

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

**MINUTES**

**Regular Meeting - February 25, 2019 - 5 p.m.**

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

**Committee Members Present:**

Mr. John Ofenloch	Chairman - City of Huntsville
Mr. Russ McDonald	Limestone/Huntsville
Ms. Jennifer Nelson	City of Huntsville
Mr. Tony Smith	City of Huntsville
Mr. Taron Thorpe	City of Madison
Mr. Larry Mason	City of Madison

**MPO Staff Members Present:**

Ms. Shontrill Lowe  
Ms. Paige Colburn  
Mr. James Moore

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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 November 26, 2018.

Said motion was duly seconded by Mr. McDonald.

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 the Election of Officers.

Chairman Ofenloch stated that the floor was open for nominations for

Chairman of the Citizens Advisory Committee.

Mr. Thorpe nominated Tony Smith for Chairman of the Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization.

Chairman Ofenloch asked if there were any further nominations.

Chairman Ofenloch stated that hearing none, the nominations were closed.

Chairman Ofenloch called for the vote on Tony Smith as Chairman of the Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization, and he was unanimously elected by the Citizens Advisory Committee members present.

Chairman Ofenloch stated that the floor was open for nominations for Vice Chair of the Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization.

Mr. Smith nominated Taron Thorpe for Vice Chair of the Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization.

Chairman Ofenloch asked if there were any further nominations.

Chairman Ofenloch stated that hearing none, the nominations were closed.

Chairman Ofenloch called for the vote on Taron Thorpe as Vice Chair of the Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization. and he was unanimously elected by the Citizens Advisory Committee members present.

After further discussion and a request for a member to volunteer to serve as Secretary of the Citizens Advisory Committee, Larry Mason volunteered.

Chairman Ofenloch asked if there were any further nominations.

Chairman Ofenloch stated that hearing none, the nominations were closed.

Chairman Ofenloch called for the vote on Larry Mason as Secretary of the Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization, and he was unanimously elected by the Citizens Advisory Committee members present.

Chairman Ofenloch turned the Chair over to Chairman Smith.

Chairman Smith asked everyone to be aware of when another person had the floor and requested that they not all attempt to speak at the same time.

Chairman Smith stated that the next item on the agenda was Jurisdiction Reports.

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

There was no response.

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

Ms. Nelson stated that she was mostly representing the Cove, since that was where she lived. She stated that they had met prior to the construction starting on Cecil Ashburn, and it now seemed to be going pretty well overall. She continued that, however, they had had a few issues in the past week due to flooding because they already had a very limited number of alternate routes. She stated that there was a lot of flooding in the Cove, and it really put a lot of people out. She stated that she believed one of their biggest issues was actually communication, as to which roads were closed and when.

Ms. Nelson stated that they had had more than one person end up under water in their car because they got to the route they wanted, and they either

ignored the barricades or they were not up at the time. She stated that they had an issue as to where they would go for emergency communications concerning road closures and things such as that. She stated that the Madison County Sheriff's office was no longer using Nixle, that it was only on Twitter. She continued that HPD had stopped doing Nixle updates via SMS, because of cost, that at this time it only went to email. She stated that at this time when people wanted to know if something was closed, they were having to reach out to different social media groups, to their friends, and it was just harder to get that information because it was very fragmented.

Ms. Nelson stated that she was in a civic organization in the area called "GrowCove," and one of the things they had been doing was encouraging, besides notifying the police, going to Waze navigation software because Waze crowdsourced their incident management. She continued that in looking at it further, Waze actually had a program called the "Waze Concerned Citizens Program."

Chairman Smith asked if everyone understood what "Waze" was.

After some discussion, Chairman Smith asked Ms. Nelson to explain this.

Ms. Nelson stated that Nixle was something that public agencies, whether it would be the Police Department, the Fire Department, signed up for, and it pushed out alerts, emergency alerts, road closures and things such as that. She stated that they had had a few public agencies that had backed out of full Nixle use, noting that she believed they had had a price increase lately.

Chairman Smith recognized Ms. Lowe.

Ms. Lowe stated that Nixle pushed it out through communications with cell phones.

Ms. Nelson stated that it was through SMS or email, text messages or

email, but they had turned off the text messages.

Ms. Nelson stated that she wanted to encourage the City to look into the Waze Concerned Citizens Program, noting that it was free to use, as a partner, and it could be two-way communication between the City, or other government agencies, and citizens, so that they would have crowdsourcing and also HPD, the Madison County Sheriff, EMA, and others, and also inputting things like road closures. She continued that those were not actually showing up on Waze, even though traffic jams and potholes had been lately.

Ms. Nelson reiterated that that was the "Waze Concerned Citizens Program," and she was requesting that they look into that a little further.

Mr. Ofenloch stated that they did not have jurisdiction over the City, noting that was a City function and not a function of this Committee.

Ms. Nelson stated that it could be at the MPO level, that it could be every agency, and it was free.

Ms. Nelson stated that that was the main report she had from her little area of Huntsville.

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

Mr. Mason stated that he would first like to echo what Ms. Nelson had just said, that it would be a good thing for the MPO to encourage all jurisdictions to get together with Waze.

Mr. Mason stated that they had had a little bit of flooding in Madison, on Zierdt Road, and it was closed for a while.

Mr. Mason stated that the traffic lights on Hughes Road had finally been installed and were working at this time. He stated that the City was going ahead with the Hughes Road widening project. He continued that not all the

citizens, including himself, were particularly happy with the design of that project, but it was going forward. He stated that they were also going to be doing some widening on Browns Ferry Road, out past County Line. He stated that those projects seemed to be moving fairly quickly, noting that he believed construction on Hughes Road was about to start.

Ms. Colburn asked Mr. Mason how wide they were doing Hughes Road.

Mr. Mason stated that they were adding a lane, so it was going to be five lanes, and they were still going to have the lane in the middle. He stated that they were adding a lane on each side between Old Madison Pike and, he believed, Eastview, or just before there. He continued that that would include the high school and that area. He stated that he believed the excess capacity was going to make for a dangerous Hughes Road because it would encourage speeding, but he was not the Traffic Engineer.

Chairman Smith asked if there was anyone else who wished to speak at this time.

