

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

MINUTES

Regular Meeting - November 19, 2025 - 4:00 p.m.

**City Hall
Huntsville, Alabama**

Members Present:

Mr. Mac McCutcheon,
Chairman
Mayor Tommy Battle
Mayor Ranae Bartlett
Mr. Derrick Wilson
Ms. Michelle Watkins

Chairman, Madison County
Commission
City of Huntsville
City of Madison
ALDOT
Huntsville City Council

Members Absent:

Mayor Mary Caudle
Mayor Tony Craig

Town of Triana
Town of Owens Cross Roads

MPO Staff Present:

Mr. Dennis Madsen
Mr. James Vandiver
Mr. Kevin Bernard

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

APPROVAL OF MINUTES.

The minutes of the Regular Meeting of the MPO Policy Board held on August 27, 2025, were approved as submitted.

ACTION ITEMS.

FY 2024-2027 TIP Amendment.

Chairman McCutcheon recognized **Mr. Kevin Bernard**, MPO Staff.

(Mr. Bernard made a PowerPoint Presentation.)

Mr. Bernard said Resolution No. 2025-13 adopted and supported the 2026 Statewide Safety Performance Measurement (PM1) Targets as approved by ALDOT. He said these safety performance measures were statewide measures, establishing the Highway Safety Improvement Program for calendar year 2026. He said PM1 set annual targets to measure the effectiveness of safety improvements along Alabama roadways, including fatalities and serious injuries per 100 million Vehicle Miles Traveled.

Resolution No. 2025-13, adopting and supporting the Statewide Safety Performance (PM1) Performance Measurements and Targets as approved by ALDOT.

Motion by Watkins/Second by Bartlett/Unanimously Adopted by the MPO Policy Board members present.

FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-14 adopted and supported the addition of project #100080877 to the “Other State and Federal Aid Projects” section of the 2024-2027 TIP. He said this road resurfacing project was located entirely within the Wheeler National Wildlife Refuge in southern Limestone County, and it was using Federal Lands Access Program funds, that no MPO or local funds were being used on this project.

Resolution No. 2025-14, amending the "Other State and Federal Aid Projects" section of the FY 2024-2027 TIP, to add project #100080877 (CN) for “RESURFACING PENNY BOTTOMS ROAD IN THE WHEELER NATIONAL WILDLIFE REFUGE.”

Motion by Battle/Second by Watkins/Unanimously Adopted by the MPO Policy Board members present.

FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-15 adopted and supported the addition of project #100081280 to the “Other State and Federal Aid Projects” section of the 2024-2027 TIP. He said the City of Huntsville had been awarded two grants, totaling \$21,640,000.00, from the U.S. Department of Transportation, which were initially listed as a Safe Streets for All Implementation Grant. He said subsequent to that, they had learned that this project, the Governors Drive Study, was separate. He said the project for the Safe Streets was approved by the MPO in December of 2024, Resolution No. 16-24.

Mr. Bernard said this resolution was for the second project that was awarded, included in the grant funding, the Governors Drive Corridor Study and Medical District Safety Action Plan. He said the City of Huntsville would be funding the required 20 percent local match, and no MPO funding would be used on this project.

Resolution No. 2025-15, amending the "Other State and Federal Aid Projects" section of the FY 2024-2027 TIP to add project #100081280 for the “GOVERNORS DRIVE CORRIDOR STUDY AND MEDICAL DISTRICT SAFETY ACTION PLAN.”

Motion by Watkins/Second by Bartlett/Unanimously Adopted by the MPO Policy Board members present.

FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-16 adopted and supported the addition of projects #100077780 and #100080361 to the “NHS/Interstate

Maintenance/NHS Bridge Projects” section of the 2024-2027 TIP. He said this resolution included two sign replacement projects on I-565, one for the Limestone County portion and the other for the Madison County portion. He said these projects were using Interstate Maintenance Funds, which usually did not require a resolution; however, ALDOT had requested that they add this to their TIP. He said this would be for Way-Finding Signs on I-565, in both counties.

Mayor Battle asked if these were the signs that looked like they were all washed out.

Mr. Bernard replied in the affirmative, noting that they were damaged, leaning, and fading. He said all those signs would be replaced.

