

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

**MINUTES**

**Regular Meeting - May 20, 2019 - 5 p.m.**

**City Council Conference Room, Municipal Building  
Huntsville, Alabama**

**Committee Members Present:**

Mr. Tony Smith	Chairman - City of Huntsville
Mr. Trent Griffin	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Russ McDonald	Limestone/Huntsville
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 Smith at the time and place noted above.

Chairman Smith asked if there were any additions or changes to the agenda.

There was no response.

Chairman Smith stated that the first item on the agenda was Approval of Minutes.

Mr. Griffin moved for approval of the Minutes of the Regular Meeting of the Citizens Advisory Committee held on February 25, 2019.

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 some of the members had received letters concerning attendance at the meetings. He stated that they were getting ready to revise the By-Laws of the Citizens Advisory Committee, and it said that after three consecutive absences of a member, they would have to terminate that person's membership. He stated that if a member was going to be absent from a meeting, to please notify someone of this, noting that that could be Ms. Lowe or himself. He continued that if one had some type of medical emergency or something of that nature, that could be considered as an excused absence. He stated that they were going to have to tighten up on their attendance because at times they had been operating without a quorum, and they could not legally transact business like that, so they would be tightening up on membership and attendance at meetings.

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.

There was no response.

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 they had plans for widening Hughes Road and adding a five-lane addition at Triana Boulevard, from I-565 up to Eastview. He stated that that had gone out for bid, for final plans.

Chairman Smith asked if there was anyone else from the city of Madison who would like to comment at this time.

There was no response.

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

There was no response.

Chairman Smith 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 Smith stated that the next item on the agenda was Discussion - Long-Range Transportation Plan (LRTP) Update. He stated that there would be a brief introduction of named consultants and a summary of the Huntsville area MPO's 2045 Long-Range Transportation Plan (LRTP) process. He stated that this item was being presented for information only.

Chairman Smith recognized Ms. Lowe.

Ms. Lowe stated that as some of the members might know, the Long-Range Transportation Plan was due for an update. She stated that the 2045 Long-Range Transportation Plan looked out on the horizon to Year 2045, 25 years from this date, and that it envisioned all their transportation projects, anything from highways, resurfacing, additional lanes, et cetera, to bike lanes to sidewalks to any other modes of transportation.

Ms. Lowe stated that she was going to revise what she had put on the agenda concerning naming the consultant due to the fact that the contract had not been signed at this time. She stated that pending that, they would be naming their consultant, who she noted would be on call to help them through a five- to seven- to nine-month process. She stated that she believed the

tentative date to proceed was June 14, and the final documents were due to ALDOT and FHWA in March 2020. She stated that the consultant would be presenting at the next couple of MPO meetings, to kind of inform persons of the process as they went along, and, also, the members would be getting updates from her throughout the process.

Ms. Lowe stated that the draft was due in January of 2020. She stated that their public comment period was normally two weeks, per their Public Participation Plan, but this was their LRTP, and per federal requirements, they were to do a 45-day public comment period. She stated that the Final LRTP, the Long-Range Transportation Plan, was due in March of 2020.

Mr. Mason asked Ms. Lowe if she was not able at this time to say who the consultant would be.

Ms. Lowe stated that she could not state that at this time, that this was not set in stone, that an agreement had not been signed.

Ms. Colburn stated that it was still in draft form.

Chairman Smith stated that the next item on the agenda was the adoption of the Draft FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 09-19 would adopt the Draft FY 2020-2023 TIP required by the Federal government that included transportation projects within an urbanized area. He stated that the TIP must be fully updated and approved by vote at least every four years by the MPO Board.

Chairman Smith recognized Ms. Lowe.

Ms. Lowe stated that the Transportation Improvement Program was their four-year working document. She continued that this was where they actually had funds attached to their Transportation projects. She stated that

they were taking these projects year by year, and that as one could see around the city, they were going to construction.

Ms. Lowe stated that the Draft was there on the table for the members to review, and there was also a copy on line, at [huntsvillempo.org](http://huntsvillempo.org).

Ms. Lowe stated that ALDOT would take this draft TIP and review it and get their changes and recommendations back to them, and they would take the changes they gave them, the CAC members gave them, the public gave them, and anyone else, that all those comments would be taken and rolled into a final document. She stated that that final document would be on the agenda for the MPO Board in August of 2019.

Chairman Smith asked if there were any questions.

Mr. Slyman stated that this Committee had set forward a motion a couple of times for them to look at moving the Old Monrovia and Capshaw widening project ahead of the Highway 72 widening, to help relieve some pressure for persons headed west on Highway 72. He asked Ms. Lowe if she knew if any of that was done in this new program or what the plan was.

Ms. Lowe stated that she thought that project was actually in there, but she was not quite sure whether it was for Construction or Design. She stated that she wanted to say that it was for 2021 or 2022.

Mr. Slyman asked when they had Highway 72 on there.

Mr. Jeff North, a member of the public, stated that the Utility work was scheduled for 2024. He stated that the timing for this would be coming up later in the agenda.

Mr. Slyman stated that, then, the Utility relocation was 2024 for Highway 72 and asked Ms. Lowe what date she had stated for Old Monrovia and Capshaw.

