

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

MINUTES

Regular Meeting - May 17, 2023 - 4:00 p.m.

Huntsville, Alabama

Members Present:

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

Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
Mayor Mary Caudle	Town of Triana

MPO Staff Present:

Mr. Dennis Madsen
Mr. James Vandiver

Also Present:

Mr. Rod Ellis	ALDOT
Mr. John Autry	Manager of Public Transportation, City of Huntsville

The meeting was called to order by Chairman McCutcheon.

The Minutes of the Regular Meeting of the MPO Policy Board held on February 15, 2023, were approved as submitted.

Chairman McCutcheon stated the next item on the agenda was Draft FY 2024-2027 Transportation Improvement Program (TIP), Resolution No. 05-23, adopting the Draft FY 2024-2027 TIP.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated the TIP, the Transportation Improvement Program, included all state, federal, and regionally significant local projects that would begin work in the next four years, and that it must be fully updated and approved by the MPO at least every four years, according to federal law, and amended as necessary.

Mr. Vandiver stated some highlighted changes from the 2020-2023 TIP to this draft TIP included additional funding for Winchester Road widening, Construction Phase, from Dominion Circle to Naugher Road; a revised project, based on discussions with the member jurisdictions, the Slaughter Road widening from Old Madison Pike to Madison Boulevard, which they had revised to just being Intersection Improvements along that corridor, particularly at Slaughter Road and Madison Boulevard; and a new Surface Transportation project on Old Big Cove Road, from Sutton Road to Taylor Road, and then Terry Drake Road, for the entire extent of that short connector road, noting that the preliminary engineering, right-of-way acquisition, and relocation of that project would be in the TIP, and construction would come at a later date, outside the scope of the TIP.

Mr. Vandiver stated they had a new allocation of funds for the MPO, called "Carbon Reduction," from the Infrastructure Investment and Jobs Act, the most recent Federal Transportation bill. He stated they would like to use part of these funds on a TSMO project, Transportation System Management and Operations, on several corridors in the MPO region, with the first ones being US 72 East over Chapman Mountain, US 431 from Memorial Parkway to Sutton Road, and Memorial Parkway from I-565 to Airport Road. He continued that this would include motorist information signs as well as traffic

cameras that could be viewed on line.

Mr. Vandiver stated they were waiting on a few things from ALDOT to complete the final TIP, and they were also going to submit it to them, as well as to FHWA, for their comments. He stated the public comment period would end on the upcoming Thursday, and they would incorporate any comments they received from the public. He stated they would have the Final FY 2024-2027 TIP before the board at its August meeting.

Mayor Battle read and introduced a resolution adopting the Draft FY 2024-2027 Transportation Improvement Program (TIP), as follows:

(RESOLUTION NO. 05-23)

Mayor Battle moved for approval of the foregoing resolution, which motion was seconded by Mr. Meredith.

Chairman McCutcheon asked if there was any discussion.

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

Chairman McCutcheon stated the next item was FY 2024 Unified Planning Work Program (UPWP), Resolution No. 06-23, adopting the Draft FY 2024 UPWP.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 06-23 adopted the Draft FY 2024 UPWP. He stated this was the annual budget for the day-to-day operations of the MPO, including staffing, equipment purchases, professional development, and also any plans that were part of the MPO's obligation, such as the Long-Range Transportation Plan and the Transportation Improvement Plan.

Mr. Vandiver stated that this year's budget would have \$969,176, which was an increased budget, due to some carryover funding from FY 2022. He stated they had also had an allocation increase, based on the new urban area in the 2020 Census, so they had increased funding for the Long-Range Transportation Plan task because they would be working on a Draft 2050 Long-Range Transportation Plan the upcoming fiscal year; and as part of the LRTP process, they had to update their Congestion Management Plan, and they had increased funding for that; and they had also increased funding for Transit Planning, to support regional transit planning goals.

Mr. Vandiver stated they had a new task, based on ALDOT's request. He stated all MPOs had been required to add a Safe and Accessible Transportation Options task to their UPWP. He stated they had changed the Bicycle and Pedestrian Planning task to that, so all the tasks that were previously under Bicycle and Pedestrian Planning were now in Safe and Accessible Transportation Options. He stated they had also increased funding in this task because they would like to start work on an MPO Regional Bike Plan, which he would explain momentarily.

