

MINUTES OF REGULAR MEETING  
OF THE  
CITIZENS ADVISORY COMMITTEE OF THE  
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION,  
HELD MONDAY, JUNE 5, 2017

The Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization met in a regular meeting on Monday, June 5, 2017, at 5 p.m., in the City Council Conference Room 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. Emo Furfori	City of Madison
Mr. Trent Griffin	City of Huntsville

Staff Members Present:

Mr. Dennis Madsen	MPO Staff
Ms. Paige Colburn	MPO Staff
Ms. Connie Graham	MPO Staff
Mr. James Moore	MPO Staff
Mr. John Autry	City of Huntsville Transit Department Staff
Mr. Scott Freeman	City of Huntsville Transit Department Staff
Ms. Kim Smith	City of Huntsville Transit Department Staff

Chairman Ofenloch called the meeting to order and welcomed everyone. He asked that persons 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: Paige Colburn, City of Huntsville Long-Range Planning Department/Huntsville Area Metropolitan Planning Organization (MPO) Staff; James Moore, City of Huntsville Planning/MPO Staff; John Autry, Transit Manager, City of Huntsville; Kim Smith, Accountant, City of Huntsville Public Transit; Scott Freeman, Accountant, City of Huntsville Public Transit; Bill Dear, Town of Gurley Council; Connie Graham, City of Huntsville Urban Planning/MPO Staff; Dennis Madsen, MPO Staff; Tony Smith, City of Huntsville; Jerry Shoemaker, observer; Emo Furfori, City of Madison; Gary Whitley, City of Huntsville; Trent Griffin, City of Huntsville; Bob Devlin, Madison County; Ileen Shoemaker, Reporter; John Ofenloch, City of Huntsville/Chairman.

Chairman Ofenloch stated that the first item on the agenda was Approval of the Minutes of the meeting held on March 27, 2017.

Mr. Griffin moved for approval of the minutes of the Regular Meeting of the Citizens Advisory Committee on March 27, 2017.

Said motion was duly seconded by Mr. Smith.

Chairman Ofenloch asked if there was any discussion concerning the minutes.

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 Adoption of the Draft Fiscal Year 2018 Unified Planning Work Program.

Chairman Ofenloch recognized Mr. Moore.

Mr. Moore made a PowerPoint presentation.

Mr. Moore stated that the purpose of the Unified Planning Work Program, the UPWP, was to outline multimodal transportation planning activities within a financially constrained budget, to be conducted in the Huntsville MPO Planning Area.

Mr. Moore stated that the UPWP was updated every year to provide citizens and stakeholders the necessary transparency to see how Federal and State transportation planning dollars were expended by the Huntsville MPO and the Alabama Department of Transportation.

Mr. Moore stated that examples of tasks performed in the UPWP were as follows: Task I, Administration, covering the administrative support activities such as financial management, contract management, public outreach, and the general management of the MPO; Task II, Data Development and

Maintenance, covering the collection, maintenance, and analysis of transportation data, including the development of socioeconomic forecasts and travel demand models to determine where future transportation investments would be; Tasks III and IV, Short and Long-Range Planning, addressing planning for activities taking place within a three- to five-year time frame, including the management of the Transportation Improvement Program, the TIP; the Unified Planning Work Program, the UPWP; and covering planning activities for the long term, including the development of the 2040 Regional Transportation Plan, air quality planning, bicycle and pedestrian facilities, transit, and the promotion of sustainable development; and Task V, Special Studies, covering other planning issues and studies, including major corridor studies; planning, freight planning, congestion management, and safety management, as well as environmental justice and climate change.

Mr. Moore stated that the UPWP was developed by the MPO staff, in consultation with partner agencies and input from local citizens and stakeholders. He stated that the document may be amended to account for changes in funding or project needs.

Mr. Moore stated, concerning the 2017-2018 Budget, that the Huntsville MPO's current UPWP, adopted in September 2016, extended through September 30, 2017. He stated that as adopted, the 2018 program funded more than \$756,000 of planning

activities and studies for the Huntsville MPO region.

Chairman Ofenloch stated that Mr. Moore had stated that the budget extended through September 2017, but he had given them a budget for 2018. He asked if that was what Mr. Moore had intended to say.

Mr. Moore stated that the budget was for the upcoming year. He continued that the current budget went through September of 2017.

Chairman Ofenloch asked Mr. Moore if he knew how much that was, so that they might compare it to the 2018 budget.