Ms. Lowe stated that she believed it was in 2021-2022.

Mr. Slyman asked Ms. Lowe if she was saying that the widening of that would actually occur before Highway 72.

Ms. Lowe stated that she was not sure about that, that she would take a look at it and get back with him.

Mr. Slyman stated that he was just on Highway 72, and it was a nightmare, although it was not full rush hour at that time.

Chairman Smith asked if there were any other comments or concerns.

Mr. Slyman moved to recommend approval of Resolution No. 09-19, adopting the Draft FY 2020-2023 Transportation Improvement Program (TIP).

Said motion was duly seconded by Mr. Griffin.

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 2019 Unified Planning Work Program (UPWP). He stated that Resolution No. 10-19 adopted and amended the FY 2019 UPWP program to include carryover funds from prior years, as approved by ALDOT, in the currently adopted FY 2019 UPWP.

Chairman Smith recognized Ms. Lowe.

Ms. Lowe stated that the UPWP was a working document of the Planning staff, that it basically outlined what the Planning staff would do from year to year. She stated that in this they had some funds from 2016, 2017, and 2018 that were not utilized, and they were asking to amend the 2019 UPWP to include these funds so that they could utilize them in 2019. She stated that that total was \$279,313.

Mr. Mason moved to recommend approval of Resolution No. 10-19,

adopting and amending the FY 2019 UPWP program to include carryover funds from prior years, as approved by ALDOT, in the currently adopted FY 2019 UPWP.

Said motion was duly seconded by Mr. Griffin.

Chairman Smith asked if there was any discussion.

Mr. Slyman asked what would happen with this money if this were not approved.

Ms. Lowe stated that it would go back to the ALDOT pot.

Mr. Slyman stated that, then, they could not take this money and use it for actual construction, that this was only for Planning purposes.

Ms. Lowe stated that it was for Planning or Administrative.

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. 11-19 supported and adopted the necessary changes to the appropriate Fiscal Year/Targeted Start Date with each project listed in the currently adopted FY 2016-2019 TIP.

Chairman Smith recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that she would like to display a slide at this time and read it into the record. 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." She stated that she should have displayed this previously, and she just wanted to make sure it was read aloud,

per Federal requirements.

Ms. Lowe stated that what they were doing with the amendment under discussion at this time was amending the current TIP. She stated that earlier in the meeting they had discussed the Draft TIP for the upcoming years, and this was for the current TIP. She stated that this particular resolution targeted about four or five different projects. She stated that on each of these projects, the Target Date had been moved around. She stated that on the display the old Target Date was in the second column from the right, and the new Target Date was in the last column on the right.

Mr. Jeff North, a member of the public, stated that when he had seen this item on the agenda for this week's MPO meeting, he was really shocked and angered. He stated that as the members could see, one of the resolutions proposed to delay the widening of US 72, from Providence Main Street to County Line Road. He stated that this proposal would delay the Utility Work until 2024, and Construction would be even later. He stated that this was completely unacceptable.

Mr. North stated that just to give a little history of this matter, the public meeting on this project had been held in 2014, and the project was supposed to start construction in 2015. He stated that it would now suffer 10 years of delays, at least. He stated that they had been told that some politician's billboard delayed this project, and they were told that debates over sidewalks delayed this project, and they were told money delayed this project.

Mr. North stated that this four-lane roadway was now counting at over 47,000 cars per day, as a signalized highway. He stated that this was not functional. He stated that every day was a struggle on this road for tens of thousands of fellow citizens commuting to and from work. He continued that



Saturdays and Sundays were equally as bad, as shoppers headed to their destinations. He stated that two massive developments, MidCity and Clift Farm, were being constructed at this time on US 72, making this matter even more urgent. He stated that motorists were detouring onto smaller roads, making traffic on those roads higher.

Mr. North stated that this Highway 72 widening project could not be delayed any further, that they just needed to reject any further delay of this project.

Mr. North stated that a lot had happened since the last MPO meeting, that the Governor had signed a new gas tax. He continued that he had expected to see projects like the Highway 72 project starting sooner as a result of the new funding. He stated that the expected gas tax was over \$300 million annually. He stated that if the State took just a third of that money and used it to finance a bond, they would have \$1.5 billion in a checking account in a matter of weeks. He stated that this MPO region was home to two of the ten largest cities in Alabama, Madison and Huntsville. He continued that unincorporated Madison County would be the fifth largest city in Alabama if counted as a city.

Mr. North stated that when it came to transportation needs, the rate of growth was even more important than absolute size. He stated that Huntsville was predicted to be the largest city in the state in the future, and that Madison was the second fastest growing of the ten largest cities, second only to Auburn. He stated that Madison was greatly affected by traffic on I-565 and US 72.

Mr. North stated that he wanted to commend Mr. Vincent of Alabama DOT for his innovative plan to widen I-565 to six lanes. He stated that this was exactly the type of quick action and innovation they needed in the current transportation crisis. He continued that, however, he did not see Mr. Vincent's

plan reflected in this resolution. He stated that he would recommend that Mr. Vincent's plan be added to this action list.

