

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

Regular Meeting - March 26, 2018 - 5:10 p.m

**City Council Chambers, Municipal Building
Huntsville, Alabama**

Committee Members Present:

Mr. John Ofenloch	Chairman - City of Huntsville
Mr. Bob Devlin	Madison County
Mr. Trent Griffin	City of Huntsville
Ms. Jennifer Nelson	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Tony Smith	City of Huntsville
Mr. Gary T. Whitley, Jr.	City of Huntsville

Staff Members Present:

Mr. Dennis Madsen	MPO Staff
Ms. Paige Colburn	MPO Staff
Mr. James Vandiver	MPO Staff

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

Chairman Ofenloch stated that the first item on the agenda was Approval of the Minutes of the meeting held on August 28, 2017.

Mr. Devlin moved for approval of the minutes of the Regular Meeting of the Citizens Advisory Committee held on August 28, 2017.

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any discussion.

There was no response.

Chairman Ofenloch called for the vote on the above motion, and it was

unanimously approved by the Committee members present.

Chairman Ofenloch stated that the next item on the agenda was an Amendment to the FY 2018 Unified Planning Work Program (UPWP).

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was an amendment to the UPWP, noting that, as the Committee members were aware, these were the documents that covered the Planning funds for the MPO staff, the MPO Planning studies, the major documents the MPO was required by Federal regulations to maintain, such as the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

Ms. Colburn stated that the MPO staff had determined that it would be worthwhile to complete a Regional Commuter Study, noting that this would be more accurate than their Journey To Work numbers, which did not include federal employees. She stated that this would inform their Congestion Management Process, which they had not updated in a while, and it would inform their next TIP, which was due in August of 2019, and their next LRTP, which was due in March of 2020.

Ms. Colburn stated that when they had brought this idea forward to ALDOT, ALDOT had informed them that they had rollover funds from FY 2016 that could be used by October 2019. She stated that they had three years to use planning grant funds. She stated that these were not the same funds that went toward road improvements or any sort of streetscape, or, really, any road projects, that these were staff funds, planning funds, and consultant funds, things like that. She stated that they were looking to roll over FY 2016 funds for that Regional Commuter Study.

Chairman Ofenloch stated that he assumed they had people to do that, to spend the money.

Ms. Colburn stated that they would put out an RFP, a Request for Proposals, for a study, similar to the way they had done their Transit Study the prior year that

was added to the UPWP. She stated that they would go out and look for consultants and contractors to do the Regional Commuter Study for them, noting that they would probably determine a series of objectives they wanted to achieve with the Regional Commuter Study and have consultants tell them how they would go about doing the research and collecting the data to meet those objectives.

Chairman Ofenloch asked if there were any questions for Ms. Colburn.

Mr. Griffin asked if forming the objectives was included in the amount of money that was being rolled over for this, if that money would pay for that as well.

Ms. Colburn stated that she believed it would be covered with funds that were already in the UPWP, noting that that was just the daily MPO staff planning processes. She stated that they had not used any of the additional funds that were put toward the Transit Study toward actually writing the objectives for the Transit Study, that all the funding that was put in the UPWP for the Transit Study went toward the study itself, that all the preparatory work was done as part of the regular MPO staff duties.

Ms. Nelson asked if Huntsville was considered a non-achievement area, meaning the area has not achieved air quality standards, at this point and whether funds from that program could be used.

Ms. Colburn asked if Ms. Nelson was asking concerning CMAQ, for congestion management air quality. She stated that the MPO was in attainment, so they were not in non-attainment, for Federal purposes. She stated that the answer was no, they were not in non-attainment, which meant yes, they were in attainment, which meant that their air quality was good, that, in fact, it meant it was too good to be in non-attainment. She continued that it also meant they did not have access to any of the CMAQ funding. She stated that Birmingham was the only MPO in the state of Alabama that she was aware of that currently received CMAQ funding.

Ms. Nelson asked if it was correct, then, that it would not change the study whatsoever for the congestion part.

Ms. Colburn stated that it would not. She stated that they would work on their current congestion management process and congestion management plan and update it with the findings of this study.

