

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

MINUTES

Regular Meeting - March 16, 2022 - 4:00 p.m.

Huntsville, Alabama

Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mr. Trey Riley	City of Huntsville, City Attorney (Proxy for Mayor Battle)
Mayor Paul Finley	City of Madison
Mr. Curtis Vincent	ALDOT/Guntersville
Ms. Frances Akridge	Huntsville City Council

Members Absent:

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

MPO Staff Present:

Mr. Dennis Madsen
Ms. Shontrill Lowe
Mr. James Moore
Mr. James Vandiver

The meeting was called to order by Chairman Strong.

Chairman Strong stated the first item on the agenda was Approval of Minutes of the meeting held on December 1, 2021.

Mayor Finley moved for approval of the minutes of the meeting held on December 1, 2021, which motion was duly seconded by Ms. Akridge and was unanimously approved by the MPO members present.

Chairman Strong stated the next item on the agenda was an informational item, the High-Capacity Transit Corridor Study.

Chairman Strong recognized Ms. Lowe.

Ms. Lowe stated that HDR Engineering would address the board, to introduce the High-Capacity Corridor Study for the first time.

Mr. Marc Soronson appeared before the board, stating he was the project manager for this effort. He stated that Becky Santiago was the lead planner, and she would do the majority of the presentation.

Mr. Soronson stated he wanted to introduce what they were present to do. He stated they had been working on the High-Capacity Transit Study for approximately six months, and they were at the point where they had draft recommendations. He stated they had taken a regional look at where the best chances were for the future of high-capacity transit in the region. He stated they would go through about a 15-minute presentation on how they had gotten to where they were at this time. He continued that their goal on this was to come up with recommendations that could be advanced potentially for federal funding, or as a local project that could be advanced.

Mr. Soronson stated they had taken a real look at the full spectrum of transit options, and they would see in that everything from local bus to light rail. He stated that their focus had been what was best for the community at this point, trying to build markets and trying to be as realistic as possible as to what could be successful and what could lead to further future high-capacity transit advancement as Huntsville grew into the future.

Mr. Soronson introduced Ms. Becky Santiago.

(Ms. Santiago made a PowerPoint presentation.)

Ms. Santiago stated that with transit planning, the key was understanding both current and future conditions of the area.

Ms. Santiago stated that the map she was displaying showed

Activity Density, that it was a combination of population and employment density. She stated they would see in the bullets a list of activity centers, including the new MidCity District development, the Village of Providence, and then major employers, Redstone Arsenal; Cummings Research Park, multiple employers there; Mazda/Toyota; and the City of Madison, as a growing activity area as well. She stated that a lot was happening in the area, and they would see a lot of high density along U.S. 72. between 565, kind of right there where Cummings Research Park and UAH were, and downtown, and a little bit south of downtown, or southwest of downtown, toward the Arsenal.

Ms. Santiago stated that the next slide depicted the existing transit network, noting that there were 10 routes and one special Friday route, serving UAH. She stated that service was Monday through Saturday, and she stated that seven of the routes operated at 60-minute service and three of the routes operated at 30-minute service. She stated there was a study recently completed, in 2019, that recommended Route 4 for 15-minute service. She stated that Route 4 was depicted as the green route on U.S. 72/University Drive. She stated it had the highest ridership of all the routes in the system, which was one of the key reasons it was recommended for 15-minute frequency, and also because some of those destinations, including the university and the MidCity District, were along there.

Ms. Santiago stated that in addition to the fixed-route service, there was paratransit and demand-response service, including Access, TRAM, and MARS.

Ms. Santiago stated that next was the future of the region. She displayed another slide, and she stated there was a small circle, or oval, along U.S. 72/University Drive, indicating a lot of growth along that corridor, again stemming from the continued development and buildout of the MidCity

District and the UAH Expansion Plan. She stated that the City of Madison Growth Plan identified a lot of activity and redevelopment along that corridor as well. She stated they saw a lot of activity and growth in that direction, and just kind of in general, again, between 565 and U.S. 72. She stated that in that corridor, there was a good amount of growth occurring between this date and 2045.

Ms. Santiago displayed another slide, and she stated that when they were looking at future transit options, that, obviously, that activity growth was a big part of it. She continued that they also looked at Trip Flows. She stated that the recently completed Commuter Rail Study had a great amount of data they could draw on, because, again, it was very recently completed.

Ms. Santiago stated that the map displayed was on the right looking at Transit Propensity, which was a culmination of transit indicative characteristics, including zero-auto households, low-income populations, and over 65 and under 18 populations. She stated that it combined all of those, to kind of give them this map showing where people who would be most likely to rely on or need transit existed, and they could see that to the north of the city and, again, to the west, along U.S. 72, between U.S. 72 and 565.

Ms. Santiago stated they had a whole list of corridors, and they had narrowed those down, using a number of criteria which she would get to in a second. She stated they had started with the Tier I Corridors, and they had gone through a layer of evaluation which had led to Tier II Corridors. She stated that it was a little bit hard to see the text on the display, but they had an Airport Corridor, which she noted was the blue corridor, between the airport and downtown; and there was the Bradford and Holmes Corridor, going out to Cummings Research Park; and there was the University Corridor, which

extended all the way to the Walmart in the city of Madison; and there was a small corridor which they had identified just as the "Downtown Medical Corridor," stretching from the existing transfer station to the Huntsville Medical District, right in downtown Huntsville; and then the Meridian Corridor, stretching to the north.

Ms. Santiago stated she was displaying the criteria that were used for the Corridor Refinement. She stated that a lot of these were drawing off the FTA criteria, for what would be competitive in the FTA funding process. She stated this was Multi-Modal Activity, Diverse Travel Market Needs, Economic Competitiveness and Development, and Provide Speedy Service. She stated that in this case, a lot of these services had to be, obviously, faster than existing services to compete for funding.

