

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

MINUTES

Regular Meeting - June 6, 2022 - 5 p.m.

Huntsville, Alabama

Committee Members:

Mr. Taron Thorpe	Chairman
Mr. Russ McDonald	City of Huntsville
Mr. Trent Griffin	City of Huntsville
Mr. Larry Mason	City of Madison
Mr. Eddie Hoff	Town of Gurley

MPO Staff Members:

Ms. Shontrill Lowe
Mr. James Vandiver
Mr. James Moore
Ms. Jo Beth Gleason

Also Present:

Mr. John Autry	Manager of Transportation, City of Huntsville
----------------	--

The meeting was called to order by Chairman Thorpe at the time and place noted above.

Chairman Thorpe stated the first item on the agenda was Approval of the Minutes of the meeting held on March 14, 2022.

Mr. Hoff moved for approval of the Minutes of the meeting of the Citizens Advisory Committee held on March 14, 2022, which motion was duly seconded by Mr. McDonald and unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Jurisdiction Reports. He asked if there was anything to be reported from Madison County.

There was no response.

Chairman Thorpe asked if there was anything to be reported from the city of Huntsville.

Mr. McDonald stated they had opened up another section of the Greenbrier Parkway and the new bridges over Piney Creek.

Chairman Thorpe asked if there was anything to be reported from the city of Madison.

Mr. Mason stated there was not much to report, noting that with Hughes Road, not much seemed to be happening, but he was sure there was a lot happening in design. He stated there was a new project coming in on the west side of County Line Road.

Chairman Thorpe asked if there was anything to be reported by the Town of Triana or the Town of Owens Cross Roads, respectively.

There was no response.

Chairman Thorpe stated the next item on the agenda was Resolution No. 12-22, adopting and supporting the annual DRAFT FY 2023 Unified Planning Work Program.

Chairman Thorpe recognized Ms. Shontrill Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 12-22 was the annual UPWP. She stated that it outlined the planning efforts that would be done within the next fiscal year. She stated that, basically, they updated their TIP, the Long-Range Transportation Plan, the UPWP. She stated they utilized these funds to update this every year, and administrative tasks, public outreach. She stated that their

budget for this year, their apportionment, was \$567,988, noting that this also included FTA Planning funds, so they had a couple of transit tasks within their budget as well.

Ms. Lowe stated that this gave them enough time to update their TIP for the 2024-2027 TIP cycle. She stated they also had a couple of other projects, noting that she believed she had mentioned at the prior meeting that the ADA transition plans for the MPO and each of its jurisdictions needed to be updated and sent to FHWA. She stated that at this time, they had a memo from FHWA and the State stating that they needed those by September of 2023.

Ms. Lowe stated that they were adding the task of developing and adopting an Electric Vehicle Infrastructure Plan, or having that task within the UPWP, to have funds to devote to planning their electric vehicle infrastructure.

Ms. Lowe stated they also wanted to have a Corridor Study task, for any corridor within the MPO study area, and the first one would be Old Big Cove Road, which was a multi-jurisdictional project.

Ms. Lowe stated that these funds would start on October 1, 2022, and extend through September 30, 2023.

Mr. Griffin recommended approval of Resolution No. 12-22, adopting the DRAFT Unified Planning Work Program for Fiscal Year 2023.

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe asked if there was any discussion.

Mr. Mason asked if the draft plan was on the MPO website.

Ms. Lowe replied in the affirmative.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution

No. 13-22.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 13-22 adopted and supported the Public Transit Agency Safety Plan Performance Measurement and Targets, as approved by ALDOT. He stated this was one of the Performance Measures they approved every year. He stated that the display was very hard to read. He stated they had the baseline safety performance measures, and they also had, for 2021, the actual safety performance results, as reported by the transit agencies, and they had the updated 2022 Safety Performance Targets.

Mr. Vandiver stated that John Autry from Huntsville Transit was present at the meeting to answer any questions.