Chairman McCutcheon asked if this encompassed all of I-565.

Mr. Bernard replied in the affirmative.

Resolution No. 2025-16, amending the "NHS/Interstate Maintenance/NHS Bridge Projects" section of the FY 2024-2027 TIP to add projects #100077780 and #100080361 for “SIGN REPLACEMENT PROJECTS ALONG I-565 IN EACH COUNTY (LIMESTONE COUNTY AND MADISON COUNTY).”

Motion by Battle/Second by Bartlett/Unanimously Adopted by the MPO Policy Board members present.

FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-17 adopted and supported changes to projects #100077103, #100077104, #100077105, and #100077106, in the “Surface Transportation Attributable Projects” section of the 2024-2027 TIP. He said this was a road improvement project that encompassed new drive

lanes, sidewalks, and also bike lanes and streetlights, that the scope of the project was being amended to remove portions of the original project that was approved in 2023, that the City of Huntsville intended to fund this 100 percent with local funds, and the two segments that were being removed were Old Big Cove Road, from Sutton Road to Claudia Drive, and Terry Drake Road. He continued that the revised portion would be funded by the MPO Surface Project Funds, and the required 20 per cent local match would be funded by the City of Huntsville. He said what was displayed on the screen was a cost comparison, with the old cost versus the new cost. He said this was a reduction from \$36,250,000 to \$24,700,000.

Resolution No. 2025-17, amending the "Surface Transportation Attributable Projects" section of the FY 2024-2027 TIP with changes to projects #100077103 (PE), #100077104 (RW), #100077105 (UT), and #100077106 (CN), for "ADDITIONAL LANES ON OLD BIG COVE ROAD FROM CLAUDIA DRIVE TO TAYLOR ROAD, GRADE, DRAIN, BASE AND PAVE TO INCLUDE SIDEWALKS, BIKE LANES AND STREET LIGHTS."

Motion by Watkins/Second by Bartlett/Unanimously Adopted by the MPO Policy Board Members present.

FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-18 adopted and supported the addition of projects #100081283 and #100081284 to the "Transportation Alternatives Projects" section of the 2024-2027 TIP. He said Madison County was awarded an FY 25 Transportation Alternatives TAP grant to construct Phases 3A and 3B of the Railroad Branch Greenway, which would extend the

greenway along a county-owned, abandoned railroad right-of-way approximately 1.3 miles, from County Lake Road to Maysville Road in Northeast Madison County.

Resolution No. 2025-18, amending the “Transportation Alternatives Projects” section of the FY 2024-2027 TIP, “to add projects #100081283, RAILROAD BRANCH GREENWAY PHASE 3A, AND #100081284, RAILROAD BRANCH GREENWAY PHASE 3B.”

Motion by Bartlett/Second by Watkins/Unanimously Adopted by the MPO Policy Board members present.

FY 2024-2027 TIP Amendment.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-19 adopted and supported changes to project #100075911, in the “Other Federal and State Aid Projects” section of the 2024-2027 TIP. He said the access and redevelopment corridor on Pinhook Creek was the City of Huntsville's vision for improving downtown pedestrian access, while providing an economic boost to lower income communities. He said the project would be funded using a mix of City of Huntsville local funds and a RAISE federal grant of \$20 million. He said this grant was administered by the US Department of Transportation, that it required no local funds, and no MPO funds would be used on this project.

Mr. Bernard said the project would remove property from flood zones and enhance connectivity among downtown, Mill Creek, and Lowe Mill communities, and improve the transportation grid along Pinhook Creek, via greenways and a suspended pedestrian bridge. He said the construction cost had increased, due to a cost estimate from the original grant application in 2018, prior to the completion of the plans. He said Component 1 consisted of

channel widening and was currently ready for construction. He said there was an increase from the old cost estimate of \$18 million to \$31,017,400.

Resolution No. 2025-19, amending the "Other Federal and State Aid Projects" section of the FY 2024-2027 TIP with changes to project #100075911 (CN) for "PEDESTRIAN ACCESS AND RE-DEVELOPMENT CORRIDOR ALONG PINHOOK CREEK, COMPONENT 1: CHANNEL IMPROVEMENTS."

