

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

MINUTES

Regular Meeting - August 24, 2020 - 5 p.m.

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

Committee Members Present:

Mr. Taron Thorpe	Acting Chairman - City of Huntsville
Mr. Trent Griffin	City of Huntsville
Mr. John Ofenloch	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Gary Whitley	City of Huntsville

MPO Staff Members Present:

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

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

Acting Chairman Thorpe stated that the first item on the agenda was Approval of the Minutes of the meeting held on June 15, 2020.

Mr. Ofenloch moved for approval of the Minutes of the meeting of the Citizens Advisory Committee held on June 15, 2020, which motion was duly seconded by Mr. Griffin, and was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was Jurisdiction Reports. He asked if there was anything to be reported from Madison County, the City of Huntsville, the City of Madison, the Town of

Triana, or the Town of Owens Cross Roads.

There was no response.

Acting Chairman Thorpe stated that he would share that earlier in the day, he had traveled to all of those destinations, and there was a lot of work taking place in all parts of the county, and the corresponding cities. He stated that if persons did not think things were taking place, he could say that they absolutely were.

Acting Chairman Thorpe stated that the next item on the agenda was the Draft Regional Commuter Study.

Acting Chairman Thorpe recognized Mr. James Vandiver.

Mr. Vandiver stated that he would be presenting the Commuter Study update. He stated that their consultants, Rob Schiffer and Wade Carroll, would be presenting at the TCC and MPO Board meetings on the following Wednesday.

Mr. Vandiver stated that no action would be required from the CAC Board on this item, that it was for information only.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this would be the third update on the Commuter Study. He stated that the project's purpose was to better understand worker travel patterns and to use the findings in the Congestion Management Plan and Travel Demand Model. He stated that the Data Collection, Data Presentation, and Data Analysis tasks were discussed in the previous presentations, and at this time he would talk about some of the consultants' findings, as well as a special update pertaining to changes in travel patterns due to COVID-19.

Mr. Vandiver stated that using the StreetLight application for

determining trips, the consultants had created a breakdown of departure times by hour, created a Total AM Peak, and 20.6 percent of trips within the Study area began between 5 AM and 10 AM, with the plurality of trips within that subset beginning between 7 AM and 8 AM.

Mr. Vandiver stated that the MPO had asked the consultants to look at the tools they were using for the Study to determine travel impacts due to COVID-19. He stated that this was something special they had discussed with them, that it had not been something they were thinking about when they had come up to the Commuter Study, but it was something that, obviously, had become a big impact on their jobs. He stated that they had compared traffic data between April 2019 and April 2020, when the peak of the shutdowns occurred, and they had looked at all trips, as well as just truck trips by zones.

Mr. Vandiver stated that in looking at the departure times, the percentage of trips during both AM and PM peaks dropped between April 2019 and April 2020, while increasing during most other times during the day. He stated that what that meant was that there were fewer trips on the road in April 2020 as opposed to April 2019, that, in fact, there were almost 3 million fewer trips in that 50-zone, 13-county area they had been looking at in the Commuter Study. He stated that, however, the proportion of trips was higher, say, between 11 AM and 12 PM in April 2020 than it was in April 2019. He stated that about 7 percent of trips happened between 11 and 12 in April 2020, noting that that was 7 percent of fewer trips, as opposed to 5.7 percent in April 2019 of 7.8 million trips that were taken.

Mr. Ofenloch asked if the conclusion from that was that people were not going to the office but they were just going out shopping and fooling around later in the day.

Mr. Vandiver stated that with 3 million trips reduced, that meant that people were reducing their time out, and there were not AM peaks and PM peaks, that they were not commuting like they typically would. He stated that the traffic was more spread out during the day, that there was, obviously, less traffic even during those times, too. He stated that they had really just wanted to see how much of an impact it had on the peak periods, which was when they had the congestion. He stated that this data showed that that was the case.