Ms. Nelson stated that she did have one thing that she wanted to add to the Madison County report. She stated that there was currently an active petition for the intersection of Dug Hill Road and Highway 72. She continued that people were very unhappy with the currently proposed intersection improvements at that location because they really would prefer a light rather than something that would make trucks and other vehicles do U-turns in the middle of the street, 500 feet down from the intersection, because Dug Hill Road was one of the very few north-south links across Madison County, over the mountain. She stated that there were about two others. She stated that there was probably a higher demand for that particular movement than was showing in the traffic counts, so there was a currently circulating petition for

the people at ALDOT to re-evaluate their priorities and the design of that particular intersection, and to also release crash data.

Chairman Smith asked if there were any further comments concerning that matter.

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

Chairman Smith stated that there was no one from the Town of Triana.

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

Chairman Smith stated that they did not have anyone from the Town of Owens Cross Roads.

Chairman Smith stated that the next item on the agenda was Discussion - Transit Study Update. He stated that this would be a brief summary of the 2018 Transit Study Final Report and implementation plans. He stated that this item was being presented for information only.

Mr. John Autry appeared before the Committee, stating that he was the Public Transit Manager for the City of Huntsville. He stated that he was excited to be giving this report to the Committee at this time. He stated that his background was 33 years in public transit, mostly on the transit operation side. He stated that this Study had started back in May, and he had learned a lot about the planning process. He stated that he would be providing the results of the Study that had just been completed.

(Mr. Autry made a PowerPoint presentation.)

Mr. Autry stated that he would be giving an Overview, Key Findings, Community Input, and Recommendations from the Consultant, which he noted was Nelson/Nygaard. He stated that there would be a question-and-answer

period at the end of his presentation.

Mr. Autry stated that this Study was a joint planning effort by the City of Huntsville Public Transit Division and the MPO. He continued that there was a detailed evaluation of the shuttle bus fixed-route system, as well as the paratransit service, known as "Handi-Ride." He stated that there was extensive community outreach and input, and that the final report provided a Five-Year Service and Capital Plan.

Mr. Autry stated, concerning the Study Overview, that they had looked at the existing route network, route design, service levels, population density, areas of high transit need, destinations, as well as ridership on the different routes and bus stops, and access and amenities.

Mr. Autry stated, concerning Key Findings, that since the last Study was performed, in 2011, ridership had steadily increased. He stated that if he had the 2017 and 2018 numbers displayed, one would see that over that time ridership had doubled. He continued that, however, during this same time, the level of service and service hours and service provided were about the same, unchanged.

Mr. Autry stated that the second finding was that the route design varied across the system. He stated that some routes were one-way loops, which in a lot of cases were very inconvenient for the people who used the system, having to come all the way to a downtown transfer station before getting back home or reaching their final destination. He continued that other routes, such as University Drive and Holmes Avenue, were more straight-line routes.

Mr. Autry stated that ridership was very high along University Drive, in excess of 20 passengers per bus hour, while in South Huntsville, which he noted was an example of an inconvenient one-way loop, ridership was very low,



fewer than 4 passengers per bus hour.

Mr. Autry stated that as far as community input, there was a rider survey, an on-line survey, and representatives at the bus transfer station, as well as three public meetings and community stakeholder discussions.

Mr. Autry acknowledged some of the people who had assisted with this as follows: Lineise Arnold, Director of the North Alabama Coalition for the Homeless; Isaac Beavers of the Alabama Institute for the Deaf and Blind; Danielle Thomas of the Huntsville Housing Authority; Dr. Berneece Herbert, a professor at Alabama A&M University; Brian Dodson, retired Director of Phoenix Industries; Xanthia Watkins, also from Alabama A&M University; Trudy Spearman, Delta Sigma Theta; and Jerry Cox, a regular rider of the transit system who had been involved with this initiative from the very beginning.

Mr. Autry stated that what he was displaying at this time were the results of the survey. He stated that approximately 1,000 responses had been received, and people who responded to the survey were allowed to pick more than one of what was entitled "Preferred Transit Investments." He stated that as one could see on the display, Saturday service was the No. 1 thing that people were asking for, and later service in the evening was a close second.

Mr. Autry stated, concerning Recommendations from the Consultant, that there was a Five-Phase Service Plan. He stated that Phase One, starting in July of the current year, was to restructure the route network to provide more direct service, more one-way routes, to shorten trip times; and extend weekday service from 7 p.m. to 9 p.m.; and add Saturday service. He stated that in Phase Two, there would be an upgrade on Route 1 from 60-minute to 30-minute frequency. He continued that Phase Three would extend weekday

service to 10 p.m. and Saturday service to 8 p.m. He stated that Phase Four would be upgrading Routes 3, 7, and 8; and the last phase, Phase Five, would be an upgrade of Route 4, University Drive, to 15-minute intervals.

Mr. Ofenloch asked if to increase the route just meant adding more buses.

Mr. Autry replied in the affirmative, noting that when they would go from 60 minutes in between buses to 30 minutes, that would be adding one additional bus to that route.

Mr. Autry stated, concerning the System Restructure, that just to give an overview of what that meant, it would provide more direct service to major destinations; increase service to employment centers; create a mini-transit hub on the north side; re-allocate service to areas with greater ridership potential; and increase frequency on several corridors. He stated that the first phase had already been budgeted in the City of Huntsville Budget for FY 19.

Mr. Autry stated, concerning Community Needs, that as he had mentioned previously, Saturday service was the existing riders' most desired improvement, and later weekday service was the second most desired improvement. He stated that there was also improved access to employment, shopping, and recreation, and that more direct service would reduce rider travel time.

Mr. Autry stated that there were several examples with the new routing, that if someone made a trip from their residence to the grocery store, they would not necessarily have to come all the way downtown to the transfer station with bags of groceries to get back home, that rather than a one-way loop, having a two-way, more straight-line route would allow persons to have a shorter trip time, to return the same way they made their initial trip.