Ms. Santiago stated that the slide she was displaying at this time was a Spectrum of Transit. She stated that different modes served different purposes and different travel needs. She stated that the modes in green were indicative of what was explored as part of this Study, and this was personal rapid transit; autonomous vehicles; regular buses; streetcars; bus rapid transit; trackless tram and automated guideway transit, which was sort of in between bus rapid transit and light rail transit. She stated that with trackless tram and automated guideway, what she meant by "in between bus rapid transit and light rail transit" was that it would still be a rubber-tired vehicle, but it was usually more advanced technology than bus rapid transit.

Ms. Santiago stated there were not that many or no automated rapid transit in the United States, but as far as bus rapid transit and light rail transit, cost was, obviously, a huge factor and consideration as part of this effort. She stated that when they were identifying corridors and what the appropriate

technology was, as Mr. Soronson had noted, they wanted to make sure they were identifying something that was appropriate for this corridor, for this community, and for this region as it continued to grow.

Ms. Santiago stated the slide she was displaying showed projects that were in the FTA funding program at this time or had been recently completed. She stated that bus rapid transit came in at almost a tenth of the cost of light rail, that light rail had exponentially increased in cost. She stated they could see that in Portland, Oregon, and in Phoenix, Arizona, it was about \$203 million per mile, and up to \$316 million per mile. She stated this was all context dependent, rail, vehicles, as well as topography and geology, but it was quite expensive. She continued that Jacksonville had been able to very rapidly implement multiple bus rapid transit corridors, and they were doing it a lot on highway usage as well, and that was coming in at a little under \$3 million per mile.

Ms. Santiago stated that with all those considerations, they had ultimately come up with two identified corridors they thought the area and the region were best suited for implementing quickly and keeping competitive for federal funding.

Ms. Santiago stated that the first corridor was the U.S. 72/Medical Corridor, which was a combination of the 72/Medical Corridor they had identified, as well as Downtown Huntsville to the Medical Center Corridor. She stated they had identified bus rapid transit as the preferred mode at this time. She stated that the two colors on the displayed map, the blue and the green, indicated what they really predicted, based on their numbers, and using a data-driven approach, using census data, existing ridership, et cetera. She continued that between the Village of Providence and the Downtown Medical

Center in Huntsville would be that more rapid service, that 15-minute, or faster, service.

Ms. Santiago stated that the light green branch was going out to the Walmart in Madison. She stated this was a bit lower density currently, but there was growth identified, and if this were implemented in the next couple of years, they believed that would be better suited, and if the trunk of the corridor was 15 minutes, then that would be double, probably 30-minute service. She stated that would help to start building the transit market, and as that area redeveloped, it would give it the potential of expansion of the BRT corridor, but at this time, that would be sort of a branch service that would be every 30 minutes or so.

Ms. Santiago stated that the Airport Express would be an express bus service. She stated they believed this was a critical connection, that given all the activity occurring and investment happening in downtown and the critical connections along the 565 Corridor, that connecting the airport to Downtown Huntsville was really important, and an express bus service at this time would be the best fit for it, given the current land use and the ridership they would expect. She stated that, again, with the express bus, they could really build the commuter market service and a travel market that could evolve into something in the future. She stated it was really important to get that initial service going, to start building those travel markets and travel demands.

Ms. Santiago displayed another slide, and she stated that as part of this effort, they had looked at Land Use & Transportation, noting that the two were obviously intimately related. She stated they had the identified areas on the map, that the yellow was the MidCity District; the blue was the Cummings Research Park expansion; the green was parcels they had identified with the

help of some of the City staff as potentials for redevelopment; and the orange was the UAH Expansion Plan, at the Executive Office Plaza.

Ms. Santiago stated they had taken the green and the orange parcels, and they had incorporated the UAH Master Plan into a concept they had looked at for what development along a corridor that was transit supportive could look like, where they wanted to build transit systems. She stated this could be applied to any of the initial corridors they had looked at, if those were to be explored, as well, in further detail.

Ms. Santiago stated what she was displaying at this time was the Transit Master Plan as it existed at this time. She stated they had incorporated this just as an exercise to demonstrate what transit-oriented development could look like applied to this region.

Ms. Santiago stated that what they had done with that Master Plan and those parcels to the north was that they had really integrated it. She indicated on the display, and she stated that just for orientation, she was indicating University Drive/U.S. 72, between Wynn and Sparkman Drive. She stated that the two gold bricks were indicative of where proposed bus rapid transit stops would be.

Ms. Santiago stated she was going to go over some principles related to transit-oriented development and why they were so important to the success of a transit corridor. She stated that transit-oriented development had to be walkable and connected. She stated that in their plan, they had sort of shifted the multipurpose facility to face and be more oriented to University Drive. She stated that with the bus stop right across the street from it, it made it convenient for users of that facility, where there would obviously be large events. She stated that the connectivity was to the north side there, with a

promenade that connected those facilities and those developments, because, as they were all aware, at this time University Drive was quite a barrier for pedestrians and cyclists.

Ms. Santiago stated that part of this exercise was looking at how development could help tie those pieces together and how a transitway could make that more than just a service but, really, an environment. She stated that if one were to take a bus along the University Drive corridor, they would be walking another 15 minutes, across a parking lot, to get to the store one would be trying to go to, so kind of putting that parking on the back side of the development, or in this case, really, on the right side of the image being displayed, the intersection with Sparkman. She stated that was going to be impossible to change overall, so putting parking in that environment was going to be stable.

Ms. Santiago displayed another slide, and she stated this was "Context Sensitive." She stated this was, again, making the UAH multipurpose facility a focal point. She stated there were examples, also, around the U.S. of BRT stations in neighborhoods. She stated they were a bit smaller in size, that they still had the amenities, but they were reflective of the environment in which they were located.

Ms. Santiago stated that next was Dense & Diverse, and the object was to make it an environment that was supportive of the transit in which the transit users could also comfortably access their destination.