Chairman Ofenloch asked if the Committee members had any other questions for Ms. Colburn.

There was no response.

Mr. Griffin moved to recommend approval of Resolution No. 01-18, amending the FY 2018 UPWP to add carryover funds from FY 2016 for a Regional Commuter Study to support the Congestion Management Process.

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 Committee members present.

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

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was to add an interchange project at I-565 and Greenbrier Road.

Ms. Colburn indicated on a displayed map where this project would be located in relation to the Huntsville megasite for the Toyota-Mazda plant. She stated that the cost of the project would be \$11.5 million, that there were no local funds involved in this project, that it was a Federal project on a Federal highway, and it would be paid for with Federal dollars and a State match of \$1.4 million. She continued that construction was scheduled to commence in the current year.

Chairman Ofenloch stated that there was an interchange at this location, that it

was not a full cloverleaf, but there was on-off access from all directions. He asked what they would be doing at this location.

Ms. Colburn stated that she did not know the design they were planning on going with, but it would be something that would allow greater access on and off, that they would be expanding it in some capacity.

Chairman Ofenloch asked if there were any other questions for Ms. Colburn.

Mr. Griffin asked Ms. Colburn if when she said “greater access,” she was talking about improved capacity.

Ms. Colburn replied in the affirmative.

Chairman Ofenloch asked if there were any other questions concerning this interchange.

There was no response.

Mr. Whitley moved to recommend approval of Resolution No. 02-18, amending the National Highway System Section of the Adopted FY 2016-2019 TIP to add an interchange project at I-565 and Greenbrier Road.

Said motion was duly seconded by Mr. Griffin.

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

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

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was to add a Transit Project for Alabama A&M University. She stated that the prior year there was a letter the MPO had signed in support of this grant, at either the June or August meeting of the MPO. She stated they had signed a letter stating that if Alabama A&M were to win this grant, the project itself would be included in the TIP, per Federal regulation. She stated it was

required that any project funded with Federal dollars be included in the TIP. She stated that as part of Alabama A&M's grant application package, they had included the letter from the MPO that stated the MPO supported this project and would add it to the TIP if Alabama A&M received the grant. She stated that Alabama A&M had won the FTA Low-No Emission Bus grant in the amount of \$1 million. She stated that Alabama A&M would be matching \$200,000 of the Federal \$800,000, and this would be for additional buses, which she noted would be fuel-efficient buses, or might even be electric buses. She stated that she would have Alabama A&M representatives present on Wednesday to speak about this, noting that she did not believe they had anyone available to be in attendance at this meeting. She stated that they would have buses, fueling stations, and potentially some improvements to their shelters.

Chairman Ofenloch asked if this was for the campus only or if it was citywide.

Ms. Colburn stated that it was just for the Alabama A&M University campus.

Chairman Ofenloch asked if there were any other questions for Ms. Colburn.

Mr. Griffin stated he had read this, and it said there would be some charging stations. He asked if these would be only public-use charging stations or if they were going to allow students with electric vehicles to utilize them as well.

Ms. Colburn stated that was a good question, and she would be sure to get that answered by Wednesday and present it to the MPO and the TCC.

Chairman Ofenloch asked if there were any other questions.

There was no response.

Mr. Whitley moved to recommend approval of Resolution No. 03-18, amending the Transit Section of the adopted FY 2016-2019 TIP to add a project for Alabama A&M University.

Said motion was duly seconded by Mr. Griffin.

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

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

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that since this was a relatively new activity, and for the benefit of the public in attendance at the meeting, she always talked about what an Administrative Modification was before she got into them. She stated that this was a routine edit to MPO documents, and that by ALDOT practice, it also included Highway Safety Improvement Program (HSIP) project additions. She continued that she reported these Administrative Modifications to the CAC, TCC, and MPO each quarter, noting that this was something they had started during the prior year.

Ms. Colburn stated, concerning the first change they had made, that the Technical Coordinating Committee had met in January, and they had learned about and discussed Safety Performance Measures with a representative of ALDOT. She stated that they had representatives of the City of Huntsville, the City of Madison, and Madison County in attendance. She stated that representatives of the Town of Triana and Owens Cross Roads were not in attendance, but there was not a lot that was directly applicable to them.