Mr. Autry stated that the next one was a big one, Paratransit Service. He stated that they would do away with "Handi-Ride," noting that "Handi" had a negative connotation for many in the disability community. He continued that this would be rebranded as "Huntsville Access." He continued that they would extend the paratransit service to the city limits of Huntsville, where currently it was to three-quarters of a mile outside the fixed route. He stated that there was a grant that they had a very good chance of being awarded, which was an FTA Section 5310 Grant, and they planned to apply for that grant in the following month.

Mr. Autry stated, concerning the Five-Year Capital Plan, that there was vehicle acquisition as the need would arise, and to cycle out the smaller, 32-foot buses and upgrade to 40-foot buses, with more seating and more capacity. He stated that at this time, they currently had standing room only at certain times of the day on Route 6, which was the southwest route and the University Drive route.

Mr. Autry stated that other Capital items included creating a transit hub at the Showers Community Center, which would serve as a transfer point on three routes, 30 minutes after the hour; and improving bus stops, crosswalks, and sidewalk extensions.

Mr. Autry stated, concerning Supporting Recommendations, that there was measuring performance, ridership, efficiency measures, riders per mile, riders per hour, cost per mile, cost per hour; and fare products and pricing. He stated that the full report was almost 200 pages long, and the MPO would be putting it up on its website. He stated that one of the recommendations was to take the unlimited monthly ride pass from \$38 down to \$30, so actually cutting the cost from what was already pretty low to make it even more affordable and

incentivize the monthly unlimited pass for those who used the service daily.

Mr. Autry stated that other Supporting Recommendations were to improve and upgrade the website, making information easier to get to, easier to find; expanding regional ride-sharing through remote park-and-ride facilities; and monitoring subsidized taxi/ride-hailing services in other cities. He stated that there were a lot of changes going on at this time, and the consultants had felt like they would want to see how these first phases of the implementation plan worked before looking at gap-type services, such as ride-hailing. He stated that there was a lot going on with subsidized taxiing, Uber, Lyft, and things such as that. He stated that that was something they would be watching over the next couple of years.

Mr. Autry stated, concerning the Service Change Process, that they would evaluate it in two or three years, and it would all start over.

Mr. Autry stated that he would be happy to answer any questions at this time.

Chairman Smith asked if anyone had any questions for Mr. Autry.

Chairman Smith recognized Mr. Mason.

Mr. Mason stated that a lot of the economic development Huntsville was seeing was happening in West Huntsville, but the route restructuring did not appear to go much beyond the new development at the Madison Square Mall location. He asked if as employment opportunities became available in West Huntsville, out by I-65, there would be routes that would go out there.

Mr. Autry stated that this Five-Phase Plan was a first step, that there was a lot more to come. He stated that the thinking from the consultants was that they needed to shore up the deficiencies they had in the core system first, before extending out to new areas. He stated that there were also some

comments as far as development. He stated that they had asked the consultants to look at employment growth in the west side of the city, as well as on the I-65 corridor. He stated that that had not yet fully developed out, that the jobs were coming, but they did not know who those people were, where they were coming from, or what their wages were or their shift times.

Mr. Autry stated that rather than this being five or six years, and they would just wait, they wanted to do a whole lot of things to the core system in a very short period of time, and then come back in two or three years and see where they were. He stated that it could very well be that the region and the cities, and not just the city of Huntsville, might want to do something much, much bigger. He stated that this looked very small compared to the whole region, but if one looked at the transit system as it had evolved over the last 20 years, this was a huge step for the City of Huntsville, with the transit system. He continued that it was, however, just a small first step for the entire region.

Mr. Mason asked, in terms of long-range planning for the jobs in West Huntsville, if anybody in the City had started thinking about a policy that might help to increase ridership, such as trade-offs with these companies for fewer parking spaces if they had encouragement for their employees to use the bus routes, or purchase bus passes from them, through their HR Departments. He asked if there had been any talk at all about coordinating some of the policies that would actually encourage ridership and take off demand for single-trip automobiles out to those places in West Huntsville.

Mr. Autry stated that he would let Ms. Colburn speak to the BIG Picture, long-range planning.

Ms. Colburn stated that there was a section in the Transit Study that was

presented to them that talked about partnering with the larger entities that were in existence at this time, such as Huntsville Hospital, CRP, UAH, A&M, et cetera, to create a pass program like Mr. Mason was talking about, so that employees or students, or anyone like that, could purchase bus passes directly from their HR Department or from their Student Government Association, or however it would work. She continued that, also, in the case of the major employees that had a lot of employees, like Walmarts, and things like that, what would happen would be that those organizations would partner with the City, and there would be some sort of an agreement that would create a cost-sharing partnership between those private entities and the public entity, or other public entities in the case of the universities, and then their staff or students, or whoever, could either ride for free or pay their employers out of their paycheck for a certain discount to be able to use the bus.

Ms. Colburn stated that this would save on parking, on parking fees, and all sorts of things. She stated that this was done quite frequently, and it was recommended as part of these five phases, but the five phases that were presented in the presentation just had to do with improvements to the system. She continued that there were two other sections, on things such as improved technology for buses, adding bike and pedestrian and crosswalk infrastructure to many of the shelters, and adding shelters, and improving fare media, meaning creating, like, little cards that people could fill up, and that way they would not have to pay with change or dollars on every bus. She stated that all sorts of things like that were in this wonderful, 200-page document.

Mr. Autry stated that he would like to add one more thing to that answer for Mr. Mason. He stated that Mr. Mason had mentioned Madison Square, the MidCity development, and stated that that was the target for the 15-minute

service along University, so that was addressed in Phase Five.

Chairman Smith recognized Ms. Nelson.

Ms. Nelson stated that her question was along the lines of the No. 3 item that people wanted in the survey, which was new locations. She stated that she had a two-part question, and part one was what the new locations were where people were interested in transit service, and part two was concerning regional ride-sharing and park-and-ride, and her question was if by "regional," they meant, like, Decatur, Athens, Guntersville, or what locations were discussed for that, and could the establishment of park-and-ride and ride-sharing also eventually lead to regional express buses or things like that.

Mr. Autry stated that to answer the second part of Ms. Nelson's question first, Hampton Cove was mentioned in the report, in the section under "Ride-Sharing," but with that said, he thought the intent was for park-and-ride lots farther out from the city.

Ms. Nelson stated that she was referring to regional.