Mr. Moore stated that it was less than \$756,000 but not much less, that he believed it was approximately \$730,000.

Chairman Ofenloch stated that he was just curious about that.

Chairman Ofenloch asked if there were any other questions for Mr. Moore.

Mr. Griffin stated that he had seen a study on Transit. He asked if there were any studies in the budget looking at Transit for the next year, like Operations, that kind of thing.

Mr. John Autry stated that he was with the City of Huntsville Public Transit. He stated that the proposed transit study was looking at 2 to 15 years, to cover the mid-range transit planning, noting that a lack of mid-range transit planning was one of the findings in the recent TMA review. He stated that if they had the study in the upcoming year, implementation could be within a year after that. He continued

that they would be looking at years 2 through 15, that that would be the scope of the plan.

Mr. Madsen stated that to expand on that, what Mr. Autry was referring to was a recent Transportation Management Area (TMA) review they had had earlier in the year. He stated that MPO Staff had just gotten the TMA report in, but one of the things initially suggested was a gap in the MPO's transit planning. He continued that the MPO was doing very well short term, on a year-to-year basis, looking at serving transit within the MPO coverage area, and that they were doing very well long term, which was very much visionary, saying that as they grew they were going to talk more about more transit, but never really bridging that interim. He stated that that was the 2-to-15-year window. He stated that the study was designed to address how they were going to change or improve transit in the MPO area over the next decade or decade and a half.

Mr. Autry stated that the last study had been more than five years ago, and that there had been a lot of change in Huntsville and the entire region over that time. He stated that he was not sure that Uber or Lyft had even been mentioned over 5 years ago. He stated that there was a growing population in the area, and that it was expected to exceed Birmingham in population within 10 years, so that he believed this would be a prudent thing at this point.

Mr. Griffin asked if the results of the study would be made public.

Mr. Autry replied in the affirmative, stating that once the study was final, it would become public.

Mr. Griffin stated that he was talking about the review.

Mr. Madsen stated that the staff was going to conduct an internal review, just to make sure they had all the points right, and then it would be submitted to the CAC, the TCC, and the MPO Board for review, and it would be posted on the MPO website.

Ms. Colburn stated that it was also on the cover of the Transportation Quarterly, that that was what the entire front page was about, the results and recommendations, et cetera. She stated that it was a really brief summary.

Mr. Madsen stated, concerning future demand, that one of the things they had noticed in particular was a growing senior population. He continued that this group was already somewhat underserved by transit, that they knew there was a demand there that was not being met, and this was an attempt to see if they could do a better job meeting that in the future.

Mr. Madsen stated that they had to offer more options for getting around in the city, getting around in the region.

Ms. Colburn stated that in response to Chairman Ofenloch's question concerning the difference between the final FY 2017 UPWP total funds and the draft FY 2018 UPWP total funds, that now that there was internet access at these meetings, one could go to the [huntsvillempo.org](http://huntsvillempo.org) website, under the "Plans and Reports" tab, and all the plans, et cetera, were there. She

stated that the final FY 2017 UPWP was above the Draft FY 2018 UPWP. She continued that one could click on this, and the total was all the way at the end, so one would have to scroll all the way down. She stated that this was how one would find this information if one was ever curious about anything that was going on in the UPWP.

Ms. Colburn stated that the final FY 2017 UPWP total funds figure was \$745,816, noting that this figure had now gone up approximately \$10,000, that the Draft FY 2018 UPWP total funds figure was approximately \$756,000.

Ms. Colburn stated that they kept the MPO website updated for the convenience of the CAC members, for any questions they might get from the public in performing their voluntary duties on this committee. She continued that the members were very much appreciated, and that they could direct anyone to the website at any time, or they could have persons contact the MPO staff, and they would assist them in finding whatever information they were seeking on the website.

Mr. Slyman moved to recommend approval of Resolution No. 04-17, adopting the Draft Fiscal Year 2018 Unified Planning Work Program.

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 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 add a Utility Relocation phase to the Winchester Road project from Naugher Road to Riverton Road. She stated that there had been a lot going on on Winchester Road lately, and that the Construction phase of this project, as well as the Flint River Bridge and Flint River East and Flint River West, were all in the FY 2016-2019 TIP. She continued that this was adding a Utility Relocation phase to the section she was indicating on the display, which she noted had not previously had a Utility Relocation phase, that there had just been a Construction phase. She indicated on the display the cost breakdown, the Total Cost and the Cost Distribution, Federal and Other. She stated that she believed the "Other" was Madison County's share.

