

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

MINUTES

**Regular Meeting - November 30, 2020 - 5 p.m.
Zoom Web Conference**

Huntsville, Alabama

Committee Members:

Mr. Taron Thorpe	Acting Chairman - City of Huntsville
Mr. Trent Griffin	City of Huntsville
Mr. Russ McDonald	City of Huntsville
Mr. John Ofenloch	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Gary Whitley	City of Huntsville
Mr. Larry Mason	City of Madison

MPO Staff Members:

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

Also Online:

Ms. Sonya Baker
Mr. Mark Egge
Mr. Robert Schiffer
Mr. John Autry

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

Acting Chairman Thorpe stated that this was a Zoom Web Conference meeting, due to the increased number of COVID cases in the area. He stated that the meeting was being recorded, and he asked that if a member made a motion or had a comment, they please state their first and last name.

Acting Chairman Thorpe asked Ms. Lowe to call the roll of the members of the Citizens Advisory Committee.

Ms. Lowe called the roll of the membership, and the persons as indicated above responded as being online.

Acting Chairman Thorpe stated that the members should have in their possession an agenda for this meeting, with accompanying resolutions, and he asked if there was a motion to approve the agenda as submitted.

Mr. Ofenloch moved to approve the agenda for the meeting, which motion was duly seconded by Mr. Whitley and was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was Approval of Minutes.

Mr. Ofenloch moved for approval of the minutes of the meeting of the Citizens Advisory Committee held on August 24, 2020, which motion was duly seconded by Mr. Griffin and was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

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.

There was no response.

Acting Chairman Thorpe asked if there was anything to be reported from the city of Huntsville.

There was a reply in the negative.

Acting Chairman Thorpe asked if there was anything to be reported from the city of Madison.

Mr. Mason stated that the work continued on the Hughes Road widening, and they were wrapping up the construction by Zierdt Road. He stated that that was all he was aware of, but he was sure there were some other projects going on.

Acting Chairman Thorpe asked if there was anything to be reported from the town of Triana.

There was no response.

Acting Chairman Thorpe asked if there was anything to be reported from the town of Owens Cross Roads.

There was no response.

Acting Chairman Thorpe stated that the next item on the agenda was Performance Measures, noting that this was for informational purposes only.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that they had online ALDOT personnel and their consultants, High Street Consulting and Michael Baker International. She stated that the Citizens Advisory Committee had asked about Performance Measures in the past. She stated that they had continued to adopt the State's Targets and Measures, and with that, she had wanted ALDOT and their consultants to come in and basically go over this process, and why they were adopting the State's Performance Measures. She stated that she was aware some specific questions had been concerning the Safety Measures. She stated that they were going to go over the process and PM3, which was the Reliability Performance Measure, and then come back in, in the new year maybe, with the Safety Measures, for a bridge or highway performance measures.

Ms. Lowe stated that just to give the members of this Committee some food for thought on the Performance Measures, she had brought in this

presentation.

Ms. Lowe stated that she was going to turn the microphone over to Sonya Baker from ALDOT and Mark Egge from High Street Consulting.

Ms. Baker stated that she was going to provide a brief overview of the Transportation Performance Measures, how it related from the federal standpoint to the states and down to the MPOs.

Ms. Baker stated that first she was going to talk a little bit about the FAST Act, and then they would have their consultant, Michael Baker, through High Street, talk about the PM₃ measures and scores, and then they would talk about the PM₃ target date.

Ms. Baker stated that she would go to the next slide, and she stated that she would provide a little background. She asked why they were doing Performance Measures. She stated that the Performance Measure had come into effect by federal law, through the Moving Ahead for Progress, or MAP-21, and it had continued through the Fixing America's Surface Transportation Act, which she noted was the FAST Act.

Ms. Baker stated that under the new law, each state was required to set Performance Targets that reflected each measure that was identified. She stated that as they went through the bullets displayed, they helped to Provide the Most Efficient Investment of Federal Transportation Funds, to Refocus on the National Transportation Goals set by Congress, to Increase Accountability and Transparency, and to Improve Decision-making through Performance-based Planning and Programming. She stated that for planning purposes, it helped to identify trends and targets for programming, and it helped implementation, as well as evaluation of targets selected.

Ms. Baker stated that they could go to the next slide.

Ms. Baker stated that this was just a brief chart about how all this came together, from a national standpoint. She stated that there were national goals, which she would talk about in the next slide. She stated that from those goals, they had measures, and then, of course, from those measures, they had to set targets for the national goals. She stated that those targets were incorporated into their planning process, the Long-Range Plan, TIFs, things of that nature. She continued that then they had to report back to FHWA, and they, in turn, reported back to Congress, for accountability and transparency of the use of federal funds.