Ms. Santiago displayed another slide, and she stated that First-/Last-Mile Connections were an important part of creating a successful transit system as well. She stated that a transit user would almost always take a walking trip or a biking trip as the first or last part of their journey, so there

would be facilities both in the corridor and approaching the corridor. She stated that north-south, where she was indicating, would be Wynn Drive, and they had bicycle lanes depicted in that corridor because, again, it needed to be accessible to the communities beyond the actual corridor itself.

Mr. Soronson thanked Ms. Santiago. He stated he would talk a little bit about what would be next and some of the funding options as they went through this, and then Ms. Santiago would close it out.

(Mr. Soronson made a PowerPoint presentation.)

Mr. Soronson displayed a slide, and he stated that one of the things they had looked at was under the Small Starts program, the FTA capital investment program, which was a discretionary program for New Starts and Small Starts. He stated that New Starts were projects that were over \$400 million, and Small Starts were projects that were under \$400 million and would be seeking up to \$150 million of federal investment, and the rest would be a local match.

Mr. Soronson stated they had focused very much on what could be possible under the Small Starts program. He stated it was a discretionary program and an extremely competitive program.

Mr. Soronson stated the chart he was displaying at this time gave a little bit of background, as to what was included and what they would have to do to get into that pipeline. He stated that, obviously, there was a NEPA process, under the federal environmental laws, that had to be done. He stated that a Locally Preferred Alternative would have to be adopted into the fiscally constrained Long-Range Plan, and a financial commitment from the region to help fund it. He stated that the FTA had a very strict criteria for rating. He stated that Ms. Santiago had touched on some of those things, and he stated that some of it had to do with land use and transportation integration, and

another had to do with some very strong data-driven approaches to ridership and other characteristics.

Mr. Soronson displayed another slide, and he stated they had also been working with the MPO on a local match and what would be required on a local match on a project like this. He stated that at the stage they were at this time, it was very conceptual. He stated they were looking at something that could potentially be somewhere between 5 and 10 million dollars a mile, in that area. He stated they wanted to come up with something that was affordable for the community and implementable for the community. He stated they had seen some of the other projects up there, and they could be long term. He stated they were also looking at ways they could transition, or grow, the travel markets, so at some point in time these projects would grow into a much more frequent, high-capacity service.

Mr. Soronson stated that the new transportation bill had a series of discretionary programs, called "RAISE," and they wanted to be able to look at those for potential funding. He stated those were very much focused on specific items, that, for example, at this time, there was one for low-emission buses. He stated they would watch those very carefully. He stated that Birmingham's BRT program was funded a few years back under a RAISE program, and, obviously, there were some opportunities there.

Mr. Soronson stated that partnerships were very important, and he stated they had the university in this corridor, and the medical centers. He stated that earlier in the day, they had met with the Huntsville Hospital staff, and he stated they were very interested in being a partner. He stated they had also met with MidCity, and they were very interested, and they had also met with the Chamber. He stated it was very important that they had the business

community along with them as they moved forward.

Ms. Santiago again appeared before the MPO, and she stated that in continuing the discussion on what it would take, it would really be a federal funding process. She stated they could see on the right on the display that it said "3,000," and this was "Average Weekday Boardings." She stated that was kind of a benchmark to get into an expedited funding process under the Small Starts program. She stated that looking at the 2019 data, they were about half that. She stated the next step would definitely be looking at 2021 numbers. She stated that, obviously, 2020, pandemic numbers, would not be reflective of true transit ridership. She stated that was going to be an important next step.

Ms. Santiago stated that the Route 4 improvements, which were identified in the 2019 plan, would be critical to demonstrating that the region was committed to improving transit, but the systemwide improvements would also support the corridor advancement because if one corridor was at 15 minutes and one needed to transfer to a system that was at 60 minutes, one would lose the benefit of the convenience of the 15-minute corridor. She stated that systemwide improvements were an important step in building that ridership, to make it competitive as well. She stated there was going to be a study, starting in the next month, that would be looking at the steps for the system and how to optimize it and increase frequency along some routes. She stated that the goal would be to make routes that interacted with the U.S. 72 corridor so that ridership could be a little bit more competitive for the CIG process.

Ms. Santiago stated that some other steps, or efforts, that could be taken to improve ridership were, again, related to things beyond the transit system itself. She stated that on the slide that was displayed, the top picture was

University Drive, looking west, and there was the MidCity District to the south. She stated that was a hostile pedestrian environment, that there were very wide lanes to cross. She stated that the bottom picture was Wynn Drive, looking south, that University Drive was behind them in that picture. She stated that there was a "Share the Road" sign. She stated she was a competent cyclist, and she would not want to bike on that road. She stated that making facilities and other mobility options an option was an important part for the city and the region to start working toward, for not only the U.S. 72/University corridor but transit success in general. She stated there needed to be a comprehensive mobility network, and that needed to be explored comprehensively by the city, as well as by new development that came in. She stated that new developers were a great opportunity to help improve infrastructure along different corridors, provide sidewalks, provide multi-use paths, et cetera.

Ms. Santiago stated that for FTA funding, a public engagement process was required. She stated that, of course, they also wanted to make sure it was a system the community wanted to use, so they would certainly engage the public in that. She stated that as Mr. Soronson had mentioned, they had had some stakeholder engagement as part of this process, largely with the business community, and some of the medical centers. She stated they would really like to engage the universities. She stated that, obviously, the public would be the critical next step.

Ms. Santiago stated that the next slide showed a couple of the configuration options. She stated she thought people sometimes thought "BRT" and automatically assumed the bottom right, "Center Running." She stated that that was all-out, a bells and whistles sort of system. She stated there were other options as well that could be a little bit more easily

implemented. She stated that if they looked at the bottom left, that was a Side Running Mixed Flow, that it did not take any lanes. She stated that, ideally, there would be some technology improvements that would go with that, with signals, what was called "transit signal priority," that the bus would signal to the signal that a bus was approaching, and it would extend the green light so that the bus could get through, or there were queue jumps, where the bus could kind of go around traffic before the rest of the traffic would begin flowing, so some special treatments but without necessarily taking a lane.

