

MINUTES OF REGULAR MEETING
OF THE
CITIZENS ADVISORY COMMITTEE OF THE
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION,
HELD MONDAY, MARCH 27, 2017

The Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization met in a regular meeting on Monday, March 27, 2017, at 5 p.m., in the Council Chambers of the Municipal Building of the City of Huntsville, Alabama, there being present:

Committee Members Present:

Mr. John Ofenloch	Chairman-City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Gary Whitley, Jr.	City of Huntsville
Mr. Tony Smith	City of Huntsville
Mr. Bob Devlin	Madison County
Mr. Russ McDonald	Limestone County
Mr. Emo Furfori	City of Madison
Mr. Patrick Mason	City of Madison

Staff Members Present:

Mr. Dennis Madsen	MPO Staff
Ms. Paige Colburn	MPO Staff
Ms. Connie Graham	MPO Staff
Mr. James Moore	MPO Staff
Mr. James Vandiver	MPO Staff
Mr. Nicholas Nene	City of Huntsville Traffic Engineering Staff

Chairman Ofenloch called the meeting to order and welcomed everyone. He asked that persons in attendance at the meeting stand and introduce themselves and state the reason for their attendance, being either appointed to the Citizens Advisory Committee, a member of City staff, or someone with an interest in the meeting.

Persons introduced themselves as follows: Gary Whitley, City of Huntsville; Jim Johnston, City of Huntsville; Linda, Observer; Bob Devlin, Madison County; Dennis Madsen, MPO staff; James Vandiver, MPO staff; Pat Mason, City of Madison; Emo Furfori, City of Madison; Tony Smith, City of Huntsville; Alan Spearman, local real estate investor; Connie Graham, MPO staff; James Moore, MPO staff; Russ McDonald, Limestone County, Huntsville part of Limestone County; Todd Slyman, City of Huntsville; Nicholas Nene, City of Huntsville; Jerry Shoemaker, Observer.

Chairman Ofenloch stated that the first item on the agenda was Approval of the Minutes of the meeting held on December 5, 2016. He stated that there had been a couple of revisions to the minutes and asked Ms. Colburn to explain these.

Ms. Colburn stated that Mr. Bob Devlin was not a "Dr.," but he had been identified in several places in the minutes as "Dr. Devlin." She continued that a representative from the City of Huntsville, Jennifer Nelson, had not been shown as being in attendance at the meeting, and one of her comments had not been included in the meeting minutes. She stated that this

comment had been added to page 4 of the minutes.

Ms. Colburn stated that the edits concerning Mr. Devlin's name had not been made as of this time, but that she would change those online as soon as possible. She stated that everything else had been changed online and edited in the minutes.

Mr. Devlin moved for approval of the minutes of the Regular Meeting of the Citizens Advisory Committee on December 5, 2016, as corrected.

Said motion was duly seconded by Mr. Whitley.

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

Chairman Ofenloch stated that the next item on the agenda was an Amendment to the FY 2016-2019 Transportation Improvement Program.

Chairman Ofenloch recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that Resolution No. 01-17 would amend the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to change the sponsor of the Preliminary Engineering phase only of the Kellner Road Extension project in the city of Madison. She stated that the sponsor of the project would be changed from the "City of Madison" to "Madison County."

Ms. Colburn stated that this project was in the 2016-2019

TIP, and that on the old FY 2017 Preliminary Engineering phase, the sponsor was the City of Madison, and that the new 2017 Preliminary Engineering sponsor would be Madison County. She stated that the costs were displayed on the screen for the Committee's information. She continued that nothing whatsoever would be changed concerning the costs; only the sponsor of the project. She stated that also unchanged was the FY 2018 Construction Project sponsor. She continued that the sponsor for the construction of the project was still going to be the City of Madison.

Chairman Ofenloch asked if that was the location of a new development that was going in, with condos and shops, et cetera.

Ms. Colburn replied in the affirmative. She stated that it was Town Madison.

Mr. Slyman moved to recommend approval of Resolution No. 01-17, amending the Surface Transportation Attributable Projects Section of the Adopted FY 2016-2019 TIP, to change the sponsor of the Kellner Road Extension project.

Said motion was duly seconded by Mr. Devlin.

Chairman Ofenloch asked if there was any discussion of the above motion.

There was no response.