Mr. Mason recommended approval of Resolution No. 13-22, concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Public Transportation Agency Safety Plan (PTASP) Performance Measurement and Targets, as approved by ALDOT.

Said motion was duly seconded by Mr. McDonald.

Chairman Thorpe asked if there was any discussion.

Mr. Mason asked if this graphic was available on the MPO website.

Mr. Vandiver stated they could certainly post it on the MPO website.

Mr. Mason requested that they do so.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was Resolution No. 14-22.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 14-22 adopted and supported the Transit Asset Management Performance Measurement and Targets, as approved by ALDOT. He stated this was another one of the transit-related performance measurements they had to do annually. He stated that hopefully they could see this a little better on the display. He stated that Mr. Autry would answer any questions.

There was a question concerning the displayed chart.

Mr. Autry stated that the first line on the display was the Paratransit Fleet, and the target was "30 percent of the Vehicle Fleet not to exceed 200,000 miles." He stated that as of February, the actual percentage of the fleet that exceeded 200,000 miles was 24 percent.

Mr. Autry stated that the previous targets, which had been adopted several years prior, had the Paratransit Fleet at four years, and he had given a report at a previous Committee meeting, perhaps in March, explaining that they were switching to miles rather than years, that because of the excellent performance of that fleet, they did not want to dispose of vehicles that had good reliability.

Mr. Autry stated that on the fixed-route side, the target they were requesting to be adopted was "30 percent of Vehicle Fleet not to Exceed Useful life in Years." He stated that in February 2022, this was 22 percent.

Mr. Autry stated that for the next one, Facility Condition, the target was "Not Greater than 20 percent of Facilities fall below 3.0 Condition Rating." He stated that currently there were none that fell below.

Mr. Mason asked if Mr. Autry had the totals on this, the total number of paratransit vehicles and the total number of transit vehicles.

Mr. Autry stated there were currently 24 paratransit vehicles and 21 fixed-route.

Mr. Griffin recommended approval of Resolution No. 14-22, amending the FY 2020-2023 Transportation Improvement Program (TIP) with the inclusion of the Transit Asset Management Performance Targets and Measures.

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe asked if there was any discussion.

Mr. Mason asked if this included the other jurisdictions or if it was just Huntsville Transit.

Mr. Autry stated that was just the City of Huntsville.

Mr. Mason asked if the rest of the MPO was getting involved in any of this transit planning, if that was the purpose of the comprehensive plan.

Mr. Autry stated this was a federal requirement of direct recipients of 5307 funds, which the City was. He stated that a lot of the rural agencies went through ALDOT, whereas the City of Huntsville was a direct recipient, so they were required by regulation to inform and bring that to the MPO. He stated that on the safety measures, they actually brought that annually to the City of Huntsville as well.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 15-22.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 15-22 changed the TIP, for Project No. 100074621, better known as a traffic signal replacement, drainage

improvements, resurfacing and traffic stripe on Madison Boulevard at Wall Triana Highway/Sullivan Street.

Mr. Vandiver stated that the Committee members might recall that at the March CAC, TCC, and MPO meetings, they had quite a few resolutions regarding Madison Boulevard and resurfacing on Madison Boulevard, and this was another section of that project, which just pertained to the intersection there at Madison Boulevard and Wall Triana Highway. He stated this resolution was just for the PE, and the next one would be for Construction.

Mr. Vandiver stated the slide that was being displayed at this time was a location map.

Mr. McDonald recommended approval of Resolution No. 15-22, amending the National Highway System/Interstate Maintenance/Bridge Projects section in the Adopted FY 2020-2023 TIP to add new PE project #100074621, "TRAFFIC SIGNAL REPLACEMENT, DRAINAGE IMPROVEMENTS, RESURFACING, AND TRAFFIC STRIPE AT MADISON BOULEVARD AND WALL TRIANA HIGHWAY SOUTHWEST/SULLIVAN STREET."

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe asked if there was any discussion.

