

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

MINUTES

Regular Meeting - December 2, 2024 - 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
Mr. Larry Mason	City of Madison

MPO Staff Members:

Mr. James Vandiver
Mr. Kevin Bernard

Also Present:

Ms. Jo Beth Gleason	Planning Department, City of Huntsville
Mr. John Autry	Manager of Transportation, City of Huntsville

The meeting was called to order by Chairman McDonald at the time and place noted above.

The Minutes of the meetings of the Citizens Advisory Committee on June 10, 2024, and August 5, 2024, 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, the city of Huntsville, the city of Madison, the town of Triana, or the town of Owens Cross Roads.

Mr. Mason, reporting for the city of Madison, said he continued to be

concerned about the widening of Hughes Road causing a lot of speeding, noting that speeding was endemic in Madison, and they did not seem to be doing anything about it.

Mr. Mason said they had just released a new Comprehensive Plan, and the transportation part of the plan was sort of doubling down on car dependency. He said almost all the road projects in Madison were widening, adding lanes to existing collectors, which was unfortunate.

Chairman McDonald said the next item on the agenda was the Long Range Transportation Plan (LRTP 2050) Draft.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said Resolution No. 14-204 adopted the draft Long-Range Transportation Plan (LRTP). He said the LRTP was their 25-year Transportation Plan, that this was updated every five years, and the last time they had updated it was the 2045 LRTP, and that was in March of 2020. He said this included both funded and unfunded transportation projects, which were collected from the jurisdictions, as well as other projects the MPO believed needed to be done over the next 25 years, in order to keep congestion at manageable levels. He said all capacity projects must be included in the Long-Range Transportation Plan to obtain federal funding, so any road-widening projects. He said it also included transit projects and bike/ped projects.

Mr. Vandiver said some of the changes from the 2045 LRTP included a new System Performance Report, the Performance Measures the Board approved about once every year, or every two years, depending on the Performance Measure. He said they had to include those in the Long Range Transportation Plan, to show a trend over the past 8 to 10 years or so, so they

had that included in the report. He said they would be incorporating the MPO bike plan, known as "Bike the Rocket City." He said they had incorporated some of the maps at this time, and once the full plan was adopted, in probably the summer of 2025, they would incorporate the remainder of the plan in the LRTP.

Mr. Vandiver said the Plan also included new road and transit projects. He said most of the road projects had come from previous plans, but they had added a few new ones, based on the growth of the area, particularly in the north and west sections of Madison County, and also eastern Limestone County. He said they had also updated their socioeconomic data. He said they had the MPO region growing by about 2.2 percent annually over the next 25 years, and that would put them at about 715,000 people in the MPO area, up from about 490,000 currently.

Mr. Vandiver said they had also updated what was called their "Travel Demand Model," that that was what they used to rank their visionary capacity projects.

Mr. Vandiver said, concerning the Next Steps, that they currently had the draft plan on their website, huntsvillempo.org/2050-lrtp. He said they had an online survey currently available for anyone in the public to take, that it was a very short survey, and it would be up until January 3rd. He said that, also, during January and February, they were going to have in-person meetings, around the MPO area, that he and Mr. Bernard would be working on organizing that over the next month or so, and after Christmas, they would work on having those meetings. He said that by the week of March 3rd, which would be about two weeks before the next MPO meeting, they would have the Final Long Range Transportation Plan online. He continued that March 17th would be the next

CAC meeting, and that would be when they would consider the Long Range Transportation Plan. He said all of this was because March 31st was their hard deadline, that it was federally regulated that they had to have a new LRTP done by that date.

Chairman McDonald asked if there were any questions or any discussion concerning this Plan. He said this was just a draft.

Mr. Vandiver said that was correct, that they were sending it to ALDOT and FHWA for their consideration and comments, and that this would also start the public comment period.

Mr. Mason asked how long the public comment period would last.

Mr. Vandiver said it would be until the first of March. He said the week of March 3rd would be when the final LRTP would be out, and they would be done with the public involvement. He said they were typically required to do two weeks, but they were giving it about two months.

Mr. Mason recommended approval of Resolution No. 14-24, adopting the Draft TRiP 2050 Long-Range Transportation Plan.

Said motion was seconded by Mr. Griffin and was unanimously approved by the Citizens Advisory Committee members present.

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

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 15-24 adopted and supported the addition of projects #100079446 and #100079447 to the Other State and Federal Aid Projects Section of the 2024-2027 TIP.

Mr. Bernard said this project consisted of road widening, resurfacing, and drainage improvements along Bethel Road, from the intersection of

Mooreville Road all the way east to Old US 31, which was also Highway 251. He said this was in Limestone County, and they had received Congressional earmarked funds, in the sum of \$960,000, and their local contribution would be \$240,000, for a total of \$1.2 million for this project.

