

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

MINUTES

Regular Meeting - May 19, 2025 - 5 p.m.

**City Hall
Huntsville, Alabama**

Committee Members:

Mr. Russ McDonald	Chairman, City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Gary Whitley	City of Huntsville
Mr. Houston Mathews	Madison County

MPO Staff Members:

Mr. James Vandiver
Mr. Kevin Bernard
Mr. James Moore

Also Present:

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

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

APPROVAL OF MINUTES.

The Minutes of the Citizens Advisory Committee meeting on March 17, 2025, were approved as submitted.

JURISDICTION REPORTS.

There were no jurisdiction reports.

DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP).

Chairman McDonald recognized Mr. Bernard.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-06 adopted the Draft FY 2026 Unified Planning Work Program, the UPWP, which was essentially their work program combined with their administrative budget, which outlined and assigned costs to their day-to-day operations. He said the total budgeted funding for 2026 was \$1,389,423, and they had specific areas where they had increased funding: the Public Participation process, which they were about to revamp; ADA Planning; Corridor Studies; and Intercity Passenger Rail; and that Corridor Studies and Intercity Passenger Rail were new, additional tasks added to the budget.

Mr. Bernard said where they had decreased funding was the Long-Range Transportation Plan, which they had just completed in the current year; and Bike/Ped, Transit Planning. He said the Bike/Ped was coming to a close, that they should see more of that later in the year.

Mr. Bernard said that on the left of the screen, there were the Administrative Tasks, and comparative budgets, for 2025 and 2026.

Mr. Mathews asked if the Corridor Studies and the ADA Special Services were specific projects or if they were just budgeted items for things that might come up that nobody knew about. He asked what led to those significant increases.

Mr. Bernard said they had the need for Corridor Studies, based on transportation modeling, and they had also, in their LRTP, identified some need for Corridor Studies, to move people and transportation effectively, so that was why they had allocated that. He said they had also allocated money for

the LRTP, and different projects, and that was being wrapped up, so they could move money around to fund different projects that would help with the transportation issue they were having.

Mr. Vandiver said, concerning the ADA part, that they were going to have to update to an ADA Transition Plan, a documentation of ADA accessibility for their meeting facilities. He said they had just moved into this facility, and they were going to work on that the next fiscal year.

Motion recommending approval of Resolution No. 2025-06, adopting the Draft FY 2026 Unified Planning Work Program (UPWP).

**Motion by Mathews/Second by Slyman/Unanimously
Approved by the Citizens Advisory Committee members present.
FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP) Revision 1
(Mr. Bernard made a PowerPoint presentation.)**

Mr. Bernard said Resolution No. 2025-07 adopted and amended the FY 2025 Unified Planning Work Program, to include Federal Highway Administration mandated revisions. He said this was essentially an update to the current UPWP Budget, the 2025 Budget, and Administrative Tasks. He said they had received, through ALDOT, mandates from the federal government, FHWA, to be more specific, on certain tasks that were supposed to be removed, to cease funding in specific areas. He said this related to Climate Change, Electric Vehicles, and Environmental Justice. He said they were asking them to specifically amend their UPWP for the current year, and this was reflected in the one the CAC had just recommended, the draft, and these items were also eliminated going forward. He said no money was changed, that they were simply reallocating some of the funds that were slated for Climate

Change, Electric Vehicles, et cetera, to Administration, and other tasks.

Mr. Slyman asked if they were removing electric vehicles from the plan.

Mr. Bernard replied in the affirmative. He said based on the directives from the White House, FHWA had been directed to remove especially these three specific areas, that they should cease spending on those tasks and have them removed completely from the UPWP.

Mr. Autry said it was interesting that the prior week, the Federal Transit Administration had released a Notice of Funding Opportunity for Low- and No-Emission Vehicles, electric vehicles, so on the Transit side, they had actually started preparing a grant application for electric vehicles, at the same time electric vehicles were being removed from the UPWP on the Federal Highway side.