Ms. Santiago stated that on the top left of the display, there was "Dedicated Lane," and they could see that it was also a right-turn lane, so it did have some mix with traffic. She stated that also, of course, they could do a combination of these, where it would be stretches of dedicated, where available, and mixed where it would maybe be a little more constrained, or fewer lanes available.

Ms. Santiago stated that on the right of the display was "Dedicated Lane." She stated that if it was going to be Center Running, it, of course, had to be a dedicated transit lane because they would have to put the stations in the middle of the roadway. She stated that the top right on the display was a split station, and the bottom right was a shared station. She stated that the bottom right would require special vehicles, with left-door boarding. She stated that was definitely a consideration, because it was a special vehicle. She stated there were some benefits of that, as far as travel time and flow.

Ms. Santiago stated that these were some of the configurations that would need to be explored in much greater detail in the next phase. She stated she had just wanted to give them a high-level overview of what they would be exploring and what would be considered in the Next Steps.

Ms. Santiago displayed another slide, and she stated that, additionally, an operating plan would need to be refined. She stated this was a high-level exercise, looking at some of the criteria, again with FTA funding. She stated it would have to be 15 minutes or faster, and that was kind of what they had looked at. She stated that at 15-minute service, they were looking at a ballpark of \$2 million in operating expenses, and an additional four vehicles to run that service; and increasing to 10-minute frequency would be about \$3.1 million, and an additional six vehicles to operate that service. She stated that high-level would need to be further refined, and, also, capital costs would need to be explored as a next step.

Ms. Santiago asked if there were any questions.

Chairman Strong asked if any of the board members or staff had any questions for Mr. Soronson or Ms. Santiago.

Ms. Akridge asked what the ultimate goal was, if they were trying to get rid of cars on the road, trying to put more people into employment places, or just what was the initial goal.

Mr. Soronson stated that the initial goal on this was really to provide improved mobility and travel options. He stated they were not going to take cars off the road, per se, but they were going to provide travel options and additional capacity in that corridor. He stated there was a lot going on in that corridor, between some of the special venues that were either under construction or there at this time. He stated there were options for people to use transit to get to some of those special events. He stated that was mostly what they were looking at. He stated that the hospital, for example, employed about 10,000 people, and they had a serious parking problem and a serious labor shortage problem. He stated that through improved transit, they could

provide better mobility options for folks that either chose not to have a car or did not have a car or had some sort of mobility disadvantage. He stated that in that way, they could get to work.

Ms. Akridge stated that was great. She stated she knew this coincided with some of the goals for not only the residential units at MidCity but also the nearby apartments that were being built as well.

Ms. Akridge stated that if they looked ahead and they got money, and they were about to pick a configuration, she had two questions in that regard. She stated there was a system where the cars could now start talking to each other, to reduce accidents, as well as the light recommendations, and she asked if that would make it easier to own a car, or if it would undo the need for transit.

Mr. Soronson stated that what they were seeing in a lot of communities was that communities were planning for that, and they were asking them questions about how they would feature-proof some of these corridors. He stated that, however, they were not going to see that for a while. He stated there was certainly a lot of controversy on autonomous vehicles, if they were safe and how fast they were going to merge. He stated this technology was emerging mostly from the automobile companies.

Mr. Soronson stated his answer to that would be that that was in the future. He stated that concerning the side-running operation they had seen, that really did not change the configuration of the street, that what it did was allow, a year or two down the road, for the buses to be able to move faster and more efficiently, and to have a much higher standard of reliability.

Ms. Akridge stated she wanted to review another matter. She stated she understood the goal was to get to 3,000 boardings a week, but they were at

half that. She asked if they could review the recommendations as to how to increase that boarding rate.

Ms. Santiago stated that a lot of those recommendations would be further refined. She stated that was a little bit beyond the scope of their project. She stated that the City of Huntsville was doing a transit study for their system, an optimization study, essentially, and their goal was to coordinate with the City, in their next phase, and have them understand their purpose and what they had found, and make their recommendations align and support the advancement of that through increased ridership, or increased frequency on Route 4, as well as some of those interacting routes that also operated in or near the corridor, because of the way the FTA counting stopped within the proximity of the corridor for counting ridership.

Ms. Santiago stated there was a whole methodology behind it, but making sure the next study that would be conducted understood their objectives and how the recommendations could be guided. She stated they did not want to make them draw conclusions without anything, that they would have to do their due diligence as well, but any recommendations that could support this project would be highly encouraged.

Ms. Akridge stated that if they needed to, perhaps all of them on the dais could get on a bus to go to the first concert at the Orion, modeling that behavior. She stated she would love to use public transit to go out there and come home at night. She stated she liked driving, but she did not like driving on some of the streets, and, yet, she was not too old to want to go out at night. She stated that getting on that corridor, University Drive, whether it would be to go to one of the fancy or plain vanilla grocery stores or the Orion, or any of the number of things that were out there, would be great.

Ms. Santiago stated she would like to add one thing concerning Ms. Akridge's previous question. She stated that as vehicles became more autonomous and efficient in their operations on the roadway, that still, with the growth they were seeing and the density, the city would be attracting new businesses and new individuals. She continued that many of these would be coming from cities with transit systems, so they would be used to it, and a major factor for younger workers who were moving to new locations was if they could still get around without a car, or if they could be less reliant on a car, that they would not have to drive every day, just maybe to the grocery store, but they would like to commute to work via transit.

Ms. Akridge stated it would be to have more choice. She stated it was ironic that she was on this dais talking to Ms. Santiago about this because the first time she had addressed City Council was just after Sarah Chapman was killed. She stated that Ms. Chapman was a cyclist, and this was near UAH.