Chairman McDonald said that was getting way out into North Limestone County, near the state line. He asked if this was part of their expanded area they had added on in the last year.

Mr. Bernard replied in the affirmative.

Mr. Matthews asked Mr. Bernard to remind him of the trigger that this project was included in the MPO, if it was because it was in their area.

Mr. Bernard said it was in their area, and it was also a collector, and because of the development, this road had a considerable amount of traffic on it, so it warranted widening. He said no MPO funds were involved in this, that it was Limestone County.

Mr. Vandiver said it involved federal funds, and any time federal funds were used on a transportation project in the MPO area, it had to go before the board, even if it was not a member jurisdiction.

Mr. Ofenloch recommended approval of Resolution No. 15-24, amending the Other State and Federal Aid Projects Section of the FY 2024-2027 TIP, to add projects #100079446 (PE) and #100079447 (CN), for "RESURFACING AND WIDENING ON CR-106 (BETHEL ROAD) FROM MOORESVILLE ROAD TO SR-251."

Said motion was seconded by Mr. Brown and was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item on the agenda was an FY 2024-2027 TIP amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 16-24 adopted and supported the addition of a project, with the project number to be determined, to the Other State and Federal Aid Projects section of the 2024-2027 TIP. He said this project included resurfacing and the addition of bike lanes and new sidewalks on Holmes Avenue, from Spragins Street to Sparkman Drive. He said this was part of an award, the SS4A, which was a Safe Streets For All implementation grant, from the US Department of Transportation. He said the City of Huntsville had applied for the grant and had received the grant, in the sum of \$21,640,000. He said this new development, or Safe Streets implementation, would span approximately from Spragins to Sparkman, 3.25 miles, and it would include repurposing, or redesigning, sidewalks, for ADA compliance, and bike lanes, and also four new bus stops. He said this did not require any MPO funding.

Chairman McDonald asked if it would include any widening anywhere.

Mr. Bernard replied in the negative, stating that it was just mainly resurfacing.

Mr. Mason asked if there would be any public input on the design of the bike lanes and the streetscape.

Ms. Gleason said she believed there would be one public involvement meeting, and she said she would confirm that.

Mr. Mason asked if that would be sometime in 2025.

Ms. Gleason replied in the affirmative.

Mr. Bernard said the reason there was no project number included with this was because it was a federal project, that it was required to be approved by the MPO board, to be included in their TIP, that they had to include it in theirs,

but the State did not have to include it in theirs. He said the State was the administrative agent on most, if not all, of their projects, but this one was undecided at the moment, if they would be providing the administration of it. He said that was the reason they did not have a project number for this particular project.

Mr. Mason recommended approval of Resolution No. 16-24, amending the Other State and Federal Aid Projects section of the FY 2024-2027 TIP, to add projects #TBD (PE Phase), #TBD (RW Phase), #TBD (UT Phase), and #TBD (CN Phase) of "RESURFACING, BIKE LANES, AND NEW SIDEWALKS ON HOLMES AVENUE FROM SPRAGINS STREET TO SPARKMAN DRIVE."

Said motion was seconded by Mr. Ofenloch and was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item on the agenda was an FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 17-24 adopted and supported the addition of projects #100079722 and #100079723 to the Transportation Alternatives section of the 2024-2027 TIP.

Mr. Bernard said this project included new sidewalks along Caldwell Lane and also the extension of the Big Cove Creek Greenway, as depicted on the displayed slide. He said this connected the northern section to the southern section. He said the funding sources were MPO TAP Funds, in the amount of \$640,000, and the local City match would be \$160,000, for a total of \$800,000 for this project.

Mr. Mason recommended approval of Resolution No. 17-24, amending the Transportation Alternatives section of the FY 2024-2027 TIP, to add

projects #100079722 (PE Phase), and #100079723 (CN Phase) of "NEW SIDEWALKS ALONG CALDWELL LANE AND BIG COVE CREEK GREENWAY EXTENSION."

Said motion was seconded by Mr. Brown and was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item on the agenda was an FY 2024-2027 TIP Amendment, Resolution No. 18-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 18-24 adopted and supported the addition of projects #100079537 and #100079538, to the Transportation Alternatives section of the 2024-2027 TIP.

Mr. Bernard said this project included sidewalk improvements along Wilson Mann Road, from Old Highway 431 to Owens Cross Roads School, in Owens Cross Roads. He said this would be funded mainly through TAP funds, which were applied for and received, in the amount of \$148,437.00, combined with a local match of \$37,109.25, for a total of \$185,546.25, for the total project cost.

Mr. Griffin asked if when they were talking about sidewalk improvements, they were talking about making them ADA compliant, fixing broken-up sidewalks, or putting in new sidewalks.