Chairman McDonald asked if the City already owned some electric vehicles.

Mr. Autry said they had a few but not many. He said Public Transit did not, but they had a plan to transition to low-emission vehicles, for many reasons: less expensive and less maintenance.

Mr. Mathews asked if "low-emission" was a code word for "electric."

Mr. Autry said "low-emission" could be hybrids. He said for Huntsville Transit, that was their next step, on the fixed-route buses, and they could achieve that without charging stations, infrastructure. He said he just thought that was interesting, when he saw the references to electric vehicles being removed from the UPWP on the Federal Highway side at the same time they were working on a grant application on the Transit side for electric vehicles.

Mr. Vandiver said there was an electric vehicle infrastructure plan

they were working on doing, as part of the MPO, and it was funded in the last UPWP, but based on the memo Mr. Bernard had referenced, that funding had been removed. He said they had not yet started the plan, and they had put those funds in administration. He said they might come back to it at another time, or something else, but at this time, they were not going to pursue it.

Motion to recommend approval of Resolution No. 2025-07, amending the FY 2025 Unified Planning Work Program (UPWP), to discontinue all expenditures of PL funds on tasks related to Climate Change, Electric Vehicles, or Environmental Justice. Additionally, the current UPWP document will be updated to remove the Planning Emphasis Areas and any associated tasks on these topics, with unspent funds reallocated to other initiatives.

Motion by Slyman/Second by Whitley/Unanimously Approved by the Citizens Advisory Committee Members Present.

NON-ACTION ITEMS.

FY 2024-2027 TIP Administrative Modifications.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Administrative Modification (a) was a new level-of-effort bridge painting project, State Road 53, a bridge over Frontage Road, the overpass between Drake Avenue and Airport Road. He said the project was estimated at \$500,000, and the projected start date was July 25, 2025.

Mr. Bernard said Administrative Modification (b) was a new level-of-effort sign replacement project, Design and Construction. He said these were sign replacements from Limestone County Road to the end of I-565, which would be in the Madison County District, along the highway. He said the

project estimates, for the PE and Construction, were \$50,000 and \$883,750, respectively. He said the project start dates would be June 1, 2025, for Engineering, and June 26, 2026, for Construction.

Mr. Bernard said Administrative Modification (c) was new level-of-effort Transit projects. He said these were Capital items, with several projects, at a total cost of \$70,000, which would be split between FTA, \$55,000, and the City of Huntsville, \$15,000. He said these were for Transit stock, buses.

Mr. Autry said the second one was for Madison County.

Mr. Bernard said that was correct, Section 5339, Transit Madison County Commission Capital Rolling Stock.

AGENCY REPORTS.

ALDOT Projects Update.

(Mr. Vandiver made a PowerPoint presentation.)

Northern Bypass from Pulaski Pike to US Highway 231/431.

Mr. Vandiver said the utility work was ongoing, that the grading work and drainage structure construction was under way, and the project was approximately 40 percent complete, with a total project cost of \$43 million.

Martin Road between Zierdt Road and Laracy Drive.

Mr. Vandiver said Phase I had been completed for some time, between Zierdt Road and Old Jim Williams Road. He said for the section between Old Jim Williams Road and Laracy Drive, which was Phase II, utility relocation was under way, and they were working on the bridge, and grading and drainage work, and the project was approximately 25 percent complete, with a total project cost of \$42 million.

North Parkway at Mastin Lake Road.

Mr. Vandiver said this project was 45 percent complete, that they had

moved everybody over to the service roads, and they were working on the main line, and the project cost was \$44.2 million.

Access Management on US 231 between Weatherly Road and Hobbs Road.

Mr. Vandiver said the plans were 85 percent complete, and the right-of-way acquisition was to begin soon, with a total cost of \$15 million.

Winchester Road from Dominion Circle to Naugher Road.

