

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

**MINUTES**

**Regular Meeting - February 9, 2025 - 5 p.m.**

**City Hall  
Huntsville, Alabama**

**Committee Members:**

Mr. Russ McDonald	Chairman, City of Huntsville
Mr. Brian Goodwin	City of Madison
Mr. Terry Jones	Madison County
Mr. Houston Mathews	Madison County
Mr. John Ofenloch	City of Huntsville
Mr. Taron Thorpe	City of Madison
Mr. Gary Whitley	City of Huntsville

**MPO Staff Members:**

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

**Also Present:**

Mr. John Autry	Transit Manager, City of Huntsville
Mr. Marcus Reed	Planning Department, City of Huntsville
Mr. Ben Ferrill	Planning Department, City of Huntsville

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**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 November 17, 2025, were approved as submitted.

**JURISDICTION REPORTS.**

There were no jurisdiction reports.

**ACTION ITEMS.**

**FY 2024-2027 TIP AMENDMENT.**

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

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-01 adopted and supported the addition of projects #100081281 and #100081282 to the Transportation Alternatives Projects section of the 2024-2027 TIP.

Mr. Bernard said this project was the Miller Branch Greenway, Phase 2, FY 2025 MPO Transportation Alternatives, a TAP grant that was awarded to the City of Huntsville. He said this project would extend the Miller Branch Greenway, Phase 1, from Beadle Lane all the way down to connect to the Wheeler Trail System. He said Phase 1 was funded by a previous MPO TAP grant, and he said the total cost of the project was \$996,830.00. He said on the display, they could see the breakdown of construction costs, as well as engineering costs, and the total cost.

**Mr. Reed** asked where it said "Deed Book 991, Page 211," if that was right-of-way that was already acquired.

Mr. Bernard said that would be referencing land the City owned.

**Motion recommending approval of Resolution No. 2026-01, amending the "Transportation Alternatives Projects" section of the FY 2024-2027 TIP to add projects #100081281 and #100081282, "MILLER BRANCH GREENWAY PHASE 2."**

**Motion by Ofenloch/Second by Mathews/Unanimously Approved by the Citizens Advisory Council members present.**

**FY 2024-2027 TIP AMENDMENT.**

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-02 adopted and supported the addition of projects #100081277 and #100081278 to the Transportation Alternatives Projects section of the 2024-2027 TIP, that this was the Bailey Cove Multi-Use Path and Safety Improvements, and it was also a TAP grant awarded to the City. He said it was approximately 2.4 miles along Bailey Cove Road and Four Mile Post Road, between Weatherly Road and Jones Farm Park. He said Engineering and Construction was a total estimated cost of \$1,830,750.00, of which the MPO TAP Grant Funds was \$800,000.00, and he said the City's match was also shown.

**Mr. Ofenloch** asked if this was bike pathways or what.

**Mr. Bernard** said this was a multi-use path, that it was a walking path, a bike path, and other safety improvements.

Mr. Ofenloch asked if it was along Four Mile Post.

Mr. Bernard replied in the affirmative, and he indicated on the display where it would start, and he said it came all the way to Jones Farm Park, and it went all the way down to Four Mile Post.

**Chairman McDonald** asked if that would take out any lanes of traffic.

Mr. Bernard said no lanes were being adjusted, that this was just alongside the road.

**Motion recommending approval of Resolution No. 2026-02, amending the "Transportation Alternatives Projects" section of the FY 2024-2027 TIP, to add projects #100081277 and #100081278 "MULTI-USE PATH AND SAFETY IMPROVEMENTS ON BAILEY COVE ROAD IN THE CITY OF HUNTSVILLE."**

**Motion by Thorpe/Second by Ofenloch/Unanimously  
Approved by the Citizens Advisory Committee members present.**

**FY 2024-2027 TIP AMENDMENT.**

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-03, adopted and supported the addition of project #100081456 to the Transit Projects section of the 2024-2027 TIP. He said this was for a Low-No Emission Vehicles grant. He said for this purchase, they were using funds that were allocated for a Low-No Emission Vehicles grant to acquire new buses, hybrid electric and diesel buses, to replace some of the aging fleet within the Huntsville Transit System. He said this would total approximately \$7,176,689.85.

