

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

Regular Meeting - November 26, 2018 - 5 p.m

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

Committee Members Present:

Mr. John Ofenloch	Chairman - City of Huntsville
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
Mr. Larry Mason	City of Madison

MPO Staff Members Present:

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

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 Minutes.

Mr. Smith moved for approval of the minutes of the Regular Meeting of the Citizens Advisory Committee held on August 27, 2018.

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any discussion.

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 Jurisdiction Reports.

Chairman Ofenloch asked if there was a member present representing Madison County who wished to comment at this time.

There was no response.

Chairman Ofenloch asked if there was a member present representing the city of Huntsville who wished to comment at this time.

Ms. Nelson stated that as part of Grow Cove, they were doing a lot of coordination with the City of Huntsville, and also the Town of Gurley, to try to mitigate some of the impacts that were expected with the Cecil Ashburn project. She continued that they had a ride-sharing meeting upcoming, as well as some other things they had been working pretty closely on concerning this matter.

Chairman Ofenloch asked if they had concluded they were going to have to develop the turn-out in Gurley before they closed the mountain.

Ms. Nelson stated that they had worked with the City of Huntsville Engineering Department, as well as the Town of Gurley, to have a meeting that included all of them, including Grow Cove representatives, to discuss Rock Cut Road and the intersection work and the timing of what Gurley was wanting to do, in light of some economic development projects they had in that area. She stated that she was not sure if they had formally signed paperwork for the agreement they had come to in the meeting, but it was coordinated more than it previously had been.

Chairman Ofenloch asked if there was a member present representing the city of Madison who wished to comment at this time.

Mr. Mason stated that he did not have anything to report.

Chairman Ofenloch asked if there was a member present representing the town of Triana who wished to comment at this time.

There was no response.

Chairman Ofenloch asked if there was a member present representing the town of Owens Cross Roads who wished to comment at this time.

There was no response.

Chairman Ofenloch stated that the next item on the agenda was Discussion of City of Huntsville Greenbrier FRA and EDA Grant Projects.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that she was the MPO Coordinator. She stated that Chairman Strong had signed off on letters of support for the City of Huntsville, to support the EDA Grant and the FRA Grant, for some funding to help out with the Toyota-Mazda plant area. She stated that she was displaying those letters at this time.

Chairman Ofenloch stated that the next item on the agenda was Discussion of the Alabama A&M University FTA Grant Projects.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Alabama A&M had been awarded an FTA Grant for Bus and Bus Facilities, in the amount of approximately \$3.7 million, to purchase electric buses, to construct a bus facility, and to upgrade their technology. She stated that they were looking at them putting together a match of approximately \$750,000.

Chairman Ofenloch inquired as to whether the match would be done by the City of Huntsville or the University.

Ms. Lowe stated that she believed this was the City.

Mr. Madsen stated that he believed the City was assisting with it.

Chairman Ofenloch stated that as he understood it, that bus route did not leave the campus. He asked if that was correct.

Mr. Madsen replied in the affirmative.

Chairman Ofenloch stated that, then, they would be funding the University \$750,000.

Mr. Madsen stated that he thought it was a fraction of that.

Mr. Smith asked who would manage this money and hold them accountable for the money the City would give.

Ms. Lowe stated that she believed DOT was heavily involved in this particular grant.

Mr. Madsen stated that that was correct, that they were overseeing it in partnership with the A&M Transportation Department.

Mr. Griffin asked if A&M was getting rid of all the old technology with this, if it was going to be used to offset the cost of what was going on here.

Ms. Lowe stated that she was not sure concerning that, but she would make a note of it and get back with Mr. Griffin and the other CAC members concerning it.

Mr. Whitley stated that this was somewhat similar to a grant that UAH had received from the City for some of their bus routes, so this was something that had already been in practice.

Chairman Ofenloch stated that he was not saying there was anything wrong with this, that he was just curious as to where the money was coming from.

Mr. Madsen stated that he believed there was going to be a representative of A&M in attendance at the MPO Board meeting to answer questions.

Mr. Slyman inquired as to whether they knew what the City's portion on this was.

Mr. Madsen stated that he did not know how they had ended up splitting it.