Mr. North stated that as good as Mr. Vincent's plan was, there remained one crucial shortcoming. He stated that the plan would leave a short, four-lane bottleneck on I-565 between County Line Road and Wall Triana. He stated that he would recommend that a project to perform Preliminary Engineering to widen to the inside the short bottleneck portion be started immediately. He stated that this four-lane bottleneck would become the highest ROI project in the MPO region.

Mr. North stated that another item in this resolution was seeking to delay construction on Balch Road in Madison. He stated that this project had also been repeatedly delayed for years. He stated that in addition to a safety widening, this project included a roundabout at Balch and Gillespie roads. He stated that this was presently a "STOP" controlled intersection. He stated that social media was filled with persons asking why there was no signal there and why nothing was being done about that intersection. He stated that it was an ideal application for a roundabout, and that he would urge for this to be constructed immediately and not be delayed. He stated that congestion was getting so bad in Madison that it was either resignation or humor. He stated that when there was a contest to name the minor league baseball team, one person had said that that team should be called "The Madison Traffic."

Mr. North stated that they had to put an end to road projects being measured in decades, that these repeated delays had to end. He stated that they had the money at this time, they had innovative ideas, that they just needed a way to get these projects built for the growing community.

Chairman Smith asked if there were any questions or concerns.

Mr. Griffin stated that he had noticed that one of the projects had been moved up three years, the Martin Road project. He asked why all the others were being moved out. He asked what was happening with each of these that was causing an extension of the Target Dates.

Ms. Lowe stated that she called it the "Central Office." She stated that if one got a sense for the MPO, the MPO was really an administrative push to the locals, to make sure that the projects were passed on through. She continued that in talking with a couple of DOT employees, someone had given their personal opinion that prioritizing the use of funding might be the reason why these projects were moved up or down, because they had different funding sources, and those funding sources that were attached to those projects needed to be moved around because of projects that were already in the works, projects that they would already see at construction.

Chairman Smith asked if there were any other questions or concerns.

Mr. Slyman asked how they could effect change in any of this. He stated that he commended Mr. North on his statement, that he agreed with him 100 percent. He stated that going west was near impossible at 4:30 or 5 o'clock in the afternoon, and heading east was near impossible at 7 or 8 o'clock in the morning. He stated that a lot of growth for Huntsville was actually out to the west, with the new Toyota-Mazda and all those sorts of things, and the traffic was getting worse and worse by the day. He stated that they wanted to attract growth to the city, but, yet, the huge bottleneck that was occurring on that side of town was not being addressed.

Mr. Mason stated that he actually disagreed, and the reason he disagreed was that Highway 72 was not a limited access thoroughfare, and because of that, what they were having was a whole bunch of traffic conflict issues, with

cars coming in and out and onto 72, all the way from MidCity through County Line Road. He stated that he believed the whole thing needed to be redesigned, so he would like to see a delay, but he doubted that a delay would actually mean a redesign and a rethinking of how they were going to deal with Highway 72 over the long term.

Mr. Mason stated that time after time he saw this on social media, and he had actually posted on Imagine Huntsville and other places that they needed to do something about Highway 72, that it was becoming a huge strip mall, and as a huge strip mall, it was dangerous, because it was trying to accommodate both local traffic and thoroughfare traffic.

Mr. Slyman stated that that was why the suggestion was made to widen Capshaw and Old Monrovia and limit the lights they could put in there, limit the zoning, and keep all the commercial up on Highway 72. He stated that they could widen that, limit the access, and they would have what was called in some towns the "Truck Route" and the "Business Route." He stated that then they would have both of those routes, and if someone wanted to go to Lowe's, they would get on 72, and if someone just wanted to go through to County Line Road, or wherever, they would have Capshaw and Old Monrovia that had been widened, and they could actually get through without those huge delays. He stated that this would help tremendously, that they might not even have to put a sixth lane on Highway 72.

Mr. Mason stated that was correct. He stated that they needed to look at how they could increase the efficiency of the network rather than just continuing to widen specific roads. He stated that, as an example, they had had in the week two accidents on Hughes Road that had both caused the Madison Police Department to have to close two or three blocks of

Hughes Road. He stated that he was caught in the traffic of one of these. He stated that, basically, what happened at this time was that if they had to close Hughes Road for a traffic accident or incident, people could not figure out how to get around it because all of the subdivisions in Madison were closed or only had limited access, with one or two in-and-out points, so that one could not navigate the network when Hughes Road was closed. He continued that it was probably the same with Triana in certain areas.

Mr. Mason stated that no one seemed to be looking, in any of these transportation plans, as to how to increase the network efficiency rather than just widening a street. He stated that it was "This street is crowded. Let's widen it." He stated that that was only going to make it more crowded. He stated that he had been on that soap wagon, and Dennis Madsen had been on that soap wagon, that a lot of people understood that adding lanes to a busy street only made it more congested.

Mr. Slyman stated that if they widened I-565 and then did Capshaw and Old Monrovia, they would have one on the north end and one on the south end, and they would then have thoroughfares that were running east and west that would take pressure off of Highway 72.

Mr. Mason stated that limited access was the thing. He stated that he did not mind widening 565 because it had limited access.

Chairman Smith asked if there were any other comments.

Mr. Slyman asked how they effected change, if there was something they could do to effect change.

Mr. Griffin asked what effect rejecting this would have on the MPO's actions.