Mr. Vandiver said to differentiate between the previous resolution, No. 17-24, and this one, 17-24 was an MPO-funded TAP project, and, in fact, the City of Huntsville was the only applicant for TAP funds this year. He said Owens Cross Roads had applied for state TAP funds, which could be applied anywhere in the state, and they had received those funds.

Mr. Vandiver said they were not entirely sure what their sidewalk project

was, that they had reached out to them, but they were unsuccessful. He said there was a current sidewalk on Wilson Mann, between Old 431 and the school, but it looked like it needed some improvements, based on looking at the street view out there. He said he believed it would be improving it to make it ADA compliant, especially if it was using federal funds.

Mr. Matthews said he knew a little bit about this. He said there was an existing sidewalk, and it was right up next to the edge of the road, so they were probably going to have to shift that off the edge of the road a little bit, probably widen it, and he was not sure if it would be four or five feet. He said the sidewalk ended somewhere close to the last house, so there was a new sidewalk extension to get it to where it was going to connect to some infrastructure at the school property, so there was a little bit of new sidewalk, and the rest of it was sidewalk replacement, and it was probably going to go in a slightly different location. He said it was a tricky little project for as short as it was.

Mr. Griffin recommended approval of Resolution No. 18-24, amending the Transportation Alternatives section of the FY 2024-2027 TIP, to add #100079537 (PE Phase) and #100079538 (CN Phase) for "SIDEWALK IMPROVEMENTS AND INSTALLATION ALONG WILSON MANN ROAD FROM OLD HIGHWAY 431 TO THE OWENS CROSS ROADS SCHOOL."

Said motion was seconded by Mr. Matthews and was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item was a 2024-2027 TIP Amendment, Resolution No. 19-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 19-24 adopted and supported the 2025 Statewide Safety Performance Measurement (PM1) Targets, as approved

by ALDOT. He said these were Performance Measurement Targets which they had adopted, that this was done annually, and that for 2025, these were the Performance Measures.

Mr. Ofenloch asked how they had done this year, if they had killed enough people to meet their goal. He said their goal was to kill 1,000 people.

Mr. Bernard displayed a slide, and he said they had compiled this information for their review, and they would notice that it had trended downward since 2016, that there had been a consistent trend downward. He said they had seen a significant decline during the COVID years, so there was an uptick, but it was not as significant as it was in 2016.

Mr. Mason said there were a lot of bigger, faster vehicles, and it was killing people. He said these targets were just not acceptable.

Mr. Bernard said he would like to make a statement that was not in defense or in contradiction to what had been said. He said they had undersized roads, and they had some significantly undercapacity roads, roads that were out of capacity, so going forward, as they improved on their projects, and once they got them funded, they should see that get better, to reduce it, as they got more grants to make safer streets, to include bike lanes, that they had a bike plan that was going out, that they were working toward having these fatality numbers drop significantly. He said in the automobile industry, it had become standard to have vehicles with a lot of safety features, heads-up displays, automatic braking, so they were hoping, as they worked together with the public, and educating folks, motorists, pedestrians, and cyclists alike, that they would see a constant, or more consistent, downward spiral.

Mr. Matthews asked if the data they were looking at on the screen was statewide data.

Mr. Bernard replied in the affirmative.

Mr. Matthews asked if the targets were generated by Federal Highway, or through ALDOT, in some way, but the targets were also relative to a statewide metric.

Mr. Bernard said that was correct.

Mr. Matthews asked how that interacted with Huntsville Transit, how it applied, how the target applied to anything the MPO did, or what they did relative to transportation. He said he was missing the link, and he asked what the point was.

Mr. Bernard said he would defer that question to someone who had a little more expertise on this.

Mr. Matthews said he wanted to make one other comment. He said he had an issue, fundamentally, that the target on both of these was higher than the number of statewide fatalities the data showed they had. He said he thought their target, regardless, should be lower than the number of fatalities they had. He said their targets in 2019 or 2020 should have been lower than the fatalities they had in 2019 and 2020, that it seemed like that at least they should continue to promote a decrease in fatalities.

Mr. Autry said he might have an explanation on the first question Mr. Matthews had asked. He said he believed it was a federal requirement on the MPOs to produce, or through ALDOT produce, Performance Measures and Targets, that the rules allowed for ALDOT to produce these measures on behalf of all the MPOs in the state, even though each MPO still had to approve those measures.

Mr. Ofenloch said, in considering this, there was no penalty or reward for getting above or below some arbitrary number the State picked. He said

they were not incentivized to reduce accidents in Huntsville based on this.

Mr. Matthews said he assumed there was a penalty for not approving the targets, that he did not know what that was, but he assumed there was one.

Mr. Slyman said these were statewide numbers, and he asked how the MPO compared to other MPOs around the state.