Mayor Finley read and introduced a resolution adopting the Draft FY 2024 Unified Planning Work Program (UPWP), as follows:

(RESOLUTION NO. 06-23)

Mayor Finley moved for approval of the foregoing resolution, which motion was seconded by Mr. Meredith and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was FY 2023 Unified Planning Work Program (UPWP) Amendment, Resolution No. 07-23, adopting and amending the FY 2023 UPWP, to include available carryover funds from

prior years.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 07-23 was an amendment to the FY 2023 Unified Planning Work Program, that it was an increase of \$200,000, using carryover funding from the FY 2022 budget. He stated these funds would be used to begin work on an MPO Regional Bike Plan. He stated this plan would take the plans that had been done by the jurisdictions and put them into one cohesive plan, along with expanding the regional network they had. He stated that, also, with the Singing River Trail moving along, this would be an excellent opportunity for the MPO to have one cohesive, unified plan for regional bike connectivity for all their jurisdictions.

Mr. Vandiver stated there was approximately \$211,000 in FY 2022 carryover funds they had not put in this budget that would be applied to the FY 2024 UPWP, and they had been added in the Draft 2024 UPWP.

Mr. Meredith read and introduced a resolution amending the FY 2023 Unified Planning Work Program (UPWP), to include carryover funds from Fiscal Year 2022, in the amount of \$200,000, to be added to Task 3.3 ("Bicycle and Pedestrian Planning"), to begin work on a Regional Bike Plan, as follows:

(RESOLUTION NO. 07-23)

Mr. Meredith moved for approval of the foregoing resolution, which motion was seconded by Mayor Battle and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was FY 2020-2023 TIP amendment, Resolution No. 08-23, adopting and supporting changes to the

other Surface Transportation Program Project section of the TIP on Project No. 100061851.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 08-23 changed the total cost of the Northern Bypass West section, the Construction Phase. He stated the total cost increase was from \$30 million to \$40,282,131. He stated this was a new estimate, based on the actual cost. He stated this project was getting very close to being let. He stated this also included remaining Utility projects, including water and sewer line relocations.

Mr. Vandiver stated the funding for this project came from a \$30 million COVID allocation from the State, as well as MPO funds and City funds for a match. He stated the City of Huntsville expected work to begin on this project in the summer, and it was the segment of the Northern Bypass from the Toyota Engine Plant to Memorial Parkway.

Mayor Battle read and introduced a resolution amending the Other Surface Transportation Projects section of the FY 2020-2023 TIP, with the total cost change on Project #100061851 CN Phase of "HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION," as follows:

(RESOLUTION NO. 08-23)

Mayor Battle moved for approval of the foregoing resolution, which motion was seconded by Mayor Finley and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was FY 2022-2023 TIP Amendment, Resolution No. 09-23, adopting and supporting changes to the

Other Surface Transportation Program Projects section of the TIP on Project #100055286.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 09-23 was another TIP Amendment for the FY 2020-2023 TIP. He stated this was for Martin Road and James Record Road Phase II widening, that this was for the Construction Phase of the project, that this was another property that was getting very close to being let, so they were adjusting the estimate to actual cost. He stated the cost increase was from \$10,749,511.22 to \$30,500,000, as the total cost. He stated there was also a mix of funding applied to this project, that there were remaining funds from a State Surface Transportation allocation that was given to the City for all of Martin Road. He stated there was Martin Road, Phase I, from Zierdt Road to Old Jim Williams Road, and some of the funds were spent on that, and the remaining funds would be spent on this section of the road. He stated there were also MPO COVID funds that were applied to this, based on a letter to ALDOT in April of 2021. He stated the MPO would be contributing Surface Transportation funds, and, also, the City of Huntsville would match that.

Mr. Vandiver stated the City expected work to begin on this project in the fall. He stated that would also be concurrent with a gas line relocation project, which was a separate utility phase. He stated that was the reason this was coming before the board at this time and was not part of the next TIP, noting that they wanted to get this project moving.