Mr. Mason asked if this tied in at all with the Transit planning project that was going on.

Chairman Ofenloch stated that this was a stand-alone, just for the University, that the buses would not leave the campus.

Mr. Mason asked if it was correct that there would not be any coordination in the future with Huntsville Transit.

Chairman Ofenloch stated that there probably would not be, that they would probably say it was their bus system.

Mr. Whitley stated that this was very similar to previous award years, that the University had received this sort of grant before from DOT, and the University would oversee that process for the University, as well as in cooperation with the Department of Transportation.

Ms. Lowe stated that the University had just gotten a 2017 grant that was similar to this one, to upgrade to low- and no-emission technology, electric buses and that type of thing.

Ms. Nelson asked if when the Transit Study was completed, they could at least make sure there was a stop overlap so that persons could transfer between the two systems.

Chairman Ofenloch stated that they would have no control over that.

Mr. Madsen stated that A&M had been an active stakeholder in the Transit Study.

Chairman Ofenloch stated that the next item on the agenda was an

Amendment to the FY 2016-2019 Transportation Improvement Program (TIP).

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that as a new portion to the PowerPoint, in going forward, they wanted to kind of integrate the MPO and its actual duties as an entity. She stated that she would just read what was displayed. She read as follows: "The Huntsville Area MPO holds all public hearings in compliance with Titles VI and VIII of the Civil Rights Act; public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status."

Ms. Lowe stated that the first project was a New Hope Transportation Alternatives Project. She stated that, basically, they had applied for sidewalk funding, and they were awarded that. She continued that they were going to connect to the school, with sidewalks along Hayden Street, Main Drive, and Oak Drive. She stated that this would be approximately 7100 linear feet. She stated that this was not very much, but it did connect on the Square. She stated that this was approximately \$638,000 in Federal funding.

Chairman Ofenloch asked if the remainder of the money was coming from New Hope or from someplace else.

Ms. Lowe stated that this 20 percent should come from New Hope. She stated that what was being displayed at this time was a picture of the actual project, as they were designing it.

Mr. Smith moved to recommend approval of Resolution No. 11-18, amending the Transportation Alternatives Section in the Adopted FY 2016-2019 TIP by adding the Town of New Hope FY 2019 Transportation Alternatives Set-Aside (TAP) grant project for sidewalk funding.

Said motion was duly seconded by Mr. Griffin.

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

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 (TIP).

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this item, Resolution No. 12-18 and the next item on the agenda, Resolution No. 13-18, were actually together, that these were the Performance Measures, noting that Ms. Colburn had discussed these in previous meetings of the CAC.

Ms. Lowe stated that Performance Measure No. 2 was about safety, and it talked about bridges and pavement safety targets.

Ms. Lowe stated that they were just going to adopt what ALDOT had at this time, noting that they would then have the option to choose their own Targets and Performance Measures later on. She stated that at this time they were just going to say that they were doing a good job of hitting those deadlines, hitting those targets, so they were just going to adopt what was going on here.

Ms. Lowe stated that Performance Measure No. 2 was a Bridge and Pavement Performance Measure, and that No. 3 was Travel Time Reliability, which was basically how well they were traveling on the Interstates, the National Highway Interstate System, from one interchange to another.

Mr. Smith moved to recommend approval of Resolution No. 12-18,

amending the Adopted 2016-2019 TIP by adding Bridge and Pavement Performance Measurement (PM2) Targets, as approved by ALDOT.

Said motion was duly seconded by Mr. Griffin.

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

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

Mr. Smith moved to recommend approval of Resolution No. 13-18, amending the Adopted 2016-2019 TIP by adding the Statewide Travel Time Reliability Performance Measurement (PM3) Targets, as approved by ALDOT.

Said motion was duly seconded by Mr. Griffin.

Mr. Griffin asked if this cost had been looked at, as to what this assessment was going to cost.

Ms. Lowe stated that at this time, it was not very much. She stated that they had been doing this for awhile, but now they were going backwards and checking off the box, to see if they had done this, and they had done that, that it was kind of one of those things they had already been doing.