Mr. Vandiver stated that looking at all trips, the largest zones would have the biggest decreases in total number of average trips per day. He indicated Lauderdale County on the display, and he stated that there were 256,000 trips that started and/or ended in Lauderdale County. He stated that that did not mean there were 256,000 fewer trips that came from Lauderdale County into Madison County, that those were just 256,000 trips, that, say, someone could be living in Florence and go to the Florence Walmart, and they decided not to take that trip during COVID-19, and that would be part of that 256,000 decrease. He stated that, say, someone came from Florence into Huntsville, but they were teleworking and would not need to commute that anymore, that would also be part of that 256,000.

Mr. Vandiver stated that the highest numerical decreases were in those big zones, like Lauderdale County and Decatur City. He stated that the MPO zones were a little bit smaller, that they had broken up their MPO into a little bit smaller pieces. He stated that East Central was a very large zone, that it included a hospital and some big residential areas in the eastern, southern part of the city. He stated that Madison was a very large zone in the Commuter Study. He stated that they would see the bigger numerical

increases.

Mr. Vandiver stated that looking at the percentage decreases was where it got interesting. He stated that the big drops were in the major employment centers. He stated that four out of the top five of the biggest decreases percentagewise were on the Arsenal, four of the zones that were on the Arsenal. He stated that the one that was not on the Arsenal was Research Park West, which was primarily an employment center, and then Downtown, and Redstone Gateway, and Research Park East. He stated that all of these were very big employment centers. He continued that there was East Central and West Central, also big employment centers, retail areas. He stated that they did see the major decreases in those areas. He stated that the areas that had more residential tended to have less of a percentage drop.

Mr. Vandiver stated that on the next display, looking at Truck Trips, there was kind of the same philosophy, that when they looked at numbers, the decreases were in the bigger zones. He stated that Cullman County was fairly large, intermodal traffic, especially being right there on 65. He stated that that had the largest numerical drop, about a 10 percent drop percentagewise. He stated that, then, of course, there was Morgan County, Decatur City, and Lauderdale County, very big zones. He stated that looking at it percentagewise, there were not too many Truck Trips going on and off the Arsenal, but there were some, and those had dropped dramatically during COVID-19. He stated that Meridianville was interesting, that they had had to go back and look at where that was. He stated that that included the Toyota Engine plant, which had shut down for some time during April 2020, so that probably took into account that major decrease there in that zone.

Mr. Vandiver displayed the next slide, and he stated that as part of the

Commuter Study, the MPO had requested a list of potential sites for Park-N-Ride lots. He stated that the consultants had looked at the most congested corridors from their TRiP2045 Long-Range Transportation Plan, as well as areas that were currently served or might be served in the future by Transit. He continued that they had also looked at existing parking lots that could also serve as Park-N-Ride or carpool lots.

Mr. Vandiver stated that some of the Park-N-Rides they had looked at were US 72 West and Wall Triana Highway, I-565 West and Wall Triana Highway, Memorial Parkway and Winchester Road. He stated that there was actually a transit center that was fairly close by already, which served multiple transit routes, the Richard Showers Center. He continued that there were three routes that already ended up there. He stated that there was Memorial Parkway and Martin Road; Memorial Parkway and Green Cove Road; Hampton Cove, 431 and Sutton Road; Bridge Street Town Center, noting that that was similar to the Showers Center, and there were multiple transit routes meeting up there, which made it an ideal place for a Park-N-Ride. He continued that there was the Walmart at Winchester and Homer Nance, and MidCity, and 72 East at Moores Mill Road, which he noted would make for a good demonstration pilot project for an express bus, if they were to get a consistent express bus route out there. He stated that they could do a two-way commuter trip because there was a lot of employment right there at Chase Industrial Park, so there were a lot of commuters coming into the city.

Mr. Vandiver stated that something they had wanted the consultants to take a look at here in the last few months of this Study was carpool lots outside the MPO boundary. He stated that this was something they had been talking about with their transit partners, where they could capture the carpoolers

farther out than the MPO boundary, places such as Athens, Decatur, Guntersville, Fayetteville, capturing them where they lived so that they did not have to drive halfway into the city, get stuck in traffic, and they would think they might as well just keep on going. He stated that they wanted them to look at the carpool lots out there where they could eventually create into express bus routes, when the time came, when the feasibility and the money was there.