**Mr. Ofenloch** asked how many buses that was for \$7,000,000.

**Mr. Autry** said it included workforce training as well as the buses, and it was six buses.

**Motion recommending approval of Resolution No. 2026-03, amending the "Transit Projects" section of the FY 2024-2027 TIP to add project #100081456.**

**Motion by Mathews/Second by Thorpe/Unanimously  
Approved by the Citizens Advisory Committee members present.**

**FY 2024-2027 TIP AMENDMENT.**

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-04 adopted and supported updated Transit Safety Performance Measurements for Huntsville Transit. He said the MPO approved Transit Safety Performance Measurements for Huntsville Transit on an annual basis, and he said these Performance Measurements included Fatalities, Injuries, Safety Events, and Distance Between Mechanical Failures, for Fixed Route and the Demand Response transit service. He said as they could see, on the display, highlighted, were the

actual results from FY 2025, the last calendar year, on the chart above, and he said the chart below took into consideration the projections for the Safety Measurements for 2026.

**Mr. Ofenloch** asked what a "Safety Event" was, if it was someone tripping, falling, or getting run over, or all of the above.

**Mr. Autry** said it would be any reportable incident or accident connected to the service provided, that if a customer tripped and fell getting onto a bus, that would count as an event; and if someone ran into the rear of a bus, it would be a non-preventable accident, but for the City employee, however, it would still count as a Safety Event, so it was both preventable and non-preventable incidents.

Mr. Autry said next year's target was based on a five-year rolling average, and they liked to exceed the expectations, and they were hoping to be back a year from this date and see that they beat the 18 and 14.

**Mr. Goodwin** asked about the Injuries in FY 2025.

Mr. Autry said for FY 2025, on the paratransit service, which was also known as "Demand Response," there were no Injuries, that that was a very good year, and they hoped to repeat that.

**Motion recommending approval of Resolution No. 2026-04, adopting and supporting the Public Transportation Agency Safety Action Plan (PTASP) Performance Measurements and Targets, as approved by Huntsville Transit.**

**Motion by Mathews/Second by Ofenloch/Unanimously Approved by the Citizens Advisory Committee members present.**  
**FY 2024-2027 TIP AMENDMENT.**

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-05 adopted and supported updated Transit Asset Management (TAM) Performance Measurements for Huntsville Transit. He said they did this every year at the first meeting, that this was the FY 2026 Transit Asset Management Performance Targets. He said they had various categories of assets owned by the Transit System, and these were the targets. He said they could see the 2025 performance, what had actually occurred, and the difference in terms of the measurement, and what they had targeted for 2026.

**Motion recommending approval of Resolution No. 2026-05, adopting and supporting the Transit Asset Management (TAM) Performance Measurements and Targets as approved by Huntsville Transit.**

**Motion by Ofenloch/Second by Mathews/Unanimously Approved by the Citizens Advisory Committee members present.**  
**FY 2024-2027 TIP AMENDMENT.**

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-06 adopted and supported the addition of project #100081471 to the Transit Projects section of the TIP. He said this was using Carbon Reduction Funds to aid in purchasing new electric paratransit vans and charging infrastructure for those vans, for the City, that it was with the use of Carbon Funds and also a Huntsville match, and the estimated cost was \$2,435,780.

**Mr. Ofenloch** asked how many this was.

Mr. Bernard said he believed it was five.

**Mr. Autry** said much of the cost was the infrastructure, the charging facilities for the vehicles. He said this was originally programmed for traffic

mitigation on highways, and these were remaining funds being moved over to the transit side. He said Mr. Vandiver might want to explain this further.

**Mr. Vandiver** said that was correct. He said the Carbon Reduction Funds were an allocation the MPO got every year, that for the past few years, as a result of the IIAJ, or Infrastructure Investment and Jobs Act, passed by Congress in 2021, MPOs received about \$1 million a year in Carbon Reduction Funds, and these funds could go to any project that reduced emissions. He said one of the projects they had used it on was they would be adding new dynamic message signs on non-interstate highways in the Huntsville area, that they had been talking about adding some new signs on Memorial Parkway, US-431, as well as US-72 East.