Ms. Colburn stated that they had written a letter for Chairman Strong, the Chairman of the Metropolitan Planning Organization, to sign that supported the Safety Performance targets that one could see in blue in the far right-hand column on the display. She stated that every MPO was required to adopt targets, either the targets that were set forth by the State, which she was indicating, or to come up with the MPO's own original targets for safety.

Ms. Colburn stated that on February 1st, this letter was signed by

Chairman Strong, notifying ALDOT of the MPO's decision to adopt and support the State's Safety Performance Measures.

Ms. Colburn stated that there were several Performance Measures, that this would be going on throughout the year, that this was the first this Committee was seeing, but they would be seeing Performance Measures for Freight and a few others, Highway System Reliability, Freight System Reliability. She stated she believed there was also another one they would be seeing, which they had seen the prior year, which was Transit Asset Management Performance Measures. She continued that they would have to talk about that again later in the year because they would actually have to adopt some, where they had not adopted them the prior year.

Ms. Colburn stated that what was displayed was requirements from the Feds that came down for all the MPOs to discuss, Performance Measures on the MPOs' regional roadways. She stated that the State set targets, that they were required to set targets, and that within three months of the State setting a target, the MPOs all had to determine whether or not they were going to go with the State's target. She stated that the TCC, when they had met in January, and in their letter in February, had informed ALDOT that they would be concurring with the State's targets and supporting the State's targets.

Chairman Ofenloch asked if there were any questions for Ms. Colburn.

Ms. Nelson asked if there were any penalties or rewards for achieving or exceeding the target.

Ms. Colburn stated that currently it was an unfunded mandate. She stated that there was no funding behind creating the performance targets, and there was no funding reward for achieving performance targets. She stated that initially, in the original regulations, there was a funding dock, that MPOs would lose funding, or funding would be frozen for a fiscal year, for example, if the Safety Performance

targets were not met. She continued that these were the only targets that had any kind of financial penalty, and then that had been changed. She stated that at this time none of them had any penalty financially, nor did they have any incentive financially, nor did they have any funding, in terms of planning funds, such as additional dollars for the UPWP, to conduct planning toward Performance Measures.

Ms. Nelson stated that, then, they could say, as an MPO, "We would actually like to move toward Vision Zero and have zero fatalities and serious injuries," and do whatever they could to really decrease it, rather than say, "Okay, let's hold steady around 2016 numbers." She asked if they had agreed to hold steady at 2016 numbers, more or less.

Ms. Colburn replied in the affirmative. She stated that because this was the first time these Performance Measure targets had been done by the State or by any of the MPOs, they had really just had the three months to make that decision, but they were allowed to change that decision every year during the Performance Management process, so the MPO could choose to follow Vision Zero. She continued that Vision Zero was a Safety Performance target that visualized literally zero fatalities. She stated that the entire state of Florida DOT, FDOT, had adopted Vision Zero as their Safety Performance Measure. She stated that that was a target they could adopt in 2019 and say they were going to set their Transportation Improvement Program, their Long-Range Transportation Plan, toward Vision Zero and put those kinds of policies in place. She stated that that was definitely an option they had with Performance Measures year after year.

Chairman Ofenloch asked if the MPO had adopted a percentage of what was shown on the display or if they were just saying that was a good number for the State.

Ms. Colburn stated they were saying that was a good number for the State and they would support the State, that they would support this goal, that they would hope

that this region was within the numbers they were supporting. She stated that was all the State had requested of them on this, to either come up with their own numbers specific to this region or to support the State's goal.

Ms. Colburn stated that there had not been any statement of how the MPO might need to do any reporting, that it appeared that all the reporting and data collection would take place at the State level, which it currently did, for each of the regions. She continued that, however, there had been some suggestion that the State would report the numbers to the MPO and let them know how they were doing in comparison to prior years. She continued that that could be interesting, and it could be the kind of thing they could report back to the CAC and TCC at future meetings.