Mr. Vandiver stated, concerning the next steps, as shown on the display, that this Study had given the MPO staff valuable data on commuting patterns, especially to the Arsenal, and this would allow them to refine the travel demand models, creating a more accurate picture of traffic in the Huntsville MPO area. He continued that it would also inform their transit partners on potential corridors for expansion, like he was talking about with the express bus routes.

Mr. Vandiver stated that between this time and when the final Study was adopted by the MPO Board, the consultants would continue the creation of a Draft Report. He stated that there would be a 45-day review and comment period for the public, and the consultants would make changes from those comments, as well as those from the MPO staff. He stated that they would also be looking at carpool lot sites outside the MPO area, using the data from this Study.

Mr. Vandiver stated, concerning the project schedule, that this had started in November 2019, and they had had two presentations since that date, one in February and one in June, and this was the third presentation, in August 2020. He stated that the 45-day comment period would be coming up in the next month or two, and then in November 2020, they would have the Final Report, for review by the CAC and MPO Boards.

Mr. Vandiver asked if there were any questions.

Mr. Griffin asked what tools they had used to count the reduction in traffic, to make those assessments.

Mr. Vandiver stated that the tool they used was something called "StreetLight." He stated that this was a tool that basically tracked people, based on cell phones or what other means they had. He stated that they were using this in the Commuter Study to kind of figure out where people were starting their trips and where they were ending their trips, that they wanted to see where those corridors were. He stated that with this software, they could do time periods, and what they had wanted to do was a comparison between April 2019 and April 2020, with April 2020, of course, being the time when they had the brunt of the shutdowns. He stated that they could break it down by hour, by day of the week, and months, years, things like that. He stated that it was a really neat tool. He stated that was really the background behind this tool, the StreetLight data. He stated that there were several other companies that did this kind of data. He continued that it was mostly tracking cell phones.

Mr. Ofenloch stated that, then, they were tracking his cell phone, as it went around town.

Mr. Vandiver replied in the affirmative.

Mr. Ofenloch inquired as to the difference between the number of cell phones available a year ago versus this year. He stated that he would assume that more people were getting smartphones, so there would be more people to track, that there would be a greater source at this time than there was a year ago.

Mr. Vandiver stated that he would go back to a slide he had displayed previously. He stated that was April 2019, and that was the total average daily

trips in the Commuter Study zone, which was approximately 7.8 million trips. He stated that when they were doing their travel demand model and trying to put all the parameters into that, the average number of trips taken by one person was about 7 trips per day. He stated that there were a million-plus people in the Commuter Study area, so a million times seven, and they were right around where they needed to be. He stated that that would be for an average day in a non-COVID year. He stated that they could see the decrease there in 2020, being the approximate 4.8 million trips that were taken on an average day in April 2020.

Mr. Ofenloch asked if he knew if there were more or fewer cell phones.

Mr. Vandiver stated that he did not know the answer to that. He stated that he could definitely ask their consultants about that.

Mr. Ofenloch stated that there were obviously a lot of statistics, and he was just curious about that.

Mr. Vandiver stated that this seemed to line up pretty well from what they had been looking at and what the statistics had been saying.

Mr. Griffin asked how long they had been using StreetLight as a tool in this area.

Mr. Vandiver stated that they had been using StreetLight since the beginning of the Commuter Study. He stated that this was something they had requested the consultants to purchase for the purposes of this Commuter Study. He stated that there were other tools out there, that this was just the one that seemed to fit well with what they needed to do for this Study. He stated that there were other companies that had this kind of data, that they had been around for a while. He stated that Mobile had had a similar study using a company called "AirSage." He stated that that was very similar data. He stated

that they had used it 10 years ago, and the data had really improved since then. He stated that, of course, like Mr. Ofenloch was saying, there were more people with cell phones, that everybody had smartphones now, it seemed.