Mr. Vandiver said they were not entirely sure the Carbon Reduction Funds would remain with the next Highway bill that was going up for reauthorization by the end of this fiscal year, so they wanted to make sure they got these funds out, and they wanted to make sure it was a regional project that would affect as many people as possible. He said it was kind of hard to find that with the rules on it, that they could not use it on capacity projects, that they could not widen a road with it. He said there were some limitations to it, but one of the things they could do was to purchase electric vehicles, or low-emission vehicles. He said Mr. Autry had been working on this project for a while, and they wanted to step in and help out on that, and this would allow them to use these funds up before the end of the fiscal year, and it was really hard to find projects that would move that quickly. He said they appreciated Mr. Autry and his staff's work on this, and he said it was not just the five vans, that it also included the charging infrastructure for them.

**Mr. Ofenloch** asked, concerning the message boards, who put the

messages out there, where the central control was.

Mr. Vandiver said ALDOT maintained those, in the North Region Traffic Management Center at UAH.

Mr. Ofenloch asked if the charging infrastructure was self-built or if they purchased that.

**Mr. Autry** said they would contract with an engineering firm initially. He said the project would be managed throughs General Services, Fleet and Facilities, Construction Management.

**Chairman McDonald** asked if the City already owned any all-electric vehicles.

Mr. Autry said they owned a few, but he did not know the exact number. He said these would be the first for Huntsville Transit.

**Motion recommending approval of Resolution No. 2026-06, amending the "Transit Projects" section of the FY 2024-2027 TIP to add project #100081471.**

**Motion by Thorpe/Second by Ofenloch/Unanimously Approved by the Citizens Advisory Committee members present. FY 2024-2027 TIP AMENDMENT.**

**(Mr. Bernard made a PowerPoint presentation.)**

**Mr. Bernard** said Resolution No. 2026-07 adopted and supported the addition of project #100081473 to the Other State and Federal Aid Projects section of the 2024-2027 TIP. He said, as they could see highlighted on the display, circled in red, this was going to be a bridge replacement over this canal, or waterway, with the use of approximately \$2,000,000. He said the projected start date was June 15, 2026. He said this project was necessary due to failing infrastructure at that location, that it had been repaired several

times, and it was in dire need of replacement.

**Mr. Ferrill** asked if they were expanding the stream capacity.

Mr. Bernard said he did not have the answer to that question, that he would have to ask. He said that so far, it had not been indicated to him that there was going to be any significant work on the stream, just the bridge replacement, but he could find that out for Mr. Ferrill.

**Motion recommending approval of Resolution No. 2026-07, amending the "Other State and Federal Aid Projects" section of the FY 2024-2027 TIP to add project #100081473.**

**Motion by Mathews/Second by Thorpe/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 Modifications were usually projects that experienced some sort of change in cost or scope, or deletion. He said they just highlighted the changes, that it was not necessary for a resolution to be presented for these changes.

Mr. Bernard said Administrative Modification (a) was a cost increase to project #100054997, the Northern Bypass, from Pulaski Pike to US-231. He said as a part of the Environmental Assessment on most projects they had, they had to acquire mitigation credits when they were enhancing or affecting wetlands or streams, to compensate for losses due to the construction activities. He said the impacts were evaluated and determined by the Army Corps of Engineers, and through the permitting process, they determined how many credits they would need. He said the credits were purchased through and

approved for wetland or stream mitigation banks within the same watershed. He said there were currently five approved mitigation banks within the region, and credits were determined based upon the quality of the stream or wetland, and the quantity available, as well as the expense required to maintain mitigation by each bank.

Mr. Bernard said the Northern Bypass construction required a total of 1,793 credits, of which 1,311 credits were previously purchased from the Flint River Mitigation Bank, with the remainder of 482 stream credits that needed to be purchased, and he said these were going to be purchased from the Goldsmith Schiffman Wildlife Sanctuary Wetland Mitigation Bank. He said this was at \$500 per credit, and for 482 additional credits, they had a new project cost of \$1,288,792.50, which was a \$241,000.00 increase.

Mr. Bernard said that for those who were new to this process, they did not need to vote on these, that this was for informational purposes.

Mr. Bernard said Administrative Modification (b) was a decrease in cost to project #100037275, a lane-widening and resurfacing project along State Road-255, from Jeff Road to Harvest Road. He said this was a reduction from \$8,837,500.00 to \$7,968,901.03, which was a difference of \$868,598.97. He said this should already be under construction, with a price reduction. He said no MPO funds would be spent on this project.