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

Chairman Ofenloch stated that the next item on the agenda was an Amendment to the FY 2016-2019 Transportation Improvement Program.

Chairman Ofenloch recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was a resolution amending the Other Surface Transportation Program Projects Section of the Adopted FY 2016-2019 TIP to replace an Intersection Improvement project at East Limestone Road and Capshaw Road with a Roundabout Construction project. She stated that, as had been previously discussed, roundabouts had been green-lit as the Highway Safety Improvement Program Funds Projects for ALDOT for the next couple of years. She stated that ALDOT had quite a few roundabouts on the books that they would be spending Highway Safety Improvement Program funds on.

Ms. Colburn stated that Limestone County was taking this project that was in the TIP, which was going to be an Intersection Improvement project, with safety improvements in the intersection, and they were deleting that project number and adding all the project numbers that were displayed. She stated that one would notice that the biggest difference in this was the bottom line on each of the boxes. She stated that the project being deleted was an ATRIP project, and that it was being deleted in favor of a Highway Safety Improvement Program project.

Ms. Colburn stated that this was the biggest difference

for ALDOT, noting that ALDOT had to delete a project from the State Transportation Improvement Program. She continued that for consistency, this also had to be deleted from the TIP.

Ms. Colburn stated that what it looked like in real terms when projects were deleted and added was that the ATRIP project had been a Construction phase, for \$609,000, for FY 2016, and that what was displayed indicated how the costs had been distributed between the Federal and Locals. She continued that with the Highway Safety Improvement Program, the PE, Right-of-Way, Utility, and Construction phase would all be added to the TIP. She stated that the cost breakdown was displayed on the screen, and that the PE was 2016 and the other items were 2018.

Chairman Ofenloch stated that in the handout, the total cost for the Construction phase was incorrect, that rather than "765," it showed "323."

Ms. Colburn stated that that was a copy-and-paste error, from a prior resolution. She stated that they had actually fixed that on the website. She stated that if one would go to "Meetings and Agendas," the resolutions had been updated to show that correction. She stated that the printouts for this meeting had previously been printed out, but they had not printed out the ones for the TCC or the MPO, so they would have corrected editions for their meetings on the upcoming Wednesday.

Mr. Devlin moved to recommend approval of Resolution

No. 02-17, amending the Other Surface Transportation Program Projects Section of the Adopted FY 2016-2019 TIP, to replace an Intersection Improvement project at East Limestone Road and Capshaw Road with a Roundabout Construction project.

Said motion was duly seconded by Mr. Slyman.

Chairman Ofenloch asked if there was any discussion of the above motion.

There was no response.

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

Chairman Ofenloch stated that the next item on the agenda was an Amendment to the FY 2016-2019 Transportation Improvement Program.

Chairman Ofenloch recognized Ms. Colburn.

Ms. Colburn stated that this was a resolution amending the Surface Transportation Attributable Projects Section of the Adopted 2016-2019 TIP to replace the current Balch Road project with a new Balch Road project, including a change to the scope of work.

Ms. Colburn stated that the reason for this was a major change in the scope of work. She stated that what was being displayed showed the Balch Road Project as it looked in the TIP. She stated that the entire project continued to be from south of the Madison city limits, near Browns Ferry Road, to Gooch Lane. She stated that the parameters of the project

remained the same, but the prior scope of work was 2.45 miles of additional lanes in both directions, that there was originally going to be an added lane in both directions on Balch Road. She stated that at this time, it was just a two-foot shoulder widening and resurfacing.

Ms. Colburn stated that what this looked like in the TIP was the removal of the Right-of-Way phase and the Utility phase, both slated for 2019; and an insertion of a Preliminary Engineering and Construction phase, slated sooner, so that this work would actually get done sooner than originally had been intended, and at much less cost because it was a much smaller scope of work.

Chairman Ofenloch asked if it was correct that the numbers at the bottom, in the blue, were more.

Ms. Colburn stated that that was correct, but noted that there had been no Construction included in the TIP previously because the Construction phase was to be in 2020, and the TIP covered only 2016-2019. She continued that the previous Construction phase had been in the realm of 12 to 16 million dollars, and that due to the change in scope of work, it was now \$1.6 million.

Mr. McDonald asked if there was no right-of-way money needed in the new project.

Ms. Colburn stated that no right-of-way would be necessary in the new scope of work, or Utility relocation, apparently.