Chairman Ofenloch asked if this was the road where they had decided they did not have to move the utilities, and they had lowered the price.

Ms. Colburn replied in the negative, stating that that was

Balch Road, in the city of Madison.

Chairman Ofenloch asked if there were any questions concerning this item.

Mr. Slyman asked if it was Madison County Water for this relocation.

Ms. Colburn stated that she could not answer that question at this time. She stated that Houston Matthews would be at the TCC meeting, as well as the MPO meeting, to answer such questions. She stated that she would be sure to make a note of it and get him to answer that question.

Mr. Whitley stated that it was Madison County Water.

Chairman Ofenloch stated that it was not a Huntsville Utilities Water issue.

Mr. Smith stated that it was possibly a Huntsville Utilities electric line relocation.

Chairman Ofenloch stated that the water would be Madison County. He stated that sometimes this got very complicated. He continued that some of the water systems furnished water to incorporated parts of the city of Huntsville, and that Huntsville Utilities also furnished water to some parts of Madison County, so that it could get very confusing. He stated that they kept it straight in the billing. He continued that they did reciprocate with each other, that whoever had the closest supply, it made the most economic sense to supply the water.

Mr. Griffin moved to recommend approval of Resolution

No. 05-17, amending the Other Surface Transportation Program Projects Section of the adopted FY 2016-2019 TIP to add a Utility Relocation phase to the Winchester Road project from Naugher Road to Riverton Road.

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 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 add a maintenance resurfacing project on US Highway 72 from the intersection of US Highway 231/431 to the intersection of I-565.

Ms. Colburn stated that this amendment was what she liked to call an "ALDOT says" amendment, that ALDOT told the MPO they were going to add this to their TIP, and they did so. She stated that this was actually Federal maintenance, noting that under "Phase" on the display, there was "FM." She stated that

this was one that they did not see very often. She continued that usually the phases were "CN" for Construction, "UT" for Utility Relocation, "RW" for Right-of-Way; and "PE" for Preliminary Engineering. She stated that when one saw the "FM," it was a Federal Maintenance project. She continued that this probably meant that the FHWA had contacted ALDOT and said they were doing this and to make sure it was in the TIP, and then ALDOT had called the MPO and said to make sure it was in the TIP.

Chairman Ofenloch asked if it was correct that there was no problem with the resurfacing over Meridian Street, with the bridges.

Ms. Colburn stated that there did not appear to be, that this was just a two-foot safety widening and resurfacing project. She stated that this was to start on June 30, 2017, and the funds had already been authorized, so the start date was official, that it would not be pushed back, because it was no longer a planned project, that it was an authorized project.

Mr. Griffin moved to recommend approval of Resolution No. 06-17, amending the Other Surface Transportation Program Projects Section of the adopted FY 2016-2019 TIP to add a maintenance resurfacing project on US Highway 72 from the intersection of US Highway 231/431 to the intersection of I-565.

Said motion was duly seconded by Mr. Devlin.

Chairman Ofenloch asked if there was any discussion of the

above resolution.

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 resolution amended the Transit Projects Section of the adopted FY 2016-2019 TIP to alter the Section 5307 FTA Transit Funding. She stated that Section 5307 was one of the grants of the Federal Transit Authority. She continued that they delineated their various grant funding programs with the Section 53 numbers. She stated that 5307 was the one that dealt with Operations and Maintenance of the primary transits for the City of Huntsville. She stated that this would be deleting a City of Huntsville FY 2018 transit project and adding a replacement FY 2018 transit project.

Ms. Colburn stated that the project number on the left on the display, 100064132, would be deleted and replaced by 100067016 on the display.

Mr. Griffin asked if there was an increase in the Operating Capital.

Chairman Ofenloch stated that it was 2 1/2 times more, noting that he was assuming the Federal money was there and the Other was there.

Ms. Colburn stated that they were adding the blue box that was displayed and deleting the white box.

Chairman Ofenloch asked if the figure could be broken down, if it was equipment or labor or what.

Ms. Smith stated that they had a list of the projects. She asked Mr. Autry if he would like to comment on this.

Mr. Autry stated that this was an enhancement for their Automated Vehicle Location System. He stated that the software included a product called "RouteShout," which allowed the public to access information on the location of buses, the next bus arrival, in real time, from smartphones, laptops, and tablets. He continued that there was also a feature that would allow them to track and measure the number of wheelchairs and bicycle boardings on buses. He stated that it would also move the transit system one step closer to paperless, with pre- and post-trip inspections through electronic software.