Mr. Vandiver asked Ms. Gleason if she would comment on Huntsville-based stats.

Ms. Gleason said the City had a zero plan in place. She said Vision Zero Huntsville was Huntsville's Multimodal Safety Action Plan that set a goal to reduce the number of traffic-related fatalities and serious injuries to zero by 2055. She said their Safety Performance Measure metrics were based on per capita counts (traffic fatalities per 1,000 people); whereas ALDOT's Safety Performance Measures were based on fatalities per vehicle mile traveled (VMT), as defined in their Strategic Highway Safety Plan (SHSP). She said the City used the same methodology as the National Highway Traffic Safety Administration (NHTSA), as recommended by FHWA for municipalities undertaking a Vision Zero Plan, so it was a bit different as far as metrics went, but the city's Traffic Fatality Rate did contribute to the MPO's and the State's figures.

Mr. Vandiver said they adopted these once every year, that they had approved the 2023 and the 2024, and what was in front of them now was the 2025. He said this was a statewide target, that all 14 MPOs in the state adopted these targets. He said there was an option to create their own targets, but no MPO in the state did that, that it was very time consuming to come up with this data, and FHWA at this time only had data for the state, statewide information, so until they got to the MPO level for that kind of information, they would

continue with the statewide metrics.

Mr. Griffin said he was aware Huntsville had taken the prestigious position of having the largest number of people of any city in the state of Alabama, and he asked how much they contributed to those injuries and fatalities, if it was proportional to their population or if they were above average, in terms of their population, in terms of these numbers, or below that.

Mr. Vandiver said they did not have MPO-level numbers at this time, that that was something that was very time consuming and something they could not do with the staff they had at this time, and that was why they were adopting these statewide levels. He said Ms. Gleason had worked on the City of Huntsville level data, but it was kind of apples and oranges, as she had mentioned. He said she was doing a per-capita metric for her grant applications, whereas FHWA used Performance Measures per Vehicle Mile Traveled, and that is what they saw on the slides, where they had the Rate of Fatalities per 100 Million Vehicle Miles Traveled and the Rate of Serious Injuries per 100 Million Vehicle Miles Traveled.

Mr. Vandiver said the Rate of Fatalities had actually gone up from the 2024 targets, that it had gone from 1.4 for 100 million to 1.44 for 100 million. He said for Serious Injuries, that target had gone down gradually, but all the other targets had remained the same since the prior year.

Mr. Autry said the Vision Zero Plan was Huntsville's plan, and that was meaningful for this MPO area, and what they were looking at on the screen was just for compliance purposes, with the USDOT.

Mr. Ofenloch said what they were doing was not resolving it, that they just had to approve it.

Mr. Brown asked if the MPO Board, or any MPO in the state, decided not

to approve it, if there would be any practical effects, if it would be sent back to ALDOT or if it would just be noted that one of the MPOs did not sign off on it.

Mr. Vandiver said he did not want to be the first one to do it.

Mr. Vandiver said ALDOT created these targets every year, around October, and the MPOs had 180 days to approve these targets. He said they kept on them, that they needed to get them approved within 180 days. He said if they passed that 180-day deadline without approving them, he thought the issue was they could not approve any more funds. He said there was one time that they did not have a meeting within that 180 days, or something happened there, that he thought it was during COVID, so then the very first agenda item had to be these PM targets, because ALDOT would not allow them to approve anything else until they had approved them.

Mr. Brown recommended approval of Resolution No. 19-24, that the Huntsville Area MPO Policy Board concurs with the recommendation of the Technical Coordinating Committee and hereby adopts and supports the Statewide Safety Performance (PM1) Performance Measurements and Targets, as approved by ALDOT.

Said motion was seconded by Mr. Griffin.

Mr. Matthews said he had one final comment. He said based only on the likely consequences of the CAC not approving this, the MPO should approve it. He said he intended to vote against it only because thinking about what was just said, that while the targets did not matter, they were just supposed to approve them, they should matter to somebody. He said what he did not understand was how the target could be a higher number than the actual fatalities. He said that was a statewide metric, and he got that, but the target should be lower. He said he did not know what went into this, that he was sure

a lot of people had a lot of input to it, but given what they were looking at, that did not make sense. He said the MPO should approve it, but he was going to vote against it just for that. He said it should matter in some way, to some person, whatever and however went into putting those numbers together.

Mr. Bernard said they might not know who it mattered to yet and the exact metric, so it might be that the issue here was they were not conveying all the information the CAC members needed to have to make their decision, so it was something they could ask on their behalf, and, hopefully, when they had the next meeting, in March, they could have a more definitive answer. He said they were going to have some State representatives at the next meeting, that they were due for a certification, a TMA certification, and they would work on this, to get the CAC a better answer, and if the State representatives needed to explain it, they would have them do so.