Mr. Devlin moved to recommend approval of Resolution

No. 03-17, amending the Surface Transportation Attributable Project Section of the Adopted FY 2016-2019 TIP, to replace the current Balch Road project with a new Balch Road project, including a change to the scope of work.

Said motion was duly seconded by Mr. Smith.

Chairman Ofenloch asked if there was any discussion of the above motion.

There was no response.

Chairman Ofenloch called for the vote on the above resolution, and it was unanimously approved by the Citizens Advisory Committee Members present.

Ms. Colburn stated that she had had one comment on the above resolution. She stated that Jennifer Nelson could not be present for this meeting, but she had a comment on the previous resolution. She stated that she would forward this comment to the Committee members. She continued that Ms. Nelson's comment was that she wanted Bicycle and Pedestrian consideration, and that the shoulders be at least four feet wide, because there was an elementary school at this location, and for access for the students and families that might want to use Bike and Ped along Balch. She stated that Ms. Nelson had wanted to make sure this got in the CAC minutes in relationship to this project, as a recommendation.

Mr. Whitley inquired as to whether there was any estimate on the cost to consider Ms. Nelson's amendment.

Ms. Colburn stated that there was not at this time, but

they would discuss it with the Technical Coordinating Committee on Wednesday. She stated that that was when the engineers would be present, and that they could discuss project enhancements.

Mr. Mason stated, concerning Resolution No. 03-17, that for 2018, it was \$1.681 million, with \$1.4 million in Federal funds. He asked if this was additional funding that was realized in 2018, or reprioritized.

Ms. Colburn stated that that was a good question. She stated that the Federal funds from the Right-of-Way and Utility phase were moved. She stated that it was roughly seven or eight hundred thousand there, that was moved into the Federal funds for Construction. She stated that the PE was MPO Federal Funds that were already going to be used for Balch, on a different phase. She continued that she believed the "Other" under "Right-of-Way" was going to be MPO funds.

Ms. Colburn stated that the State had put in some of their Federal funds related to this project. She stated that she had not yet seen the agreement with the City of Madison, but there was a lot of just moving money around from the old Balch Road project into this new one, and then eliminating all the Construction funds, the 12 to 16 million, further on down the road.

Mr. Mason expressed a concern about the effect on the MPO Budget of spending these funds earlier than anticipated.

Ms. Colburn stated that it appeared that this acceleration

was adding 500 to 700 thousand dollars.

Mr. Mason stated that he was not questioning specifically the cost, that he was just curious as to how that amount of money would be reprioritized.

Mr. Madsen stated that, typically, if the State had signed off on one project, they would have gone into another project, that they would have reprioritized. He stated that they were frequently moving around funds from project to project.

Ms. Colburn stated that for the next CAC meeting, she could bring a copy of the agreement, once it had been finalized with ALDOT. She stated that she had seen it very briefly, when it had not yet been signed by the Governor, and it had all this breakdown, where the money came from and how it was reprioritized, between the City of Madison and the Alabama Department of Transportation.

Mr. Devlin stated that it would not have come from inside the TIP, their budget, because they would have had to have shown the other change, that it was outside their area.

Ms. Colburn stated that it was not MPO money that was changing. She stated that if there was any change to the MPO money, she had been assured they were saving money.

Chairman Ofenloch asked if there was any other discussion.

There was no response.

Chairman Ofenloch stated that the next item on the agenda was Review of Administrative Modifications to MPO Documents Since Last MPO Meeting.

Chairman Ofenloch recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this agenda item was a new one that would be included on CAC, TCC, and MPO agendas going forward. She stated that "Administrative Modifications" were routine edits to MPO documents that were made between meetings by the MPO staff.

Ms. Colburn stated that by ALDOT practice, this also included the addition of Highway Safety Improvement Program projects automatically because they were Safety projects, and they were Federal funds. She stated that they were automatically added to the State Transportation Improvement Program, the STIP, so they were automatically added to their TIP as well, and they just had to send in the Administrative Modification, that yes, they had added that to their TIP.

Ms. Colburn stated that the staff would now report these changes at CAC, TCC, and MPO meetings quarterly.

Chairman Ofenloch asked if this was for information only.

Ms. Colburn stated that that was correct, noting that none of these had to be voted on, that they were just things for the Committee's information.