Mr. Madsen stated that at this point, it was primarily an administrative burden.

Chairman Ofenloch asked if there was any further discussion.

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 (TIP).

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint Presentation.

Ms. Lowe stated that ALDOT had deleted a couple of bridge replacement projects, simple bridge approaches and whatnot. She stated that ALDOT was going through the process of looking at if they had funding for the next phase of the bridge replacements, or what have you, just going through that whole list and saying, "Okay, this one is done. Why do we have it in our next portion? Delete it."

Ms. Lowe stated that some had used their funding, so they did not have the funding for the next portion, so they were deleting it. She stated that what was being displayed was one of them, on Thach Road, over an unnamed creek. She stated that she was displaying a picture of this. She continued that it was close to I-65.

Chairman Ofenloch stated that someone had thought it was a good idea to replace this bridge. He asked if now they were saying they did not need to do this.

Ms. Lowe stated that they were going in and doing maintenance and saying, "Okay, this is structurally sound, this is okay right now, so we are not going to use our funding to touch this bridge."

Mr. Griffin inquired as to whether they had already done these assessments.

Ms. Lowe stated that some of these had been worked on already. She stated that she believed this one, in particular, had been worked on, and they just didn't feel the need to go on because it had already been maintained, and whatnot, so they did not need to use the next portion of that funding to do anything with this particular bridge.

Mr. Griffin asked if it was correct that initially they had just blanket said they were going to re-do all these bridges, that they would fix all these bridges,

and then somebody went out and looked at it and said, "Well, this one only needs this, so let's fix this."

Ms. Lowe stated that was correct.

Mr. Griffin stated that now they were saying they could take it off the sheet.

Ms. Lowe stated that that was correct, as part of maintenance.

Mr. Smith asked how easy it would be for them to recapitulate that money if they decided later they wanted to make additional improvements. He asked if they would have to start all over again or if it would remain in a pot somewhere.

Ms. Lowe stated that there was a pot of money for bridges, so they could add it in later on, but then they would have to think about all the other bridges that had money already attached to them. She stated that it was kind of "Oh, now we are at the bottom of the list."

Mr. Smith moved to recommend approval of Resolution No. 14-18, amending the National Highway System/Interstate Maintenance/Bridge Projects Section of the Adopted FY 2016-2019 TIP by deleting a Bridge Replacement Project on Thach Road over an Unnamed Creek (BIN #4132).

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any further discussion.

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 (TIP), concerning Liberty Way.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was basically the same thing. She stated that she believed Liberty Way was one of the ones that they had used up their funding, that they actually did not have enough funding to continue on.

Chairman Ofenloch asked if they had used this funding for the bridge.

Ms. Lowe stated that she would have to get an answer to that question.

Chairman Ofenloch asked if this was the County doing the bridge work.

Ms. Lowe asked if Chairman Ofenloch was asking concerning the maintenance on it.

Chairman Ofenloch asked if the County was letting the contracts for the bridge work.

Mr. Madsen stated that it would have been an ALDOT project. He stated that in a lot of cases, ALDOT was using this just as a kind of bookkeeping, that they were throwing this at them and saying, "We need for you to remove this from the TIP" or "Remove this from the TIP." He stated that they did not always know whether they had done the work or why they were removing it. He stated that this was what Ms. Colburn used to call an "ALDOT says."

Mr. Slyman asked if they approved these items, if they were opening themselves up to any liability if anything happened to these bridges.

Mr. Madsen replied in the negative, noting that they were ALDOT owned and they were ALDOT projects. He stated that was purely ALDOT's responsibility.

Mr. Slyman stated that he did not want to say that they did not want to fix them, and then all of a sudden something happened.

Mr. Madsen stated that they were not on the hook for the assessment.

Chairman Ofenloch stated that as an advisory committee, he did not

think they could be on the hook for anything, that the MPO would pass it.

Ms. Nelson stated that every bridge had a rating, a sufficiency rating, so as Mr. Madsen had said, most likely they were doing housekeeping and looking at the entire listing of ratings for everything and just reprioritizing, because there were different cut-offs for when they needed to address different bridge projects. She stated that one might be going to a cemetery, and there might be one with the same sufficiency rating that was a little bit more traveled. She stated that, hypothetically, there were other bridges that were higher priority, based on quantitative assessments of what was going on there. She continued that she did not believe they would have any liability for that.