Mr. Vandiver stated that this was the first time they had used it, and he would not mind using it again at some point in the future, that it seemed to line up pretty well with what they were seeing, that there weren't any big surprises when they looked at commuters from, say, Decatur to Huntsville or Florence to Huntsville. He stated that there were a few more commuters from Cullman than they had thought. He stated that Cullman had stood out to them as a place that had more trips, between Cullman and Huntsville, than they had thought. He stated that that was probably their biggest surprise. He stated that other than that, it seemed to line up pretty well with what they thought their traffic looked like in Huntsville.

Mr. Slyman asked, concerning the Park-N-Ride, if they were assuming that people would be commuting on a bus at that point, or if that was where they would go in a carpool, or what were the assumptions on that.

Mr. Vandiver stated that the ten Park-N-Rides he had listed were assumed to be future transit points, that either they had transit there already, like Bridge Street and the Showers Center, or they would eventually have transit. He stated that they had shared this with their transit partners, with Huntsville Transit, and they seemed to be okay with those assumptions, those future transit corridors, like out to Hampton Cove and out 72 West. He stated that what he would like to see, and what they had talked about with the consultants, was to have more carpool lots that were farther out, where they could capture those commuters where they lived, so they would not have to drive so far in to catch a bus and then go, that they could just carpool there, and

then come into the city, or, hopefully, in the future, it was scalable, where they could do express buses, when the time came.

Mr. Slyman stated that in this area, people were used to just jumping in their cars and going where they wanted to go. He asked if Mr. Vandiver really thought that people would use transit, if he really thought they were going to pull up and park their car and leave it there all day while they took a bus into wherever they were going.

Mr. Vandiver stated that transit ridership had been growing, noting that this was before COVID, of course. He stated that the transit ridership had been growing significantly, and that was just with small, incremental changes. He stated that he thought as the area grew, as they got more people from other parts of the country, where they carpoled, they were going to have a more transit-receptive population in the future. He stated that he thought congestion was going to continue to increase, and they were not going to be able to add lanes as much as they would want to, and that was going to start affecting the travel patterns of people. He stated that perhaps it was just his optimistic viewpoint here, but that was where he saw it going.

Mr. Ofenloch stated that he thought it would be based in part on the economy, that if gas was two-and-a-half dollars a gallon, they were going to drive, but if they got a green country and stopped fracking, and they were paying 10 or 12 dollars a gallon, more people would ride the bus and they would carpool. He stated that they might as well get ready for something.

Mr. Vandiver stated that one of the good things about the carpool lots, having them farther out, was that they were scalable. He stated that it was fairly easy to use a surface parking lot of, say, a Walmart, like, out in Athens, Fayetteville, or somewhere like that, to put up a sign and say that it was a

designated carpool lot. He continued that, then, if there were a hundred or two hundred people showing up there every day, then maybe they would need to put some express buses in there. He stated that that was kind of the way they would be gauging that, as to how that would work out. He stated that, of course, that involved money, but they would see. He stated that they just wanted to have this study going here so they would have this data behind them.

Acting Chairman Thorpe stated if there were no further questions for Mr. Vandiver, they would move to the next item on the agenda, Resolution No. 24-20, Adoption of the Unified Planning Work Program, FY 2021.

Mr. Ofenloch stated that he had a question. He stated that he had printed out the agenda, and he had also printed out Wednesday's agenda, of the MPO, and the resolutions did not match. He stated that on this agenda Resolution No. 24-20 was Unified Planning, and that on the agenda for Wednesday, Resolution No. 25-20 was Unified Planning. He stated that then they were out of sync all the way down. He stated that they would be approving a resolution here that would have a different number at the MPO meeting on Wednesday.

Mr. Madsen stated that those were draft resolutions, that they had initially had a resolution for the Draft Commuter Study, and they had bumped all of them down. He stated that it was supposed to be 25-20 and now it was 24-20. He stated that they would make that change before Wednesday. He stated that he believed the agendas they had had the correct numbers on them, the printouts.