Mr. Vandiver said the plans were 90 percent complete, that they were working on right-of-way acquisition, and utility relocation should begin in the current fiscal year, with an estimated cost of \$28 million, and an anticipated construction start date in FY 2026.

US 72 West Between Providence Main and County Line Road.

Mr. Vandiver said Phase I was from Huntsville Memory Gardens to Providence Main, which was about a mile-long section there, with a bridge over Indian Creek. He said the environmental document was to be submitted soon, and the construction would begin in FY 2027, and the estimated cost of this phase was \$18 million.

Mr. Vandiver said Phase II was from Walnut Street to Huntsville Memory Gardens, that Walnut Street was between Wall Triana Highway and Hughes Road. He said the Preliminary Engineering was authorized, that the consultant was under contract to complete the design, and construction was scheduled for FY 2029, at an estimated cost of \$36 million.

Mr. Vandiver said Phase III was from County Line Road to Walnut Street, that the Preliminary Engineering was scheduled to start in the current fiscal year, and construction was planned for FY 2030. He said the estimated cost for this final phase was \$38.2 million.

SR-53 Widening from Taurus Drive to Harvest Road.

Mr. Vandiver said the plans were complete, that right-of-way acquisition was ongoing, and utility relocation had just begun. He said the estimated cost of the project was \$10 million, noting that this cost had gone down because of the intersection improvement project that was being done a little to the north, which would be shown in another slide. He said the anticipated start date was later in the current year.

Madison Boulevard from Westchester Road to Flagstone Drive.

Mr. Vandiver said this project was approximately 95 percent complete, and the estimated cost was \$4.2 million.

I-565 Additional Lanes From County Line Road to Wall-Triana Highway.

Mr. Vandiver said they were working west to east on the project, and it was approximately 15 percent complete, that they were working on the bridges over Intergraph Way, and the estimated cost was approximately \$42 million.

Jeff Road Additional Lanes From South of Capshaw Road to North of Douglass Road.

Mr. Vandiver said the plans were 85 percent complete, that the environmental document had just been approved, and the right-of-way acquisition should begin in the current year, with a projected start date of FY 2026, at an estimated cost of \$13.5 million.

Widening Blake Bottom Road From Jeff Road to SR 255.

Mr. Vandiver said the right-of-way acquisition was complete, that the utility work was under way, and the construction should be bid later in the current year, at an estimated cost of a little over \$20 million, with an

anticipated start date of FY 2026, or maybe in the current year.

Intersection Improvements on SR 53 at Harvest, McKee, and Old Railroad Bed Roads.

Mr. Vandiver said this was the project he had mentioned earlier that tied into the widening project south of Harvest Road. He said this work was under way, that it was approximately 75 percent complete, and the total project cost was \$3.7 million.

Arsenal East Connector.

Mr. Vandiver said Preliminary Engineering was under way, that the estimated cost was \$30 million, and currently the anticipated start date was FY 2028.

I-565/Memorial Parkway Interchange Modification Study.

Mr. Vandiver said the consultant was under contract, that the study had been authorized, with an estimated cost of \$1.5 million.

Mr. Vandiver said this was being paid for by the State, using national highway funds, that they were trying to get some preliminary designs on improvements to this interchange.

Mr. Slyman asked who the consultant was.

Mr. Vandiver said he was not sure, that he would have to check.

Mr. Vandiver said the total amount of work in design and construction was just under \$390 million.

Mr. Slyman asked if Mr. Vandiver had said the plans for Providence Main Street to Huntsville Memory Gardens were 90 percent complete.

Mr. Vandiver said that was correct.

Mr. Slyman asked if Mr. Vandiver had seen those plans.

Mr. Vandiver replied in the negative.

Mr. Slyman asked who would have those plans.

Mr. Vandiver said he would check with ALDOT, the North Region, with Rod Ellis.

Chairman McDonald asked what office Mr. Ellis was in.

Mr. Vandiver said he was in Huntsville.

TMA Certification Review Report.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said the next report was the Transportation Management Area 2025 Federal Certification Review Report, and it was for information only, that no action would be needed on it.