Chairman Ofenloch asked if there were any other questions on this item.

Mr. Smith moved to recommend approval of Resolution No. 15-18, amending the National Highway System/Interstate Maintenance/Bridge Projects Section of the Adopted FY 2016-2019 TIP by deleting a Bridge Replacement Project on Liberty Way over Limestone Creek (BIN #9162).

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any other discussion.

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 (TIP), concerning another bridge, on Dan Tibbs Road.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that on Dan Tibbs, they were actually working on it, that this was to replace, to do a lot of the replacement on the approaches, and

whatnot, over Dry Creek. She indicated the location of this bridge on the display. She stated that this was one of the ones that was being kept in the TIP, that they were working on it.

Mr. Griffin moved to recommend approval of Resolution No. 16-18, amending the National Highway System/Interstate Maintenance/Bridge Projects Section of the Adopted FY 2016-2019 TIP, for Replacement of Bridge and Approaches (BIN #009693) on Dan Tibbs Road over Dry Creek - MCP 45-119-08.

Said motion was duly seconded by Mr. Smith.

Chairman Ofenloch asked if there was any discussion.

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 Amendment to the FY 2016-2019 Transportation Improvement Program (TIP), concerning Old Highway 20.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that on this one they were just changing the funding from one year to another. She continued that when they made moves in the TIPs, as far as adding a project or deleting a project, changing the funding years, and whatnot, it had to be brought before the CAC. She reiterated that they were just changing the funding year, moving it up.

Chairman Ofenloch asked what the vertical 4-lane was on the display.

Ms. Lowe stated that it was Greenbrier.

Mr. Smith moved to recommend approval of Resolution No. 17-18, amending the National Highway System/Interstate Maintenance/Bridge

Projects Section of the Adopted FY 2016-2019 TIP, for Replacement of Bridge and Approaches (BIN #002544) on Old Highway 20 (CR-12) over a Slough of Limestone Creek (FHWA DISASTER AL 2016-01) (DDIR REPORT LIMESTONE-2).

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any discussion.

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 (TIP), widening SR-255.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that they were adding lanes to Research from Old Madison Pike to 72, University. She continued that instead of two lanes, it would be three or more.

Chairman Ofenloch inquired as to the location of this.

Ms. Lowe stated that it was from Bridge Street.

Mr. Madsen stated that, as one could see on the displayed map, it went from 72 South, 255, to Madison Pike.

Mr. Mason asked if this was to add lanes.

Mr. Madsen replied in the affirmative.

Chairman Ofenloch asked if the Bradford interchange was in the middle of this.

Ms. Lowe replied in the affirmative.

Chairman Ofenloch asked if it was wide enough to add a lane without

doing bridge work there.

Mr. Madsen stated that they should not have to do bridge work there. He stated that he believed they would do bridge work under another project for Madison Pike, crossing Madison Pike.

Mr. Slyman stated he had just traveled that road, and the big hang-up was when one came to Old Madison Pike, from there to 565. He asked Mr. Madsen if he had said that was happening under another project.

Mr. Madsen replied in the affirmative. He stated that Engineering already had that one, that they were widening that. He continued that he did not know if they were doing it under a separate project or not.

Mr. Slyman asked if they knew when this work was to occur.

Ms. Lowe stated that she did not have the paperwork with the timeline, but she believed this one was 2019-2020, because it was in the current TIP, so it was moved up.

Mr. Slyman asked if they already had the right-of-way and could move forward with the project.

Mr. Madsen stated that he believed so.

Chairman Ofenloch recognized Ms. Jackie Reed, a member of the public in the audience.

Ms. Reed asked if the big, metal stuff that they were covering up the roads with and taking up all the lanes would be going down on Madison Pike.

Mr. Griffin stated that Ms. Reed was talking about the concrete dividers.

Ms. Reed stated that that was what she was talking about. She stated that if they were talking about putting in more lanes and roads, they needed to keep those dividers off the roads. She stated that she was making that suggestion.