Chairman McDonald called for the vote on recommending approval of Resolution No. 19-24, and the following vote resulted:

Ayes: Ofenloch, Griffin, Brown, Slyman, McDonald

Nays: Mason, Matthews

Chairman McDonald said the motion had passed.

Chairman McDonald said the next item on the agenda was a 2024-2027 TIP Amendment, Resolution No. 20-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 20-24 adopted and supported the 2025 Statewide Pavement/Bridge Condition Performance Measurement (PM2) Targets, as approved by ALDOT.

Mr. Bernard said what was shown on the displayed slide was the Baseline, the 2-Year Targets, and the 4-Year Targets.

Mr. Ofenloch asked if that said they were decreasing the Baseline. He said it said 71.8 percent of the pavement of the Interstate System was in good condition, and the goal was only 50 percent.

Mr. Brown asked if the consequences for not approving this were the same as for the other one.

Mr. Bernard replied in the affirmative.

Mr. Matthews asked where the baseline numbers came from. He asked if that was today's statistics or what the baseline was, if they knew what made up the baseline. He said the definition of "baseline" was what he was curious about.

Mr. Bernard said that information had not been provided to the MPO, and that was another question they could ask. He said they saw significant changes, or declines, in terms of the baseline; however, based on the limited information they had, there were a lot of streets that needed to be widened all over, and it came down to basically one thing, funding. He said that was more or less the consensus they got from the federal government, or the state, on this particular performance measurement.

Mr. Ofenloch asked if this was a scare tactic, that if they did not give them more money, their roads and bridges were going to get potholes and collapse.

Mr. Ofenloch said he could see it as an estimate, but not as a target. He asked if it was the goal to make the roads worse.

Mr. Vandiver said he would mention, as to the baseline, that all numbers other than the one that was highlighted, the 20 percent, were approved by the MPO two years ago. He said they updated the targets every two years. He said these were the targets that were set by ALDOT, and they were statewide targets.

He said they had decreased this number from 25 to 20 percent due to inflation having a detrimental effect on ALDOT's ability to improve asset conditions. He said funding did not go as far as it used to, so that was becoming a problem. He said they foresaw that in the next few years, they would not have the funds to improve the pavement to a good condition on interstates and national highway system roads.

Mr. Griffin said the word "target" was what he was concerned with also, but in looking at the Long Range Transportation Plan, that was the language that was used.

Mr. Vandiver said that was what was used by FHWA, and that was what they had to use.

Mr. Brown asked if it was correct that if they did not approve this, they could not continue to do business.

Mr. Vandiver said they had to approve this. He said if the 180-day deadline passed, they would have to approve this before they could approve any further funds.

Mr. Ofenloch asked if it was correct that even if they disapproved it, or tabled it, the MPO Board was going to approve it anyway.

Mr. Vandiver said he could not determine what the mayors and the Chairman would discuss on Wednesday.

Mr. Matthews said their role was advisory in nature, anyway, that they were not a prerequisite to the Board taking it up, so this body could certainly vote however, and he would assume some version of the same deliberation was going to occur at the Technical Coordinating Committee meeting and at the MPO Board when they met.

Mr. Brown said he was going to vote no on this, but he thought,

considering the consequences, the Board should probably move forward with this, considering what it would do to their ability to move forward, but these numbers really concerned him, and he could not see how he could vote for it.

Chairman McDonald said he did not see why they had set the target so low.

Mr. Griffin recommended approval of Resolution No. 20-24, that the Huntsville Area MPO Policy Board concurs with the recommendation of the Technical Coordinating Committee and hereby adopts and supports the Statewide Pavement/Bridge Condition Performance (PM2) Performance Measurements and Targets, as approved by ALDOT.

Said motion was seconded by Chairman McDonald.

Chairman McDonald called for the vote on the above motion, and the following vote resulted:

AYES: Griffin, McDonald

NAYS: Brown, Mason, Matthews, Ofenloch, Slyman

Chairman McDonald said the motion had failed.

Mr. Bernard asked if there was a consensus as to why the Board had voted not to recommend approval of Resolution No. 20-24.

Mr. Ofenloch said they did not think it was proper to set a goal to put their roads in worse condition than they were at this time, that that was not a goal, that they wanted the roads to be in better shape than they were at this time.

Mr. Matthews said he disagreed fundamentally that a target should be a worse condition, related to this resolution and the previous resolution, than what he was assuming was their baseline, or current stat they were looking at. He said he thought the MPO should approve this, because the consequences

were too great. He said he would make one suggestion, noting that they would have Federal Highway representatives at their next meeting, and maybe they could carve out a short section in the agenda to use this as an example to review and discuss a little bit more, and maybe they could help them understand how this came about. He said he was sure there was some reason for it, but it just looked bad, he thought, as to how he defined "target," how he defined "baseline," and how he saw stats. He said that perhaps some background from them would help, noting that it was not his intention to ask the Huntsville staff to spend a lot of time figuring out what the Federal Highway defined target was, but maybe a little bit more might be helpful.