Mr. Mason asked if they were replacing all the lights, all the way around, for all directions.

Mr. Vandiver stated that was what it sounded like, that it was a signal replacement project, and it looked like it was a fairly significant one, so that was what he would presume. He stated they could definitely ask the City of Madison about that.

There was a question concerning the cost of the project.

Mr. Vandiver stated this was just the preliminary engineering phase, and it was \$110,250. He stated that what it said on the display was "STPAA," and that was surface transportation funds, that it was not MPO funding. He stated that the "AA" meant "Any Area," so it could be used anywhere in the state. He stated that Madison was utilizing that fund for this project.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 16-22.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was the construction phase of the project at Madison Boulevard and Wall Triana Highway, and the total cost was just under \$675,000. He stated this would use the same funding source, the Surface Transportation Any Area Funds.

Mr. Vandiver stated what he was displaying at this time was the location map.

Mr. Mason asked if in the design plan, there was any design for multimodal infrastructure, bicycle lanes and better pedestrian crossings, things like that. He asked if they had seen the design.

Ms. Lowe stated that the City of Madison had those, and she could request that and bring it forth to the Committee members.

Mr. Mason stated he would like to see that.

Ms. Lowe stated she did not know if they had those in there, but she was pretty sure they did because that was now a requirement, to have the multimodal aspect. She stated that since this was an intersection, they were

required to make those improvements.

Mr. Mason stated he would like to see if they could get that, noting that he would be interested in seeing what it looked like.

Ms. Lowe stated she could send that to the CAC members.

Mr. Griffin recommended approval of Resolution No. 16-22, amending the National Highway System/Interstate Maintenance/Bridge Projects section in the adopted FY 2020-2023 TIP to add new Project #100074622, "TRAFFIC SIGNAL REPLACEMENT, DRAINAGE IMPROVEMENTS, RESURFACING, AND TRAFFIC STRIPE AT MADISON BOULEVARD AND WALL TRIANA HIGHWAY SOUTHWEST/SULLIVAN STREET."

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe asked if there was any further discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was the TIP Administrative Modifications. He stated this item did not require action, that it was for information purposes only.

Chairman Thorpe recognized Mr. Vandiver.

Mr. Vandiver stated that the first Administrative Modification was a level-of-effort project, that it was the Oakwood Avenue railroad crossing, that they were doing a rail safety project there, and there was an increase in funding of approximately \$8,000.

Mr. Vandiver stated that the next one was the resurfacing of 565, between County Line Road and Intergraph Way, and this was actually a decrease, minus \$523,000.

Mr. Vandiver stated that the next one was sidewalk and ADA

improvements along Pulaski Pike, at the Bob Harrison Senior Wellness & Advocacy Center, Phase II. He stated this was TAP funds, District 6, Madison County. He stated it had been approved the prior year for TAP funds, through the Huntsville MPO.

Mr. Vandiver stated that the last one was a TSMO project, Transportation System Management and Operations, on 565, from County Line to end of route, and it was an increase of \$1.5 million, changing the scope of the project. He stated this would be traffic cameras, messaging signs, like they saw in larger cities, such as Nashville and Birmingham. He stated they would be installing these on 565.

Chairman Thorpe asked when it said "end of route," where that was.

Mr. Vandiver stated that the end of route on 565 would be on Chapman Mountain.

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

Chairman Thorpe recognized Mr. Vandiver.

Mr. Vandiver stated he would provide the Huntsville MPO Project Update Report for the Alabama Department of Transportation.

Mr. Vandiver stated the first project was Church Street, Phase I, between Pratt Avenue and Monroe Street. He stated it was under construction and was approximately 98 percent complete, that all the lanes were open at this time, and the project should be completed in the coming summer.

Mr. Vandiver stated the next project was the Northern Bypass from Pulaski Pike to U.S. Highway 231/431, that the plans were 95 percent complete, the right-of-way acquisition was to be completed soon, the utility relocation was under way, and construction was anticipated to start in the current year,

with an estimated cost of approximately \$40 million.