Acting Chairman Thorpe stated that, to be clear with the answer, the Wednesday meeting would have different resolution numbers.

Mr. Madsen stated that according to this, it was Resolution 24-20, and it

would be Resolution 24-20 on Wednesday.

Ms. Lowe stated that what was on line, as far as the agenda, was always a draft, until they actually got to the meeting, and then those agendas always lined up with what was on Wednesday, the TCC and the MPO.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 24-20 Adopted the Final FY 2021 Unified Planning Work Program (UPWP). He stated that the UPWP was the MPO's budget, and it was updated every year to record changes in funding from ALDOT and FHWA.

Mr. Vandiver stated that the current budget was valid until September 30th. He stated that in FY 2020, the UPWP showed more than \$726,000 in planning activities and studies. He stated that the FY 2021 Budget was slightly lower, at \$707,000, just over that. He stated that this decrease was due to a one-time addition of PL Funds that happened in FY 2020, which were awarded to Madison County, for their Transportation Master Plan, and the City of Huntsville, for their Memorial Parkway Intersections Safety Study. He stated that these studies would end before the FY 2021 Budget cycle, so the money was not included in the FY 2021 Budget. He stated that new projects for 2021 included the TMA Certification and Review, which was an audit of the MPO performed by FHWA, which was performed every four years, the ADA Transition planning elements, and a new Regional Transit planning allocation.

Mr. Whitley moved to recommend approval of Resolution No. 24-20, adopting the Final Unified Planning Work Program for Fiscal Year 2021.

Said motion was was duly seconded by Mr. Griffin.

Acting Chairman Thorpe asked if there was any discussion.

Acting Chairman Thorpe called for the vote on the above motion, and it

was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP), Resolution No. 25-20.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 25-20 increased funding for the Utility phase of the Memorial Parkway Overpass Project at Mastin Lake Road. He stated that the previous estimate was updated and was subject to further change as the project moved along.

Mr. Ofenloch inquired as to the amount of the funding increase.

Mr. Vandiver stated that approximately 853,000 was the initial, that that was just a placeholder estimate, and now they had close to what the actual cost of the project would be, which was approximately \$4 million.

Mr. Ofenloch asked if they could not have done better than that, from \$800,000 to \$4 million.

Mr. Madsen stated that when this was originally put on, more than a decade ago, ALDOT had just put a number on there. He stated that this was when they first did a real take-off, and there was a realistic number. He stated that, most likely, this would come back to them again, with some adjustments, but this was much closer to what they would see at the end of the project.

Mr. Ofenloch moved to recommend approval of Resolution No. 25-20, amending the National Highway System/Interstate Maintenance section of the FY 2020-2023 Transportation Improvement Program, with funding increase for project, " SR-1 (Memorial Parkway) from 0.31 Mi S Of CR-75 (Mastin Lake Rd) to CR-65 (Winchester Rd) including an overpass at CR-75 and access

improvements to CR-65 (UT Phase).”

Said motion was duly seconded by Mr. Whitley.

Acting Chairman Thorpe asked if there was any further discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program, Resolution No. 26-20.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution would remove a roundabout project in the city of Madison, at Balch and Gillespie roads. He stated that the City was moving this to a local project and was looking at other improvements to that intersection. He stated that he did not know what their final decision would be on that intersection, but this was just moving it out of the TIP.

Mr. Ofenloch stated that, then, they would be giving up the money, and they would have the right to do whatever they wanted.

Mr. Madsen stated that was correct.

Mr. Griffin recommended approval of Resolution No. 26-20, amending the National Highway System/Interstate Maintenance Bridge Section of the FY 2020-2023 Transportation Improvement Program, deleting Project "Intersection Modifications on Balch Road at Gillespie Road to install a roundabout.”

Said motion was duly seconded by Mr. Ofenloch.

Acting Chairman Thorpe asked if there was any discussion.