Chairman McDonald said the next item on the agenda was an FY 2024-2027 TIP Amendment, Resolution No. 21-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution 21-24 adopted and supported the addition of Project #100079740 to the NHS/Interstate Maintenance/NHS Bridge Projects section of the 2024-2027 TIP. He said this item related to the Interstate-565 and Memorial Parkway junction. He said this was a resolution for an Interchange Modification Study, and the funding sources were the National Highway Administration, of \$1.2 million, and a match by the State for \$300,000, for a total of \$1.5 million. He said no MPO or local funds would be used for this study.

Mr. Mason asked if this was a planning and study exercise, if they were using it to assess the condition of the interchange and if it could be improved.

Mr. Bernard said that was correct. He said it would not only be if it could be improved but how it could be improved.

Mr. Mason asked if it would be an engineering firm that would do this.

Mr. Bernard said he was not sure on that.

Mr. Matthews asked if "SP" stood for Study Phase.

Mr. Vandiver said it was Special Project.

Mr. Ofenloch said he recalled that back in 1972, he was in a briefing, and some engineers had come in and said, "This interstate you guys want to put through Huntsville, the interchange with the Parkway is going to be a disaster," and he said they were right.

Mr. Mason recommended approval of Resolution No. 21-24, amending the NHS/Interstate Maintenance/NHS Bridge Projects section of the FY 2024-2027 TIP, to add project #100079740 (SP Phase), "STUDY TO DEVELOP CONCEPTS FOR CONSIDERATION TO MODIFY THE INTERCHANGE ON I-565 AT SR-1 (US 231/431 MEMORIAL PARKWAY)."

Said motion was seconded by Mr. Ofenloch and was unanimously approved by the Citizens Advisory Committee members present.

Chairman McDonald said the next item on the agenda was Non-Action Items, FY 2024-2027 TIP Administrative Modifications.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said that on the Administrative Modifications, they had items (a) through (g), and he would provide a brief synopsis of what each of these entailed. He said all of them except for the last one were increases in cost, with the last one being a decrease in cost.

Mr. Bernard said item (a) was resurfacing on State Road 2, from Shields Road to the Flint River, and the Old Estimate was \$4,971,745, and the New Project Estimate was \$6,796,178.

Mr. Matthews asked what the "FM" abbreviation stood for.

Mr. Vandiver said it was Federal Maintenance.

Mr. Vandiver said this was a little bit more than just putting a new layer of asphalt on this section of road, and ALDOT had to go back and revise their estimate based on that.

Mr. Bernard said item (b) was Winchester Road, additional lanes from Dominion Circle to Naugher Road. He said this was an engineering project increase, by \$250,000.

Mr. Bernard said item (c) was for milling and resurfacing on State Road 255, from State Road 2, which was US 72, to State Road 53.

Mr. Bernard said item (d) was a cost increase for additional lanes on State Road 53, from Taurus Drive to north of Harvest Road.

Mr. Bernard said item (e) was a cost adjustment for the Northern Bypass from east of Pulaski Pike to approximately 1500 feet east of US 231/431.

Mr. Bernard said item (f) was a cost adjustment for intersection improvements on Slaughter Road at Madison Boulevard.

Mr. Bernard said item (g) was a cost adjustment downward, a decrease, and it was for State Road 53, additional lanes from Taurus Drive to north of Harvest Road, and resurfacing up State Road 53, from Jeff Road to Taurus Drive. He said this estimate was prior to project authorization, and the estimate was reduced due to an overlap with intersection improvements.

Chairman McDonald said the next item on the agenda was Agency Reports, the Alabama Department of Transportation.

Mr. Vandiver said he would present the ALDOT MPO Projects Update. (Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said the first project was the Northern Bypass, from Pulaski Pike to US Highway 231/431, that the project was currently under way, that it was approximately 20 percent complete, and the total project cost was

\$43 million. He said this was the section from Pulaski Pike to Memorial Parkway. He said just to add on to one of the administrative modifications for this project, the City of Huntsville had received an \$8.3 million Congressional earmark, similar to what Limestone County had received in Resolution 15-24. He said it was an \$8.3 million earmark for this project, and it used to have MPO funds on this, right at \$8.3 million, and that \$8.3 million, the MPO funds, would be distributed to the next phase of the Northern Bypass, east of the Parkway.

Mr. Vandiver said the next project was Martin Road between Zierdt Road and Laracy Drive, that there were two phases on this project, and the first had been completed, and the second phase, from Old Jim Williams Road to Laracy Drive, was under way, and it was approximately 15 percent complete, and the estimated project cost was \$42 million.