Chairman Ofenloch stated he believed that would be more interesting, how they were doing against their own history. He stated that they could not do a whole lot about Birmingham, Montgomery, Dothan, or anybody else, but he thought it would be interesting if Ms. Colburn could report those numbers to them.

Ms. Colburn stated that at the next CAC meeting, they would have the State Performance Measures Planning Agreement on the agenda. She stated that they would have to sign a Planning Agreement with the State, that they were going to plan their Performance Measures in cooperation and support of the State. She stated that she could ask, for the May CAC meeting, to be provided with some of their local numbers, and they could discuss that and start talking about their 2019 targets.

Chairman Ofenloch asked if there were any questions for Ms. Colburn.

Mr. Griffin asked if the prior numbers that had been displayed were the actual numbers, if that was what the State had pulled for them.

Ms. Colburn stated that it was statewide, that those were the actual numbers, with the exception of 2017 and 2018, which were estimates.

Ms. Colburn stated that the next Administrative Modification was an edit to

the Draft Public Participation Plan. She stated that the last time the Committee had seen this Public Participation Plan was in December 2016. She stated that they had then received several suggestions from their Transportation Management Area Certification Review, in February of 2017. She stated that they had added Appendix F, which she noted was a listing of Special Interest Groups. She stated that what was being displayed was just two sample lines from the appendix. She stated that this was an entire page, or two pages, of Special Interest Groups that might need to know about the Public Participation Plan, and what their roles and responsibilities were, name and contact information, and the agency or organization. She stated that they would be putting the Public Participation Plan out for the required 45 days of public review, starting the upcoming week, and then they would finally be able to adopt the final Public Participation Plan in May, hopefully, because they would have had 45 days of review, being the entire month of April and the first few weeks of May.

Ms. Colburn stated that they had had to do routine edits of Committee officers, et cetera. She stated that Tanjie Kling had still been listed as staff, and things like that had to be changed before they put it out for public review.

Ms. Colburn stated that there were two amendments, project adjustments, to the TIP, that these were just Administrative Modifications requested by ALDOT. She stated that the engineer's estimate for Ryland Pike had gone down by more than half, so they had to change that within the documents. She continued that the Northern Bypass Utility Relocation phase was moved out to 2020, which she noted was outside the TIP scope, stating that it was a 2016 to 2019 TIP, so the Utility Relocation phase had to be deleted but the Right-of-Way phase was still ongoing.

Chairman Ofenloch asked Ms. Colburn if she could tell them which part of the Northern Bypass that was.

Ms. Colburn stated that that was the part that was currently under way, the

Preliminary Engineering being complete and the Right-of-Way ongoing.

Chairman Ofenloch asked if that was through the Parkway.

Ms. Colburn stated that it was up to and including the Parkway, that the four corners of the Parkway intersection were in Right-of-Way at this time as well.

Chairman Ofenloch asked if it was correct that the utilities would not be moved until the following year.

Ms. Colburn stated that it would be 2020.

Chairman Ofenloch stated that the next item on the agenda was Public Comment.

Ms. Jackie Reed, Jack Coleman Drive, appeared before the Committee, stating that she would like to have copies of the last three pages Ms. Colburn had displayed.

Ms. Reed asked who advertised these meetings and how the public would know about them. She also asked who was commenting and giving Ms. Colburn all these suggestions. She asked who these people were and where that came from, if there was a meeting somewhere that she did not know about with a bunch of the chosen few or something. She stated that she wanted to know who the "public" was, noting that she did not see many from the public in this meeting. She continued that the Department of Transportation would meet on the following Wednesday. She asked who knew about these meetings and what the input was to the Citizens Advisory Committee. She stated that she guessed she was trying to find out how government worked, after 30 years. She stated that she knew how it really worked, but people did not like what she thought.

Ms. Reed stated that she did not see information from the Citizens Advisory Committee. She stated that the Planning Department sat there and did the same job that she brought up at the Planning Department Board, that the work was laid out, just like the Administration was calling the shots, telling them what they were going

to do. She asked if that was the way it worked.

Ms. Reed stated that she wanted to hear from this Board. She stated that her mind was all confused about how government was working.