Mr. Meredith read and introduced a resolution amending the Other Surface Transportation Projects section of the FY 2020-2023 TIP, with the

total cost change on Project #100055286 CN Phase of "ADDITIONAL LANES ON CR-999 (JAMES RECORD RD) FROM LARACY DRIVE TO TRADEMARK DRIVE AND ON CR-11 (MARTIN RD) FROM TRADEMARK DRIVE TO CR-12 (OLD JIM WILLIAMS RD)," as follows:

(RESOLUTION NO. 09-23)

Mr. Meredith moved for approval of the foregoing resolution, which motion was seconded by Mayor Finley.

Chairman McCutcheon asked if there was any discussion.

Mayor Finley stated this was a great project, but on the Northern Bypass, there was about a 33 percent increase, and this was, like, a 200 percent increase. He asked how they had missed that that badly.

Mr. Vandiver stated this was based on what was in ALDOT's system. He stated that currently that \$10,749,000 was just Surface Transportation State funds, that they had not added in the new COVID funds, and also the MPO Surface Transportation funds. He stated they had known this project would increase for some time, and the MPO had budgeted funds for that. He stated they were getting very close to letting on this project, and that was why they were revising the estimate.

Chairman McCutcheon called for the vote on Resolution No. 09-23, and it was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was TRiP 2045 LRTP Amendment, Resolution No. 10-23, adopting and amending the 2045 Long-Range Transportation Plan (LRTP), to include the University-Medical Bus Rapid Transit Corridor.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was a Long-Range Transportation Plan amendment. He stated in the LRTP for 2045, they had indicated a Pilot Bus Rapid Transit project to be paid for, potentially, using FTA's Small Starts Capital Investment Grant Program funds. He stated they had not indicated a corridor in that plan because they were waiting for the results of a High-Capacity Transit Study that was funded by the MPO. He stated that Study was completed the prior year, and the corridor that was identified by the consultants as the most viable and preferred for an initial regional high-capacity transit project was what they called the "University-Medical Corridor."

Mr. Vandiver stated this had been split into two phases, that Phase I would go from Huntsville Hospital, through downtown Huntsville, and then extend west on University Drive to the Village of Providence; and Phase II would extend this corridor further along US 72 West, through the city of Madison, especially Madison hospital, and terminate somewhere between Balch Road and County Line Road. He stated this whole corridor would be considered the Locally Preferred Alternative for this Pilot Bus Rapid Transit project, with this amendment.

Mr. Vandiver stated this was before the Policy Board at this time as a separate amendment because to get funding for the Small Starts Capital Investment Grant project, FTA required this to be designated as the LPA, or Locally Preferred Alternative, in the Long-Range Transportation Plan. He stated the City of Huntsville had committed funds for project development, or initial design of Phase I of this corridor. He stated this was why they were before the board with this at this time. He continued that they would hear about the decision on project development, entering that phase of the grant

program, within the next month.

Mr. Meredith read and introduced a resolution amending the 2045 LRTP to include the University-Medical Bus Rapid Transit Corridor as the Locally Preferred Alternative for the Pilot Bus Rapid Transit project, as follows:

(RESOLUTION NO. 10-23)

Mr. Meredith moved for approval of the foregoing resolution, which motion was seconded by Mayor Finley and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was FY 2020-2023 TIP Amendment, Resolution No. 11-23, adopting and supporting updated Transit Safety Performance Measurements for Huntsville Transit.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this resolution was Transit Safety Performance Measurements for Huntsville Transit. He stated these were approved on an annual basis, and these were for 2023. He stated this Performance Measurement included Fatalities, Injuries, Safety Events, and Distance between Mechanical Failures, for Fixed Route and Demand Response transit service.

Mayor Finley read and introduced a resolution adopting and supporting the Public Transportation Agency Safety Plan (PTASP) Performance Measurements and Targets, as approved by Huntsville Transit, as follows:

(RESOLUTION NO. 11-23)

Mayor Finley moved for approval of the foregoing resolution, which motion was seconded by Mr. Meredith.

Chairman McCutcheon asked if there was any discussion.

Mr. Meredith asked what was considered a "Safety Event."

Mr. Vandiver stated that John Autry from Huntsville Transit would answer that question.

Mr. Autry stated a Safety Event could be any preventable or nonpreventable vehicular accident, as well as a slip-and-fall or a trip on a bus, something of that nature.