Mr. Autry stated that he would say, concerning service to new places, paratransit service expanding out to the city limits, that he could not overstate the impact of that. He stated that there was a lot of aging population, seniors and disabled people, all over the city, and that included Hampton Cove, people that lived along either side of Taylor Road, as well as South Huntsville, and places to the west that they currently did not serve. He stated that that represented for that population expansion of service.

Mr. Autry stated that, of course, they were promoting carpooling, vanpooling. He stated that it had grown, from two years ago, from 2 or 3 to now over 30. He stated that, regionally, that was still a drop in the bucket, and they would see what the future would hold, that the thought was to re-evaluate

in two or three years and see where they were. He stated that the consultants looked at data such as population, population density, zero car households, and things like that, where apartments were located. He stated that they were looking at a lot of data, and, traditionally, where there was the most transit need. He stated that the report really went into the changes in these five phases to deal with that. He stated that there was not a lot as far as service to new places, except for the paratransit expansion.

Chairman Smith recognized Mr. McDonald.

Mr. McDonald stated that he was representing the Limestone County part of Huntsville.

Mr. McDonald stated that the park-and-ride's would be critical for coming in. He continued that if they could reduce the number of people crossing the I-565 bridge, with a big park-and-ride area in Priceville, and then a big one somewhere in Morgan County, to keep persons from coming across the Highway 31 bridge, reducing that flow of traffic, where there would be a concentration there, with Toyota, Polaris, GE Aviation, that corridor, that would be a high percentage of success, to have those park-and-ride's. He continued that, of course, coming in from Athens, coming down the same corridor, they could have about three park-and-ride locations, and they would all go into the same general area. He stated that it would be mostly shift workers, so there would definitely be a peak there, so that ought to be an efficient way to handle that. He continued that there would also be the issue of safety, noting that everybody had their favorite shortcut, crossing farm roads in that area, and they would come through at high rates of speed, and tractors and farm trucks did not move at a high rate of speed.

Mr. Autry stated that those were great comments, but the Study, in the



final report, did not address much of that. He stated that he had moved to this area from an area that had a 23-county system of Xpress park-and-ride's, so he knew what that looked like. He continued that he could envision a regional transit network, but he could not say exactly what that was going to look like. He stated that he believed they would probably see the pressure keep building toward that.

Chairman Smith recognized Mr. Mason.

Mr. Mason stated that he would like to kind of shift the focus a little bit. He asked, in terms of Capital improvement, and talking about upgrading the fleet at some point in Phase Five or Phase Four, if there was any discussion about how they could be in line with the zero policy by having an electrified fleet.

Mr. Autry stated that the industry at this time looked like everything was going all electric, that transit systems across the country were moving away from CNG and hybrids, that he was aware that A&M was getting a fleet of all-electric vehicles. He stated that at this time, there were, to his knowledge, three major manufacturers that were manufacturing 100 percent all-electric buses. He continued that the results had varied, that performance had been very poor in some markets, that the range was limited to six or seven hours, in some cases, before having to recharge versus about 10 hours in some cases. He stated that he was not speaking on behalf of the Study group, that he was just speaking for himself, as the Public Transit Manager. He stated that he could see in the future where the entire fleet would be all-electric, but he also saw that that would be a time when the technology would have gotten a lot better than it was at this time, so that they could get a 12- to 14-hour range out of an electric bus.

Mr. Autry stated that they had a fleet replacement plan they followed, of two buses per year, so the two oldest buses were disposed of. He stated that they were just looking to the future, where they had routes that were performing at the 20-plus riders per hour, and they needed to go to full-size transit buses. He stated that they were not going to replace the whole fleet at once, but that over time, and where it was needed, they would move up to the full-size buses.

Chairman Smith recognized Ms. Nelson.

Ms. Nelson asked who would be the proper lead on regional ride-sharing initiatives, if that would be at the MPO level or at the TARCOG level, and how would citizens go about encouraging that.

Mr. Autry stated that he had been trying to be that lead, but he had not spread himself around very far. He stated that he would love to see that become part of the mission of the MPO as well.

Mr. Moore stated that he thought that might be a TARCOG kind of thing because they covered so many counties, and because they did cover so many counties they might have a blueprint as to Jefferson County, Mobile County, Montgomery County, or Houston County, et cetera, that they might have an idea as to how to create that whole connection, much like Gulf Shores and Baldwin County, where they had a bus transit kind of thing, with small buses, creating mobility down there. He stated that he would pursue that, to get a lead on that, to get

Chairman Smith stated that they really needed to move on with the meeting and asked that if anyone had any further questions for Mr. Autry, to see him after the meeting.

Chairman Smith stated that the next item on the agenda was Discussion -

Update of the Transportation Improvement Program FY 2020-2023. He stated that the federal government required that transportation projects within an urbanized area be included in the Transportation Improvement Program (TIP), and that the TIP must be fully updated and approved at least every four years by the MPO. He stated that this item was being presented for information purposes only.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a Powerpoint presentation.)

Ms. Lowe stated that she would provide the CAC members an update on this. She stated that the TIP was basically a prioritized list of approved projects, and it was required by federal legislation to be created. She stated that the projects in the TIP were taken from the Long-Range Transportation Plan (LRTP). She stated that the LRTP covered a 20- to 25-year time frame, of which the TIP covered the first four years. She stated that it broke the projects down into Preliminary Engineering and Design, Right-of-Way Acquisition, Utility Relocation, and Construction. She continued that it assigned start dates and funding and phases for each particular project.

Ms. Lowe stated that the TIP identified how federal and state transportation funding would be spent in the Huntsville area. She stated that the projects were all modes of transportation, not just highway or public transit. She stated that these particular projects came from the ALDOT Five-Year Work Program. She stated that, as she had mentioned before, they were mentioned in the LRTP, and the ones that included funding were the ones that were included in the Five-Year Work Program. She stated that it kind of did an overlapping thing, so they could have it in the State program, and they could have it in the TIP, which was the local program. She continued that they

also came from the local governments' Capital Improvement Plans.