Chairman Smith asked Mr. Moore if he would like to answer that

question.

Mr. Moore stated that he was just going to say, concerning the Highway 72 issue, that the cost was so extremely high initially, like, 80-plus million dollars, and they were trying to find a way to reduce that. He stated that he believed the initial design called for bike paths alongside 72. He stated that they were trying to find ways to get the cost down to build it. He stated that that was the first thing, and the second thing was that there was so much development going on along 72, and there were no controls there, and it was multi-jurisdictional to control the access onto Highway 72. He stated that he believed the only thing that was going to work was that it was going to take some patience and some negotiation between both parties, Madison and Huntsville, and the County also.

Mr. Moore stated that there was the talk about Capshaw Road, and that it might be a different design, he did not know, but they could not build their way out of it because cars were going to come anyway. He stated that it was going to take some creative thinking and creative ideas to make it work and get it done in a time period. He stated that he had seen projects that had started back in 1990 that were not finished until 2010.

Mr. Moore stated that this was a major project, true enough, but because of the way 72 was actually built, especially between Nance and County Line, it was going to take a lot of construction to do that, to clear all of that out so that there could be free-flowing traffic. He stated that they were talking about at least a 5- to 10-year project. He stated that even if they were to start it the following week, it would take a while to get the traffic around 72. He stated that they would have to use another route to get through Madison, to get east and west. He stated that it would still be a traffic issue, regardless. He stated

that it was going to take a lot of creative thinking. He stated that money could resolve the whole thing, but even that would take a long time.

Chairman Smith asked if there were any other comments.

Mr. Griffin asked if what they had indicated sounded like something that should be looked at as a possible alternative to what they were about to agree to fund.

Mr. Moore stated that it was a possibility. He stated that Balch Road was in Madison, and the City of Madison had decided to delay that project some time ago. He stated that if the input went in, if there were enough voices, maybe they would find ways to get around it.

Mr. Slyman stated, concerning Old Monrovia and Capshaw, that he was aware it was going to take negotiations between the County and both cities. He stated that he was not sure about Madison, but he knew that the County and the City of Huntsville had property all the way through there. He stated that if they were to investigate that and look at the possibility, and instead of allowing lights to be put in, put in roundabouts that would allow for the free flow of both lanes, in both directions, with a right-turn lane only on each side, they would then have limited access, that they would eliminate the lights and get a free flow of traffic from Research Park Boulevard all the way to County Line Road, and that would take a tremendous amount of pressure off of Highway 72.

Mr. Griffin stated that that would also reduce the cost, by not having to put in lights.

Mr. Mason stated that he would like to have an answer to the question of what would happen if they rejected this item or did not reject it. He asked what the ramification was of what they, as the CAC, did.

Mr. Slyman asked since they did not support this, why they would vote it

in.

Mr. Mason stated that, basically, it would go to the MPO, and they would look at it and say, "Oh, the citizens don't like this." He asked if that was pretty much what would happen.

Ms. Lowe replied in the affirmative. She stated that it was taken to the Technical Coordinating Committee, which was made up of co-workers and peers in the field, engineers in Madison, engineers in the County, Owens Cross Roads, and Triana, everyone within the MPO's boundaries. She stated that it would be taken to them, and it would be discussed, that the citizens disliked this and really didn't approve of it.

Mr. Mason stated that, then, as far as sending a message, that would be what they would be doing if they rejected this.

Ms. Lowe replied in the affirmative.

Mr. Mason stated that he believed what they had to do was to make a motion for approval and then vote it down.

Mr. Slyman stated that he wanted to make a two-phase motion.

Mr. Slyman moved that they reject this proposal and ask the MPO to reconsider the motion they had previously brought to them to look at moving up the widening and re-engineering of Capshaw and Old Monrovia.

Ms. Colburn stated that they could do it that way, but in terms of just sending the message that the community did not like this, she thought it would be easier to just disapprove this. She stated that they could do another motion, that they could do another letter, but in terms of the Capshaw discussion, she believed that had gotten more traction than just about anything CAC had ever sent to TCC and the MPO. She stated that there was a lot of discussion on how to fund the widening of Capshaw because 72 was stalled. She stated that it was



political, that 72 would affect all jurisdictions of the MPO, and Capshaw would not. She stated that someone would lose money with Capshaw versus 72 because the money would not be going toward a project in their jurisdiction, that it would be going toward a project outside their jurisdiction.

Mr. Slyman stated that, however, if it was spent properly, the money would go outside of their jurisdiction, supposedly, but it would be taking care of a problem in their jurisdiction.

Ms. Colburn stated that was correct.

Ms. Colburn stated that she believed that of everything the CAC had done, in her short tenure with the MPO, the Capshaw Road widening had gotten more traction than just about anything else. She continued that she did not believe they even needed to include it in this resolution, that just saying "Nay" to this resolution would probably have as much traction as anything.

Mr. Slyman withdrew his previous motion.

Mr. Slyman moved to recommend approval of Resolution No. 11-19, supporting and adopting the necessary changes to the appropriate Fiscal Year/Targeted Start Date with each project listed in the currently adopted FY 2016-2019 TIP.

Said motion was duly seconded by Mr. Mason.