Chairman McCutcheon called for the vote on Resolution No. 11-23, and it was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was FY 2020-2023 TIP Amendment, Resolution No. 12-23, adopting and supporting updated Transit Asset Management (TAM) Performance Measurements for Huntsville Transit.

Chairman McCutcheon recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this resolution was for Transit Asset Management Performance Measurements for Huntsville Transit. He stated they adopted these as needed, when Huntsville Transit updated their TAM plan, or Transit Asset Management plan. He stated this Performance Measurement included the age and condition of the transit fleet and their facilities.

Mr. Meredith read and introduced a resolution adopting and supporting the Transit Asset Management (TAM) Performance Measurements and Targets, as approved by Huntsville Transit, as follows:

(RESOLUTION NO. 12-23)

Mr. Meredith moved for approval of the foregoing resolution, which motion was seconded by Mayor Battle and was unanimously adopted by the MPO Policy Board members present.

Chairman McCutcheon stated the next item was Nonaction Items, and he

recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated these were Administrative Modifications, so no action was needed on these by the board, that this was for information only.

Mr. Vandiver stated Administrative Modification A was a cost decrease to a level of effort transit project. He stated this was a Section 5310, Transit, City of Huntsville Urban, FY 2021. He stated the old cost estimate was \$164,838, and the new cost estimate was \$152,508. He stated that Section 5310 funds were an FTA Apportionment for Paratransit projects.

Mr. Vandiver stated Administrative Modification B was a cost increase to the Mastin Lake Overpass project on Memorial Parkway. He stated the old cost estimate was \$47,965,282, and the new cost estimate was \$47,968,302, for a total increase of \$3,019.61. He stated this was a final adjustment to this project, for the bidding, and it was bid in April, and the project should begin soon.

Mr. Vandiver stated Administrative Modification C was a cost increase to two transit projects for the City of Huntsville. He stated that on Capital Buses, the old estimate was \$838,783, and the new estimate was \$1,158,335; and for Other Capital Projects, the old estimate was \$187,500, and the new estimate was \$287,500. He stated this was being paid for using other funds that were allocated to the City of Huntsville, that it was just moving funds from one pot to another.

Mr. Vandiver stated Administrative Modification D was a cost decrease to a Transit project, City of Huntsville Capital Rolling Stock, and the old estimate was \$305,361, and the new estimate was \$15,000. He stated this was a 2017 allocation, so these funds were being moved to newer sources.

Mr. Vandiver stated Administrative Modification E was three new level of effort transit projects, Section 5310 projects, and the first one was the City of Huntsville, FY 2022, and the total cost was \$494,480; and Huntsville Urban Apportionment, FY 2023, at a total cost of \$397,348; and City of Huntsville, ARPA, American Recovery Plan Act, Apportionment, FY 2021, and the total cost was \$44,369.

Mr. Vandiver stated Administrative Modification F was a cost increase to the Utility Phase of the James Record Road/Martin Road project. He stated this was the gas relocation project he mentioned earlier that would be concurrent with construction. He stated the old estimate was \$1,339,391, and the new estimate was \$1,621,806. He stated this was being paid for using State Surface Transportation funds, that no MPO funds were being used on this phase of the project, and it was authorized in April 2023, and as he had said earlier, would be done concurrently with the construction.

Mr. Vandiver stated Administrative Modification G was a cost increase to the Preliminary Engineering, or PE, Phase, of the Huntsville Northern Bypass, the eastern section, from Memorial Parkway to Winchester Road. He stated the old estimate was \$150,000, for state support services, and the new estimate was \$2 million. He stated that was the entire cost of the PE Phase, and that cost would be split between the MPO and the City of Huntsville. He stated they would like to get this project started in the current summer.

Mr. Vandiver stated Administrative Modification H was a new level of effort safety project on US 72 East, from Shields Road to east of Brock Road. He stated this was just the PE Phase, that the remaining phases of the project, such as Right-of-Way Acquisition, Utility Relocation, and Construction, would be included in the next TIP. He stated the total cost of the preliminary

engineering was \$900,000. He stated there was no local funding for this project, that this was a Highway Safety Improvement Program project, so it was all state and federally funded. He stated the bid date for the PE Phase was June 1, 2023.

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

(Mr. Ellis made a PowerPoint presentation.)