**Mr. Ofenloch** asked where the credit would go, who would get that.

**Mr. Vandiver** said these were National Highway funds, so it could be anywhere in the state of Alabama. He said this was State Route 53, from Jeff Road to Harvest.

Mr. Vandiver said this project was coming back for some decreases because they had worked on an intersection improvement project to the north

of this project, at Harvest Road, with adding some turn lanes and improving the signalization there, so that had decreased the cost of the total project for widening the road from just north of Jeff Road to Harvest Road.

**Mr. Bernard** said there was an overlap in the initial project, that they did not need to extend it that far or do the improvements at that site anymore, and hence the reduction.

**Mr. Jones** said back in the '90s, there was something about the State doing work on Highway 53, and he asked if that had ever been revived by the State. He said that road was having more and more traffic.

Mr. Bernard said he was not speaking for the State specifically, that there were a significant number of projects in the North Alabama region that had been shuffled back and forth, based on priorities that ALDOT set. He said they had not received any specific word on it, but they had been making improvements, to improve the traffic flow and reduce accidents along Highway 53.

Mr. Bernard said Administrative Modification (c) was a decrease in cost to project #100079189. He said this was construction costs, that it was also resurfacing and safety widening along US-72 East, from the end of I-565 to Moores Mill Road. He said the Old Project Estimate was approximately \$1.8 million, and the New Project Estimate was approximately \$1.6 million, with a difference of just under \$200,000.00. He said no MPO funds or local funds would be used on this project. He said this was just to improve the safety, because they had seen a number of accidents, both with people coming down into the city as well as going up. He said there had been some significant accidents along that path, so they were widening and resurfacing so they could reduce the number of accidents and fatalities in that area.

Mr. Jones asked about a bad entrance, if they were ever going to change that. He said they had one road they could still access going in, and it was a very busy road, with a lot of wrecks. He said he thought at some point, there was a plan to close that off, not allow anyone to access that road, and he asked if anything else had been said about that.

Mr. Bernard said not at the moment. He said there were a lot of different considerations that went into different suggestions for better vehicular movement and for greater safety, and they were not aware of any specific change that was going to be made at this time to that location.

**Mr. Ofenloch** said his understanding was that it was the way it was because of a church.

Mr. Bernard said Administrative Modification (d) was an increase in cost to project #100076253, access management and signal modifications along US 72 East, from 0.25 miles west of Shields Road to 0.75 miles east of Brock Road. He said the Old Project Estimate was \$6,243,624.00, and the New Project Estimate was \$6,356,560.30, a difference of \$112,936.30. He said no MPO funds or local funds would be used on this project.

Mr. Bernard said Administrative Modification (e) was a decrease in the project cost of project #100079191, resurfacing along US-231/431 from Country Club Avenue, NW, to NW Cedarama Drive. He said the Old Project Cost Estimate was approximately \$4.5 million, and the New Project Estimate was approximately \$3,375,000.00, a difference of \$1,130,019.00. He said no MPO or local funds would be used on this project.

**AGENCY REPORTS.**

**Alabama Department of Transportation.**

**Mr. Vandiver** said he would present the MPO project update they

requested from ALDOT at every meeting. He said it went over some of the active and pending projects ALDOT had control over in the Huntsville MPO area. He said this was typically done by an ALDOT employee at the MPO Policy Board meetings, but they also wanted to share this report with the CAC members. He said if there were any questions, to just let him know, and he could relay them on to ALDOT.

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

Mr. Vandiver said the first project was the Northern Bypass, or SR-255, from Pulaski Pike to US Highway 231/431. He said this was the phase of the Northern Bypass that was currently under construction, that the utility work was close to completion, that the contractor was working east to west, the grading and drainage was continuing, and the project was approximately 70 percent complete. He said this was the project they had the wetlands credits discussion on earlier. He said the total project cost was \$43,000,000, and that included not just construction but utilities, right-of-way, and other construction activities.

**Martin Road between Zierdt Road and Laracy Drive.**

Mr. Vandiver said the Phase I project had been complete for some time, and they were working on Phase II, and they had utility relocation substantially complete, that bridge construction over Bradford Creek was 75 percent complete, that they were working on pavement east of the bridge, and the total project was approximately 65 percent complete. He said the project cost for both phases was \$42,000,000.