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

Chairman Smith stated that the motion had failed.

Mr. Slyman moved to ask the MPO to reconsider the widening suggestion they had given them of Capshaw and Monrovia and to limit the access, under Design, to include roundabouts instead of red lights at the intersections.

Said motion was duly seconded by Mr. Griffin.

Mr. McDonald moved to amend the above motion to request that action on this matter be prioritized.

Said amendment was duly seconded by Mr. Mason.

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

Chairman Smith called for the vote on Mr. Slyman's motion to ask the MPO to reconsider the widening suggestion they had given them of Capshaw and Old Monrovia and to limit the access, under Design, to include roundabouts instead of red lights at the intersections, as amended to request that action on this matter be prioritized, and it was unanimously approved by the Citizens Advisory Committee members present.

After further discussion, Mr. Slyman moved that the CAC take the letter they had already written to the MPO and send that same letter to ALDOT, requesting them to put a high priority on the Capshaw and Old Monrovia widening. He stated that they would give Chairman Smith and Mr. Mason the authority to write that letter and send it on their behalf.

Said motion was duly seconded by Mr. Griffin.

Chairman Smith called for a 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. 12-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance Section of the adopted FY 2016-2019 TIP to install approximately 7,100 linear feet of sidewalk in the Town of New Hope.

Mr. Mason moved to recommend approval of Resolution No. 12-19,

amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP, to install approximately 7,100 linear feet of sidewalk in the Town of New Hope.

Said motion was duly seconded by Mr. Slyman.

Chairman Smith asked if there were any questions.

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. 13-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to add Section 5310, Transit, ARC of Madison County, Capital Rolling Stock (3 MOD VANS) FY 2019.

Mr. Mason moved to recommended approval of Resolution No. 13-19, amending the National Highway System/Interstate Maintenance Section of the adopted FY 2016-2019 TIP to add Section 5310, Transit, ARC of Madison County, Capital Rolling Stock (3 MOD VANS) FY 2019.

Said motion was duly seconded by Mr. Slyman.

Chairman Smith asked if there was any discussion.

Mr. Griffin asked if the total cost was for vans.

Ms. Lowe replied in the affirmative, stating that it was three modified vans.

Mr. Slyman asked if it was correct that this was all Federal money and no local money.

Ms. Lowe stated that it was \$67,000 of local money. She stated that they had to provide a match, and she believed it was 80/20.

Mr. Griffin asked if these were disability vans.

Ms. Lowe replied in the affirmative.

Mr. Mason stated that it was a Madison County thing.

Mr. Slyman stated that it was the ARC of Madison County.

Ms. Lowe stated that they had applied for the FTA 5310, the Elderly/Disabled section of the FTA grant. She continued that they were awarded the grant, and then they had to put a match in of 20 percent.

Mr. Mason stated that this was a call, on-demand transit service.

Chairman Smith asked if there were any other questions.

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. 14-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add the resurfacing and traffic striping on I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22.305).

Mr. McDonald moved to recommend approval of Resolution No. 14-19, amending the National Highway System/Interstate Maintenance section of the adopted FY 2016-2019 TIP, to add the resurfacing and traffic striping on I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22.305).

Said motion was duly seconded by Mr. Slyman.

Chairman Smith asked if there was any discussion.

Mr. McDonald asked if it was just resurfacing.

Ms. Lowe replied in the affirmative. She stated that they were going to restripe it and resurface it.

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. 15-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP, to add the resurfacing and traffic striping on I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332).

Mr. Mason moved to recommend approval of Resolution No. 15-19, amending the National Highway System/Interstate Maintenance section of the adopted FY 2016-2019 TIP, to add the resurfacing and traffic striping on I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332).

Said motion was duly seconded by Mr. Griffin.

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. 16-19 supported and adopted the changes to resurface and traffic stripe I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553) in the currently adopted FY 2016-2019 TIP.

Mr. Slyman moved to recommend approval of Resolution No. 16-19,

amending the National Highway System/Interstate Maintenance section of the adopted FY 2016-2019 TIP, to resurface and traffic stripe I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553).

Said motion was duly seconded by Mr. Mason.

Chairman Smith asked if there was any discussion.

Mr. North stated that he thought this was inappropriate. He stated that this segment contained what would become the four-lane bottleneck if Mr. Vincent's plan was constructed, so it would be a waste of money to restripe and repave this segment as proposed. He stated that a better plan would be to dedicate this money to Preliminary Engineering to widen to the inside this short segment from Wall Triana to the County line. He stated that that would be a more appropriate use of the funds.

Mr. McDonald stated that he agreed with that, that that was that bottleneck.

Chairman Smith asked if there were any further discussion.

Mr. Slyman asked if they needed to vote this one down, like they did the other one.

Ms. Lowe stated that she believed the restriping and the resurfacing intended to help widen it so that it would not have that bottleneck, from what she understood.

Mr. North stated that he did not know why, but Mr. Vincent's plan did not appear to be reflected in any of the proposed actions whatsoever, that, in fact, all this restriping appeared to be thinking about keeping the exact same number of lanes, that it did not appear to include the restriping to go to six lanes. He continued that he did not know why, but these appeared to be obsolete activities.

Mr. Slyman stated that he had been told it was going to six lanes.