Acting Chairman Thorpe called for the vote on the above motion, and it

was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program, Resolution No. 27-20.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution supported the purchase of seven minivans, total, for the Arc of Madison County, using Section 5310 FTA funding. He stated that in June, the CAC, TCC, and MPO boards had approved funding for other new minivans, using expiring FY 17 funding and part of FY 20 funding. He stated that these seven minivans would use the remaining FY 20 5310 funding.

Mr. Ofenloch stated that at the last meeting they had approved two resolutions, and one was for five, and one was for two more.

Mr. Vandiver stated that that was correct. He continued that this was for seven more.

Mr. Ofenloch stated that that would be 14 brand-new vans for the Arc.

Mr. Vandiver stated that that was what it sounded like.

Mr. Ofenloch stated that the City had to pay for a piece of this, if he remembered correctly. He asked if it was 20 or 30 thousand per van that the City of Huntsville was putting in, and then the rest was Federal.

Mr. Madsen stated that he was not sure on that.

Mr. Vandiver stated that they could find that out for Mr. Ofenloch.

Mr. Ofenloch stated that he guessed his question was who in their organization talked to the Arc and said yes, they needed 14 new vans. He asked how many they had at this time. He stated that there were a lot of questions

about buying that many vans for one organization.

Mr. Madsen stated that they could reach out to Arc and get clarification on that. He stated that generally when they bought new rolling stock it was because of rotating out of old rolling stock.

Mr. Ofenloch stated that a month ago they needed five, and then they needed two more, and then this month they needed seven more. He stated that he was not totally familiar, but he kind of knew what the Arc did, but for them to need 14 new vans, and then soon they would need an increase in funding for drivers.

Ms. Lowe stated that for these particular discretionary funds for FTA, the Arc went directly to ALDOT, that they did not pass anything through them with this particular grant. She stated that they got what ALDOT sent them, as far as what the Arc had already applied for. She stated that they were trying to match up their portions to get a full van, so they used some of FY 17, they used some of FY 18 and FY 19, and a little bit of FY 20, the last time, and then at this time they were using the remainder of the grant money for FY 20 to buy seven more.

Mr. Vandiver stated that there was no local match to these.

Mr. Ofenloch stated that at the last meeting, it had shown so many dollars from the State and so many dollars from the City of Huntsville.

Ms. Lowe stated that she wanted to say that it said "Local," but it should have said "Other," which would be an in-kind match, which would be whatever they put in. She stated that they could have been trading in a vehicle for a newer vehicle. She stated that it might be "Other" rather than "Local." She stated that she would definitely check that out.

Mr. Ofenloch stated that his concern was that it did not say what it

should have said when they had approved it. He stated that that was a little concerning to him. He stated that if it said it was coming from the City, but it didn't really mean the City, that it meant somebody else, then they should not have said that it was the City.

Mr. Vandiver stated that they would go back and look it up. He stated his recollection was that it did say "Other," but they would go back and confirm that. He stated that they would get some clarification on that, as to how that match worked.

Mr. Ofenloch asked if they would go in and say, "Yeah, you've got the money, so spend it," or if they would say, "You've got the money, but do you really need 14 vans?"

Mr. Vandiver stated that that would be up to them.

Mr. Ofenloch asked why they were approving it if the City had nothing to do with it.

Mr. Madsen stated that they operated as a pass-through for those funds.

Mr. Slyman asked if they approved this based upon their knowledge that this was simply a pass-through of a grant, if they could make that part of the motion. He stated that he was kind of with Mr. Ofenloch, that if they were approving something that was saying the City was liable for part of it, or whatever, but they didn't know that right now, it was kind of hard for them to approve it at this time.

Acting Chairman Thorpe stated that, in clarification, the City was the fiduciary of funds for this.

Mr. Madsen stated that this actually came through the MPO.

Acting Chairman Thorpe asked if there was any further discussion.