Chairman Ofenloch asked how they measured wheelchairs, et cetera, if they measured the ramp going up and down of if the driver would click it in.

Mr. Autry stated that the driver would push a button on a tablet, and it would feed it right in.

Ms. Colburn stated that there was a little bit more to this edit. She stated that during their TMA Certification

Review, which they had just gotten the results from, FTA had had an issue with this particular line item in the TIP, 100064132, the one that was being deleted, that they had not liked the description, which she noted was highlighted in yellow on the display, "Other Capital Projects," for FY 2018. She stated that this was for much the same as questions the CAC members had had, as to what that would mean, what was "Other Capital Projects." She stated that this had been updated, and the new project description was in red, "Communications Equipment," as Mr. Autry had just described.

Chairman Ofenloch asked if there was any further discussion on this item.

Mr. Griffin asked if this 5307 funding could also cover manpower, increased manpower.

Mr. Autry stated that there were different parts to the grant, that there was an Operating side, which did cover manpower, up to 50 percent of daily operating costs; and then Capital, which was funded at 80 percent. He stated that, obviously, this funded only Capital projects, such as buses and communications equipment, things such as that.

Chairman Ofenloch asked if the labor part was data-based people or drivers.

Mr. Autry stated that the Operating costs would be drivers, and that the FTA funded that at 50 percent.

Chairman Ofenloch asked if they were adding driver costs because the driver had to hit a button.

Mr. Autry replied in the negative, stating that what they were talking about in the Capital program were just the enhancements to the AVL system, not labor.

Mr. Griffin moved to recommend approval of Resolution No. 07-17, amending the Transit Projects Section of the adopted FY 2016-2019 TIP to alter the Section 5307 FTA transit funding by deleting a City of Huntsville FY 2018 Transit Project and adding a replacement FY 2018 project.

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 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 resolution amended the Transit Projects Section of the adopted FY 2016-2019 TIP. She stated that this covered different Section 53 funds from FTA, that it covered Sections 5311 and 5310 of FTA Funding. She continued that both of these were a type of FTA funding grants that covered transportation for persons with disabilities. She

stated that this was the only type of transportation that was currently offered by the Madison County Commission and the ARC of Madison County, both of which had been prior MPO agenda items in the past two years. She stated that the CAC members might recall that Susan Klingel from the ARC of Madison County and Phyllis Seymore from the Madison County Commission had attended a CAC meeting to talk about these funds in prior agenda items.

Ms. Colburn stated that prior agenda items had been approved for funding, but there was a project number to be added on each of the agenda items. She stated that the funding was in the TIP, but ALDOT had said that they had to have a resolution to amend the TIP to add the two new project numbers. She stated that this was adding project numbers for existing Section 5311 and Section 5310 funding, that the money was already in the documents and had already been approved by the CAC, that they just had to amend the documents to add the project numbers.

Chairman Ofenloch asked if it was correct that this would be at no additional cost.

Ms. Colburn replied in the affirmative.

Mr. Slyman moved to recommend approval of Resolution No. 08-17, amending the Transit Projects Section of the adopted FY 2016-2019 TIP to add two new FY 2017 Transit Project numbers for existing Section 5311 and Section 5310 FTA Funding for the Madison County Commission and the ARC of Madison

County.

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 motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Ofenloch stated that the next item on the agenda was City of Huntsville Public Transit Shares Transit Asset Management Performance Measures with MPO.

Chairman Ofenloch recognized Ms. Colburn.

Ms. Colburn stated that a representative of the City of Huntsville Public Transit was present at the meeting to present Transit Asset Management Performance Measures to this body, and he would also do so with the TCC and the MPO on the upcoming Wednesday.

Mr. Autry stated that 18 months prior, the US DOT's new authorizing legislation, called "FAST Act," required recipients of Federal Transit Administration Capital Funds to develop and adopt TAM plans. He continued that "TAM" stood for Transit Asset Management.

Mr. Autry stated that the first part of this plan required transit agencies to develop performance measurements for maintaining its Capital vehicles, buildings, and equipment to a state of good repair for future grant applications. He stated

that on the upcoming Wednesday, these performance measures would be shared with the MPO, as required. He stated, concerning the performance measures, that this was not the complete plan but just the first part of the plan. He stated that concerning all their buses, fixed-route and paratransit, they were saying that no more than 20 percent would ever exceed their useful life, which he noted was currently 7 to 10 years for the fixed-route shuttle buses and 4 years for the cutaway paratransit vehicles. He continued that these measurements were consistent with the City's current fleet replacement schedule.