Mr. North stated that that was Mr. Vincent's plan, from County Line Road all the way to I-65.

Mr. Slyman stated that he was told that from where it was six lanes at this time, it was supposed to be six lanes all the way to 65.

Mr. North stated that that was not correct. He stated that Mr. Vincent's plan was a wonderful, innovative plan, but there was a section between Wall Triana and County Line Road that would become a four-lane bottleneck if his plan were fully constructed. He stated that part of the reason for that was that there was not as much pavement available in that area. He stated that Mr. Vincent's plan succeeded where it did because there was this concrete divider wall with wonderfully generous shoulders on the inside that would allow that six-lane widening to safely occur, but, unfortunately, there was this short segment that would be a four-lane bottleneck, even if Mr. Vincent's plan were built at this time.

Ms. Colburn stated, concerning the naming of the project seeming somewhat obsolete, that it was still a resurfacing and traffic striping project, even under Mr. Vincent's plan. She stated that they were simply restriping and resurfacing to six lanes, that there was no additional pavement being added, or anything like that.

Ms. Lowe stated that there was no bridgework, as well.

Ms. Colburn stated that was correct, that there was no bridgework on any of it. She stated that to change the name of the project would imply that additional lanes were being added, in terms of pavement, and that meant something different to the Feds, and it meant something different to the State, for their funding purposes, so this was still merely a resurfacing and traffic

striping project. She stated that the traffic stripes would just change from four lanes to six. She continued that they would be able to do it within the price constraints of a resurfacing and traffic striping project, as opposed to the cost of an additional lanes project, which implied pavement and the building of lanes and thing such as that.

Mr. Slyman asked Ms. Colburn if she was saying that the section between Wall Triana and County Line would be striped to six lanes also.

Ms. Colburn stated that she believed Mr. North was correct that because there was not existing pavement to resurface or restripe, that segment would not get the six-lane treatment. She stated that she agreed that Preliminary Engineering to figure that out was on the docket, that it needed to be figured out.

Mr. Griffin asked Ms. Colburn if she was saying that they were already looking at that.

Ms. Colburn stated that she thought so, but she did not know if there was Preliminary Engineering, if there was any funding committed toward that piece, for widening, or for widening via restriping that piece.

Chairman Smith asked if there was any other discussion.

Chairman Smith called for a roll-call vote on the motion to recommend approval of Resolution No. 16-19, and the following vote resulted:

AYES: Mason, Griffin, Smith

NAYS: McDonald

ABSTAIN: Slyman

Chairman Smith stated that the motion had passed.

Chairman Smith stated that he would vote for resurfacing everything because he did not want to hit a pothole, and he traveled a lot.



Mr. McDonald stated that the problem was that there was not a final plan for restriping.

Ms. Lowe stated that this particular resolution was for the Construction dollars, that the Design dollars were in Resolution No. 18-19.

After an off-the-record discussion, Ms. Colburn stated that she believed the MPO staff would bring the concerns about the bottleneck from County Line to Wall Triana up at the TCC meeting and the MPO meeting and say that the CAC approves resurfacing overall but needs a restriping or six-lane plan for the section between County Line and Wall Triana. She stated that that would be the statement the MPO staff would make to the TCC and MPO later in the week.

Mr. McDonald stated that he drove 565 every day, and if they tried to squeeze three lanes on those bridges at Mooresville, he would not go that way, that he would take the service road.

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. 17-19 supported and adopted the changes to resurface and traffic stripe I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22-305) in the currently adopted FY 2016-2019 TIP.

Mr. Griffin moved to recommend approval of Resolution No. 17-19, amending the National Highway System/Interstate Maintenance section of the adopted FY 2016-2019 TIP, to resurface and traffic stripe I-565 from .26 mile east of the Triana Boulevard Overpass (MP 18.332) to .45 mile east of the SR-2 (US 72) Overpass (MP 22-305),

Said motion was duly seconded by Mr. Slyman.

Chairman Smith asked if there were any questions or comments.

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. 18-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP to resurface and traffic stripe I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553).

Mr. Slyman moved to recommend approval of Resolution No. 18-19, amending the National Highway System/Interstate Maintenance Section of the FY 2016-2019 TIP, to resurface and traffic stripe I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553).

Said motion was duly seconded by Mr. Mason.

Chairman Smith asked if there were any questions or comments.

Ms. Lowe stated that this was the Design to this.

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

AYES: Mason, Griffin, Slyman, Smith

NAYS: McDonald

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. 19-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to resurface and traffic stripe I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332).

Mr. Slyman moved to recommend approval of Resolution No. 19-19, amending the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP, to resurface and traffic stripe I-565 from Indian Creek (MP 12.553) to .26 mile east of the Triana Boulevard Overpass (MP 18.332).

Said motion was duly seconded by Mr. Mason.

Chairman Smith asked if there were any questions or comments.

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. 20-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add asphalt paving for Greenbrier Parkway Extension Phase IV-A, from Old Highway 20 for 2.40 miles north, to benefit Mazda-Toyota Manufacturing U.S.

Mr. Slyman moved to recommend approval of Resolution No. 20-19, amending the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP, to add asphalt paving for Greenbrier Parkway Extension Phase IV-A, from Old Highway 20 for 2.40 miles north, to benefit Mazda-Toyota Manufacturing U.S.