Ms. Akridge stated she had stood at a podium and said it was time to start defining "quality of life" in the city, far more than the fact that they had low property taxes, noting that was always the top thing they mentioned.

Ms. Akridge stated that when she went other places, she took the time to use public transit because she felt more at peace doing that.

Ms. Akridge thanked Mr. Soronson and Ms. Santiago for assisting the staff in getting this Study done and chasing after the money.

Chairman Strong asked if there were any further questions from board members.

Chairman Strong thanked Mr. Soronson and Ms. Santiago for the presentation.

Chairman Strong stated he had failed to mention at the beginning of the

meeting the MPO members who were in attendance. He stated that Trey Riley was the proxy vote for Mayor Battle, and Mayor Finley, Mr. Vincent, Ms. Akridge, and Chairman Strong were present.

Chairman Strong stated the next item on the agenda was FY 2020-2023 TIP amendments, that Resolution No. 01-22 adopted and supported the Highway Safety Improvement Program Performance Measurement (PM1) Targets, as approved by ALDOT.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 01-22 was the PM1, Safety Performance Measures. She stated they were supposed to have adopted this by February 28, 2022, so they were a little bit behind. She stated they were adopting the ALDOT standards to the Safety Measures. She stated these were normally adopted annually, as opposed to some of the other Performance Measures which were two-year and four-year cycles.

Mayor Finley read and introduced a resolution adopting and supporting the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT, as follows:

(RESOLUTION NO. 01-22)

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment, that Resolution No. 02-22 adopted and supported the deletion of various transit projects, as approved by ALDOT, in the FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was basically a cleanup of ALDOT's system, that it would not affect the MPO funding.

Mr. Riley read and introduced a resolution amending the Transit section of the Adopted FY 2020-2023 TIP, to delete several transit projects, as follows:

(RESOLUTION NO. 02-22)

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 03-22 adopted and supported the addition of various transit projects, as approved by ALDOT, in the FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 03-22 was adopting various transit projects for Section 5310. She stated she had spoken with Executive Director Susan Klingel, and there was a need, as the demand increased, for more vans. She stated that the Arc of Madison County was asking for 24 vans from the State, and these projects reflected some of that.

Mayor Finley read and introduced a resolution amending the Transit section of the Adopted FY 2020-2023 TIP to add several transit projects, as follows:

(RESOLUTION NO. 03-22)

Mayor Finley moved for approval of the foregoing resolution, which

motion was duly seconded by Mr. Riley and was unanimously adopted by the MPO members present.

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 04-22 changed the National Highway System/Interstate Maintenance/Bridge Projects section of the FY 2020-2023 TIP on project #100068983.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was the resurfacing of I-565. She stated this was an increase in the cost because of the striping, the tape cost that helped the striping. She stated this did not reflect any MPO funds that were used, that this was all Interstate Maintenance funds. She stated that the project cost came in at \$6.1 million.

Mr. Vincent read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Projects section in the Adopted FY 2020-2023 TIP to make funding changes to Project #100068983, "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM .26 MILE EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332) TO .45 MILE EAST OF THE SR-2 (US-72) OVERPASS (MP 22.305)," as follows:

(RESOLUTION NO. 04-22)

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 05-22 changed the National Highway System/Interstate Maintenance/Bridge Projects section

of the FY 2020-2023 TIP to delete Project #100073527.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was the deletion of a railroad project, and she stated that no local funds were used on this particular project. She stated that ALDOT was cleaning up its TIP system.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Projects section of the FY 2020-2023 TIP to delete Project #100073527, "RAILROAD CROSSING IMPROVEMENTS (SIGNALS WITH BELLS, GATES, SIGNS, MARKINGS AND LEGENDS, AND PRE-EMPTIVE SIGNAL COORDINATION) ON CR-69 (SALTY BOTTOM ROAD) AT NORFOLK SOUTHERN RAILROAD, REF 1426 (XVIII-R) NORFOLK SOUTHERN (DOT#731779B) IN GURLEY," as follows:

(RESOLUTION NO. 05-22)

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

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated she would like to understand why they were eliminating a railroad crossing project.

Chairman Strong stated there could potentially be some changes in the corridor in that area, and this could be taken out of that project. He stated that based on the County Engineer, at this time this project was pulled out.

Ms. Akridge stated she was aware of the potential of a, quote, project, but she asked why they would not need this.

Chairman Strong stated if it would not be there 12 months from this

date, it would be a waste of hundreds of thousands of dollars.

Ms. Akridge stated she was not fully understanding why they were eliminating a project when they did not know if the industrial project that was proposed out there was a real thing or not.

Chairman Strong stated that Madison County felt this was the best way, and their County Engineer concurred.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 05-22, and the following vote occurred:

AYES: Vincent, Finley, Riley, Strong

NAYS: Akridge

ABSENT: Caudle, Craig

Chairman Strong stated that the motion had carried.

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 06-22 adopted and supported new Project #100074623 PE Phase, as approved by ALDOT, in the FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this resolution, Resolution No. 06-22, and Resolution No. 07-22 were a part of the same resurfacing project for the City of Madison. She stated this was the PE Phase. She stated these were projects that were using State Anywhere funding, and that the local match was provided by the City of Madison. She stated this was a resurfacing project along Madison Boulevard.