Ms. Baker stated that she was ready for the next slide.

Ms. Baker stated that this was the heart of the Transportation Performance Measures, and she stated that she would go over these briefly. She stated that these were seven goals that were set by Congress. She stated that, of course, first was Safety, which they were probably familiar with. She stated that this was to provide a significant reduction in traffic fatalities and serious injuries on all public roads.

Ms. Baker stated that the Infrastructure Condition was to maintain the highway infrastructure system in a state of good repair. She stated that Congestion Reduction was, of course, to reduce the congestion on the National Highway System, which she noted was the interstates, state routes, US routes, things of that nature.

Ms. Baker stated that there was System Reliability, which she noted they would talk a little bit more about in the presentation, the efficiency of the surface transportation system. She stated that then there was Freight Movement and Economic Vitality. She stated that this improved their national freight network, and it was, of course, regional economic development. She

stated that next was Environmental Sustainability, which enhanced the performance of transportation systems while protecting and enhancing the natural environment.

Ms. Baker stated that the last goal was to Reduce Project Delivery Delays, which would, in turn, reduce project costs, provide jobs, economic and expedited movement of people and bids by accelerating project completion.

Ms. Baker stated that these were the national goals that were set by Congress, and they were implemented through Federal Highway and FTA.

Ms. Baker stated that the next slide was a breakdown of all the Final Rules of the Performance Measures. She stated that the first one, of course, was Safety, which came into effect in 2016. She stated that the PM₂, which was the Pavement and Bridge Performance Measures and the System Performance Measures, came into effect in 2017. She stated that all these measures related back to the national goals she had just talked about.

Ms. Baker stated that it was also important to note that the states were required to set targets based upon that, and then the MPOs had 180 days from the time the state set the targets to either adopt the state targets or to set their own targets. She continued that this all flowed into the planning process, the long-range plans, the transportation plans, the STIPs and the TIPs.

Ms. Baker stated that it was also important to note that each Performance Measures section was handled by different areas in the department, that, for instance, the Design Bureau handled the Safety Performance Measures, and Maintenance was responsible for the pavement and bridge conditions, to keep them in a state of good repair. She stated that earlier they had said they would be talking about System Performance, which she noted was a combination of System Reliability, Freight Movement, and also

Emissions, which was the Congestion Management Measures.

Ms. Baker stated that she was ready for the next slide.

Ms. Baker stated that this had started for them in 2017, but it started, really, in 2016 for Safety. She stated that this was their Reporting, noting that they had to report back to FHWA. She indicated on the display, noting where they were, and she stated that they had just sent in their Mid Performance Period Report, which she noted was due in October. She stated that they had had a chance to re-evaluate their current targets and to state whether or not they were going to actually revise their targets for the Systems Performance, which they had done.

Ms. Baker stated that the chart she was indicating was only applicable to the PM₂ and PM₃. She stated that in the next couple of years, they would be finishing up this first round, noting that this was their first recording cycle, and then it would repeat itself for another four years.

Ms. Baker stated that she was ready for the next slide.

Ms. Baker stated that she had included a brief chart of all the Performance Measures. She stated that these were statewide targets, and she stated that they were administered by various bureaus and sections within ALDOT. She stated that there was a coordinated process within the department and with the MPOs, to share data and to provide the MPOs with information on their target-setting methods.

Ms. Baker stated that she had highlighted, at the bottom, the Systems Performance Measures, which was a breakdown of three measures, the Percentage of Person-Miles traveled on the Interstate and Non-Interstate NHS Routes which were Reliable, and also Truck Travel Time Reliability. She stated that there was also another measure that they had talked about, the

Congestion Management portion. She stated that at this time that was not applicable to Huntsville, because of the population. She stated that it had to be over a certain population for those measures to kick in for Huntsville.

Ms. Baker stated that, in general, these were all of their measures under the Highway Performance Measures.

Ms. Baker stated that she was ready for the next slide.

Ms. Baker asked how this would affect the MPOs. She stated that, again, the MPOs were responsible for setting their targets. She stated that once the State set its targets, they notified the MPOs, and then the MPOs had the option to either establish their own quantifiable targets or they could adopt and support the State's targets. She stated that either way the MPOs were responsible for target setting and implementing these targets into their planning documents.

Ms. Baker stated that she was ready for the next slide.