Ms. Lowe stated that when they did amendments here, or at the MPO Board meetings, passing from here to the TCC to the MPO Board, they were just adjusting particulars, such as time frames, funding, project let dates, phasing. She stated that new projects could be added, which would be another reason for having an amendment. She continued that other projects might be deleted. She stated that all amendments must be approved by the policy board, the MPO, at the MPO meeting, and a signed resolution must be sent to ALDOT, which was then added to their STIP and sent to Federal Highway.

Ms. Lowe stated that an Administrative Modification was a minor revision. She stated that an amendment was the big one, and an Administration Modification was a minor one. She stated that it included some of the things that were not included in the amendment phase, a revision that, basically, did not require public review.

Ms. Lowe stated that for their particular TIP, they were updating it, and it would be submitted to DOT, and DOT would then look over the draft document and give them some comments sometime around May, and it would be sent back and forth until they got something of a final document. She stated that that particular final document would be reviewed by the public, and hopefully adopted by the Board in August of 2019.

Ms. Lowe asked if there were any questions.

There was no response.

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 01-19 supported and adopted the Safety Performance Measurement (PM1) Targets, as approved by ALDOT, in the

Adopted FY 2016-2019 TIP.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe 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 Resolution No. 01-19 pertained to Performance Measures. She stated that they had come to the Committee several times with different Measures, noting that this one was in regard to Safety Measures. She stated that they were basically adopting what the State had put out. She stated that this was gauging fatalities and injuries on roadways. She stated that this would amend the 2016-2019 TIP, supporting the State's Safety Performance Measures.

Mr. Mason stated that he had been looking at the breakdown of the current targets, and it seemed that there was a real rise in incidents of pedestrian and bicycle fatalities, not only in this area but throughout the country, and he was wondering if the State was recognizing that, and if they were breaking down those fatalities by automobile, pedestrian, bicycle, et cetera. He continued that he believed if they started tracking pedestrian and bicycle fatalities, they would be in a much better position to build safer streets. He stated that he was just wondering what was going on there.

Ms. Colburn stated that she did not believe the State was breaking it down in that manner, that she would be surprised if they were, but she was going to ask them to do so because she thought that was a really good suggestion. She stated that she would not be surprised at all if they were

getting this same request from other major metropolitan areas, such as Birmingham, Mobile, and Montgomery. She stated that if they were already breaking it down that way, she would ask them to split the data up for them for the next time they would adopt Performance Measures.

Ms. Colburn stated that apparently they had to keep adopting the same Performance Measures every year, which was not something they were originally told. She continued that they would be seeing one of these amendments and resolutions at every single meeting this year, that they would just go through and re-adopt the same ones that were adopted the prior year. She stated that this was an exciting new twist in the Performance Measures, the "learn as you go" method that the Feds had been doing with this.

Ms. Colburn stated that another thing with breaking it down by bikes and peds versus vehicle fatalities was that that was not required in the federal regulations, to her knowledge, at all. She stated that the fact that it was not required by the Feds was where her assumption came from that the State was not doing it.

Ms. Lowe stated that it would be nice to have that information because they could use it to build on their Long-Range Plan and the TIP.

Chairman Smith recognized Ms. Nelson.

Ms. Nelson asked if they had adopted Vision Zero as a policy within the MPO or the City of Huntsville. She continued that Vision Zero was the goal of having zero fatalities in any transportation mode.

Ms. Colburn stated that the City of Huntsville was a member of the Vision Zero Coalition, but the City had not at this time adopted the policy. She continued that she did not think the MPO had participated in the Vision Zero Coalition.

Ms. Nelson stated that what she was about to ask came up at every meeting. She asked if there were penalties for having a more aggressive Performance Measure Target, with fewer fatalities, as a percentage decrease, than the State's.

Ms. Colburn replied in the negative, stating that there were no penalties at all, that it was just not something the member jurisdictions had quite figured out yet because Performance Measures were so new. She stated that if they set their own Performance Measures, which they were totally allowed to do within the federal regulations, it would be how were they setting them, who was measuring them, who was keeping track of them, and if they were using the State's data, or whose data were they using, that there would be all of that. She stated that she believed that eventually the City, and every major metropolitan city in the state, would be setting their own Performance Measures Targets, different from the State's, just because.

Ms. Lowe stated that from her understanding, the MPO was adopting the State's, and if the Performance Measures were not achieved, then the State would not be as flexible with the HSIP funding.

Ms. Colburn stated that was correct. She stated that the Safety Performance Measures were one of the only ones where the State might have to do its federal safety funding differently if they didn't meet those measures. She stated that they would not lose any funding, noting that originally, with the original regulation, they were going to lose funding, but at this time they had to divert and prioritize their Highway Safety Improvement Program, HSIP, funding differently if they didn't meet those Performance Measures statewide.

Ms. Lowe stated that from what she understood, by the MPO adopting this Performance Measure, they were basically saying they would add a

safety project into their TIP, into their Long-Range Plan, to be done within the MPO area, and if that did not happen, the State could come in and say, "This is the safety project we want you to do."

Chairman Smith asked if there was any further discussion.

Mr. Mason moved to recommend approval of Resolution No. 01-19, amending the Adopted 2016-2019 TIP by adding the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT.

Said motion was duly seconded by Mr. Ofenloch.

Chairman Smith asked if there was any discussion.

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

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 02-19 supported and adopted the changes to "Bridge and Approaches, Church Street Bridge over Big Spring, at Big Spring Park" project in the Adopted FY 2016-2019 TIP.

Mr. Ofenloch stated that he thought they had gotten rid of this four or five year ago, noting that it was the most stupid bridge he had ever seen planned for the city of Huntsville. He asked what they were modifying to it.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that they were modifying the total cost. She continued that they had added some money into the actual Right-of-Way phase. She stated that the Design was about 60 percent complete, and they were looking at the next phase, which was the Right-of-Way. She stated that the project had gone from approximately \$10,303 to approximately \$40,000. She stated that,



basically, this was to match the engineers' estimate to do the project. She continued that for the Right-of-Way they only needed a sliver of something, to her understanding.

Ms. Lowe stated that from what she understood, this was earmarked funding, and it was intended to control pedestrian traffic, as well as vehicle traffic. She stated that if the City decided this was not a project they wanted to complete, then the City would have to pay back the funds that were spent on the Engineering and Design portions, but if the City wanted to move forward with this, they could. She continued that she believed the City wanted to move forward, but she thought they would like to push the project back some, not have it as a priority at this time.