Mayor Finley read and introduced a resolution amending the National

Highway System/Interstate Maintenance/Bridge Projects section in the Adopted FY 2020-2023 TIP, to add new project #100074623, "RESURFACING AND TRAFFIC STRIPE ON MADISON BOULEVARD FROM COUNTY LINE ROAD TO PRODUCTION AVENUE AND FROM WESTCHESTER AVENUE TO WALL TRIANA HIGHWAY SOUTHWEST," as follows:

(RESOLUTION NO. 06-22)

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 07-22 adopted and supported new project #100074624 CN Phase, as approved by ALDOT, in the FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was the construction phase to the previous project, and it was also using State Anywhere funds. She stated it was along Madison Boulevard from Production Avenue and from Westchester Avenue to Wall Triana Highway.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Projects section in the Adopted FY 2020-2023 TIP, to add new project #100074624, "RESURFACING AND TRAFFIC STRIPE ON MADISON BOULEVARD FROM COUNTY LINE ROAD TO PRODUCTION AVENUE AND FROM WESTCHESTER AVENUE TO WALL TRIANA HIGHWAY SOUTHWEST," as follows:

(RESOLUTION NO. 07-22)

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 08-22 adopted and supported new Project #100074625 PE Phase, as approved by ALDOT, in the FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this resolution, Resolution No. 08-22, and Resolution No. 09-22 were also a pair of resurfacing projects for the City of Madison. She stated this was the westernmost portion of that resurfacing, with the PE phase being on the screen at this time. She stated that State Anywhere funding was being used for this particular project.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Projects section of the Adopted FY 2020-2023 TIP, to add new project #100074625, "RESURFACING AND TRAFFIC STRIPE ON MADISON BOULEVARD FROM WALL TRIANA HIGHWAY SOUTHWEST TO FLAGSTONE DRIVE," as follows:

(RESOLUTION NO. 08-22)

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

Chairman Strong stated the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 09-22 adopted and supported new Project #100074626 CN phase, as approved by ALDOT, in

the FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated this was the construction phase to the previous project, and it was the westernmost portion of the resurfacing project. She stated this was from Wall Triana Highway Southwest to Flagstone Drive. She stated this was using State Anywhere funds, that no MPO funds were being utilized.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Projects section of the Adopted FY 2020-2023 TIP, to add new project #100074626, "RESURFACING AND TRAFFIC STRIPE ON MADISON BOULEVARD FROM WALL TRIANA HIGHWAY SOUTHWEST TO FLAGSTONE DRIVE," as follows:

(RESOLUTION NO. 09-22)

Mayor Finley moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Riley and was unanimously adopted.

Chairman Strong stated the next item on the agenda was an amendment to the FINAL FY 2022 UPWP. He stated that Resolution No. 10-22 adopted and supported the addition of FY 2021 carryover funding to the FINAL FY 2022 UPWP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the FY 2022 UPWP would be utilizing some of the FY 2021 UPWP funding. She stated they were carrying over approximately \$496,707. She stated that the MPO would utilize \$493,702 in the FY 2022 UPWP, leaving a total of \$3,005 for the FY 2023 budget, therefore making the FY 2022 new total \$947,222.

Ms. Lowe stated they might ask what they would be utilizing these funds for, and she stated they were adding \$35,000 to the Transit Task, and they were adding \$190,000 to the already-mentioned HDR Comprehensive Regional Planning Transit Task, and they had also come up with a couple of new tasks, looking at the new bill from the Legislature on Electric Vehicle Infrastructure Development Planning, and also Corridor Studies, which the Old Big Cove Corridor Study would be looked at first.

Mr. Riley read and introduced a resolution to amend the FY 2022 UPWP and adopt carryover funds from Fiscal Year 2021, as follows:

(RESOLUTION NO. 10-22)

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

Chairman Strong stated the next item on the agenda was the adoption of Performance Measurement Management Agreement. He stated that Resolution No. 11-22 adopted and supported the Joint Agreement between the MPO, the Transit Agency, and the State of Alabama relative to Alabama Performance Management for Transportation Performance Data Sharing and Coordination.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that as mentioned earlier, they had some Performance Measures. She stated that they actually had an agreement between the MPO, the State, and the Transit Agency that was adopted in June of 2018. She stated that did not include the Transit Performance Measures for the Public Transportation Agency Safety Plan, so they would update that plan and include

it in the new agreement. She stated that some of the Measures were displayed on the screen.

Mayor Finley read and introduced a resolution adopting and supporting the Joint Agreement between the MPO, the Transit Agency, and the State of Alabama relative to Alabama Performance Management for Transportation Performance Data Sharing and Coordination, as follows:

(RESOLUTION NO. 11-22)

Mayor Finley moved for approval of the foregoing resolution, which motion was duly seconded by Ms. Akridge and was unanimously adopted by the MPO members present.

Chairman Strong stated his agenda showed he was going from item 14 to item 16, and he did not know if that was an error or if he was looking at something wrong.

Chairman Strong stated they would go to item 16, and he asked that the record reflect there was not an item 15.

Chairman Strong stated that item No. 16 was FY 2020-2023 TIP Administrative Modifications.

Chairman Strong asked Ms. Lowe if he needed to read all of this into the record.

Ms. Lowe stated that these were non-action items, that, basically, these were things that happened between the last MPO meeting and this MPO meeting, and they were mostly level-of-effort projects. She stated they were State projects that utilized State federal aid. She stated they had a couple of safety issues they were working out, so these had to be in their TIP, and they wanted to make sure they informed the board of these particular projects.

Chairman Strong asked that the record reflect that items a) through f)

were related, and they would give this information so these item numbers could be in the minutes.

The FY 2020-2023 TIP Administrative Modifications were as follows:

- a) #100044914
- b) #100060145
- c) #100073190
- d) #100072210
- e) #100070099
- f) #100075005

Chairman Strong stated the next item on the agenda was Agency Reports.

Chairman Strong stated that the Alabama Department of Transportation had an update, and he recognized Mr. Rod Ellis.

Mr. Ellis stated the first project was Church Street, Phase I, between Pratt Avenue and Monroe Street in the city of Huntsville. He stated that this project was approximately 98 percent complete, and the project cost was in excess of \$15.5 million, and it was projected to be finished within the next few months.

Mr. Ellis stated the next project was the Northern Bypass from Pulaski Pike to US Highway 231/431. He stated the plans were approximately 85 percent complete, that the right-of-way acquisition was down to one tract, he believed, or two, and it should be completed soon. He stated that the utility relocation design work was under way. He stated that the estimated cost was \$40 million, and it was scheduled to be bid in the current fiscal year.