**North Parkway at Mastin Lake Road.**

Mr. Vandiver said this was the interchange project, that the contractor was working on the southern approach and the bridge structure, and it was

66 percent complete, and they hoped to have it done by the end of the current year. He said the project cost was \$44,200,000.

**Access Management on US 231 Between Weatherly Road and Hobbs Road.**

Mr. Vandiver said the plans were 85 percent complete, and they were planning to start acquiring right-of-way in the current spring. He said the estimated cost was about \$15,000,000, with an anticipated start date of the upcoming year.

**Mr. Ofenloch** asked if there were any overpasses involved in this.

Mr. Vandiver replied in the negative, stating that it was just assess management, that they would be closing a lot of the crossovers and making people have to do U-turns for left turns.

**Winchester Road from Dominion Circle to Naugher Road.**

Mr. Vandiver said the plans were 90 percent complete, that right-of-way acquisition was almost complete, and they were working on utility relocation design work. He said the estimated cost of the project was \$28,000,000, and they were hoping to have this started in the current year, that it was definitely a road that everyone was waiting to get done.

**US 72 West between Providence Main and County Line Road.**

Mr. Vandiver said this had been divided into three phases, and the first phase would be from Huntsville Memory Gardens, a cemetery just east of Jeff Road, to Providence Main. He said that, basically, this would rebuild the bridge over Indian Creek. He said they were working on an Environmental Assessment for the entire corridor, for 72, and that had been holding up some of the utility relocations and construction of this project. He said they were looking at getting the first phase started in FY 2027, that the plans were almost

complete, and once the Environmental Assessment got completed by ALDOT, the project should start to move a lot quicker. He said the estimated cost of this phase was \$18,000,000.

**US 72 West between Providence Main and County Line Road.**

Mr. Vandiver said the second phase was from Walnut Street to Huntsville Memory Gardens. He said Walnut Street was between Hughes Road and Wall-Triana Highway, so they would go from Walnut Street to the end of the first phase. He said they were at 30 percent on the plans, and the construction of this phase was scheduled for FY 2029, and the estimated cost was \$36,000,000.

**US 72 West between Providence Main and County Line Road.**

Mr. Vandiver said the final phase would be from County Line Road to Walnut Street, that the preliminary engineering was scheduled to start in the current year, with construction planned for FY 2030, and the estimated cost was \$38,200,000.

**Mr. Goodwin** asked how the priorities were set on this, noting the congestion in the area and that Phase III would not be started until 2030, and the project would not benefit citizens until that section was completed. He asked how the priorities were set on the phases.

Mr. Vandiver said ALDOT set those priorities, that it was up to them to come up with this, as they were the ones funding this project, using National Highway Funds. He said he agreed that there was a lot more congestion in that third phase, especially around Clift Farms, between Balch and Wall-Triana. He said at this time, they were looking at working from east to west on this.

Mr. Vandiver said something they had been talking about at the last couple of meetings was working on improving Capshaw Road, as an alternate

route. He said Capshaw Road was a local road, so they had a bit more say on what was going to happen on that route. He said the City of Huntsville had already done an intersection modification study, and maybe in the next couple of meetings, they would be having some funding approved for those intersection projects. He said they were looking at that, and they had already been tweaking the timing of the traffic lights along Capshaw Road, and the MPO this year had budgeted some funding for a corridor study of Capshaw Road, and that would kind of give them a path forward on how to do capacity improvements on Capshaw Road, as in widening Capshaw, and figuring out how much that would cost, what the right-of-way constraints were, and to look at land use, and things like that. He said that was something that was going to be coming up this fiscal year, that they had the funding budgeted for it, that they just needed to execute a contract.

Mr. Vandiver said they understood that 72 was an issue, especially on the western end, and waiting five years was definitely not helpful.

**Mr. Ofenloch** said they had sent a letter to the MPO three or four years prior saying to look at Capshaw first.

Mr. Vandiver said that was what they were doing, that the MPO was looking at Capshaw first, that that was something, as an MPO, they could work on.

**SR-53 Widening from Taurus Drive to Harvest Road.**

Mr. Vandiver said this was a project that had been mentioned earlier that had decreased in cost. He said the bids were opened on January 30th, so the prior week, and the estimated cost was just under \$10,000,000.