Chairman Smith recognized Mr. Mason.

Mr. Mason asked if this was for the area right next to the Art Museum, where it would allow pedestrian co-joining of Big Spring Park East and Big Spring Park West, if that was what it was for.

Ms. Lowe replied in the affirmative.

Mr. Ofenloch stated that they were trying to duplicate what was on the other side of the Spring, at Thrasher Fountain. He stated that he would just ask the CAC members to go there and look at it. He stated that they had bought right-of-way three or four years ago, that they had to buy some from the phone company, and this was probably buying more from the phone company, noting that the City owned most of the land on either side. He continued that this might be to cut off the entire entrance to the PNC parking lot, noting that one could see the orange where the bridge was going to go. He asked that persons imagine going north on Church, and at City Hall, they were going to start going up, that they would have to elevate up at least that height, so about 20 feet up,

over the creek. He continued that they would be 20 feet up at the end of the creek, which was right where the entrance to the PNC parking deck was, not the one that went up the ramp but the one that went underneath. He stated that he would love to see how they were going to engineer that, to get back down to Church Street, noting that about the time they would get down, they were going to be at Clinton, where they would be going back up.

Mr. Ofenloch stated that they had discussed this about four years ago, and the question was, "Why are we doing this?" And the answer was, "Because we got the money." He continued that to him that was not a good answer.

Mr. Ofenloch stated that his question was who was pushing this stupid thing, if it was the City Council. He asked what he could do personally to try to get it stopped, noting that he thought it was a big waste of money, and to build it because it was paid for was not a good answer for him.

Chairman Smith asked Ms. Lowe if she could answer Mr. Ofenloch's question.

Ms. Lowe stated that the Engineering Phase and the Design Phase and the Right-of-Way Phase already had consultants for it.

Mr. Ofenloch stated that he had been told three years ago that it was stopped, but, obviously, it wasn't stopped, that they were still spending money.

Ms. Lowe stated that that was correct, because it was earmarked funding, and it was money to be spent or else paid back.

Chairman Smith asked Ms. Colburn if she had any other information concerning this matter.

Ms. Colburn indicated the location of the project on the display, noting that it was not right in front of the Art Museum, that it was farther north, by Huntsville Utilities.

Ms. Colburn stated that her answer to Mr. Ofenloch's question was that nobody was pushing for this project to happen, that what everyone was pushing for was for the P.E. funds to not be paid back any time soon. She stated that what they were doing was a different kind of pedestrian and traffic-calming project there, noting that as Ms. Lowe had said, the purpose of this project was for pedestrian/traffic conflict reduction. She stated that she did not know exactly what that was going to be, but there had been a lot of ideas that had floated around, none of which had been directly shared with her. She stated that she did not think it was going to end up being a bridge, because, as they were saying, it was not funded, that the bridge itself, the construction of the bridge, was not funded, that she knew of.

Ms. Lowe stated that it had earmarked funds but not enough to actually complete the construction phase, not for a bridge.

Ms. Colburn stated that she believed they were going to do some other type of pedestrian and traffic-calming thing that had not yet been presented to the MPO. She continued that moving that forward required a Right-of-Way phase. She continued that then ALDOT would see the increase in the Right-of-Way estimate and say, "This is an increase that requires an amendment from the MPO."

Chairman Smith recognized Mr. McDonald.

Mr. McDonald stated that he saw this as a tremendous bottleneck for pedestrian traffic in downtown Huntsville, that it would be a huge safety hazard for pedestrians and a traffic bottleneck. He stated that since this was first talked about several years ago, they had plans for new apartments on one side. He stated that they were dividing downtown from Big Spring Park and the Civic Center, so they had to have something. He stated that there were a lot

more hotels going in and new apartment buildings going in, on both sides of Church Street, so they had to do something. He stated that if one had been up and down there on weekends, and even during the week at this time, there were persons crossing Church Street willy-nilly, and something needed to be done.

Mr. Ofenloch stated that if they took the traffic light away and put this in, they were going to have more people crossing to the Art Museum from the phone company, that they were not going to walk down the street to go through the tunnel. He stated that he believed there would be more pedestrian traffic jaywalking if they put this in.

Ms. Lowe stated that she agreed with Ms. Colburn that that was probably why the design was about 60 percent complete, because they were probably trying to come up with something else to do as far as traffic-calming and pedestrian-calming in that area.

Mr. Ofenloch asked where he could go, or if this Committee agreed, where they could go, to talk to someone and ask them to take another look at this and tell them that it just did not look smart. He stated that this would be as the Citizens Advisory Committee.

Chairman Smith asked Ms. Lowe if she could answer that question on the following day and send the Committee members an email.

Ms. Lowe stated that she would do so.

Mr. Mason recommended approval of Resolution No. 02-19, amending the National Highway System/Interstate Maintenance Bridge Projects Section of the Adopted FY 2016-2019 TIP to add changes to "Bridge and Approaches, Church Street Bridge over Big Spring, at Big Spring Park"

Said motion was duly seconded by Mr. McDonald.

Mr. Ofenloch moved to table the recommendation for approval of

Resolution No. 02-19.

Ms. Nelson asked if they could discuss this one more time. She asked if it was correct that the money here was actually to push off P.E. into the future, or what the point was in adding this money at this time, as far as this process was concerned for right-of-way. She asked if this did not mean they were going to buy the right-of-way, that it was just a cost estimate, or if it was a bridge, this was what it would be, but if the P.E. ended up having another design, the number that was assigned to the right-of-way would not matter. She asked if it was that, ultimately, allocating money for this spread sheet line item change would not actually increase the possibility of it being a bridge.

Ms. Lowe stated that was correct. She stated that per the requirements for the TIP, any time they made any kind of changes, within funding, phasing, they had to go in and amend.

Ms. Nelson asked where the extra \$10,000 came from, if it was coming from the engineering team or if it was coming from ALDOT, saying that they just wanted to give them more money.

Ms. Lowe stated that she did not have that answer, but she knew that this change came about by ALDOT personnel correcting rights-of-way to match the engineer's estimate in the field.