Mr. Ellis stated the first project was Church Street Phase I, between Pratt Avenue and Monroe Street, for the City of Huntsville, and he stated the project had recently been accepted for maintenance by the City, and the total project cost was in excess of \$15.5 million.

Mr. Ellis stated the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431, that the plans for the project were approximately 95 percent complete, that the right-of-way acquisition should be completed soon, and the utility relocation design work was being completed at this time. He stated the estimated cost was approximately \$47 million, and the anticipated start date was later in the current fiscal year.

Mr. Ellis stated the next project was Martin Road between Zierdt Road and Laracy Drive, and it was done in two separate projects, and Phase I was substantially complete, that they were just waiting on some punch list items and final acceptance by the City, and Phase II was scheduled for later in the current fiscal year. He stated the cost estimate that was displayed was a little low, that he had not adjusted this slide to the current numbers Mr. Vandiver had explained earlier, so this number was a little on the low side.

Mr. Ellis stated the next project was North Parkway at Mastin Lake Road, that the bids for this project had been received in April 2023, and the

project cost was estimated at \$45 million. He stated that number was a little higher, based on the bids. He stated construction should begin in the current summer.

Mr. Ellis stated the next project was Access Management on US 231, between Weatherly Road and Hobbs Road, that the plans were approximately 65 percent complete, and environmental documentation was being completed and would hopefully be finished toward the end of the current summer. He stated they would have a handful of rights-of-way tracts to buy for this project, and the estimated cost was approximately \$15 million, and it was currently scheduled for FY 2024.

Mr. Ellis stated the next project was Winchester Road from Dominion Circle to Naugher Road, that the plans were approximately 90 percent complete, the right-of-way acquisition was ongoing, and the utility relocation design work should begin soon. He stated the estimated cost was \$15.5 million, and it was currently scheduled for FY 2024.

Mr. Ellis stated that next was Improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road, that the plans were approximately 90 percent complete, the estimated cost was approximately \$2.3 million, and it was currently scheduled for FY 2024.

Mr. Ellis stated that next was SR 255, Research Park Boulevard, widening, from US 72 to south of Old Madison Pike, that the project was substantially complete, that they were doing some punch list inspection and waiting on final acceptance. He stated the project cost was approaching \$23.5 million.

Mr. Ellis stated that next was US 72 West between Providence Main and County Line Road. He stated they had held a Public Involvement Meeting last

May. He stated the project would be split into three phases, and the environmental document was what would pace the schedule of the first phase, which was the bridge replacement at Indian Creek. He stated the plans for that project were approximately 90 percent complete, and once the environmental document was completed, they would be able to begin the right-of-way acquisition for that phase. He stated the total cost for all phases was approximately \$85 million.

Mr. Ellis stated that next was State Route 53 widening from Taurus Drive to Harvest Road, that the plans were approximately 85 percent complete, with an estimated total project cost of \$8 million, and they currently had the project scheduled for FY 2024.

Mr. Ellis stated the next project was Madison Boulevard from Westchester Road to Flagstone Drive. He stated this was a resurfacing and intersection improvement project in the city of Madison, that the plan development had just gotten under way recently, and the total cost for the project was estimated at approximately \$5.5 million.

Mr. Ellis stated that next was Four Bridge Replacements on Old Highway 431, and he stated the project was substantially complete, that there were some punch list things that were being done by the contractor, and the project should be accepted for maintenance soon. He stated the total project cost was approximately \$13.5 million.

Mr. Ellis stated that the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway, that the plans were approximately 85 percent complete, that it was currently scheduled for letting at the end of the current fiscal year, with an estimated cost of approximately \$47 million.

Mr. Ellis stated the next project was Jeff Road Additional Lanes from

south of Capshaw Road to north of Douglass Road, that the plans were approximately 70 percent complete, that virtual Public Involvement was done in the spring of 2021, and right-of-way acquisition should begin later in the current fiscal year, pending approval of the environmental document. He stated construction was currently scheduled for FY 2025, and the project was budgeted at \$13.5 million.

Mr. Ellis stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive, that the project was under construction and approximately 15 percent complete, at an estimated cost of approximately \$1.9 million.

Mr. Ellis stated that next was widening Blake Bottom Road, from Jeff Road to State Route 255, that the plans were complete, the right-of-way acquisition was under way, and the project was scheduled for later in the current fiscal year, and the budget was approximately \$8.8 million.