Motion by Watkins/Second by Battle.

Ms. Watkins asked about the \$13 million cost increase to the project.

Mr. Bernard said the old cost was the estimate that was derived from the assessment, and since then, from 2018 to 2026, there were a myriad of factors that had gone into the reassessment, with the particular improvements, and the construction costs, and that inflation, that had contributed to the increase in cost.

Unanimously Adopted by the MPO Policy Board 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 decrease in cost for a project, and a clarification, for Resolution No. 16-24. He said Resolution No. 16-24, the prior year, was for an SS4A Implementation Grant. He said they thought the entire award of \$21,640,000 was for the Holmes Avenue street-widening improvement, but that had been corrected since then, in terms of the estimate, and the correct award amount, by the US Department of Transportation, was actually \$21 million. He said they were just correcting

this, as an administrative modification. He said this resolution had come before the MPO the prior year and had been approved. He said this was a difference of \$640,000.

Mayor Battle asked if this was the difference in the estimated cost and actually getting engineers in there and being able to give the real cost.

Mr. Bernard replied in the negative. He said the award had been separated because when they had gotten this grant award, it was actually for two projects. He said the Governors Drive Corridor Study and the Medical District Safety Action Plan was awarded that difference of \$640,000. He said it was item 4 on the agenda where they had just approved that, for the \$640,000. He said there were two projects that were awarded, as opposed to one, that when they had originally provided the MPO the information, they were under the impression, or understanding, that it was just one grant, one project, but they had since learned it was two projects, so they were now separating the funds, for their records.

Chairman McCutcheon asked if it was an ALDOT decision to divide that into two projects.

Mr. Bernard said it was awarded as one sum, and they were under the impression that it was the SS4A, for Holmes Avenue widening. He continued that the \$21,640,000 was for two projects, that it was the Governors Drive Study they had talked about earlier and the Holmes Avenue widening. He said this was just a clarification, that there was no moving of funds, that it was just a clarification of what was being funded and the correct amount for each project.

Mr. Bernard said Administrative Modification (b) was a decrease in cost estimate for a road resurfacing project one-half mile north of US-72, along

State Road 255. He said the estimate decrease was from approximately \$1.6 million to approximately \$1.4 million, a difference of \$168,054.54.

Mr. Bernard said Administrative Modification (c) was also a decrease in cost estimate, for a State Road 255 service road improvement. He said the old project estimate was approximately \$1.6 million, and the new project estimate was approximately \$1.4 million.

Mr. Bernard said Administrative Modification (d) was an increase in cost estimate to the project, for resurfacing and road widening on US 72, from the end of I-565 to Moores Mill Road, and there was an increase of approximately \$409,000.

Mr. Bernard said Administrative Modification (e) was also an increase in the cost estimate for this project, of \$362,279.26.

Mr. Bernard said Administrative Modification (f) was in relation to the Pinhook project, Component 1, of the Creek Improvements. He said they had property owners who had decided to donate easements, as opposed to having them pay for the easements, for the right-of-way, so they had zero as the right-of-way acquisition cost, a savings of \$500,000.00.

AGENCY REPORTS.

Chairman McCutcheon recognized Mr. Rod Ellis for a report from the Alabama Department of Transportation, Huntsville MPO Project Update.

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

Mr. Ellis said the utility work was close to completion, and maybe sometime earlier in the upcoming year, weather permitting, that work would be completed. He said the contractor was continuing work on the eastern section of the project, that they had a lot of the curb and gutter in place, and they should soon be paving, weather permitting. He said the grading work and

drainage on the western end of the project was continuing, noting that, obviously, weather would be affecting this. He said the project was approximately 65 percent complete, and the budget was approximately \$43 million.

North Parkway at Mastin Lake Road.

Mr. Ellis said these improvements were under construction, that they had transitioned traffic out to the service roads, and the bridge contractor was onsite, constructing the new overpass, and the roadway and wall contractor was continuing to work on constructing the retaining walls, to adjust the profile of the new roadway. He said the budget for this project was a little over \$44 million.