**Madison Boulevard from Westchester Road to Flagstone Drive.**

Mr. Vandiver said this was the resurfacing of Madison Boulevard and

some signalization improvements there at Sullivan Street, the Wall-Triana Highway, and Madison Boulevard. He said this project was complete, and it was a \$4.2 million project.

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

Mr. Vandiver said the contractor was working from west to east on this project, that they were working on the bridges over Bradford Creek, that the project was 30 percent complete, and the estimated cost was \$41.8 million.

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

Mr. Vandiver said the plans on this project were 85 percent complete, that the environmental document had been approved, and right-of-way acquisition was planned to begin in the current year, that the County had been working on that. He said the projected start date was FY 2027, and the estimated cost was \$13,5 million.

**Widening Blake Bottom Road from Jeff Road to SR 255.**

Mr. Vandiver said the utility work was under way, that the County was going to be looking at bidding this later in the current year for construction, and the estimated cost was \$20,805,000.

**Arsenal East Connector.**

Mr. Vandiver said this was also known as the Southern Bypass, and he said the design had been under way, that they were looking at different concepts of routing, so the blue line that was seen on the display might not be the actual route of the Arsenal East Connector, but it would go from Bob Wallace Avenue to roughly where Gate 10 was on Redstone Arsenal. He said that would be the first phase, and the estimated cost of that phase was

\$30,000,000, and the anticipated start date was FY 2028 currently.

**I-565/Memorial Parkway Interchange Modification Study.**

Mr. Vandiver said this was just the study for the interchange modification, not the actual design or construction of it. He said they were working on some modeling, to figure out some alternatives for the construction, or the design, of that interchange, or the redesign of the interchange. He said the cost of the study was \$1.5 million.

**Mr. Ofenloch** said he had heard that the estimate for that, to implement it, was, like, 600 million bucks. He asked if Mr. Vandiver had heard that number.

Mr. Vandiver said that was a little higher than he had heard, that he had heard more like 300 to 400 million, which was still a lot. He said that was the number he had been hearing for the modification of that interchange, that it would be one of the largest projects they had done in quite a while.

**Mr. Vandiver said the total amount of work in design and construction was \$386,205,000.**

**Mr. Goodwin** asked what the total funds spent by ALDOT for the state were.

Mr. Vandiver said it was several billion dollars. He said they were usually pretty quiet on what was being spent elsewhere, that they had to figure out what was going on, but it was several billion dollars a year spent by ALDOT.

**Mr. Nick Frevold**, a member of the public, said, concerning the Arsenal East Connector, that currently a lot of the traffic went on Bob Wallace in front of the Morris Elementary School, and he asked with the new east connector, if it would be considered to narrow that road in front of the school to make it safer for kids to cross, or anything like that, or putting bike lanes on

it.

Mr. Vandiver said that was something they could definitely consider, that that was one of the reasons they were building the Arsenal East Connector, to alleviate traffic along Bob Wallace, and Patton as well.

Mr. Frevold said just the current morning, after walking his kid to school, he saw someone texting while driving through the school zone. He said it was a very problematic road.

**Mr. Ofenloch** said Mr. Vandiver had not covered the new northern exit off the Arsenal.

Mr. Vandiver said that was Resolute Way, and they had started the design on that in the current year, for Phase I. He said for the new CAC members, Resolute Way was basically extending the Madison Boulevard exit, Exit 13, that currently it was just one way in and one way out, and this would extend it, and make it into a full interchange eventually. He said it would extend into Redstone Gateway, so creating another route into Gate 9. He said the MPO was working on funding that project, especially Phase I, that it was going to be about a \$10 million project for the City of Huntsville, and it would add some ramps onto Madison Boulevard and extend that road over to Resolute Way. He said creating the full interchange would be about \$50,000,000, and that was the Phase II that they expected to get done probably in the next six or seven years.

### **Regional Development Review.**

Mr. Vandiver said another item on the agenda was the Regional Development Review, and he said this was a report they had been doing for the past couple of years, that it was a compilation of residential construction and real estate data. He said they worked with not only the City of Huntsville but

also the City of Madison and Madison County, and they came up with a development review report with that data. He said they were still working on getting some data points, so he did not have a report just yet, but it would be available soon on the Huntsville MPO website. He said the Huntsville Development Review was a report the City of Huntsville had been doing for over 40 years, and this was a similar report. He said they had been doing it for the MPO because they used this data for their travel modeling purposes, that it was a great resource for them. He said if the members were interested in that, to just be on the lookout on [huntsvillempo.org](http://huntsvillempo.org).