Chairman Ofenloch stated that they got an agenda, and that this was a pretty short one. He stated that a lot of times the amendments were in much more detail, and they were presented to the CAC, and they had time to review them beforehand. He stated that they were presented to them, and they discussed them if necessary. He stated that they recommended approval to the MPO.

Ms. Reed asked if it was correct that they had already reviewed them.

Chairman Ofenloch stated that what Ms. Reed had seen they had had for a couple of weeks.

Ms. Colburn stated that it had been live for the public on the MPO website since the beginning of March as well.

Ms. Reed stated that she saw the Northern Bypass pushed up, and then she saw the word "congestion." She asked what this Planning Department, or the City, all the public people that were involved, and everybody, were doing about the congested transportation going on in the city, noting that she did not see a word mentioned about it. She stated that it was all over the city, in any direction one would go.

Ms. Colburn stated that the Metropolitan Planning Organization, and the CAC, this body, were specifically concerned with projects that were Federally funded, so whenever Federal DOT transportation dollars came into the area, then the projects that were going to be funded by Federal funds needed to be discussed and voted on by this body. She stated, concerning street congestion, like city streets and streets in the city of Madison or other jurisdictions that were members of the MPO, that most of that was not Federally funded, that it was all local, so it would not come before this Committee. She stated that this Committee was concerned with transportation on a

very large scale.

Ms. Reed asked if someone would be bringing this up at the MPO meeting on Wednesday.

Ms. Reed stated that another thing she wanted to bring up was bicycle sidewalks, money being wasted in the city, called "transportation." She stated that that had to stop, if she had to call the Governor and the President. She stated that they needed to quit wasting money and do their work. She stated that, also, they were buying Greenway properties. She stated that she did not see a word about any of this on this meeting agenda. She stated that maybe that was good government, and she did not know about it. She stated that until they took care of the traffic congestion in the streets, transportation was a big worry.

Ms. Reed thanked the Committee for being allowed to speak.

Ms. Reed stated that she was aware they had moved the Northern Bypass and asked if it had ever been funded.

Ms. Colburn stated that the portion that was being worked on at this time was funded.

Ms. Reed asked if they were moving that up to 2020.

Ms. Colburn stated that the Utility Relocation phase of that project ALDOT had moved forward because Right-of-Way had taken up quite a bit of time.

Mr. Jeff North appeared before the CAC, stating that he was a resident of Madison. He stated that he was also interested in congestion, and it was a Federal highway, that it was US Highway 72, from Providence to County Line, between Madison and Limestone County. He stated that he had noticed in the recent MPO minutes that there was a discussion about this project and its status. He stated that this was a desperately needed project. He stated that in the current Congestion Management Plan it was perhaps No. 2 in the technical list of projects. He stated that

he could personally attest that this was a vitally needed expansion. He stated that he had been disappointed to see that in the recent MPO Map Status update, the start of construction was now showing August 2019. He stated that was very disappointing. He asked if that was accurate and if Ms. Colburn had any idea as to what the current state of the Design and Right-of-Way was.

Ms. Colburn stated that she was going to have Mr. Dennis Madsen, the Metropolitan Planning Organization Coordinator for the MPO staff, answer that question.

Mr. Madsen stated that that was something that had gone out for bid and had come back significantly over budget, and at this time the ball was back in ALDOT's court, as they moved back to the budgeting process to try to figure out what they could do, within the scope, to get it somewhat close to budget or, at the same time, see if they could go out and identify additional funds for the corridor. He stated that, as Mr. North was aware, it was a very congested corridor, and also a very long corridor, with a lot of business activity, and a lot adjacent storm water infrastructure and utility structure that would have to be relocated, so that it was potentially a very, very expensive project. He stated that ALDOT was trying to figure out how to get it a little closer to budget and/or potentially add funds to meet it. He stated that he believed 2019, at this point, was still fairly ambitious for starting on it.

Mr. Madsen stated he was aware that that was not reassuring if one had to drive it. He continued that they were in constant contact with ALDOT in terms of trying to get that advanced. He stated that it was a regional concern, that it was not just the city of Madison or Huntsville or Madison County, that it was something that affected regional traffic. He stated that it was a high priority for the Board, as well as for staff, that they had to figure out how they could actually get it to the point where the Design was something they could pay for.