Chairman Ofenloch stated that the dividers would be between north- and southbound traffic.

Mr. Madsen stated that that was a different structure that Ms. Reed was referring to. He stated that she was talking about what had been done on Jordan Lane and University Drive, where they were putting in an extruded curb, maybe 12-inches high, designed to prevent some cross-over traffic, people making turns where they should not. He stated that the road that was being discussed at this time was a multi-lane, divided, restricted-access highway where you would not see elements like that.

Ms. Reed stated that they should do it like they used to do it and put some reflectors in, and little, narrow ones, rather than putting them all over the road like on University Drive. She continued that it might be on Old Madison Pike, that she had seen them over there playing with it. She stated that if they were going to do it that way, that they did not even need to build the roads.

Ms. Nelson inquired as to the cost of this road, noting that she saw that this was also part of "Restore Our Roads." She asked how this was moving around on the calendar, if its budget had changed, and if it affected any other roads.

Ms. Lowe stated that she had failed to bring all of her information with her.

Mr. Madsen stated that they would get these numbers from Engineering.

Chairman Ofenloch stated that with something like this, Resolution No. 18-18, they usually saw the numbers on it. He stated that they were going to widen it or take up the median, the inside median, and he would assume they had numbers on that, and he assumed they also knew where the money was coming from.

Ms. Nelson stated that in the 2040 Plan, it had said it was about 14 or 15 million dollars for that, but that plan was at least four or five years old at this time.

Chairman Ofenloch asked if this was already in the TIP.

Mr. Madsen replied in the affirmative.

Chairman Ofenloch asked if there was any other discussion.

Mr. Smith moved for approval of Resolution No. 18-18, amending the Adopted FY 2016-2019 TIP by adding additional roadway lanes on SR-255 from Old Madison Pike Overpass to SR-2 (US-72).

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any further discussion.

Chairman Ofenloch called for the vote on the above motion, and the following vote resulted:

AYES: Griffin, Nelson, Slyman, Smith, Whitley, Ofenloch

NAYS: Mason

Chairman Ofenloch asked Mr. Mason what his concern was with this resolution.

Mr. Mason stated that he believed they needed to start thinking of different ways of spending money rather than adding lanes and inducing demand.

Chairman Ofenloch stated that he looked at this one in the whole grand scheme of things, noting that they were going to have to widen 565, and this was an interchange on and off of 565. He stated that this highway went to University, and that whole interchange was about to be torn up and widened, to get people out University. He stated that it was not that many years ago that the exit at Wall Triana on 565 would be backed up two miles on an active lane,

trying to get off. He stated that unless they told people not to build houses, they had to do something.

Mr. Mason stated that he did not believe that building more lanes was the answer to most of the transportation problems, so that was where he was going with that. He continued that he believed they needed to think about other ways to spend their transportation money than building lanes. He stated that there were some engineering requirements at times to build additional roads. He stated that he believed it was time to stop rubber-stamping every time somebody said they needed a lane. He stated that these were just his feelings.

Chairman Ofenloch stated that he was out of order in asking that question, so they could stop that discussion.

Chairman Ofenloch stated that the resolution had passed.

Chairman Ofenloch stated that the next item on the agenda was an Amendment to the FY 2016-2019 Transportation Improvement Program (TIP), a resurfacing project on I-565.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that they were going to resurface 565 from Indian Springs Road to a little bit west of the County line, as one could see on the displayed map. She stated that this was just a resurfacing project, to make the road a little bit smoother to drive on.

Chairman Ofenloch asked if that was both sides, east- and westbound.

Ms. Lowe replied in the affirmative.

Mr. Slyman inquired if Ms. Lowe had the cost on this project.

Ms. Lowe stated that she had left her paperwork, noting that she had the

numbers, that she had just left them in her desk.

Mr. Smith asked Ms. Lowe to email all the information to the CAC members on the following day.

Ms. Lowe stated that she would do so.

Chairman Ofenloch asked if there was any further discussion on Resolution No. 19-18, resurfacing 565.