Mr. Vandiver stated the next project was Martin Road between Zierdt Road and Laracy Drive, that there were two separate projects, and Phase I was approximately 95 percent complete and should be completed in the coming summer, and Phase II was scheduled for FY 2023.

Mr. Vandiver stated the next project was North Parkway at Mastin Lake Road, the overpasses there, that the plans were 95 percent complete, the right-of-way acquisition was complete, the structural removal was complete, the utility relocation was under way, and they anticipated to start this project in the current year.

Mr. Vandiver stated the next project was Access Management on U.S. 231 between Weatherly Road and Hobbs Road, that the plans were 50 percent complete, they had a virtual public involvement process about a year prior, and they anticipated a start date in the upcoming year.

Mr. Vandiver stated the next project was Winchester Road, from Dominion Circle to Naugher Road, that the plans were 90 percent complete, the right-of-way acquisition was ongoing, and the utility relocation would begin soon, with an anticipated start date of FY 2023.

Mr. Vandiver stated the next project was Improvements to Balch Road from south of Brownsferry Road to north of Gooch Road, that this was a two-foot safety widening of the road, and the plans were 65 percent complete, with an anticipated start date of FY 2023.

Mr. Vandiver stated the next project was SR255 (Research Park Boulevard) widening from U.S. 72 to south of Old Madison Pike, that it was 85 percent complete, and the anticipated completion date was the current summer.

Mr. Vandiver stated the next project was U.S. 72 West between Providence Main and County Line Road, that the plans were 30 percent complete, and the public involvement meeting had been held the prior month. He stated the project would be broken into multiple phases, and he believed the first phase would be from Providence Main Street to Nance Road, and it would start in FY 2023. He stated they had not found funding for the additional phases at this time, so there were no other dates at this point.

Mr. Vandiver stated the next project was Zierdt Road between Madison Boulevard and Martin Road, and it had been completed.

Mr. Vandiver stated the next project was Four Bridge Replacements on Old Highway 431. He stated this was out by Hampton Cove, and the project was under construction and was approximately 80 percent complete, with an estimated completion in the upcoming fall.

Mr. Vandiver stated the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway, that the design work was under way, and the projected start date was FY 2023.

Mr. Vandiver stated the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road, that the plans were 65 percent complete, they had the virtual public involvement approximately a year prior, and the projected start date was FY 2023.

Mr. Vandiver stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive, and this work should begin in the upcoming summer.

Mr. Vandiver stated the next project was Blake Bottom Road Widening from Jeff Road to SR 255, Research Park Boulevard, that the plans were 90 percent complete, and right-of-way acquisition was under way, with a

projected start date of later in the current year.

Mr. Vandiver stated the next project was Intersection Improvements along Highway 53 at Harvest, McKee, and Old Railroad Bed roads, that the Preliminary Engineering was under way, and construction should start in FY 2023.

Mr. Vandiver stated the next project was the Arsenal East Connector, from Bob Wallace to approximately Gate 10, off Patton Road, that the Preliminary Engineering was under way, and the projected start date was in 2024.

Mr. Vandiver stated that the total amount of work in design and construction was just over \$410 million.

Mr. Vandiver stated that the next Agency Report was an MPO Project Status Report.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated he wanted to brief the Committee on a project they had been working on. He stated that some of the members might recall that beyond a couple of years prior, the MPO had sent out an Excel spreadsheet to keep stakeholders, as well as local politicians, informed regarding the status of projects in the MPO Study Area. He stated it was a pretty large spreadsheet, full of information, that it had every project that was ongoing or proposed in the area, and when it was printed out, it was approximately 20 pages.