Mr. Mason stated that it looked like the money was coming from the Feds. He asked if that was correct.

Ms. Colburn stated that she was pretty sure this was a federally earmarked funding project, so that would be federal money, but the decision to change the cost was an engineer in the field, noting that she did not know if that was a local engineer or a State engineer.

Ms. Nelson stated that, clearly, that was an option that was being

evaluated.

Ms. Colburn stated that was correct, noting that that did not translate into real efforts on the ground at this time.

Mr. Ofenloch stated that it translated into encouraging consideration of a not-so-good idea.

Chairman Smith asked if there was a second to the motion to table.

Said motion was duly seconded by Ms. Nelson.

Chairman Smith called for the vote on the motion to table, and the following vote resulted:

AYES: Ofenloch, Nelson

NAYS: Mason, McDonald, Thorpe

Chairman Smith stated that the motion to table had failed.

Chairman Smith called for the vote on the motion to recommend approval of Resolution No. 02-19, and the following vote resulted:

AYES: Mason, McDonald, Thorpe, Smith

NAYS: Nelson, Ofenloch

Chairman Smith stated that the motion had passed.

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 03-19 supported and adopted changes to “Additional lanes on CR-19 (Jeff Road) from 0.8 mile south of CR-28 (Capshaw Road) to north of Douglass Road” project in the Adopted FY 2016-2019 TIP.

Ms. Nelson moved to recommend approval of Resolution No. 03-19, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2016-2019 TIP to add changes to “Additional lanes on CR-19 (Jeff Road) from 0.8 mile south of CR-28 (Capshaw Road) to north of

Douglass Road” project.

Said motion was duly seconded by Mr. Thorpe.

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

AYES: Ofenloch, Nelson, McDonald, Thorpe, Smith

NAYS: Mason

Chairman Smith stated that the motion had passed.

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 04-19 supported and adopted changes to “Resurfacing I-565 from I-65 (MP 0.00) to MP 5.63” project in the Adopted FY 2016-2019 TIP.

Mr. Ofenloch moved to recommend approval of Resolution No. 04-19, amending the National Highway System/Interstate Maintenance Section of the Adopted 2016-2019 TIP to add changes to the Resurfacing project on I-565 from I-65 (MP 0.00) to MP 5.63.

Said motion was duly seconded by Mr. Mason.

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

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 05-19 supported and adopted changes to “Grade, Drain, Base, and Pave Huntsville Northern Bypass from 1500 feet east of SR-1 (US-231/431) intersection to Winchester Road” project in the Adopted FY 2016-2019 TIP.

Mr. Mason moved to recommend approval of Resolution No. 05-19,

amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to “Grade, Drain, Base, and Pave the Huntsville Northern Bypass from 1500 feet east of SR-1 (US-231/431) Intersection to Winchester Road” project.

Said motion was duly seconded by Mr. Ofenloch.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the target date on this one had been pushed out of the FY 2016-2019 TIP. She continued that it was slated for 2020, and the let date had been changed to 2022. She stated that this would be included as a change in the FY 2016-2019 TIP, but it would be going into the 2020-2023 updated TIP.

Mr. Ofenloch stated that he would like to see the graphic, as to where the road was.

Ms. Nelson stated that the map was inaccurate.

Chairman Smith stated that it looked like the square was in the wrong place, that it should be moved a little to the west.

Mr. Ofenloch asked if it was correct that it was not that big of an area.

Ms. Lowe stated that it was not.

Mr. Ofenloch asked if it was along where the Northern Bypass was going.

Ms. Lowe replied in the affirmative.

Mr. Moore stated that it was just a Grade, Drain, Base, and Pave, that it was not adding any lanes or that kind of thing.

Chairman Smith recognized Ms. Nelson.

Ms. Nelson asked if this was US 231, with grading and paving.

Ms. Lowe answered in the affirmative.

Ms. Colburn stated that how this was actually going to work was that the



square would be where she was indicating on the display that they were doing all this to. She stated that the reason she believed this was happening, noting that she would verify this before the TCC and MPO meetings, was because the Northern Bypass piece that was happening from Pulaski Pike to 231/431 currently was going to include some intersection modification, and that, typically, when they did that, they ended up doing this sort of resurfacing project a little bit east of the intersection modification. She stated that she was guessing the square actually belonged as she was identifying because it was from so far east of 231/431. She continued that 1500 feet was most likely approximately where she was indicating on the display. She stated that it probably didn't even make it all the way to Meridian Street. She stated that it was to the intersection of Winchester Road and Memorial Parkway.

Ms. Nelson asked if it was Winchester Road that was being resurfaced.

Ms. Colburn replied in the affirmative. She stated that they were calling it the "Northern Bypass" instead of "Winchester Road" because that was what the State referred to it as.

Ms. Nelson asked if it was correct, then, that it was not coming off of Bob Wade Lane at the top.

Ms. Colburn stated that it was not. She stated that she thought that happened because of the confusion over the words "Northern Bypass" in ALDOT's description.

Mr. Ofenloch asked if it was correct that Bob Wade was not the Northern Bypass.

Ms. Colburn stated that it was not.

Mr. Ofenloch stated that he had thought the Northern Bypass was farther north than Winchester.

Mr. Moore stated that where the two double lines were at the top of the display was part of the Northern Bypass.

After further discussion, Mr. Ofenloch stated that the text was the confusing part.

Ms. Colburn stated that that was ALDOT's description. She continued that that was what she was guessing they meant by this, either that or they meant 1500 feet to the Bob Wade intersection. She stated that, actually, that made even more sense. She stated that that would be her guess.

Ms. Nelson asked if it was connecting to Winchester somewhere.

Ms. Lowe stated that it was 231 to Winchester Road, so it would basically be the box she was indicating.

Ms. Colburn stated that they would fix the map by the following day.

Mr. Mason moved to recommend approval of Resolution No. 05-19, amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to "Grade, Drain, Base, and Pave Huntsville Northern Bypass from 1500 feet east of SR-1 (US-231/431) intersection to Winchester Road" project.

Said motion was duly seconded by Mr. Ofenloch.

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

(Mr. Ofenloch has left the meeting.)