Mr. Ellis stated the next project was Martin Road widening between Zierdt Road and Laracy Drive. He stated that this project was split into two

phases, and Phase I was started in July 2018 and was approximately 85 percent complete and was projected to be completed later in the spring. He stated that Phase II was in the Design Phase, and they were working on the utility relocation designs. He stated it was currently scheduled for FY 2023, and the projected total cost, for both phases, was approximately \$25 million.

Mr. Ellis stated the next project was North Parkway at Mastin Lake Road, to construct a new overpass. He stated that the plans were approximately 90 percent complete, and the right-of-way acquisition was complete. He stated they had removed the structures they had purchased that were impacted by the new improvements, and he stated that the utility relocation work was under way. He stated this was currently scheduled to be let later in the current fiscal year, and the estimated total cost was \$42.5 million.

Mr. Ellis stated the next project was Access Management on US 231 between Weatherly Road and Hobbs Road. He stated that these plans were approximately 50 percent complete, and they had completed a Virtual Public Involvement Process in the fall of 2021, and they had recently finished compiling those comments and evaluating potential modifications to what they were proposing, and they had asked their designer to look at those things so they could progress to what they called "plan-in-hand" plans and hopefully start buying right-of-way later in the current fiscal year. He stated that the construction phase of this was estimated at \$15 million, and it was scheduled for Fiscal Year 2023.

Mr. Ellis stated the next project was Winchester Road widening from Dominion Circle to Naugher Road. He stated that the plans were approximately 90 percent complete, and the right-of-way acquisition was

ongoing. He stated the estimated cost was approximately \$15.5 million, and it was currently scheduled for FY 2023.

Mr. Ellis stated the next project was Improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road. He stated that the plans were approximately 65 percent complete, and the estimated cost of the project was \$1.7 million, and it was anticipated to let the contract in FY 2023.

Mr. Ellis stated the next project was State Route 255 (Research Park Boulevard) widening from U.S. 72 to south of Old Madison Pike. He stated that this project was approximately 80 percent complete, and the projected total cost was approaching \$23.5 million, and it was anticipated to be completed sometime in the summer of the current year.

Mr. Ellis stated the next project was U.S. 72 West widening between Providence Main and County Line Road. He stated that these plans were approximately 30 percent complete. He stated they were working on revised intersection concepts, to help with congestion issues in this area. He stated they hoped to have a Public Involvement meeting sometime later in this fiscal year, noting that he was hoping for sometime in the summer. He stated, concerning the right-of-way acquisition, that they were hoping to begin it sometime in FY 2023. He stated that the total cost was in excess of \$60 million, and the construction project was currently scheduled for FY 2025.

Mr. Ellis stated the next project was Zierdt Road widening between Madison Boulevard and Martin Road. He stated that this project was completed in four phases, and the final phase was actually in what they called the "Punch List Phase," where they were finishing up loose ends, to bring it into compliance. He stated it should be accepted for maintenance very soon.

Mr. Ellis stated the next project was Bridge Replacements on

Old Highway 431, Madison County. He stated that this project was approximately 75 percent complete, and the estimated total cost was \$13.5 million, and it was projected to be completed sometime in late summer of the current year.

Mr. Ellis stated the next project was I-565 Additional Lanes from I-65 to County Line Road. He stated this project had been accepted for maintenance by the State, and the total cost was approximately \$18.7 million. He stated that project was complete.

Mr. Ellis stated the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway. He stated that the central office design staff was working on the design for this project. He stated they had completed the survey late in the prior year, and they were working toward 30 percent plans. He stated the project was currently scheduled for FY 2023, with a projected 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. He stated that the plans were approximately 60 percent complete, and a Virtual Public Involvement had been concluded in the spring of the prior year. He stated he believed this project was approaching what they called "plan in hand," or 65 percent plans, and that hopefully they would be moving into the right-of-way acquisition phase soon. He stated that currently this project was scheduled for FY 2023, with an estimated cost of approximately \$13.5 million.

Mr. Ellis stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated they had accepted bids for this project in January and, hopefully, work should begin sometime in the spring or early summer of 2022. He stated that the estimated cost was

approximately \$1.9 million.

Mr. Ellis stated the next project was the widening of Blake Bottom Road from Jeff Road to State Route 255. He stated that the plans were approximately 90 percent complete, and the right-of-way acquisition was ongoing, and the Utility design work was also under way. He stated it was projected to let the contract in FY 2022, with a cost of 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. He stated that this project was currently under design, and it was scheduled for FY 2023, with an estimated cost of \$5 million.

Mr. Ellis stated the next project was the Arsenal East Connector. He stated that this project was in the study phases, and it was currently projected that the contract would be bid in FY 2024, with an estimated cost of \$30 million.

Mr. Ellis stated that the total work they were working on at this time was in excess of \$400 million.

Chairman Strong asked if any of the board members had any questions for Mr. Ellis.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked if the costs were all totally ALDOT dollars. She stated that one of the times when this presentation had been done, she had been curious about the split. She asked how the people she represented could know how that broke out, state, local.

Mr. Ellis stated it was primarily federal funding for these projects. He stated that primarily it was an 80/20 split, if ALDOT was the sponsor of the

project. He stated that some of these were ALDOT projects, and some were local projects that were funded through the MPO. He stated if it was a project the City of Madison was the sponsor of, then the City of Madison would be responsible for the 20 percent, if it was a traditional 80/20 percent federal aid project. He stated that they had some situations where that split might be 90/10, or sometimes it could be 100 percent funding, but that was more of a rarity.

Ms. Akridge asked what an easy way would be for people to find out who was spending what money on the projects Mr. Ellis had just gone over.

Mr. Vincent stated that this body, the MPO, had all that broken down, and they should be able to supply that for Ms. Akridge.

Chairman Strong asked if there were any further questions for Mr. Ellis.