Mr. Smith moved to recommend approval of Resolution No. 19-18, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2016-2019 TIP by adding a resurfacing project on I-565 from .80 mile west of Indian Springs Road to .25 mile west of the Madison County line.

Said motion was duly seconded by Mr. Griffin.

Chairman Ofenloch asked if there was any further discussion.

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 (TIP). He asked if it was correct that UAH had a bus at this time.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was basically like the grant they had discussed earlier concerning Alabama A&M University. She stated that this was a different section of discretionary funding, from FTA, and it was basically to help with their capital equipment, to improve on that.

Chairman Ofenloch asked if that would be as far as transportation, buses.

Ms. Lowe replied in the affirmative.

Ms. Nelson asked if the bus route was an internal circulator for UAH or if

it was one that went through the city.

Ms. Lowe stated that this was not for an actual route, that this was just to help with their equipment, that this was capital money. She stated that this would be if their bus transmission fell out, they would have money for that.

Ms. Nelson asked if they had buses.

Mr. Griffin stated that UAH had some buses, but he did not think they were internal circulators. He stated that, in fact, they ran to Campus 805 and to a few other places.

After further discussion, Ms. Nelson stated that they were trying to figure out what buses these were because to their knowledge, UAH didn't have internal buses; they just had City of Huntsville transit buses that went through the campus. She stated that they did not know if this was a new program, because they would have circulators.

Chairman Ofenloch asked if they could get this question answered on the following day also.

Ms. Lowe replied in the affirmative.

Mr. Mason inquired as to whose money this was, if it was a grant.

Ms. Lowe stated that it was Federal.

Mr. Mason moved to recommend approval of Resolution No. 20-18, amending the Transit Projects Section of the Adopted 2016-2019 TIP by adding the Section 5311, Transit, State Admin, University of Alabama Huntsville, Capital Bus Support Equipment, FY 2018 Grant, ALI8X027.

Said motion was duly seconded by Ms. Nelson.

Chairman Ofenloch asked if there was any further discussion.

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 a Review of Administrative Modifications to MPO Documents Since Last MPO Meeting.

Chairman Ofenloch recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that they had three modifications, noting that they did not warrant amendment. She stated that there was the Utility cost of a bridge replacement, such as they had earlier. She stated that the total project cost had increased from approximately \$314,000 to approximately \$378,000. She stated that that small increase did not warrant an amendment, but they were making modifications to the TIP. She stated that this was on Old Highway 20. She continued that it was the same in Construction cost, that the total project cost had increased from approximately \$1 million to \$2.6 million.

Chairman Ofenloch asked if it had more than doubled.

Ms. Lowe replied in the affirmative.

Ms. Nelson stated that in the past when they had discussed Administrative Modifications, they had been told that if changes were within 10 to 20 percent, they just kind of went through. She asked if the guidelines were written somewhere and asked why the second item fell under Administrative Modifications when it had almost tripled its original budget.

Mr. Madsen stated that he did not know if that was part of the broader bridge project, that they would have to ask ALDOT.

Ms. Lowe stated that this had come straight from ALDOT.

Ms. Lowe stated that the last modification was construction costs for adding lanes on Winchester Road, from Naugher Road to Riverton Road. She stated that that total project cost increased from approximately \$9.3 million to approximately \$9.9 million.

Mr. Whitley asked where, exactly, the bridge was on Old Highway 20.

Ms. Lowe stated that this one was a little farther down. She stated that she would send the CAC members a map concerning this on the following day.

Chairman Ofenloch stated that the next item on the agenda was Board Member Comments.

Mr. Slyman stated that they had talked several times, and had sent motions, and everything, about Old Monrovia and Capshaw, the widening of Old Monrovia and Capshaw, that they had asked them to move that up, and there had been talk about moving it up to 2019.

Chairman Ofenloch stated that the last time he had heard, they had agreed to look at it.

Mr. Madsen stated that he believed discussions concerning this were still ongoing with ALDOT. He stated that they had been advocating for it, particularly as a parallel route. He stated that as Mr. Mason had commented earlier, they found as much, if not more, efficacy in improving parallel routes than widening the ones that were already stretched. He stated that that was a discussion that was still happening between municipalities and ALDOT.