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 06-19 supported and adopted the changes to "Section 5311 Transit, Madison Co Comm Administration FY 2019" project in the Adopted FY 2016-2019 TIP.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was just applying for Section 5311 funding, that Transit was applying for this funding.

Mr. Mason moved to recommend approval of Resolution No. 06-19, amending the Transit Projects Section of the Adopted FY 2016-2019 TIP by adding changes to "Section 5311, Transit, Madison County Commission Administration FY 2019" project.

Said motion was duly seconded by Mr. McDonald.

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

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 07-19 supported and adopted the changes to "Section 5311, Transit, Madison Co Comm, Capital Rolling Stock (2 Mod Vans) FY 2019" project in the Adopted FY 2016-2019 TIP.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was for the target date to be moved to 03/01/2019. She stated that this was a Transit project, for two vans.

Mr. Mason recommended approval of Resolution No. 07-19, amending the Transit Project Section of the Adopted FY 2016-2019 TIP to add changes to "Section 5311, Transit, Madison County Commission Capital Rolling Stock (2 Mod Vans) FY 2019" project.

Said motion was duly seconded by Ms. Nelson.

Chairman Smith asked if there was any discussion.

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

Chairman Smith stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 08-19 supported and adopted the changes to "Grade, Drain, Base, Pave, and Bridge, SR-1 (Memorial Parkway) from 0.31 mile south of CR-75 (Mastin Lake Road), to CR-65 (Winchester Road), including an overpass at CR-75 and Access Improvements to CR-65" project in the Adopted FY 2016-2019 TIP.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was another amendment due to the total cost change, and also the start date had been changed to 11-08-19. She stated that what was displayed was a location map of this particular project, that it was a Grade, Drain, Base, Pave, and Bridge project.

Mr. Mason moved to recommend approval of Resolution No. 08-19, amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add changes to "Grade, Drain, Base, Pave, and Bridge, SR-1 (Memorial Parkway) from 0.31 mile south of CR-75 (Mastin Lake Road) to CR-65 (Winchester Road), including an Overpass at CR-75 and Access Improvements to CR-65" project.

Said motion was duly seconded by Mr. McDonald.

Chairman Smith asked if there was any discussion.

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

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

amendment to the FY 2016-2019 Transportation Improvement Program (TIP). He stated that Resolution No. 09-19 supported and adopted the changes to replace “Bridge and Approaches (BIN 009693) on Dan Tibbs Road over Dry Creek - MCP 45-119-08U” project in the Adopted FY 2016-2019 TIP.

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was another amendment, that more money had been added to the Utility total cost. She stated that what was displayed was a location map of that particular bridge.

Ms. Nelson moved to recommend approval of Resolution No. 09-19, amending the National Highway System/Interstate Maintenance/Bridge Projects Section in the Adopted FY 2016-2019 TIP to replace “Bridge and Approaches (BIN 009693) on Dan Tibbs Road over Dry Creek - MCP 45-11908U” project.

Said motion was duly seconded by Mr. Thorpe.

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

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

Chairman Smith recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that from her understanding, in talking with ALDOT the total cost of the resurfacing on SR-1 (US-431) from Old Big Cove Road to Bassett Street, SE, decreased, and that required a modification, not necessarily an amendment. She stated that this project was advertised for a December 2018 letting, and it was withdrawn from that letting due to constructability

issues, and the project was rescheduled for the current month.

Chairman Smith asked if there was any discussion.

Mr. McDonald asked if they were going to repave Governors Drive while they were working on Cecil Ashburn.

Ms. Nelson replied in the affirmative. She asked what "constructability issues" meant.

Chairman Smith asked if someone from the City could explain this.

Ms. Lowe stated that that was all she was given, but she could go back and get more.

Ms. Nelson stated that as a Cove resident, their understanding when this was introduced was that the way they normally repaved heavily traveled roads was at night only, between the hours of approximately 10 p.m. and 6 a.m., and not only that, but they assured them that it would be done in very small sections that they could redo in the same evening, and, also, that there would always be at least one lane open, in both directions, at all times. She stated that this was what they were told by ALDOT when they had brought up the concern of having this work done at the same time that Cecil Ashburn was closed.

Chairman Smith asked if there were any further comments.

Mr. Moore stated that he would think it might have something to do with the weather, that because it had rained so much and rained for such a long period of time, that could have something to do with it. He stated that he was not sure about this, that he was just speculating. He stated that it was a paving project, and they had to move dirt to do that, so that could be part of it.

Chairman Smith asked if this was another one that they could be notified concerning by email.

Ms. Lowe stated that it was just an Administrative Modification. She stated that this was just basically letting the Citizens Advisory Committee members know what they were doing.

Chairman Smith stated that the next item on the agenda was Agency Reports.

Ms. Lowe stated that this item, No. 16, needed to be stricken from the agenda.

Chairman Smith stated that the next item was Board Member Comments and asked if there were any comments.

Ms. Nelson stated that she had recently read that there was approximately \$76 million in the State of Alabama that was subject to rescission, meaning that if they did not spend the pedestrian and bicycle funds that had been allocated by September, the Federal government would take them back. She asked if the Staff could please check into how much of those Transportation Alternative and CMAQ funds that had been dedicated to Ped/Bike Projects were located within the greater Huntsville area so that they could spend them and not have them rescinded by the Feds.

Ms. Nelson stated that she would be happy to forward the article she mentioned to the members of the Citizens Advisory Committee.

Mr. Moore stated that he was sure that only applied to Birmingham. He stated that he knew that ALDOT had just appointed somebody over bicycling within the last year or so, and he would see if he could contact her and find out what that was all about. He stated that he had been asking someone about that recently, and he had not gotten a straight answer. He stated that he would see what he could find out and get back with them.

Ms. Lowe stated that from her understanding, ALDOT had not put out

their State Transportation Alternatives Funding Applications yet.

Chairman Smith asked if there were any other comments from the CAC members.

Chairman Smith stated that the next item on the agenda was Opportunity for Public Comment. He asked if there was any public comment.

There was no response.

Chairman Smith stated that with no further business, the meeting was adjourned.

**Meeting adjourned on February 25, 2019, at 6:30 p.m.**