Ms. Colburn stated that the TIP definition of "Administrative Modification" was "A Minor Revision to Costs, Funding Sources, or Initiation Dates of projects." She stated that these were the kinds of things for which they made Administrative Modifications.

Ms. Colburn stated that bringing up Balch again, it was getting a roundabout at the Balch Road and Gillespie Road intersection. She continued that this roundabout was an Administrative Modification, because, as she had mentioned, Highway Safety Improvement Program Project Additions were automatically added to the STIP and the TIP. She stated that this was a Highway Safety Improvement Program project that ALDOT said would be added to the TIP, and they had done so.

Ms. Colburn stated that what was being displayed was what this project looked like, noting that the first phase was Preliminary Engineering, to begin in 2017, in the amount of \$75,000; and the second phase was Construction. She stated that, again, it looked like Balch just did not need Right-of-Way or Utility relocation for any of their projects. She stated that the second phase was Construction, with an engineer's estimate of half a million dollars, to begin in FY 2018.

Ms. Colburn stated that those two Administrative Modifications were made to the TIP for Balch Road by the MPO staff since the last meeting.

Chairman Ofenloch asked if it was correct that a \$585,000 change was a minor impact to the cost.

Ms. Colburn stated that this was a brand-new project, so there was actually no change to the cost of an existing project. She stated that that was some State and Federal money that the State said they were going to get, that there was no

local money that would go into this. She stated that this was Highway Safety Improvement Program funds, just like the other roundabout earlier. She stated that that was all Federal. She continued that every time the MPO will get some Highway Safety money, ALDOT automatically lets the staff know.

Mr. Furfori asked if there were any type of preliminary plans that they could see.

Ms. Colburn asked if he was talking about the roundabout.

Mr. Furfori stated that was correct, at Balch and Gillespie.

Ms. Colburn stated that the Preliminary Engineering funds would be released in May, and that the City of Madison probably would not start engineering those documents until after they got their funding. She stated that this would be a great thing for the TCC to start discussing and presenting some of those documents to the CAC at future meetings. She stated that they would request that on the upcoming Wednesday, that it was a good suggestion.

Mr. Slyman inquired as to the estimate of the total cost of the project.

Chairman Ofenloch stated that it was \$585,000, according to the slide on display, just to add the roundabout.

Ms. Colburn stated that it appeared that the roundabout was comparatively inexpensive.

Mr. Slyman had a question concerning the map that was displayed. He stated that Gillespie Road ran all the way from

Hughes Road straight across to County Line Road at this time.

Ms. Colburn thanked Mr. Slyman and stated that she would fix that for the TCC. She stated that she had pulled it directly from the TIP, and that that map was probably copied from the 2012-2015 TIP.

Ms. Colburn stated that the next Administrative Modification was on Zierdt Road, noting that everyone loved Zierdt, that it was their most metropolitan of all the MPO projects, with all the jurisdictions involved in some way or another.

Ms. Colburn stated that this consolidated project funds, that none of the costs of any phases of the project changed, that none of the distribution of the projects there under Federal, State, and Other obligated funds changed at all. She stated that what changed was that it all got consolidated into one project, under the STPHV, ACCAAA, ATRIP No. 100062037, and that for ALDOT's purposes, they deleted from their TIP the projects numbered 100062034 and 100062035.

Ms. Colburn stated that she had an email from Kathy Martin that she could forward to anyone who was interested. She stated that it said that originally this (indicating) was for one of the intersections, and this (indicating) was for another one of the intersections. She continued that there was some mention back in the beginning of the talk about Zierdt Road that RSA was going to look for funds for those two projects, and the ATRIP money would just be the 9.3, but as the DAR funds

disappeared, it was the choice of the Engineering Department, for the simplification of contracts, to consolidate all the funds into this one program.

Ms. Colburn stated that that was an example of an Administrative Modification they had made, actually, in the prior November, before the last meeting of the Committee.

Ms. Colburn stated that when they made an Administrative Modification, they sent a copy of what the modification was, and why, to ALDOT. She stated that most of the time, these were at the request of ALDOT, so it would be just verbatim what they had discussed with ALDOT on the phone, in an email as to the change they had made.

Chairman Ofenloch stated that the next item on the agenda was Summary and Overview of the Transportation Management Area (TMA) Federal Certification Review of February 2017.