Mr. Slyman asked if they could get an update on that.

Mr. Madsen replied in the affirmative. He stated that they would have to talk to Engineering and the County and ALDOT, that it was multi-jurisdictional at this point.

Ms. Nelson stated that she had noticed a lot of roads being repaved lately, whether it would be Indian Springs or in the Cove, with Taylor Road, as well as some other ones. She stated that it appeared that the maintenance schedule had been accelerated for certain roads, and she wanted to say thank you for that because they were definitely in need of repair, and it was good to

see it being done.

Chairman Ofenloch stated that he believed the City Council had added money to the roads, to street maintenance.

Mr. Madsen stated that the City did the local ones, but ALDOT and the Feds obviously took care of their roads.

Ms. Nelson stated that she had noticed specifically the local roads being improved at a greater rate, and she appreciated that.

Mr. Smith stated that he would like to get some detailed information as to when they were going to start on Max Luther and Memorial Parkway. He asked if all of the rights-of-way and easements had been secured.

Mr. Madsen stated that the last he had heard, they had a parcel left, but that might have changed since that time.

Chairman Ofenloch asked if that was Max Luther and the Parkway.

Mr. Madsen stated that it was the Mastin Lake Overpass.

Ms. Lowe stated that it was where the old Starbucks was.

Chairman Ofenloch stated that a good friend of his had been killed out there, on Mastin Lake, at the hill there.

Mr. Madsen stated that this was as much for safety as it was for capacity, that it should have some positive safety implications.

Mr. Griffin stated that they had discussed a little bit about the concrete barriers they were installing all over, and in North Huntsville in a lot of places. He stated that the citizens were not getting a warning before these were put down. He stated that when they had first started putting them down on Jordan Lane, they had put them down with no markers. He stated that they were to keep people from turning in some places, but they did not put down markers on those locations, and people were hitting those things and busting

rims, and it could have caused a serious accident for a motorcyclist or someone because at nighttime, and especially when it was slick, there just was not the visibility. He stated that he had noticed that at this time they had the pylons, and all of that, but when this was taken away, persons would not be familiar with those installations. He stated that he believed they should have some flashing lights or something there to let people become aware. He stated that he had driven on these streets for 30 years, and there were some places that had almost gotten him when they installed those barriers, and he had seen them putting the barriers in, but he didn't know everywhere they were putting them in.

Chairman Ofenloch asked Mr. Madsen if he would take that concern forward.

Mr. Madsen stated that they could talk to ALDOT about how exactly they signed or notified for those projects and what they could do to make sure they were more visible. He stated that this fell under a lot of ALDOT's smaller access management projects, and they did not always receive notification concerning them, but they could at least talk about how they were implementing them.

Mr. Griffin stated that they needed a public awareness campaign when they did these things because persons would not know until it began.

Mr. Griffin stated that his second thing was just a personal gripe about when they had gone through and done something at the intersection of Jordan Lane and Mastin Lake Road. He stated that that lane was notorious for persons when they turned, that there were no lane markings in the middle of that intersection, so people would turn from one lane and run all the way into the other lane and run people into the parking lot of the store at the corner, and

if not, they would hit somebody.

Chairman Ofenloch asked if Mr. Griffin was talking about going northbound and turning east.

Mr. Griffin stated that it would be going southbound.

Chairman Ofenloch asked if it would be going southbound and turning east.

After some discussion, Mr. Slyman stated that it would be headed west on Mastin Lake and south on Jordan Lane.

Mr. Griffin stated that that was correct, at that intersection. He stated that they did not have any markings designating those lanes. He stated that it was a double left or one lane went straight. He stated that he had written the City and asked about it, and they had said it was the State's responsibility to mark those lanes. He stated that they had then had a big write-in campaign to the State to mark those lanes, and they had said that it was too cold to put markings down, that they would do it when it got warmer. He continued that it was now November again, and those lanes were still unmarked. He stated that after the State had sent letters back saying they would do it, they had not done it. He asked what they were supposed to do, if they were supposed to keep sending letters to them every year until one year they might decide to do it. He stated that they were not asking for a lot, that they were asking them to mark a double turn lane that was confusing for a lot of people.