Said motion was duly seconded by Mr. Griffin.

Chairman Smith asked if there were any questions.

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. 21-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to resurface I-565 from .80 mile west of Indian Springs Road to .25 mile west of the Madison County Line.

Mr. Mason moved to recommend approval of Resolution No. 21-19, amending the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP, to resurface 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. Slyman.

Chairman Smith asked if there were any questions.

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. 22-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road (PE Phase).

Mr. Mason inquired as to what "safety" meant.

Ms. Lowe stated that it was safety improvements. She stated that ALDOT had held a public meeting at East Limestone High School, back in March, she believed, and they had various safety improvements because they were not sure at the time concerning what they needed to do at that intersection, coming from Huntsville into Madison.

Mr. Mason asked if this involved pedestrian safety.

Ms. Lowe stated that they looked at a turn lane or a u-turn. She stated

that they did not know what they were going to do just yet, so they would not give her what the consultants had laid out on the tables at the public meeting. She continued that, however, from being at the public meeting, she saw a left-turn lane signalized.

Mr. Slyman questioned if it was signalized.

Ms. Lowe stated that she thought it was signalized, if she was not mistaken. She stated that she was going off her recollection, which was not totally trustworthy at this point.

Ms. Lowe stated that she believed there was some pedestrian something on the north side of the road, if she was not mistaken, but she was not exactly sure about that.

After further discussion, Mr. Griffin stated that his concern was that they would be approving improvements when they were unaware of what they were. He stated that that just did not sound right to him. He stated that he believed something needed to be addressed there but questioned what they would be approving.

After an off-the-record discussion, Mr. Mason moved to recommend approval of Resolution No. 22-19, amending the National Highway System/Interstate Maintenance section of the adopted FY 2016-2019 TIP, to add safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road (P.E. Phase).

Said motion was duly seconded by Mr. Griffin.

Chairman Smith asked if there were any questions.

Mr. McDonald stated that there was not a plan and asked what kind of money this was.

Ms. Lowe stated that this was Design money.

Mr. McDonald asked if they had to have approval of Design dollars before they could design it. He stated that he believed they all agreed they had to do something about this. He asked if they had to have the Design dollars in order to study it.

Mr. Moore stated that the "P.E." was for Preliminary Engineering. He stated he was sure there would be a number of traffic studies there, looking at the whole intersection to see how they could best improve it, based on performance during the rush hour and non-rush hour time periods. He stated that from that point, they would design it where they would think it would be effective for traffic to come and go more freely and more safely.

Mr. North stated that there was a story on WAAY-31 from May 6 that said that WAAY reached out to the Alabama Department of Transportation, and they couldn't give an exact date for when the traffic signal would be installed, but they told them they were gathering materials for it at this time so it should be in the near future.

Chairman Smith called for the vote on the motion to recommend approval of Resolution No. 22-19, and the following vote resulted:

AYES: Mason, McDonald

NAYS: Griffin, Slyman, Smith

Chairman Smith stated that the motion had failed.

After an off-the-record discussion, 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. 23-19 supported and adopted the necessary changes to the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP to add safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road (Construction Phase).

Ms. Lowe stated that this was the Construction Phase. She stated that they were asking to push the Construction dollars out while they figured out what they wanted to do as far as the design.

After an off-the-record discussion, Mr. Slyman moved to recommend approval of Resolution No. 23-19, amending the National Highway System/Interstate Maintenance section of the FY 2016-2019 TIP, to add safety improvements at SR-2 (US 72) and Burgreen Road/Dupree Worthey Road (Construction Phase).

Said motion was duly seconded by Mr. Griffin.

Chairman Smith asked if there were any questions.

Chairman Smith called for the vote on the above motion, and it was unanimously opposed 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. He stated that the first item was Resurfacing I-565 from I-65 (MP 0.00) to MP 5.63.

Chairman Smith recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that "Administrative Modifications" were things that ALDOT had already done or was in the process of doing, and they were just bringing this before the Committee to make sure they knew about it.

Ms. Lowe stated, concerning the resurfacing of I-565 from I-65 (MP 0.00) to MP 5.63, with a Target Date of 4/24/2020, that the change had occurred because of funds. She stated that the old funds were approximately \$6 million, and the new funds were approximately \$8 million.

(Mr. Mason is no longer present in the meeting.)

Ms. Lowe stated that the next item was the resurfacing of SR-53 from just north of County Road 122 to State Road 251 in Ardmore. She stated that these were Federal Maintenance Project Funds. She stated that this was another project that the funds were changing around, and ALDOT wanted to make sure the Committee knew about this, that because they were making changes to their State Transportation Improvement Program, which was their five-year work program, where they were actually working from these dollar amounts year to year, they just wanted to make sure the Committee was aware of these changes.

Ms. Lowe stated that the next item was the resurfacing on I-565 from .80 mile west of Indian Springs Road to .25 mile west of the Madison County Line. She stated that this was the Preliminary Engineering and Design Phase, and the Target Date was June 1, 2019. She stated that this one had been reviewed at the November 2018 meeting. She continued that the old funds were approximately \$101,000, and the new funds were \$202,000.

