate projects, and Phase 1 was completed and had been accepted by the City, and the second project was bid in September, and that project should be awarded, and under contract, hopefully, in the next month, and roadway work should begin sometime after the first of the upcoming year. He said he believed there were already some Utility relocation activities ongoing. He said the total budget, for both phases, was approximately \$42 million.

Mr. Meredith asked to interrupt, and he said Mr. Ellis had mentioned starting early in the upcoming year on the construction part of Martin Road, and he asked when Mr. Ellis thought it might be finished.

Mr. Ellis said Martin Road had approximately 350 working days, and that was right around two years' working time, so an anticipated completion might be about two years from the time the contractor began work. He said with any kind of construction project, if they ran into issues, with utilities or things, that could cause that date to move a little bit.

Mr. Meredith said that Phase 1 had run up against that.

Mr. Ellis said the next project was North Parkway improvements at Mastin Lake Road. He said the project was currently under construction, and it was approximately 10 percent complete, that the contractor was working on building the service roads to the outside, so they could shift traffic to the

outside and allow the contractor to get in on the main line and build the overpass for Mastin Lake Road. He said this one had approximately 450 working days, which would be about 2 1/2 years from the time the contractor would start.

Mr. Ellis said the next one was Access Management Improvements on U.S. 231 between Weatherly Road and Hobbs Road. He said the plans were approximately 85 percent complete, and they were hoping to have the right-of-way map approved in the next couple of months. He said there were about 18 tracts of right-of-way associated with this project, and it should take them around a year to 18 months to complete that acquisition. He said there would be a substantial Utility relocation associated with the intersection improvements at Hobbs Road and Weatherly Road, and that could take eight months to a year. He said that currently this was scheduled for fiscal year 2025, but that date could change a little bit, based on how they progressed through the Right-of-Way and Utility relocation work. He said the budget for the construction project was approximately \$15 million.

Mr. Ellis said that next was Winchester Road improvements from Dominion Circle to Naugher Road. He said the plans were approximately 90 percent complete, that the Right-of-Way acquisition was ongoing, that the City of Huntsville was acquiring this right-of-way, and hopefully they would wrap that up soon. He said the Utility relocation design was under way. He said the budget for this was approximately \$28 million, and it was currently scheduled for fiscal year 2025.

Mr. Ellis said the next project was State Route 255, Research Park Boulevard, widening from US 72 to south of Old Madison Pike. He said this project was substantially complete, that from a user perspective, it was

complete, but he thought there were still a few punch list things that needed to be addressed before it would be accepted for maintenance. He said the budget for that construction project was approaching \$23.5 million.

Chairman McCutcheon asked Mr. Ellis if they had a punch list on these projects, or if this was something that was in a file.

Mr. Ellis said that was just a generic term they used for when they inspected a project, their maintenance staff and their construction staff, when a contractor felt like he was finished, and if there were things they felt like had not been addressed, noting that it could be something as simple as just cleaning up a pile of asphalt off to the side of the road, or there could be something that was deficient with what they had built. He said there was no set list of items, that it was just whatever they looked at and determined needed to be addressed before they actually would release them from their obligations.

Chairman McCutcheon said that, then, he guessed that list could change.

Mr. Ellis said that was correct, that it could go up or down.

Mayor Finley asked if there was a list that could be obtained. He said an example would be County Line and 565, which they still got bills for, and it was opened in 2015.

Mr. Ellis said that project had been accepted for maintenance for quite a while, as far as he knew.

Mr. Vincent said that was a whole other issue, once it was accepted for maintenance. He said they might still get requests for funding once it was closed out through accounting in Montgomery. He said the punch list Mr. Ellis was talking about was just a list of items between their construction and their maintenance staffs, that had to be done before they would accept it.

Mr. Ellis said the next project was US 72 West between Providence Main and County Line Road. He said the plans for the first phase, which was the bridge replacement and about a mile of roadway work, were approximately 90 percent complete.

Mr. Ellis said they were currently working on completing the environmental document, that it would be what was called an "EA Fonsi," likely, which was an Environmental Assessment Finding of no significant impact. He said that because that was a higher level document than what they typically saw for certain projects, he expected an additional eight months, probably, to get that document completed.

Mr. Ellis said they had to complete that document before they could move into the Right-of-Way acquisition phase. He said there were approximately 15 tracts of right-of-way associated with the first project, and once right-of-way was authorized, he expected 8 to 12 months to take care of that acquisition, and that would place that work being finished, hopefully, somewhere around August of 2025, for the Utility work, and hopefully they could bid the Construction sometime toward the first of calendar year 2026.

He said, as to the budget, that they had not actually programmed the other two phases yet, that they would soon, that they wanted to wait until the environmental process was further along. He said their thoughts were to split the rest of it into two separate projects, to pick up where this project would begin and to go over to just past Nance, near Rainbow Circle, and then the final phase would go from there to County Line.

Mr. Ellis said the next project was State Route 53 Widening from Taurus Drive to Harvest Road, that the plans were approximately 85 percent complete. He said they had about 10 to 12 tracts of additional right-of-way,

due to changes in ALDOT design policies that had happened since this project was designed many years ago, relative to stormwater detention. He said there was also the addition of pedestrian facilities that needed to be included on this route, as part of the local Pedestrian Plan. He said that would change the design from what it originally was, so they had a handful of tracts of rights-of-way to buy. He said that hopefully they would have a map finished in the next month or two. He said it was probably an 8 to 12-month period to purchase that right-of-way, and there would probably be an additional six months for Utility work. He said he would anticipate this would be ready to bid for construction by December of 2024 or January of 2025.