Chairman Ofenloch stated that on double lefts, a lot of people on the inside lane turned wide.

Mr. Griffin stated that if they would mark them well, they would not have as much of a problem.

Mr. Smith stated, concerning the barriers that they were putting in the

street, it seemed to him that they should be able to paint them, and paint them as they put them down. He stated that as they were put down, they should be painted because otherwise at nighttime people who struggled more to see than he did were going to mess up their cars.

Chairman Ofenloch stated that there were a lot of intersections like that, that if one were headed west on Pratt and wanted to take that quick jog before getting to Church Street to cut through to go to the jail, there was a curb that stuck out which had already caused him to buy a tire.

Mr. Moore stated, going back to the Old Highway 20 Bridge, that there was a railroad crossing there right near the bridge, and he believed that was why the cost had gone up, because they had to change the design of it because of traffic from the plant. He stated that he was not certain about this, but he recalled a conversation about that bridge being redesigned because of the railroad crossing there, and replacing the whole thing, not just a small bridge but a longer bridge.

Ms. Lowe stated that this went back to the two earlier letters of support for the grant fundings they had done at the beginning of the meeting, to get money to do an at-grade crossing and bridge separation there.

Mr. Mason asked when the Transit Study was supposed to be done.

Mr. Madsen stated that he thought they would be wrapping it up in early spring.

Mr. Mason asked if perhaps they could get a briefing on this at their next meeting.

Mr. Madsen replied in the affirmative, stating that he would ask John Autry to make that presentation.

Chairman Ofenloch stated that the next item on the agenda was

Opportunity for Public Comment.

Chairman Ofenloch recognized Ms. Jackie Reed.

Ms. Reed stated that she was still on the concrete barriers in the city. She stated that she did not know why that did not have to come before this committee. She stated that if she was the Mayor and the State was doing stuff like this, the public would be involved rather than just letting the State do something and the City not caring or being interested. She stated that this was affecting everybody. She stated that she had a problem with those concrete barriers, and that on Wednesday the MPO was going to hear about it. She stated that she lived near Jordan Lane, and she had been really upset one night when she had nearly run over one of them. She stated that she had called the Transportation Department and asked who was responsible for putting those barriers down on University, and they had told her it was the State. She stated that she had asked who at the State, and they had advised her that they did not know. She stated that on the following day, she saw that they were going all the way down University, all the way out to the old Mall, and they were putting them all up Jordan Lane.

Ms. Reed stated that she had then gone to the Transportation Department and asked for a meeting, that she had said that she had wanted to know who had done that and why the City was not involved. She stated that one guy had come out and told her that the State did it, and she had asked him if the City knew about it, and he had said that the City could not do anything about it. She stated that she had continued to ask him several questions, but she had not received a satisfactory answer. She stated that they were shutting the businesses off, and the businesses were upset about it. She stated that they had advised her that they were going to take this all the way to the old Madison

Square Mall.

Ms. Reed stated that she had told this gentleman that she did not want these in the city, and if the City did not care about what the State did, they would not want to hear what she would have to say. She stated that this Committee should get involved in this and get interested, that this was their city, their traffic, and their people, and the City should have stepped up and gotten involved. She stated that the City certainly needed to get more involved in this, that it was about time they stepped in.

Ms. Nelson stated that she would like to add that access management such as they were doing on University was for safety reasons, noting that it was also bad for business to have lots of crashes of persons coming in and out of their parking lots, or people getting run over. She stated that in general, access management and restricting left turns in places was a really good thing. She stated that, however, there had been comments about persons did not even know when these projects were coming, that they just happened to them. She stated that there were a lot of places in the city that kind of struggled with that, and she would also like to offer support for that statement and asked if there was a way, whether it would be routine maintenance, repaving, or minor intersection improvements, or things such as that, to have that information be a little bit more accessible, so that persons would know in advance that something was going to happen, that it was part of some prioritized process. She stated that she believed that would be very helpful.

Chairman Ofenloch asked if there was any further discussion.

Upon motion, duly seconded, the meeting was adjourned.

Meeting adjourned on November 26, 2018, at 6 p.m.