Ms. Lowe stated that the next item was Safety Improvements, Shoulder Widening, Pavement Scoring, Signing, and Striping, along Moores Mill Road from Countess Road NE to Darwin Road. She stated that this was the Construction Phase, and the change was because of funding, that the old funds were \$669,000, to about \$688,000.

Ms. Lowe stated that the next item was Intersection Modification on County Road 109, East Limestone Road, and County Road 36, Capshaw Road, to install a roundabout. She stated that this was the Right-of-Way Phase. She stated that this change had occurred because of the Target Date move from November 2018 to August 2019. She continued that since then, it had been moving a month at a time, so she had gotten several updates to move this, and



that by this meeting, the last update was August 1, 2019.

Ms. Lowe stated that the same thing had occurred with the next one, which was Safety Improvements, Shoulder Widening, Pavement Scoring, Signing, and Striping, along Hobbs Island Road from Huntsville City Limits to Vann Road. She continued that on this one, it was the Construction Phase. She stated that the Target Start Date had kept moving along, inching along and inching along, until July 26, 2019.

Ms. Lowe stated that the same thing had occurred for the last one, which was Safety Improvements, Shoulder Widening, Pavement Scoring, Signing, and Striping, along Ryland Pike from State Road 2 (US 72), better known as University, to Everett Road. She stated that this was the Construction Phase, and that the same thing had occurred, and the last Target Start Date was June 28, 2019.

Chairman Smith asked if there were any questions or comments.

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

Chairman Smith stated that they would be revising their By-Laws. He stated that they only had four members in attendance at this time, and they were supposed to have 16. He stated that he would endeavor to get this done as expeditiously as possible. He stated that if persons wanted to serve, they needed to be in attendance at the meetings, and if they did not want to, they would help them be able to better enjoy whatever they were doing on this night.

Chairman Smith recognized Mr. Slyman.

Mr. Slyman asked if they could get calendar invites for everything for 2019.

Ms. Lowe replied in the affirmative.

Mr. Slyman stated that he had gotten them for 2020 but not for 2019.

Mr. Griffin stated that ALDOT had lied to him. He stated that there was supposed to be some striping done at the corner of Mastin Lake Road and Jordan Lane, in that curve. He continued that they had discussed this at a CAC meeting. He stated that they had written letters to ALDOT, and ALDOT had said that when it got warm, they were going to put some striping there. He stated that it had now been almost two years, and ALDOT had not done a thing at that intersection. He stated that this was an intersection where there was a two-lane turn, and there was no striping guidance for that turn, so people on the inside lane went to the outside lane, and they would run people into the parking lot of the convenience store when they were making a turn there. He stated that he had sent diagrams, and a lot of people had sent letters to them, and they said, "Hey, stop the letters. We will do it when it gets warm." And now it had been almost two years.

Chairman Smith asked if that was just FYI or if Mr. Griffin wanted to take action.

Mr. Griffin asked how one asked ALDOT to do what they said they were going to do.

Ms. Lowe stated that she would mention it and see what their comments were.

Chairman Smith stated that maybe Ms. Lowe could get an answer back to Mr. Griffin.

Chairman Smith recognized Mr. Slyman.

Mr. Slyman stated that there were those white things that stuck up that kind of separated lanes put at the roundabout at Old Monrovia, and they worked great. He asked if there was any way to get those put in at the corner of

Highway 72 and Providence Main Street so that when people were coming down in that right-turn-only lane, they could not skip over. He stated that he had actually gotten hit making a left turn. He stated that he was headed east on Highway 72, and he was turning left onto Providence Main Street, and somebody was in the right-hand lane, and they decided right before the turn to skip over and get in the left lane, and they hit him, instead of making the right turn that they were supposed to make. He stated that if they did that, then people could make that left turn with confidence. He stated that those things were lifesavers.

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 asked that the next meeting date be put on the agenda each time, and, also, to include at the beginning of the agenda, "Approval of the Agenda."

Chairman Smith stated that he would get together with Mr. Mason on the letter they were going to send, and they would disseminate it only to the members who were present at this meeting. He stated that he did not believe they should disseminate it to other members since they were not in attendance at this meeting. He stated that if anyone had any changes or additions to let him know. He continued that if they did it in this manner, it would be a reflection of all of the persons who were present at this time.

Chairman Smith stated that he liked to move on things quickly, and they would get it sent to whomever it needed to go to as expeditiously as possible, hopefully within the next day or so. He stated that if anyone had Mr. Mason's phone number, they could push him to get it to him, and they would go ahead

and get it done.

Ms. Lowe asked that the CAC members take a look at the Draft TIP that was at the end of the table, with all the projects for the next four years.

After an off-the-record discussion, Chairman Smith expressed appreciation for the assistance he had received, stating that he had really learned a lot. He stated that it would be his greatest endeavor to do better, and that when his tenure was up, he wanted to be able to leave this Committee in a better situation than he had found it. He stated that one of his main goals was to increase attendance, noting that there were a lot of young people out there, as well as other people, who wanted to get involved and do something, but they had persons on this Committee who were not attending meetings but were holding seats, and he did not like that.

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

**Meeting adjourned on May 20, 2019, at 6:30 p.m.**