Mr. Vandiver stated that about five or six years prior, when he had started working on the MPO website, he had created a map of the Project Status Update, to kind of make it more user friendly, and he had posted that on the website. He continued that the problem with that was that it was a little clunky getting all that information into a map, and, also, there were situations like

what was happening on 565 at this time, where there was a section of it that had a widening project, a resurfacing project, and a TSMO project, and so when they clicked on a map, they would get all three projects, and it would really mess things up.

Mr. Vandiver stated that at this time, they had created a new program.

Mr. Vandiver stated that since he was having trouble with the display, he would take them to the MPO website.

Mr. Vandiver stated that if on the MPO website they went to "News" and clicked on "Project Status," there would be a link to take them to "Project Status Update," and there would be Project Status Updates like ALDOT had presented at every MPO meeting at least since August of 2018, that they had these archived on the MPO website.

Mr. Vandiver stated this was the new Project Status Updates, and they would be updating this about once a month, or as needed, depending on what was going on. He stated this was only for projects that had state or federal funding in them, so anything that was 100 percent locally funded would not be included on this list at this time, although they were looking at doing that at some point in the future.

Mr. Vandiver stated they could see all the projects displayed, and he stated he would go down to one they had done at this meeting, the Madison Boulevard at Wall Triana Highway intersection improvements. He stated they could see the status was that it was in planning, and the total cost was \$785,000. He continued that they could see the funding sources and the bid date, the start date, and end date, according to ALDOT's system. He stated they also had the project description, and a map of where it was, so they could zoom in and see where the project would be located.

Mr. Vandiver stated that if the Committee members wanted to share this with their friends, they could send a link via email just for the project link, or they could print out this page, and they could also print out all the projects and get a pretty good summary of all the different projects.

Mr. Vandiver stated that the MPO staff thought this was a little more user friendly than their map or their Excel spreadsheet was. He stated they hoped this would be a better public website for this in the future, and they hoped it would be a great resource for people, learning what the MPO transportation projects were and their status.

Mr. Vandiver stated he would like to introduce Ms. Jo Beth Gleason, their newest MPO Planner. He stated that Ms. Gleason had a presentation concerning grants. He stated this was something they had talked about at the March meeting, what was coming out of the new infrastructure bill. He stated that Ms. Gleason had been with them for about a month, and she had been doing a lot of research on this.

Ms. Gleason stated they had been looking at the Bipartisan Infrastructure Law and some new transportation grant programs that had come out of it. She stated two new programs they were looking at in particular were Safe Streets for All and the ReConnecting Communities Pilot Program.

Ms. Gleason stated she would start with the Safe Streets for All Program. She stated this notice of funding opportunity had been released, and they were looking into that, noting that they had looked at webinars as well. She stated that, essentially, that program's purpose was to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries. She stated that the criteria for that was a big emphasis, of course, on safety impact, equity and engagement, climate change, and economic

competitiveness, and effective practices and strategies.

Ms. Gleason stated that the available funding was \$5 billion over five years, \$1 billion annually for fiscal years 2022 through 2026, with no more than 15 percent of funding awarded to projects in a single state. She stated the deadline for this application was September 15, so they were going through this and looking at criteria.

Ms. Gleason stated that for the project for this particular grant, they were looking at the Holmes Avenue Complete Streets Corridor Project, and they were working with the Engineering Department, and looking at the plans, from Spragins Street all the way into Research Park. She stated she believed it was a little over three miles for that corridor. She stated the emphasis for this, of course, was safety. She stated the Administration wanted to see a safety action plan in place, or a safety action plan from existing plans, certain criteria from existing plans, that would meet their criteria, so that they could apply for construction funding. She stated there were two funding sources available, for planning and construction, and they were trying to go for the construction funding for the Holmes Avenue Corridor Project for that one.

Ms. Gleason stated that there was a 20 percent match requirement, and the award ceiling was \$30 million for local governments and \$50 million for MPOs and joint applications.