Mr. Vandiver said the next project was North Parkway at Mastin Lake Road, and it was currently under construction, and the service roads were almost at a point where they would be shifting traffic over. He said this was approximately 35 percent complete, with a project cost of \$44.2 million.

Mr. Vandiver said the next project was Access Management on US 231, Memorial Parkway between Weatherly Road and Hobbs Road. He said the plans were 85 percent complete, and the right-of-way acquisition would begin soon, at a total cost of \$15 million.

Mr. Vandiver said the next project was Winchester Road, from Dominion Circle to Naugher Road, and the plans were 90 percent complete. He said one of the Administrative Modifications was to increase the preliminary engineering cost on this project, and that was to update some of the old plans. He said as they were all aware, this project had been in the works for some

time, so they were updating the plans, to try to expedite the project. He said the estimated cost was \$28 million, and this was the segment of Winchester Road. He said the anticipated start date was currently FY 26, but they would like to expedite it and get it done, hopefully, in the current fiscal year.

Mr. Vandiver said the next project was US 72 West between Providence Main and County Line Road, and Phase I was from Huntsville Memorial Gardens to Providence Main Street, which was the section there by Indian Creek Road. He said the environmental document would be submitted soon, and they were 90 percent complete on the plans, with FY 2025 being the construction start date, sometime in the upcoming year. He said the estimated cost of this phase alone was \$18 million.

Mr. Vandiver said Phase II was from Walnut Street to Huntsville Memorial Gardens, that, basically, it was between Wall Triana and Hughes Road, that Walnut Street was right in the middle of that, to Huntsville Memorial Gardens. He said preliminary engineering was scheduled to start soon, with construction planned for FY 2028. He said the estimated cost of this phase was \$36 million.

Mr. Vandiver said Phase III was from County Line Road to Walnut Street, that this was the final phase, and preliminary engineering was scheduled to start in FY 25, with construction planned for FY 2030. He said the estimated cost of this phase was \$38.2 million.

Mr. Vandiver said the next project was SR-53 widening, from Taurus Drive to Harvest Road, that the plans were complete, and utility relocation was expected to begin soon. He said they had to increase the cost in utility relocation due to some conversations with the Harvest-Monrovia Water Authority, that there were some utility conflicts along this section of the road.

He said the previous estimated cost was about \$10 million, but due to the adjacent intersection improvement project, it had been reduced to about \$8.75 million. He said they expected to start this project in the spring of the upcoming year.

Mr. Vandiver said the next project was Madison Boulevard from Westchester Road to Flagstone Drive, that it was a resurfacing project on Madison Boulevard, and also an intersection improvement project at Wall-Triana and Sullivan Street. He said the project was approximately 75 percent complete, with an estimated cost of \$4.2 million.

Mr. Vandiver said the next project was I-565 Additional Lanes from County Line Road to Wall Triana Highway. He said the project had begun, and it was approximately 5 percent complete, and the estimated cost was \$41.8 million.

Mr. Vandiver said the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road. He said the plans were 85 percent complete, and the right-of-way acquisition was anticipated to begin in 2025. He said the estimated cost was \$13.5 million.

Mr. Vandiver said the next project was Widening Blake Bottom Road from Jeff Road to SR 255. He said the plans and right-of-way acquisition were complete, and they were working on utility relocation, and construction should be bid in Fiscal Year 2025. He said the estimated cost was about \$20.8 million.

Mr. Vandiver said the next project was Intersection Improvements on SR 53 at Harvest, McKee, and Old Railroad Bed roads. He said this was a project just north of the widening project. He said the work was currently under way, and it was 55 percent complete, with an estimated project cost of \$3.7 million.

Mr. Vandiver said the next project was the Arsenal East Connector, from Bob Wallace to Gate 10 on Redstone Arsenal. He said the preliminary engineering was under way, that the estimated cost was currently \$30 million, and FY 2028 was the anticipated start date.

Mr. Ofenloch asked where this interchange was going to be put on I-565.

Mr. Vandiver said they were still working out exactly where the road would go, that there were different alternatives, and one alternative was for drivers to get off 565 and use Bob Wallace to get onto the Arsenal East Connector. He said there were also some other options, that this was definitely a preliminary route, but that was one of the options. He said the option was to use the current interchange to get off of I-565.

Mr. Vandiver said the total amount of work in design and construction in this presentation was \$388,405,000.

Chairman McDonald said the next item on the agenda was Opportunity for Public Comment, and he asked if there was anyone in the audience who wished to comment at this time.

Chairman McDonald said the next item on the agenda was CAC Member Comments.