Chairman Ofenloch asked Mr. Autry if he was saying that after that period of time, they would replace them.

Mr. Autry replied in the affirmative. He continued that they would make sure that no more than 20 percent of the fleet exceeded that.

Chairman Ofenloch asked Mr. Autry if he was saying that that portion would not be older than the 10 years.

Mr. Autry replied in the affirmative.

Mr. Autry stated that what they wanted to do was to keep their fleet as new as possible. He continued that this minimized service interruptions and improved performance.

Chairman Ofenloch asked if there was data that showed that "10" was a good number, asking if it could be 12 or 15 or 8.

Mr. Autry stated that before vehicles could be purchased with Federal Transit Administration money, they had to pass

rigorous testing, noting that there was a testing track facility in Altoona, Pennsylvania. He continued that any Transit buses that were purchased with Federal money had to have that certification, and then they were rated for either 7 years, 10 years, or 12 years, depending upon the size of the vehicle and its use.

Chairman Ofenloch asked if, then, when Transit got a vehicle, it had a timeline.

Mr. Autry replied in the affirmative. He stated that their oldest ones were at 7, and their newest ones were at 10.

Ms. Colburn stated that neither the Metropolitan Planning Organization nor the CAC or the TCC had to vote on or adopt these performance measures in any way, that the only requirement was that they would be shared with the MPO for review.

Chairman Ofenloch stated that the next item on the agenda was Review of Administrative Modifications to MPO Documents since last MPO meeting.

Ms. Colburn stated that the Administrative Modifications moment in the agenda was something new they had just started in 2017. She continued that they had always been doing Administrative Modifications but had never shared them with the Policy Boards in the past.

Ms. Colburn stated that a quote from the FY 2016-2019 TIP defined "Administrative Modification" as "A minor revision to the cost, funding sources, or initiation dates of any of the

projects listed in the TIP." She stated that it could be a routine edit to any of the documents that occurred between meetings, and that by ALDOT practice, it also included all Highway Safety Improvement Program projects, noting that that was the "HSIP" on the display, that this was all Safety projects that they found out about that ALDOT was going to be performing or the Federal Highway Administration was going to be performing. She continued that these were automatically added to the State Transportation Improvement Program, the STIP.

Ms. Colburn stated that the staff was going to report all these Administrative Modifications to the CAC, the TCC, and the MPO.

Ms. Colburn stated that the first one of these was the addition of a Safety Project. She stated that, as she had previously stated, Safety Projects were automatically added to the STIP, so this was one they were adding to the TIP. She stated that this was Project 100066585, and that it would start on July 15, 2017, and the cost was \$300,000. She stated that this was safety improvements to a railroad crossing on James Record Road. She stated that on the display, one could look east toward the Wall Triana intersection with James Record Road, and to the south one could see the Multimodal Terminal. She stated that this was a safety improvement they were going to make.

Chairman Ofenloch asked if they knew what it was, if it

was gates.

Ms. Colburn stated that she was hoping to ask ALDOT that on the upcoming Wednesday. She stated that at a cost of \$300,000, she was assuming it would be arms or gates.

Mr. Whitley asked if they knew what the gates would be made of.

Ms. Colburn replied in the negative, stating that that was a question she could bring before the TCC on the upcoming Wednesday.

Ms. Colburn stated that the next modification was the addition of a Safety project, that it was going up Monte Sano, on Governors Drive, and it was patching the northbound outside lane from just west of Parkhill Road, SE, to just east of Governors Drive. She stated that the MPO staff had questioned how one could go just east of Governors Drive on Governors Drive, that 431 was Governors Drive. She stated that they did not know exactly where this one was, that they would have to figure out exactly what they were doing, for only \$50,000. She continued that there was a place on the far right of the screen where the pavement changed somewhat. She stated that this project was supposed to start on June 15, 2017.

Ms. Colburn stated that the next modification was Changes in Project Costs that had happened since the last MPO meeting. She stated that Project 100055286 had decreased in cost, in the amount of \$700,000, and that it had dropped below the \$13 million mark. She stated that this was for additional

lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road.

Ms. Colburn stated that Project 100049499 was an increase of \$871,000, to \$9.9 million.

Chairman Ofenloch stated that that was quite an increase.