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

Mr. Ellis said the plans were approximately 85 percent complete. He said they had been working through some issues with some of the utility relocations they were anticipating and trying to minimize the cost associated with that, so that had set them back a little as far as advancing the right-of-way, because they wanted to minimize the impact to utilities and the project cost. He said that, hopefully, they would have that wrapped up and could start buying the right-of-way sometime early in the upcoming year, into the spring. He said the project cost was approximately \$15 million, and it was currently scheduled for FY 2026.

Winchester Road from Dominion Circle to Naugher Road.

Mr. Ellis said these plans were approximately 90 percent complete, that right-of-way acquisition was continuing, and Utility relocation design work was under way. He said the budget for this project was approximately

\$28 million, and it was currently scheduled for FY 2026,

US 72 West between Providence Main and County Line Road,

Phase I.

Mr. Ellis said they were still dealing with their environmental document, that they had had to go back and address some comments, and they were working on resolving those issues. He said they hoped to have that component of it, which was kind of the last study component of the EA document, and hopefully they would be allowed to submit the EA to Federal Highway as soon as they got that. He said once they got the EA FONSI issued, that would allow them to start buying the right-of-way for Phase I. He said the plans for Phase I were approximately 90 percent complete, and the budget for that phase was approximately \$18 million.

US 72 West between Providence Main and County Line Road,

Phase II.

Mr. Ellis said this was from Walnut Street, just east of Wall Triana Boulevard, to Huntsville Memory Gardens. He said they had recently held a 30 percent plan review on that section of the roadway, and the project was currently scheduled for FY 2029, at an estimated cost of approximately \$36 million.

US 72 West between Providence Main and County Line Road,

Phase III.

Mr. Ellis said this was from County Line Road over to Walnut Street, that the preliminary engineering, or the design work for the plans for this project, should be authorized in the current fiscal year, and construction was scheduled for FY 2030, with a budget of approximately \$38 million.

SR-53 Widening from Taurus Drive to Harvest Road.

Mr. Ellis said the plans were complete, that right-of-way acquisition was complete, and Utility relocation should be winding up in the upcoming month. He said the project was currently scheduled to bid in January, and the estimated budget was approximately \$10 million.

Madison Boulevard from Westchester Road to Flagstone Drive.

Mr. Ellis said this project was substantially complete, that he believed the contractor was addressing minor things on what they called a "punch list," to wrap this up. He said the estimated cost was a little over \$4 million.

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

Mr. Ellis said the contractor was continuing working from the west to the east, with the grading operation and paving, and more than half of this was complete. He said they were working on installing some drainage, and the bridge contractor was currently working on the bridges over Bradford Creek. He said the project was approximately 30 percent complete, and the budget was approaching \$42 million.

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

Mr. Ellis said the plans were approximately 85 percent complete, that the environmental document had been approved, and it was anticipated that right-of-way acquisition could start sometime in the current fiscal year. He said the project was currently scheduled for FY 2027, at an estimated cost of \$13.5 million.

Widening Blake Bottom Road from Jeff Road to SR 255.

Mr. Ellis said the plans were complete, right-of-way acquisition was

complete, and Utility work was under way. He said it was currently anticipated that the County would take bids on this project sometime in the upcoming spring, and the estimated cost was approaching \$21 million.

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

Mr. Ellis said this project was complete, and it had been accepted for maintenance by the State. He said the budget for this project was approximately \$3.7 million.

Arsenal East Connector.

Mr. Ellis said this project was still in the very preliminary engineering phases, that the estimated cost was approximately \$30 million, and it was currently scheduled for FY 2028.

I-565/Memorial Parkway Interchange Modification Study.

Mr. Ellis said they had completed all their collection of traffic data, that the Origin/Destination Study had been completed, and they were wrapping up the development of the model for the traffic. He said the consultant should be running simulations of the traffic through the model in the coming months, and that would allow them to start reanalyzing the improvement concepts in the spring. He said the budget for this project was approximately \$1.5 million.

Mr. Ellis said the total amount of work in design and construction currently was approximately \$390 million.

Ms. Watkins asked if Mr. Ellis had a projected completion date for the North Parkway Overpass, if it was ahead of schedule.