Mr. Mason said the Brookings Institute had just released a report, called "Connecting the DOTs," that it was a survey of state transportation planning, implementation, and accountability, and it was a very interesting report that he wanted to encourage everybody in the MPO to read. He said it talked about transparency, and the way DOTs chose projects, whether it was transparent or not, and it compared Alabama with all the other states, so they could see how ALDOT compared to some of the other DOTs around the country. He said it was a very good report.

Mr. Mason said he would read his second comment, and he read as follows: "I'm a resident and citizen of the MPO area, and I represent the City of Madison on the MPO CAC. I am also the Executive Director of the Huntsville Urban Bike Share Coop (HUBS Coop), a local nonprofit dedicated to equitable bike repair and distribution. Over the past four years, we have repaired and donated over 200 bikes to low-income community members, taught over 50 individuals essential bike maintenance skills, and facilitated affordable transportation through programs like Earn-A-Bike and working with other nonprofit organizations to distribute them. Our efforts reflect a broader truth: Bicycles are not just recreational tools; they are critical, sustainable, and equitable modes of transportation.

"Today I urge the MPO to make bike-share systems a much higher priority across all of our jurisdictions. A well-designed bike-share program can address multiple pressing issues in our region:

"Equitable Transportation Access.

"Bike share provides an affordable transportation option for residents of all income levels, reducing reliance on costly car ownership and limited public transportation, or public transit. For individuals who may not have access to traditional forms of transportation, bike-share can mean the difference between reaching a job, getting an education, and getting to health care facilities, or being left behind.

"Environmental Sustainability.

"Transportation accounts for a significant portion of greenhouse gas emissions. Investing in bike-share aligns with climate goals, offering a clean and low-carbon alternative to short car trips. A commitment to bike-share is a commitment to cleaner air and healthier communities.

"Economic Development and Community Health.

"Bike-share systems stimulate local economies by increasing foot traffic to businesses. They also promote physical activity, which leads to healthier populations and reduced health care costs over time.

"Feasibility and Regional Integration.

"Our region already has a growing base of cycling infrastructure and interest in alternative transportation. By expanding bike-share, we can create a seamless network that connects neighborhoods, transit hubs, and job centers, ensuring a cohesive and accessible system for all residents.

"At HUBS Coop, we have witnessed the transformative power of bikes to change lives. We believe a robust bike-share program could scale these benefits across the region, complementing existing transit options and addressing key equity and sustainability challenges.

"We would like to see more leadership in prioritizing funding and planning for bike-share, so it can become an integral part of our regional transportation strategy.

"Bike-share programs are proven solutions for reducing congestion, enhancing accessibility, and fostering a greener environment. Cities like Washington, DC, Minneapolis-St. Paul, and Charlotte have demonstrated the transformative impact of strong public-private partnerships in bike-share systems. For example, Washington's Capital Bikeshare supports seven jurisdictions, offers over 5,000 bikes, and is a cornerstone of sustainable mobility. Similarly, Charlotte's "Joy Rides" was developed with funding from the Federal Transportation Administration, the city, and private developers, making it a model for equitable urban transportation.

"Smaller cities like Redding, California, have shown that bike-share

success is not exclusive to large urban centers. Their program, launched with city and non-profit partnerships, integrates bike-share into community revitalization efforts. These examples illustrate that leadership and investment, by the city and by the jurisdiction, in bike-share can yield substantial returns in livability, health, and economic vitality.

"Huntsville is uniquely positioned to replicate and innovate upon these successes. Integrating bike-share into our existing infrastructure can connect residents with jobs, schools, and essential services, while reducing traffic and pollution. By prioritizing bike-share, the MPO can make our cities more inclusive, efficient, and forward-thinking.

"I urge you to collaborate with local stakeholders, nonprofits, and private organizations to develop a bike-share initiative that serves all residents equitably and sustainably. Let's invest in a future where biking becomes a seamless, accessible choice for everyone in our community."

Mr. Griffin said he was in a van with some people, and he had overheard a conversation, and it was about the overpass and service road situation between the Bob Wallace area and Drake. He said there seemed to be a lot of accidents in that area and a congestion problem. He said he had not seen that on any agenda to be looked at, but one of the recommendations was if they did not have so many ingress/egress points in such a small area, it might reduce the amount of congestion there and also the number of accidents.

Mr. Griffin said he just wanted to bring his eavesdropping to the CAC, and maybe it was something they could take a look at, because he agreed that was a tough area.

Mr. Ofenloch said a lot of people came off the Parkway southbound, and at the bottom of the ramp, they made a hard right into McDonald's. He said

maybe they should put some bumpers in that exit lane.

Chairman McDonald said their next meeting date was on March 17th, and it sounded like that was a big one, that they would have some State representation there.

Mr. Vandiver said it was also their election date.

Upon motion, the meeting was adjourned.

(Meeting adjourned at 6:25 p.m. on December 2, 2024.)