Ms. Colburn stated that it was, but that if it was less than a 10 percent increase, they did not have to go through the amendment and resolution process, that they did not have to be agenda items but could be Administrative Modifications. She stated that on this one, the cost before was approximately \$8.9 million, so that there was an approximate 9 percent increase in the cost of the project.

Ms. Colburn stated that there was also an increase for the City of Huntsville Transit Operating Assistance. She stated that in the ones they had amended, the increases were done, and that an increase had happened here as well, but they had not needed an amendment because the other ones had involved addition and subtraction of projects. She stated that any time there was an addition or subtraction of a project in any way, it required an amendment, but in this case it was just an increase of \$54,942, so that was an Administrative Modification.

Chairman Ofenloch stated, concerning Project 100049499, that it was going to create a mess by closing Church Street. He asked if they had a date on that.

Ms. Colburn stated that she did not have that available at

this time, but she would email him the date.

Mr. Madsen stated that they had adjusted the date recently.

Chairman Ofenloch stated that they would be having Whistle Stop at that intersection. He stated to Ms. Colburn that if she would get that date for him, he would appreciate it.

Ms. Colburn stated that she would do so.

Ms. Colburn stated that that was the end of the Administrative Modifications.

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

Mr. Slyman asked if there was any action on moving Old Monrovia and Capshaw up on the list.

Mr. Madsen stated that they were actively studying this, noting that they had to go back and forth with ALDOT, to talk about the reprioritization. He stated that the cost issues coming back on Highway 72 were expensive, and the MPO Board was trying to talk ALDOT into reprioritizing. He stated that at the last Board meeting, the Board had directed staff to take a look at what Capshaw reprioritization would look like.

Mr. Slyman stated that that would help them out tremendously when they did 72, that it would be a relief valve.

Mr. Madsen stated that there was some concurrence there.

Mr. Griffin stated that the reason he had asked so many

questions about the public transit system was because he had been hearing from some people, and people were interested in using the public transit system a little longer than the operating hours they currently had. He continued that he was wondering if there were any studies that were going to be done, or that were in process, about the current usage and locations of the public transit system, and whether there was interest in actually increasing the hours of operation so that people coming from jobs at the Mall, or places that closed after 6 o'clock, would have some public transportation. He continued that, also, he was aware that there had been some special routes developed for Campus 805, and perhaps UAH, and he did not know if there were going to be some routes made for the citizens that occupied Alabama A&M University as well.

Mr. Autry stated that he appreciated Mr. Griffin's comments. He stated that Saturday service and service after 6 p.m. were two of the areas they were very interested in looking at with the study. He continued that they were actually interested in looking at that at this time, even before the study. He continued that hopefully there would be some good things to come if they heard more.

Mr. Griffin inquired concerning the increased hours of operation.

Mr. Autry stated that that was probably the second most popular comment they heard from their current riders, that along with Saturday service. He stated that this was something

that staff was very interested in trying to make happen. He stated that that would be part of the study as well.

Chairman Ofenloch asked if it was a bike trail meeting they had had at the Radisson.

Ms. Colburn stated that that was concerning the Greenway Master Plan.

Chairman Ofenloch stated that while he was there, there were a lot of what sounded like very legitimate comments, like "Don't run it down this street." He stated that he lived on Owens Drive, and it was a freeway, that he could not walk his dog in front of his own house. He stated that, however, if you went two more blocks, to Fagan Springs, it was quiet, slow, and safe. He stated that he did not know if any of this had been taken into consideration, or if anyone had done anything about it. He asked if there were results.

Ms. Graham stated that comments were being taken into consideration at this time. She stated that she was going through the process of looking at the streets and those comments, and if north of Owens would work better than the south side of Owens, that kind of thing. She stated that when it was through a neighborhood, they were calling it a "Greenlink," so one could actually get from one greenway to the other, because at this time they were missing links through the neighborhoods between greenways.

Ms. Graham stated that all comments that they had received were being studied and reviewed.

Chairman Ofenloch stated that Owens was the shortcut to anywhere, and it was a dangerous street.

Mr. Madsen stated that they were doing parallel efforts, that Ms. Graham was looking at the Greenway Master Plan update, and Mr. Moore was looking at the update to the Bike Plan. He continued that these two things overlapped. He stated that comments like that would affect what they would designate as bike routes. He stated that they recognized some were ideal and that some were not ideal because there was so much traffic on them that would preclude safe transit.

Chairman Ofenloch asked if there were any other comments. There was no response.

Chairman Ofenloch stated that the meeting was adjourned.