Mr. North asked if Mr. Madsen knew if they were at, like, 30 percent of Design completion.

Mr. Madsen replied in the negative, stating that at this point it was back with ALDOT, unfortunately.

Mr. North stated that his other question was concerning Interstate-565. He stated that since the last time the Citizens Advisory Committee had met, back in August, there had been an announcement of a little deal out in that direction, the Toyota-Mazda enormous project. He continued that I-565 was already very, very congested, especially in the evening hours as commuters would leave the city of Huntsville westbound. He stated that he recalled a former engineer, Johnny Harris, saying, "We should have started widening that 10 years ago." He stated that he did not see that in the near term, and it was a Federal highway, and it was used by everyone in the MPO region. He asked if there was any consideration toward moving up a full-scale widening all the way to the Interstate-65 junction.

Mr. Madsen stated that they had just been discussing that earlier in the day. He continued that they had broken I-565 into roughly three segments, and all three segments they were looking at accelerating, and they were doing it in the context of the potential stimulus package coming from the Federal government, how they could actually move that up on a separate priority list in that stimulus package. He stated that Mr. North was right, that especially with the Toyota-Mazda announcement, that had really kind of slid up the queue. He stated that as they accelerated the Greenbrier Parkway Extension and made that additional connection over to 65, that could help take a little bit of that pressure off. He stated that one of the features of a high functioning transportation network was not just that they would improve capacity on one route, that it was that they actually added capacity on multiple routes. He stated that they really felt like the Greenbrier Parkway being extended and connected would

go a long way toward taking some of the pressure off I-565, especially with the new growth, but they knew that I-565 also had to be done.

Mr. Madsen stated that there were a number of reasons for this. He stated that, as he believed Ms. Colburn had mentioned earlier, there were freight considerations. He stated that one of the things that was becoming very highly prioritized nationally was connecting to intermodal, or freight, centers, and they had the intermodal center at the airport that that segment of I-565 would improve service to. He stated there were a lot of things kind of coming together at this time that would move the I-565 widening up the priority list.

Mr. North stated to Mr. Madsen that he certainly appreciated all his efforts, and he did not want him to assume that his question in any way was meant to degrade the wonderful work he was doing.

Mr. North stated that his last question concerned going out for bid to update the Congestion Management Process, with a third-party contractor, especially a commuting plan. He asked if Ms. Colburn knew the nature of that data, if they would be able to tap into the detailed data one could see on Google Maps traffic, to get that type of data that would be helpful.

Ms. Colburn stated that that was interesting. She stated they had had a conversation about the objectives they had talked about earlier, what types of objectives they would have for their commuter study, the one that had been discussed earlier in the meeting. She stated they had looked at ones that had been done in other places, noting that Mobile's MPO had actually used a lot of that kind of cell phone captured data. She continued that she believed they were the only one in the state who had, but they were certainly interested in this. She stated that they did not know exactly how they would go about doing this study because one had never been done in the way they wanted to do this one, noting that they wanted to capture as much as

possible of the Federal employees, as well as all the rest of the commuters, and not just from within the MPO area but also throughout the region, that were coming to the MPO area, or leaving the MPO area and going to somewhere else in the region, that they wanted to know about all of it.

Chairman Ofenloch asked if there were any other public comments.

Mr. Tony Smith asked for an update of the overpass at Mastin Lake and North Memorial Parkway.

Ms. Colburn stated that she believed that was in Right-of-Way at this time, which meant they had finally gotten the Preliminary Engineering issues that ALDOT had had, or the Feds had had, noting that the Feds had come back with several Preliminary Engineering issues with that project and expanded the project, and that was why there were all those public meetings for a while. She stated that between the 60 percent Planning documents and the 90 percent Planning documents, there was a lot of back and forth, but she believed if Right-of-Way had not already been authorized for them to start purchasing and changing things around there at those intersections, it was imminent. She stated that she would double-check on that and send Mr. Smith an email concerning it.