Chairman Ofenloch recognized Mr. Madsen.

Mr. Madsen stated that he would like to give a quick rundown of the TMA, or Transportation Management Area, certification process, which happened approximately every four years to every MPO in the state. He stated that, basically, State and Federal agencies came to the MPO, looked at the staff's books, and looked through their operating materials in order to make sure they were doing everything they were supposed to be doing and doing it in the way they were supposed to be doing it.

Mr. Madsen stated that he would like to give them some of

the feedback they had received from this, just to give them an idea that it might start informing some of the things they would be changing in the future.

Mr. Madsen stated that they had gone through a number of things, that they had gone through their initial agreement, and they had found only some very small edits there, some housekeeping things. He continued that they had also gone through their by-laws. He stated that one of the things that had popped up, which had been mentioned earlier in the meeting, was the idea of doing regularly scheduled meetings. He stated that in the past, the MPO had convened a Board meeting only when there was a sufficiently dense agenda. He stated that this had been good for some things, but it had also meant they frequently had to get on a Committee's calendar very, very quickly. He continued that a number of their people had said that they could not quite plan that quickly.

Mr. Madsen stated that they had discussed with the Federal Highway Administration, which he noted was one of the reviewers, if it would be possible, or be advisable, to actually regularly schedule these meetings, perhaps quarterly. He stated that he believed someone had mentioned earlier that they tended to have these meetings roughly quarterly anyway, so why not go ahead and schedule them out perhaps a year or two and get them on everyone's calendar in advance. He stated that, actually, this was one of the first steps they had already taken, that they had not received the formal feedback

from FHWA and FTA, but this was something they had just decided to go ahead and do, after discussing it with the Board.

Mr. Madsen stated that they had also talked with them a little about their UPWP, the work plan, concerning some general formatting concerns.

Mr. Madsen stated, concerning the MPO website, that from the time of their review approximately four years prior, they had really beefed up the website, using it a lot more for disseminating information. He stated that the agencies had gotten kind of excited about this and had started adding more things they wanted to see on it. He continued that they wanted to see a separate Transit page on the website, specifically dedicated to Transit. He stated that this would be discussed internally. He stated that they had also suggested adding a Complaint page but perhaps not calling it such. He continued that it would be an easy way for someone who had comments, suggestions, et cetera, to send in any comments or concerns. He stated that there were a few other considerations, such as adding a link to their "See and Be Seen," which he noted was their bicycle campaign site.

Mr. Madsen stated that the TMA Certification Review also included public participation, which was fairly minor. He stated that in regard to the final edition of the Public Participation Plan, the MPO staff would wait to have the MPO Board vote to adopt until after the FTA and FHWA had sent their comments. He continued that this should be within

30 to 60 days of when the meeting was, which was about a month prior, so they should be seeing these comments shortly. He stated that with that, they could work in any comments on the PPP, and the Committee members would see it on the next quarterly agenda.

Mr. Madsen stated that they had had a few comments on the Long-Range Transportation Plan, that they had suggested adopting some Best Policies that Birmingham, as well as some other MPOs, had undertaken with regard to doing coordinated planning. He continued that these best policies were called "Transportation Systems Management and Operations," or TSMO. He stated that this was a good way to coordinate all the phases of any transportation planning effort.

Mr. Madsen stated that they had also dinged them on Bike/Ped, that they had suggested they be a little more aggressive in their Bicycle and Pedestrian planning. He stated that they had actually already undertaken this, that, in fact, they had had their greenway coordinator and their Bike and Ped coordinators go out and meet with the other jurisdictions, particularly the City of Madison, to start doing a little more coordinated Bicycle and Pedestrian planning among the jurisdictions.

Mr. Madsen stated that on the TIP, there were very, very minimal comments, mostly on formatting. He stated that one of the things they had offered, which they were taking them up on, was that in mid-April they were going to have what was called

an "MPO 101." He stated that this was kind of a refresher course for the municipalities, where the Feds and the State would come back in and say, "Here, again, is really what the idea behind an MPO is; Here are its functions; Here is where it gets its funding; Here are the ways in which it operates."