Mr. Slyman recommended approval of Resolution No. 27-20, amending

the Transit Section of the Transportation Improvement Program, adding Project #100072338, #100072339, #100072340, #100072341, Section 5310, The Arc of Madison County Capital Rolling Stock, FY 20," assuming that their assumption of this as just being a pass-through was correct.

Mr. Slyman stated that if that was not the case, they would need to revisit this at their next meeting.

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Thorpe asked if there was any further discussion.

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

AYES: Thorpe, Griffin, Slyman, Whitley

NAYS: None

ABSTAIN: Ofenloch

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program, Resolution No. 28-20.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution supported the deletion of a number of old Section 5311 FTA Projects for FY 2016 through FY 2020. He stated that this was mainly for bookkeeping purposes. He stated that there would be no loss of funding due to these deletions.

Mr. Ofenloch recommended approval of Resolution No. 28-20, Amending the Transit Section of the FY 2020-2023 Transportation Improvement Program (TIP) with the deletion of various Section 5311 Transit related projects.

Said motion was duly seconded by Mr. Whitley.

Acting Chairman Thorpe asked if there was any discussion.

Mr. Griffin asked if this meant that revenue was coming back or if they were just deleting projects that money had already been spent on.

Mr. Vandiver stated that was correct, that money had already been spent, and they were deleting the projects.

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

Acting Chairman Thorpe stated that the next item on the agenda was the TIP Administrative Modifications. He stated that he did not believe this required any action.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that was correct. He stated that this was for information only for the CAC. He stated that they had four Administrative Modifications to the TIP at this time.

Mr. Vandiver stated that the first one was Resurfacing, Traffic Striping, and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive. He stated that that was a \$2,000 decrease in construction costs for that project, on Memorial Parkway.

Mr. Vandiver stated that the next one was a guardrail and guardrail anchors on Pulaski Pike over Limestone Creek. He stated that that was a \$2,000 decrease in cost as well.

Mr. Vandiver stated that the next one was CR-93, otherwise known as Winchester Road, adding lanes from Naugher Road to Bell Factory Road, right-of-way phase. He stated that this was an \$11,000 increase.

Mr. Vandiver stated that the next one was Dry Creek Greenway from

Indian Creek Greenway/Gates Mill Road to the intersection of Arch Street and Biltmore Drive in Northwest Huntsville. He stated that that was a \$50,000 increase in cost, but it had already been budgeted in MPO funds, and this was for bookkeeping only.

Acting Chairman Thorpe asked if there were any public comments.

There was no response.

Acting Chairman Thorpe asked if there were any CAC member comments.

Mr. Ofenloch stated that he had already commented on the vans, and they were voting on resolutions where the numbers did not match, and they were voting on an item that said "2 mini vans," and, yet, they had stated that it was really 7. He stated that he would like to have the motion stated correctly when he was asked to vote for it.

Mr. Slyman stated that they had sent a few letters trying to get Old Monrovia and Capshaw moved up on the funding list, and he was just wondering if they had an update on that.

Mr. Madsen stated that they had not heard anything on it from ALDOT at this point. He stated that the schedule was at their level at this time.

Mr. Slyman stated that he had seen that they moved Blake Bottom up, which he noted seemed odd to him because that was a lot farther north, and it didn't go very far.

Mr. Madsen stated that they had a BUILD grant for that.

Mr. Slyman asked if Mr. Madsen could get an update on what was going on.

Mr. Madsen replied in the affirmative.

Mr. Griffin stated that he did not know whether the State or the City did

it, but he wanted to thank whoever had put the stripe on the corner of Mastin Lake Road and Jordan Lane. He stated that he had taken a picture of it, that he went out there and saw it, and while he was out there he witnessed somebody who was about to turn in the cross-over lane, and nobody was in the other lane, but they saw that stripe, and they pulled back in their lane, so it was working as it was supposed to. He thanked them for that, noting that it probably saved somebody an accident.

Acting Chairman Thorpe asked if there were any further comments.

There was no response.

Upon motion, duly seconded, the meeting was adjourned.

(Meeting adjourned at 5:45 p.m. on August 24, 2020.)