Ms. Gleason stated that like she had stated, this would be for the Holmes Avenue project, and she stated that would be a Complete Streets project, so they would have bicycle lanes, streetscaping, stormwater. She stated she had just gotten the project description from Engineering, and they were looking at updating sidewalks, stormwater improvements, signalization, lighting, landscaping, striping for bike lanes, and resurfacing, repavement,

along with standard street lighting. She stated there was a special feature for underpass lighting proposed at Memorial Parkway, and that certain beautification items, such as benches and trash receptacles would be included for that.

Ms. Gleason stated the other grant program they were looking into was the ReConnecting Communities Pilot Grant Program. She stated that the notice of funding availability for this was not out yet, that it was supposed to be released in the current month, so they were not sure about deadlines for this one at this time. She stated that for this they were looking at the PARC project, the Skybridge Project. She stated that the purpose for this program was to restore community connectivity by removing, retrofitting, or mitigating an eligible facility, defined as an existing highway or other transportation facility that created a barrier, and had historically created a barrier, to community connectivity, mobility access, and economic development.

Ms. Gleason stated she was sure the CAC members were familiar with the PARC project the City had been working on.

Mr. Mason asked Ms. Gleason if she was referring to the bridge from downtown to Lowe Mill.

Ms. Gleason replied in the affirmative.

Mr. Mason asked if that was called the "Park Project."

Ms. Gleason stated that it was P-A-R-C. She stated it was the "Pedestrian Access and Redevelopment Corridor."

Ms. Gleason stated that they were looking at this and seeing if it fit well with this new ReConnecting Communities Pilot Grant Program.

Mr. Mason asked if they were still going ahead with the RAISE grant.

Ms. Gleason stated they had submitted the RAISE grant back in April.

She stated that for this program, for the federal share, they could match fed to fed, so they were looking to see if that was a possibility, to supplement that project.

Ms. Gleason stated that for construction grants for this particular program, it was a 50 percent match, but any project getting a grant under this program was federal-aid eligible, so recipients could use other federal-aid highway funding, up to a maximum of 80 percent of total federal funding of the project cost.

Ms. Gleason stated these were the two funding programs they were looking into at this time, that came out of the Bipartisan Infrastructure Law.

Mr. Mason stated that on the Complete Streets, on Holmes Avenue, Ms. Gleason had stated they were starting to kick around some ideas. He stated that the bike lanes were going to be great, obviously, multimodal, but he asked if there was any way to look at some kind of jump lanes, or priority for transit, so that transit would not get slowed down by traffic, so they could encourage more people to take transit.

Ms. Gleason stated that a big priority in this grant program was alignment with existing transit.

Mr. Vandiver stated, concerning the transit part, that Holmes Avenue was something they had looked at for enhanced transit, along the corridor. He stated they had discussed the High Capacity Transit Study at the last MPO meeting, and they had looked at it, and currently the ridership along there, known as Route 3, was not really that great, that it could be better, so they could not do federal funding for that. He continued that, however, at the same time, they would like to try to increase frequency, and he stated they would look at that with the new Transit Improvement Plan that Huntsville Transit

was working on.

Mr. Vandiver stated that with the Complete Streets Project, they would like to have some sort of consideration for transit, but he did not know if they would have queue jumps, or anything like that, or transit signal priority, on this project, but they might have better stop locations and things like that. He stated they were still trying to work all that out.

Mr. Mason asked if Holmes actually got high traffic counts at rush hours. He stated he used it a lot, but he was usually not at rush hour. He asked if it got jammed up, that they were aware of.

Ms. Gleason stated that it was not considered a high traffic count corridor; however, it would be.

Mr. Mason stated that it could be.

Mr. Vandiver stated it was a great alternative route for other corridors, so there was the potential for higher traffic counts, but currently that was not the case on Holmes Avenue.

Ms. Gleason stated that in gathering existing plans and analysis, the Holmes corridor was considered a high-impact corridor for pedestrian and bicycle incidents. She stated that was one thing they were looking at as far as this grant program was concerned, noting that they had to look at that kind of thing. She stated it covered four census tracts, and one of them had the highest poverty rate in the city, so there were different income levels, and there were a lot of corridor users along that corridor that used bicycles a lot. She stated they would be looking at the analysis she had mentioned for this grant program, so it would make sense to put a bike lane there.