Mr. Madsen stated that they wanted to put this out at this time, and that if anyone was interested in attending this, it would be in the middle of the afternoon on April 12. He stated that if persons were interested in this, they should let them know, and they would send them a calendar invite. He stated that this would be held at Madison City Hall, and it would last approximately three or four hours, that they were going to go through in detail everything the MPO did. He stated that this was a really good refresher opportunity because the State and the Feds would be there not only to walk them through this but to answer questions on it.

Mr. Madsen stated that they had already discussed the Bike/Ped Master Plan, and that they were going to be a little more aggressive about pushing this.

Mr. Madsen stated that there were also some minor CAC and TCC changes, one of which would obviously affect this body. He stated that they appreciated the time that many of the Committee members had taken to participate in this. He continued that they did have some problem maintaining membership and attendance. He stated that concerning CAC, one of the suggestions from the Feds was rather than doing

assignments, to basically open it up and say that anyone who wanted to volunteer to participate in the CAC could ask to. He stated that, obviously, this would not give them the even geographic coverage they looked for, but that it might improve attendance. He stated that this was something they were considering.

Mr. Madsen stated that what he had mentioned were most of the comments they had received over a period of approximately a day and a half of intensive review. He stated that he did want to mention that this was primarily because of the work staff had done, noting that they heard all the time when the State and the Feds came up that they were very well prepared. He stated that they got to dig into the weeds with them because they generally did a pretty good job of answering their questions fairly well in advance.

Mr. Madsen stated that it had been a very good session, and he believed it helped them to refresh what they were doing.

Mr. Madsen stated that he would be happy to take questions or comments at this time if there were any.

Mr. Johnston asked if this was a yearly requirement with the Federal Register.

Mr. Madsen stated that it was not in the Federal Register, as far as he was aware; only on their MPO website.

Chairman Ofenloch stated that he had spoken with Mr. Andrews and Ms. Li after this was over, and they had both expressed appreciation, and they were very well pleased with

dealing with the MPO staff.

Mr. Madsen stated that it was almost like a professional development refresher for MPO staff, that it kind of got them back on track if they had wandered off, had sort of forgotten anything.

Mr. Mason asked, concerning the MPO 101, if there were any other venues or any other resources if persons wanted to refresh themselves on this.

Mr. Madsen stated that they had a fair amount of material on the website, and that when they got the PowerPoint presentation materials for the MPO 101, they would put them on the website, as well.

Mr. Johnston asked if the minutes would be posted on the web, as well.

Mr. Madsen replied in the affirmative. He stated that this was one of the reasons they had asked Ms. Shoemaker to help them out, that they had told them it was very important to make sure the minutes were regular, that they were quickly and efficiently posted on site. He stated that they had wanted to make sure they got someone who would be doing this in a timely and legible manner.

Mr. Johnston asked if there was any background material on the data that had been presented at this meeting.

Mr. Madsen stated that when they did amendments to the Long Range Transportation Plan, that got updated on the MPO website. He stated that there was a lot of data on there, and

that if Mr. Johnston would like to come by sometime, they could walk him through the website, and walk him through in more detail. He stated that a fair amount of it should be on there, that that was why they frequently did these updates.

Mr. Johnston asked when environmental impact studies were done.

Mr. Madsen stated that they were done when they were required.

Mr. Madsen stated that if persons in attendance thought of any other questions after the meeting, they knew where to find them.

Chairman Ofenloch stated that the next item on the agenda was Public Comments and asked if anyone in the audience wished to address the Committee at this time.

There was no response.

Chairman Ofenloch asked if there was any other business to come before the Committee.

Mr. Slyman stated that he would like an update on the letter that was sent to the MPO regarding Capshaw/Old Monrovia.

Chairman Ofenloch stated that they had sent the letter, but he had not heard anything back from them. He asked if Mr. Slyman was referring to the consideration of opening up the other road before closing University.

Mr. Slyman replied in the affirmative.

Mr. Madsen stated that they would bring that up with the MPO Board in their upcoming session.

Chairman Ofenloch stated that they had gotten the letter the last time.

Mr. Madsen stated that they wanted to discuss this with them.

Chairman Ofenloch stated that when they did the Rideout Road Extension construction, with bridges and widening, and University, and that intersection, it would certainly not be a place to go.

Chairman Ofenloch asked if there was any other business to come before the Committee.

There was no response.

Chairman Ofenloch thanked persons in the audience for their attendance at the meeting.

Chairman Ofenloch stated that the meeting was adjourned.