Mr. Todd Slyman, CAC member, apologized for being a little late in arriving at the meeting and stated he did not know if this was the time for Public Comment or Other Business. He stated that the prior year or the year before that, they had passed a resolution requesting the MPO to move up the widening of Old Monrovia and Capshaw, to help relieve some of the pressure on Highway 72. He continued that he was wondering, with all of the growth to the west, with the new Toyota-Mazda, with GE Aviation, and all that sort of thing that was going on to the west, if they could get an update from the MPO as to where that stood.

Chairman Ofenloch stated that the MPO had accepted their letter, and that was

the last he had heard about it. He stated that they had not approved it, that they had just accepted it.

Ms. Colburn stated that she believed Mr. Madsen had some news.

Mr. Madsen stated he had nothing definitive at this point, but they were looking at that. He stated that that was another project they had actually considered adding to the stimulus priority list, and that was for similar reasons, recognizing that westward growth. He stated that particularly as the Highway 72 project was delayed, they were aware that going ahead and advancing Capshaw could kind of preemptively take a little bit of the strain off 72. He stated that that was one they hoped to move up in the queue as well, and that the Board would be discussing that later in the week.

Ms. Nelson asked, related to all the questions about different projects, where they were on developing a prioritization schedule so they would know what order to go in and what measures they were judged on.

Ms. Colburn stated that she loved that that kept coming up because she would like to have that also, as an MPO staff member, that she thought that would be great. She stated that in their discussions at this time about the next Long-Range Transportation Plan, the Year 2045 Long-Range Transportation Plan, they had basically been given the go-ahead by ALDOT to raze the current one to the ground and start over again, in a lot of ways. She stated that that would include, hopefully, adding some prioritization criteria. She continued that it was listed amongst the recommendations of the Transportation Management Area Certification Review the prior year that they have more detailed prioritization information in both the LRTP and the TIP. She stated that earlier she had listed the dates those documents were going to be due.

Ms. Colburn stated that they were basically planning at this time to use the TIP as their draft of how they would like to change the LRTP. She stated that they had

been looking at other LRTPs from around the country and talking about the things they would like to do differently with this one. She stated that they could do things differently with the model even, noting that there had been a lot of changes at ALDOT since the last time the Committee had met. She continued that among them was the retirement of Jim Doolin, who was the MPO guru for the entire state and was the watchword, essentially, for all of these documents. She stated that it took a staff to replace Jim Doolin, and that the staff that was working on this now was very open to making a lot of changes. She continued that it was not just at Mr. Doolin's level, that there were plenty of people who had come in above his level that had changed the way they were looking at these documents.

Ms. Colburn stated that they were hoping to come up with some sort of prioritization type things for the TIP, and if it worked, if it looked good, they were also talking about changing the way they looked at the livability principles, to play into that, and how they showed the livability principles within these documents. She stated that there was a lot of change coming up, in how the MPO represented itself in these documents and to the public, and she was really excited about that. She thanked Ms. Nelson for bringing that up.

Mr. Todd Slyman asked, knowing the cost pressures of the Highway 72 widening and knowing they were about to discuss this at the upcoming MPO meeting, if it would be wise for them, as a Board, to pass another motion reiterating their support of widening Capshaw and Old Monrovia to take some pressure off Highway 72.

Chairman Ofenloch stated that he did not know that they needed a motion, but they could re-issue their last one, remind the MPO of it, give them another copy.

Mr. Madsen stated that they usually took such comments from the CAC and reported them immediately at the subsequent Board meeting.

Mr. Slyman moved that the Committee reiterate their support of moving up the widening of Old Monrovia and Capshaw to take pressure off Highway 72.

Said motion was duly seconded by Mr. Devlin.

Chairman Ofenloch asked if there was any further discussion concerning this. He stated that he was not certain how many months prior it had been since they had discussed this, in an attempt to alleviate some of the traffic on University while it was under construction, sort of a mini bypass, he guessed.

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

Chairman Ofenloch stated that they would ask the MPO staff to present that to the MPO again, noting that he did not believe they needed any changes from the last one they had given them.