Mr. Ellis said he could not say if it was ahead of schedule, but he thought with where they were on this, and running into the winter months, it

would probably be sometime in the upcoming summer, or maybe toward the fall. He said he was just guessing, that he should have had that information, but he did not. He said he could ask their construction folks and let Ms. Watkins know about this.

Ms. Watkins said that would be fine, that he could get that to her when he had a chance to do so.

Chairman McCutcheon asked Mr. Ellis if he thought they would have the environmental they had discussed by the first of the year.

Mr. Ellis said he did not know that they would have it approved. He said when they did an EA-level environmental document, they had to prepare the EA, and by Federal Code, they then had to advertise that EA, and sometimes they had to hold an additional public meeting, to allow public comment, and that comment would get included in the Federal Register. He said his opinion of this project was that it should not require additional public involvement, because it was a fairly simple project, relative to what they were trying to accomplish, not like a project that was building a new roadway out in the countryside and impacting homes, and that sort of thing, which projects tended to have a much more involved public involvement process in the EA phase. He said, however, they would have to get approval from Federal Highway not to hold that meeting.

Mr. Ellis said at a minimum, he thought they would be talking about a few months after the EA was issued to go through advertising, advertise meetings, and receive the comments. He said they had to allow 30 days for comment periods, and that sort of thing. He said that, regretfully, there was time that got built into meeting the federal requirements for completing these environmental documents. He said there would be a little more discussion

with their ETS staff in Montgomery, noting that was the Environmental Technical Section, which helped them, as engineers, process that part of what they did, and they would let them know what they thought. He said that, basically, once the EA FONSI, which was a Finding of No Significant Impact, was issued, that would allow them to start buying right-of-way.

Chairman McCutcheon said the reason he was asking was because they had heard so many different dates and theories about this.

Chairman McCutcheon asked if it was correct that all the environmental had been done on the Jeff Road project, from Capshaw up to the service road.

Mr. Ellis said that was correct, that it had been approved. He said he thought they were ready to identify how they wanted to address the right-of-way acquisition process.

Mayor Battle asked, when they were talking about 72, if it was correct that they first had to have an environmental assessment, and that had to be produced, and then they would have to go through whether they did the hearing or did not do the hearing, and then they would start land acquisition, and then they would actually engineer it.

Mr. Ellis said Phase I was essentially the bridge and the approach work, and those plans were finished.

Mayor Battle asked where the Utilities fell in that.

Mr. Ellis said they were working on the Utility relocation part of that.

Chairman McCutcheon asked if it was correct that no part of that project could be worked on until they finished this.

Mr. Ellis said they could not start buying the right-of-way, and until they owned the right-of-way and relocated the Utilities, they could not start construction activities.

SPECIAL ELECTION.

Chairman McCutcheon said the floor was open for nominations for Vice Chair of the Huntsville-Area Metropolitan Planning Organization Policy Board.

Ms. Watkins nominated Mayor Ranae Bartlett.

Chairman McCutcheon moved that nominations be closed.

Chairman McCutcheon called for a roll-call vote on Mayor Ranae Bartlett as Vice Chair of the Huntsville-Area Metropolitan Planning Organization Policy Board, and the following vote resulted:

AYES: Wilson, Battle, Watkins, Bartlett, McCutcheon

Chairman McCutcheon said **Mayor Bartlett** had been elected Vice Chair of the Huntsville-Area Metropolitan Planning Organization Policy Board.

OPPORTUNITY FOR PUBLIC COMMENT.

There were no public comments.

MPO POLICY BOARD MEMBER COMMENTS.

Ms. Watkins thanked Mr. Madsen, Mr. Vandiver, and Mr. Bernard for their hard work in preparing for the MPO Policy Board meetings and making them look real smart.

2026 MPO MEETING DATES.

Chairman McCutcheon said the future meeting dates of the board were February 11, May 20, August 26, and November 18, 2026. He said if anyone had any questions, they could contact members of the MPO staff or contact him, and they would make sure they had these dates.

ADJOURN.

Chairman McCutcheon said the meeting was adjourned.

**Chairman, Metropolitan
Planning Organization**

ATTEST:

**Secretary, Metropolitan
Planning Organization**

(Meeting adjourned on November 19, 2025, at 4:40 p.m.)