Mr. Ellis said the next project was Madison Boulevard, from Westchester Road to Flagstone Drive, that the plans were approximately 65 percent complete, He said this project would include resurfacing Madison Boulevard and some intersection improvements at Madison Boulevard and Wall-Triana Highway, some drainage improvements there in that intersection as well. He said the budget for this was approximately \$5.6 million, and it was currently scheduled for this fiscal year, maybe in March of 2024.

Mr. Ellis said that next was bridge replacements on Old Highway 431. He said this project was substantially complete, that his understanding was that the contractor had to produce a grassing bond. He said if they had a project that had seeding and things applied, they had to give them a bond in the event that did not grow and thrive, so they would be able to recoup that cost after it was accepted. He said the budget for this property was approximately \$13.5 million.

Mr. Ellis said that next was I-565 Additional Lanes from County Line

Road to Wall-Triana Highway, that the plans were approximately 95 percent complete. He said the budget for this was \$46.8 million. He said the board had approved a resolution earlier in the meeting that added a Right-of-Way phase, which was for an aerial easement over Norfolk Southern's line that ran under there at Intergraph Drive. He said they would allow them to do that concurrent with the construction project, so that would not hinder their starting the Construction phase. He said there was also a fiber line that ran under that area that was not identified in the original survey, so they needed to get a Utility agreement in place with Century Link, the owner of that fiber line. He said this project was currently scheduled to bid in March of 2024.

Mr. Ellis said the next project was Jeff Road Additional Lanes, from south of Capshaw Road to north of Douglass Road. He said the plans were approximately 75 percent complete, that the County and the consultant had a virtual public involvement back in April of 2021. He said his understanding was that Right-of-Way acquisition should begin, hopefully, in this fiscal year, and the construction phase was currently scheduled for FY 2026, with a construction budget of \$13.5 million.

Mr. Ellis said the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive, that the project was substantially complete, and his understanding was that ALDOT staff and City staff should be meeting with the contractor to develop a punch list, if needed, and they would work through that, and then the project would be accepted. He said this project budget was approximately \$1.9 million.

Mr. Ellis said the next project was the Widening of Blake Bottom Road, from Jeff Road to State Route 255, that the plans for the project were complete, that the Right-of-Way acquisition was close to being complete, and

Utility work and Construction would hopefully begin sometime later in the current fiscal year. He said the budget for this project was approximately \$20,800,000.

Mr. Ellis said the next project was Intersection Improvements on State Route 53 at Harvest, McKee, and Old Railroad Bed roads. He said the bids were received on this project in August of 2023, and work should begin later this fiscal year. He said the budget for this property was \$3.7 million.

Mr. Ellis said that next was the Arsenal East Connector. He said this project was still in the preliminary concept phase, that the budget for the project was approximately \$30 million, and it was currently scheduled for FY 2025.

Mr. Ellis said the total amount of work in design and construction in the MPO area was a little over \$426 million.

Chairman McCutcheon said the next item on the agenda was Opportunity for Public Comment, and he asked if there was anyone in the audience who would like to comment.

Mr. Tom Borchert, South Huntsville, appeared before the Board, stating he did not know if he was in the right place to voice his concern.

Mr. Borchert spoke about Greyhound bus service in the city, and he said he would certainly like for it to be considered that they would allow Greyhound to use the brand-new transit center downtown.

Chairman McCutcheon asked Mayor Battle if he would like to comment on that matter, noting that it was a little bit out of their purview, as the MPO.

Mayor Battle said that was outside the MPO purview, but he would be glad to talk to Mr. Borchert after the meeting.

Chairman McCutcheon said the next item on the agenda was MPO Policy

Board Member Comments, and he asked if any of the members had any comments.

Chairman McCutcheon said the next item was a list of the 2024 MPO meeting dates, and he said these dates were March 6, June 12, August 7, and December 4, of 2024.

Mayor Battle asked to back up to Comments from Board Members. He said they had all been in discussion, and there were several projects that were not on their future plans at this time which they would like to work with the Alabama Department of Transportation to put on their future plans. He said he believed there were about five of these they had all agreed to, and one was Resolute Way, which came off of Madison Boulevard and went into Gate 9 and alleviated a lot of traffic off of 565 and Research Park Boulevard. He said another one was the intersection at I-565 and the Parkway, and they would like to work with ALDOT on that, that it was a big project, but it was one that had to be done, that the federal rating on that was as low as they could get.

Mayor Battle said Highway 72 East was a project they had all agreed on, that they had had conversations about, taking Highway 72, or 565, all the way past Shields Road.

Mayor Battle said the East Arsenal Connector was the fourth project, and he said he believed they had mentioned 72 West, the next two phases of the project, which would be moving forward. He said that on 72 West, they were talking about bidding construction just on the bridge section, and a mile of it, in '26. He said that would put them all the way to 2030, or something, to be able to do the next two phases, and by 2030, he was afraid it would be a parking lot. He said they really needed to be able to push these projects along, and they looked forward to having some conversations with the sectional office

and the director. He said he thought they had a meeting coming up in a couple of weeks on that.

Mayor Battle asked that his comments be put into the record.

Chairman McCutcheon said he appreciated those comments.

Chairman McCutcheon asked if there was any other business to come before the board.

There was no response.

Upon motion, the meeting was adjourned.

Chair, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on November 15, 2023, at 4:45 p.m.)