Ms. Colburn stated that she could bring up the letter and have it re-sent, or included in the MPO's briefing packet.

Ms. Jackie Reed again appeared before the Committee, stating that she did not understand if something was put on the agenda and they did not follow through on it if that money was saved, if it had been saved since 2016. She asked what the rollover was, if that was the money for something they had promised somebody they were going to do.

Ms. Colburn stated that those funds were Federal funds the Metropolitan Planning Organization received for staff, planning documents, consultant fees, and things like that. She stated that this money could not be spent on any sort of road projects or street projects, bike projects, greenways, or anything, that it could not be spent in that manner, that it could only be spent on staff, training, equipment, planning, basically all the maintenance and upkeep of the MPO staff, the overhead, things like that. She stated that the list of everything it could be spent on, and how it

would be spent, came out every August and was discussed by this body. She stated that they had not known they had the rollover funds, that they had never had rollover funds before, actually. She stated that ALDOT had made them aware they had money they could expend.

Mr. Devlin stated that it was probably planned in 2016, but it had come in under budget, whatever it was, so money was left over, because they were more efficient than they thought they were going to be.

Ms. Reed asked if they would borrow that money, what was left, and throw it into something else perhaps.

Ms. Reed asked who had the power to change and roll over this money and not complete the job they had promised the people. She asked who had the power to change that in the bunch coming to the city on Wednesday, the big bunch from Montgomery and the Federal man. She asked who was in charge, to make these big changes. She asked if they went with what the City gave them. She stated that they were saying it was better to do one project than another, and they had changed their mind, and they were going to do one rather than the other. She asked who had the power, the highest power, to make those changes.

Chairman Ofenloch stated that when the Federal government said to change something, and it was their money, they had the power.

Ms. Reed asked how they would know until someone presented it to them. She stated she would have a lot of questions on the following Wednesday, noting that the MPO just had a sheet of paper, like this Committee did, and they just went by recommendation.

Chairman Ofenloch stated that was correct, of they would go by demand or requirement. He stated that he did not believe the Federal government "recommended" anything, that they told them what they would do.

Mr. North again appeared before the Committee, stating that he had a followup. He stated that something had come up during the earlier part of the meeting regarding the improvements to the I-565/Greenbrier interchange. He asked if those improvements were promised as a part of the Toyota-Mazda deal.

Ms. Colburn stated that she did not believe so. She stated that that was a project that the Preliminary Engineering and Right-of-Way had already been completed on, that she believed that concluded with FY 2012, but then the construction, for various reasons, had been pushed back, similar to the Northern Bypass getting pushed out of that TIP. She stated that at this time the State had informed them they were moving forward with that project, that that was where they were going to allocate their Federal funds.

Mr. North stated that he had another followup. He stated that he normally watched the goings-on in the City of Madison, and he knew that the prior year they had allocated funds to develop improved traffic projections and a modeling study, a relatively expensive study. He stated that he believed this was completed, or soon to be completed, and asked how that would roll up into the MPO's general modeling and planning purposes, since the city of Madison was about 20 percent of the population, or something like that, of the MPO area.

Ms. Colburn stated that was a good question because she believed it was the first time, with most of the members of this body, that another jurisdiction within the MPO had done its own Long-Range Transportation Plan specific to its jurisdiction.

Mr. Madsen stated that he thought so as well. He stated that the consultant who did this had been in contact with the MPO, that they had actually been sharing data with them. He stated that they would take a lot of their information, in terms of projects and whatever policy changes Madison wanted to do, and integrate that, where appropriate, into the MPO's planning documentation, but that for the most

part, he believed that would be a stand-alone because in many cases it was operating solely on Madison city streets. He stated that he had not seen the report yet, and he did not know if anyone else had seen it, but stated he would anticipate they would share it with them as soon as they had given it their final blessing.

Ms. Colburn asked if the CAC would be interested in receiving a presentation from the City of Madison on their Transportation Plan at some point.

Chairman Ofenloch replied in the affirmative.

Ms. Colburn stated that they could make that happen.

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

Chairman Ofenloch stated that hearing none, the meeting was adjourned.

Meeting adjourned at 5:55 p.m.