**Mr. Jones** said on Nick Davis Road, there was a long stretch all the way from Madison coming into Limestone County, and there were no turn lanes along that roadway, and it was a heavily trafficked road, and there were a lot of wrecks, that there was always an accident down through there, that it had just been paved in the last few years. He said the width of it was very narrow, so they had that problem, and then they had the problem of it going from Jeff Road almost all the way to Athens. He said he was surprised that no one had taken any action to look at that and try to make improvements so the traffic could flow better. He said they had Capshaw, and that was taking some of it, but there was still that road.

**Mr. Vandiver** thanked Mr. Jones for his comments, and he said they would definitely relay that to Madison County and Limestone County,

**Chairman McDonald** asked about the MPO boundary in that area, if some of it was in and some of it was out.

**Mr. Vandiver** said that getting closer to Athens, he thought Piney Creek and Mooresville Road was their boundary on that side. He said a lot of Nick Davis was within their boundary, that that was definitely in their

jurisdiction.

**Chairman McDonald** said the ALDOT report Mr. Vandiver had given was updated quarterly, he believed, and it was always on the huntsvillempo.org website.

**OPPORTUNITY FOR PUBLIC COMMENT.**

**Mr. Nick Frevold** asked how often roads were repaved in the city of Huntsville.

**Mr. Bernard** said that was a good question. He said the last time that was asked of the Public Works Director, it was that they worked on a rolling basis evaluating roads, and they had a particular criteria they used to determine which roads: when was the last time they were resurfaced, the current condition, and how much vehicular traffic was on that road. He said they had that metric that they used to determine which roads needed to be repaired at what time.

Mr. Frevold asked how many years that would be, that if they built a road the following day, when would it be repaved, how many years, if it would be like 10 years, 20 years.

Mr. Bernard said he did not know, that it would all depend on something like if they had heavy equipment traveling on that road, the speed of the road, if it was a major arterial or a minor collector, that all those factors were taken into consideration, and it depended on how much use it got.

Mr. Frevold asked when a new road was built or widened, if there was any consideration for it to be, like, a 30-year cost of that road, the average cost to repair, potholes or resurfacing cost.

Mr. Bernard said the answer to that question would be yes, and he said, more specifically, the Public Works Department would be better able to answer

that question. He said that was not something they did on a daily basis, in terms of charting each road and knowing the life span of each road. He said that was something he could ask, if there was a general answer to that question. He said he could ask that question and have an answer at the next meeting.

**Mr. Vandiver** said Mr. Frevold might want to contact his City Council member, that they were usually pretty good on getting resurfacing projects, making sure there was enough funding.

Mr. Bernard said that as they could plainly see, there were a lot of roads to be improved, and there was just not enough money, or at least that was what they had been told, not enough money to go around, based on the demand for roads.

**Mr. Jones** said when these pavers came along and were repaving a road and they did not scrape it up, they were laying one layer on top of another, and in his subdivision, it was like driving on a hump, just trying to get on the road, because they did not take the time to build out into the exit. He said that needed to stop, that whoever was doing that needed to be held accountable, to make sure there was a smooth entrance to the subdivisions.

Mr. Bernard said he would agree with that, and he said that, again, the best recourse would be a Council member, the local City government, or even the County government, that usually they were the ones that were contracting with the contractors and establishing what the rules were.

Mr. Bernard said they could take a little time for the new members to introduce themselves and tell them a little about themselves and what city they were representing.

**Mr. Terry Jones** said he was retired from the federal government, and he had been in Huntsville since '92, and he lived in Monrovia.

**Mr. Brian Goodwin** said he worked in the City of Madison, that he had been in Madison since '94, that he worked at Leidos, and he lived in Edgewater Subdivision, right off Zierdt Road.

**Chairman McDonald** asked when their next meeting would be.

**Mr. Bernard** said the next meeting date for the CAC was Monday, May 18, 2026.

**ADJOURN.**

**The meeting was adjourned at 6 p.m. on February 9, 2026.**