Mr. Ellis stated the next project was Intersection Improvements on State Route 53 at Harvest, McKee, and Old Railroad Bed roads, that the plans were approximately 90 percent complete, that the right-of-way acquisition was under way, and it was currently scheduled toward the end of the current fiscal year, at an estimated cost of \$5 million.

Mr. Ellis stated the next project was the Arsenal East Connector, that the Preliminary Engineering was under way, in the form of feasibility studies and that sort of thing, and the project was currently scheduled for FY 2024, at an estimated cost of \$30 million.

Mr. Ellis stated the total amount of work in design and construction under way was in excess of \$410 million.

Chairman McCutcheon asked if there were any questions for Mr. Ellis.

Mayor Battle stated one project he did not see was Resolute Way, and he asked if that was a local project, if it would be considered a local project or a project they would do in conjunction with the State.

Mr. Vincent stated it would be MPO.

Mr. Ellis stated this was not an all-inclusive list. He stated that, to his knowledge, that project was advanced with adoption of the Interchange Modification Study, and there was not an active design ongoing. He stated that once they got into that phase was when he typically added projects to the slides. He stated if there was anything they did not see, and it needed to be updated or added, to please let him know, and he would add it.

Mayor Battle stated he believed the last three meetings they had with the Arsenal, they told them that was their No. 1 priority right now, because it was going to impact them once they got back to everybody going to the office and they started having 45,000 people coming through those gates.

Chairman McCutcheon asked if there were any issues with ALDOT as far as their moving forward with the current plans they had discussed.

Mr. Ellis stated there were not any he was aware of.

Chairman McCutcheon stated they had talked about a punch list, and he stated he was aware of the work on 255, some of the drainage issues with heavy rain there, and he asked if that would be part of a punch list check.

Mr. Ellis replied in the affirmative.

Chairman McCutcheon stated he was afraid they were going to lose some of that asphalt and have to repave it.

Chairman McCutcheon asked what was left on the punch list for the old river bridges on 431, the old route.

Mr. Ellis stated he did not know that exactly, that he usually gathered

that information from the local guys, and he was just told it was on a punch list, wrapping up, that he did not know specifically what they had left to do, but he could get that information.

Chairman McCutcheon stated they had some questions from the Commission on the road as it extended out past those bridges, so he would appreciate anything they could be provided on that.

Chairman McCutcheon thanked Mr. Ellis for the presentation.

Chairman McCutcheon stated the next item was Regional Development Review.

Mr. Vandiver stated this was a bit of a new report for them, that the City of Huntsville Planning Department had done a Development Review for the past 40 years, a report on construction, real estate, and other data, and recently they had been getting requests for a more regional view of that kind of data, so they were working on a Regional Development Review report, and, first, he wanted to thank the City of Madison and Madison County for their assistance on getting the data necessary for a report like this to be generated. He stated they were working through it, and they were going to get everybody comfortable with the report before they released it to the public. He stated it would be on their website, at huntsvillempo.org.

Mr. Vandiver stated he would share a few numbers with them they had found, based on the numbers they had collected from all the jurisdictions. He stated that in 2022, they had 9,353 housing units permitted in the MPO area, which was a 6.2 percent decrease from 2021, when they had just under 10,000 units permitted. He stated that was housing just started to get built, brand-new housing units, that it was new construction. He stated that for Certificates of Occupancy, which were houses ready to be lived in,

6,251 housing units were granted certificates in the MPO area in 2022, which was a 6.4 percent increase over 2021. He stated the total number of housing units in the MPO area as of December 31, 2022, was 195,211, and the MPO total population as of July 1, 2022, was 444,856 people.

Mr. Vandiver stated they would have a report out soon, that they were working through it.

Chairman McCutcheon asked if there were any questions for Mr. Vandiver.

Chairman McCutcheon thanked Mr. Vandiver for the report.

Chairman McCutcheon stated the next item was Opportunity for Public Comment, and he asked if anyone would like to address the board.

Chairman McCutcheon stated the next item was MPO Policy Board Member Comments, and he asked if any of the members had any comments.

There was no response.

Upon motion, the meeting was adjourned.

Chair, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on May 17, 2023, at 4:40 p.m.)