Chairman Strong asked Mr. Madsen and the staff to provide the breakdown Ms. Akridge had inquired about. He stated that like had been said, some were local, and some were 80/20.

Mr. Madsen appeared before the MPO, and he stated that the LRTP, the Long-Range Transportation Plan, that was adopted had a lot of that information. He stated it had to be updated frequently, but the LRTP was probably the go-to for that information. He stated they could assist on any specific items.

Chairman Strong asked if there were any other Agency Reports to be presented.

Ms. Erin Tidwell appeared before the MPO, stating that she was with the Top of Alabama Regional Council of Governments.

Ms. Tidwell thanked Ms. Lowe for inviting her to be at this meeting.

Ms. Tidwell stated that Michelle Jordan was the Executive Director of

TARCOG, and Sara James was their Director of Economic Development & Planning.

Ms. Tidwell stated that TARCOG was divided into two separate departments, that they had their Area Agency on Aging, and that was Meals on Wheels, Medicaid Waiver, Alabama CARES, that they provided a lot of those services.

Ms. Tidwell stated that as TARCOG, they served a five-county region, and that was Limestone, Madison, Jackson, DeKalb, and Marshall counties.

Ms. Tidwell stated that the Area Agency on Aging was probably 50 or 60 members of their staff, and the other five or six of them were the Economic Development & Planning staff. She stated that would be services such as EDD, the Economic Development Districts, and the LDD, the Local Development District. She stated that was also where the Rural Planning Organization was housed.

Ms. Tidwell stated that the RPO was the counterpoint to the MPO, and they did not serve that five-county region, that they actually served a four-county region, every area outside of the MPO, so they were looking at portions of Limestone County, Jackson County, DeKalb County, and Marshall County, as they could see on the displayed map.

Ms. Tidwell stated that just to give them an idea of what they were working with, that in the current year, they had a little bit more funding, but they were generally in the ball park of \$70,000, that that was what funded them for the RPO role. She stated that they had a very similar breakdown as to how they operated to the MPO, that they had three committees, a Policy Committee, a TCC, and a CAC, just like the MPO. She stated they did a lot with the STIP, the Statewide Transportation Improvement Plan. She stated they

had actually done the Public Outreach for the current STIP, and they were working with ALDOT to figure out how they were going to be involved in the Public Outreach for the upcoming STIP.

Ms. Tidwell stated they did a lot of technical assistance, whereas the MPO did a lot of project implementation. She stated that they did a Human Services Coordinated Transit Plan, which she believed played a role in the MPO's Long-Range Transportation Plan. She stated they also did a lot of Rebuild Alabama Acts, that they worked with their communities and found out what they needed, and they provided those capacity-building services.

Ms. Tidwell stated that she and Ms. James had inherited this program, and it was doing what it needed to do, that it had met the benchmarks, but they really wanted it to be a successful program, so they looked at the state of Alabama, and they looked to see where RPOs were most successful, and they had found that where RPOs were most successful was where they were aligned with their MPOs. She stated that they had talked with staff, and that was what they were working toward doing, aligning with the Huntsville-Madison MPO, because they knew that what happened in Huntsville or in Madison affected their region as a whole. She stated that if they could align themselves with the MPO, they could be proactive in their region instead of reactive, as they had been in the past.

Ms. Tidwell stated she had just wanted to bring this before the board and give them a good idea of what they were doing. She stated that through this partnership and alignment, they could make stronger communities and better benefit their region as a whole.

Ms. Tidwell thanked the board for letting her speak and give an update as to what they had going on.

Ms. Tidwell asked if anyone had any questions.

Chairman Strong asked if there were any questions from the board members.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that when Ms. Tidwell was talking about government and being proactive, she had gone "touchdown." She thanked her for her initiative of optimizing this alignment. She asked how they saw the alignment actually playing out. She asked if it was simply a matter of communication with Ms. Lowe or if it was attending every meeting, or just how did Ms. Tidwell see that working out.

Ms. Tidwell stated that they currently sat on the TCC, so TARCOG had representation there. She stated that as the EDD and the LDD, they were doing planning efforts, that they were doing comprehensive plans, in areas outside of the MPO. She stated that a lot of it would be to have an open line of communication between the RPO and the MPO. She stated that if they knew what was going on in Huntsville and what was going on in Madison County, those growth projections, then they could help the communities they worked with to better prepare for that growth.

Ms. Akridge asked if Ms. Tidwell thought they could be involved with finding some land to put commuter parking stations up so that the rapid transit buses could bring people into the community.

Ms. Tidwell stated that was definitely one of the conversations they had had, and they had some communities that were thinking about commuters, thinking about how to get to Huntsville for jobs. She stated that was definitely a role this alignment could play.

Ms. Akridge stated that the pain point in this area was that it was

becoming more and more expensive to live in the city, so people were feeling like they were forced out into the hinterlands, and to maintain a strong and diverse community, they needed to be thinking about how to get people not only to stay in the city and afford it, but also for the people who had chosen to go out into those counties Ms. Tidwell had just mentioned to be able to get to Huntsville, because it was a center for employment. She stated she appreciated Ms. Tidwell thinking through on that.

Chairman Strong asked if there were any further questions.

Chairman Strong thanked Ms. Tidwell for what TARCOG did, noting that he was aware there was a \$700,000 grant they were awarded, and TARCOG was the oversight on that and had really made an impact on that.

Chairman Strong stated the board would see what they could do, and that they should meet with Mr. Madsen, noting that he felt that would be how they could make this work even better.

Chairman Strong stated the next item on the agenda was Opportunity for Public Comment. He stated that if anyone in the audience would like to address the MPO Board, they should step to a microphone, and they would be allowed three minutes to speak.

There was no response.

Chairman Strong stated the next item on the agenda was MPO Policy Board Member Comments. He asked if there were any comments from the board.

Chairman Strong stated that with no further business, the meeting was adjourned.

Chairman, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on March 14, 2022, at 5:05 p.m.)