Mr. Vandiver said the CAC members would recall that immediately following the last meeting of the CAC, there had been a public meeting, and this was tied to their TMA Certification Review. He said this was something the MPO had to go through every four years, that it was required for all MPOs with an urban area population greater than 200,000, and it ensured MPO compliance with federal transportation planning regulations. He said this was updated every four years, and it included commendations, recommendations, and corrective actions.

Mr. Vandiver said for this presentation, he would cover the Commendations and Corrective Actions, that it was kind of a good news/bad news report. He said the commendations they had received included a commendation for MPO 101 sessions for new board members, which they offered to all the new board members, going over the MPO process, that he and Mr. Bernard did a presentation on that and answered any questions about the MPO. He said they had also commended them on the Updated 2050 LRTP, which had been passed at the prior meeting, that they had commended them on

Public Involvement, that they had said they had a very robust public involvement in that plan. He said that they had updated their Congestion Management Plan, and they were very impressed with that; that they had also commended them for their coordination with John Autry with Huntsville Transit and his participation in meetings; and they had commended them for their website, for the ease of use, that everything on there was fairly easy to find.

Mr. Vandiver said that was the good news, and he would get to the bad news. He said Corrective Actions were things they had to take care of before their next TMA Certification, in 2029. He said the first one was an Indirect Costs Statement in the UPWP. He said indirect costs were things such as health insurance, office supplies, et cetera, that they did not usually budget for in their UPWP because they were paid for by the City of Huntsville.

Mr. Vandiver said they did not include those indirect costs in their UPWP, that the \$1.3 million budget Mr. Bernard had mentioned earlier did not include those indirect costs, that they had never included them. He said to bring them into compliance, FHWA wanted them to put a statement in their UPWP saying, "We do not include indirect costs in our budget," that very simple statement, so they had included that in the Draft FY 2026 UPWP, Resolution No. 2025-06, and the Revised FY 2025 UPWP, Resolution No. 2025-07. He said that would address that Corrective Action.

Mr. Vandiver said the second Corrective Action was their asking them for a more robust discussion of environmental mitigation activities in the Long Range Transportation Plan, that they had thought they could do a little more on that. He said they had already planned to do an amended 2050 LRTP once the MPO Bike Plan came out, and they would probably do that in the

November meeting or early in the upcoming year. He said they would have an amended LRTP for review and consent, and it would include a more robust discussion of environmental mitigation activities.

Mr. Vandiver said they were not too worried about this, that they would work through it, that they had a plan of action for both of them.

Mr. Vandiver thanked the CAC members for their participation in the public meeting that was held after their last meeting.

OPPORTUNITY FOR PUBLIC COMMENT.

There were no public comments.

CAC MEMBER COMMENTS.

Mr. Slyman asked if there was any movement on the widening of Capshaw and Old Monrovia.

Mr. Bernard said as highlighted earlier as being included in their budget, they would be evaluating which corridors would be suitable for a study, and that could very well be one of the areas that would require a study.

Mr. Slyman said he would like to make a motion that the CAC, as a body, recommend that they concentrate on that corridor as one of the study corridors.

Chairman McDonald said he would second that.

Mr. Vandiver said the City of Huntsville was doing an intersection study along Capshaw Road at this time, and they were working on signal timing along there. He said that was a near-term improvement to help with the congestion along that corridor.

Mr. Slyman said he hoped they would limit the number of signals and go with roundabouts rather than signals.

Mr. Vandiver said that with an ideal corridor study, they would like to

have some sort of access management plan along that corridor, to try to keep it from getting too busy, noting that they did not want it to become another 72.

Chairman McDonald expressed concern about the congestion near Buc-ee's and the Greenbrier Parkway, noting that it was like rush hour all the time.

Mr. Bernard said they could pass that message along.

Upon motion, the meeting was adjourned.

(Meeting adjourned at 5:35 p.m. on May 19, 2025.)