Mr. Mason stated that it also had a lot of potential, noting that the connections were pretty strong in there, and they were going to be putting in a

new apartment complex across the street from the cyber technology facility. He stated this would be drawing a lot of students, and a lot of those students would be going back and forth from Research Park to downtown or UAH. He stated it was a great place to think about transit-oriented development. He stated that most of those businesses along there were not doing all that well, so there was a lot of real estate in there that could be redeveloped.

Ms. Gleason stated they were looking at the land use along that corridor as well.

Chairman Thorpe stated the next item on the agenda was Opportunity for Public Comments.

Chairman Thorpe stated the next item on the agenda was CAC Member Comments.

Mr. McDonald stated he had noticed that on one of the first TIPs, there was a line item for Electric Vehicle Infrastructure Planning, and he stated he had always been curious about this in general. He asked exactly who was going to install all of these charging stations, if that was going to be up to private business or who was going to put those things in. He asked if he had an electric car, if he would pull up and pay someone to plug in. He stated he did not know how any of that worked, and he asked if that was what was going to be included in this.

Ms. Lowe stated that the Electric Vehicle Infrastructure Plan proposed in the UPWP was just that, that it was a plan, because they wanted to plan it out before they got to a point of just putting a station here or putting a station there. She stated they wanted to plan it out, as to how much they were going to charge people to plug in, and they wanted to plan out what plugs they wanted to provide the public, noting there were different plugs for different cars, or

different fleets. She stated this plan would cover all of that. She stated they would probably start out with a lot of roundtable discussions, to get everybody thinking about everything Mr. McDonald had just mentioned: Who was going to maintain it, who was going to put it in, who was going to use it, all of those things. She stated it was a plan to kind of get the region thinking about those things, because it was here already, and they just needed to kind of guide it. She stated the State already had an infrastructure plan, that they were already naming corridors for federal purposes, to get bigger grants, et cetera, and they wanted to be in the number, that they did not want to be thought of at the end, so they were trying to, small time, play catch up.

Mr. Griffin stated he would like to volunteer to be involved in any EV infrastructure roundtables or discussions. He stated he had been a long-time EV participant, and he was also a part of a few organizations that were very interested in helping make sure they did this EV infrastructure right, especially in Alabama.

Mr. Griffin stated that he really liked the MPO website. He stated it seemed like nowadays, especially since they had said Huntsville was the best place to live in the nation, a lot of people were more concerned with infrastructure than ever, that they looked at big cities, like Birmingham and Atlanta, and they were asking what Huntsville was doing about infrastructure. He stated he had caught some people grumbling about infrastructure on social media, and he was able to point them to the MPO website and alleviate a lot of questions and concerns they had about it, so it was a very useful tool.

Mr. Griffin stated that that being said, concerning the facts that were presented with the agency reports, he knew they were there, but it was very hard to find them if one was not involved with this every day. He stated if there

could be an easier way for the agency reports to be found, it would be great to share that information readily, for people who had these concerns, so they did not turn into gripes, so they could actually see what was going on, when it was going on, what Huntsville was doing to be proactive in its infrastructure.

Mr. Mason stated he believed the website Mr. Vandiver had presented earlier in the meeting was going to make it a lot easier to guide persons. He stated he was impressed that Mr. Vandiver had all the ALDOT projects from 2018, and he believed that being able to hone in on those projects was a good navigational plus.

Chairman Thorpe asked there were any further comments or any discussion that needed to come before the board.

There was no response.

Chairman Thorpe stated that hearing none, he would ask for a motion for adjournment.

Upon motion, duly seconded, the meeting was adjourned.

(Meeting adjourned at 5:50 p.m. on June 6, 2022.)