Ms. Baker stated that she had included some brief information from FHWA's website. She stated that if they would like to look at the website, they could get a little bit more information about each measure. She stated that it provided guidance and tools, toolbox information, and webinars and things, to the State, and that they, of course, passed the information along to the MPOs. She stated that they had had several workshops and several trainings that had been given during this 4- to 5-year process. She stated that the information was available for review.

Ms. Baker stated she was ready for the next slide.

Ms. Baker stated that she had also included the Federal Register, the actual documents, so if they really wanted to read through the details of their Performance Measures, which was the Systems Performance Measures, PM3,

she had included that link, which would give them a little bit more detail of what each measure was, what was the requirement, and how to calculate each suggested target. She stated that Mr. Egge would go into a little bit more detail about that.

Ms. Baker stated that her office was responsible for statewide planning, so they were responsible for keeping up with all the targets and providing a general Systems Performance Report for the entire state. She stated that it had been interesting to work with the MPOs and within ALDOT. She stated that it was coming along pretty well.

Ms. Baker stated she was ready for the next slide.

Ms. Baker stated that this was her information, and if anyone had any questions, specifically about the PM₃, she would be available for any questions, or, like Ms. Lowe had said, they were going to work diligently to try to get some of the other bureaus to provide more training information on the Performance Measures.

Ms. Baker stated that she was going to turn the microphone over to Mr. Mark Egge, with High Street. She stated that she wanted to thank Mr. Egge and Michael Baker representatives for being online at this time. She stated that she really appreciated their help.

Mr. Egge stated that he appreciated the opportunity to share with them at this time. He stated that he was Mark Egge, and he was a data scientist with High Street, and it had been their pleasure, as subconsultants to Michael Baker, to support the Alabama Department of Transportation in their efforts to align with the federal requirements for Transportation Performance Management of System Reliability or Mobility, answering the question "Can people and freight shippers in the Huntsville area rely on your roads to get to

their destinations on time?" He stated that this was implemented through the same Transportation Performance Management as the Safety already-identified goals, and in this case the goals that FHWA had defined were to provide Reliable Travel and to provide Reliable Freight Movement. He stated that they measured their progress toward reaching those goals with Performance Measures. He stated that they had three Performance Measures they would talk about this evening, Interstate Reliability, Non-Interstate Reliability, and Freight Reliability. He continued that they managed performance by setting targets, aspirations, for the level of service that agencies desired to provide in the future. He stated that they did that on a two-year and a four-year roll-on basis.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that there were two Performance Measures that were used by FHWA to assess Mobility Performance. He continued that the first two were Reliability Measures: "Percent of Travel on the Interstate and Non-Interstate National Highway System that is 'Reliable.'" He stated that, essentially, this was just a measure of recurrent congestion, meaning congestion that was caused by too much travel demand or insufficient capacity. He stated that the way these measures essentially worked was that they were basically measuring how reliable their roads were on the worst day of the week, that it was the ratio of the 80th percentile travel time to the 50th percentile travel time. He stated that it was based on this LOTTR Metric, that it was basically "How much longer does travel take under congested conditions relative to normal conditions?" He stated that they would see two measures there.

Mr. Egge stated that, additionally, there was a Freight Reliability

Measure. He stated that the Freight Reliability kind of worked out to measuring how much longer it took for goods to reach their destinations on the most congested day of the month relative to an average day of the month, so it was going to be sensitive to both recurrent congestion, due to bottlenecks, and things like weather, work zones, and traffic mishaps.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that to give them a sense of these measures, he wanted to take them through and show them what statewide performance looked like. He stated that at a statewide level, the chart displayed showed Alabama's Reliability Performance on the Interstate, with the top line, and bringing in the Non-interstate, NHS, which he noted was the lower line, in orange. He stated that they could see that over the last 3 ½ years, Alabama's Interstate Reliability Performance had been somewhere in the 95 to 97 percent range. He stated that that was true right up until the onset of the pandemic. He continued that they could see during April of the current year, during the height of shelter-in-place, 100 percent of the travel on Alabama's interstate, as measured by this measure, was reliable.

Mr. Egge stated that the line below that was the Performance of the Non-interstate, that that was the non-access control facilities, the major arterials, freeways, highways. He stated that they could see that that, from a statewide perspective, hovered in the 92-93 percent range. He stated that that increased during shelter-in-place, but it never reached 100 percent.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that the statewide performance had been right around 1.2, and that corresponded to it taking about 20 percent longer under the most congested day of the month for freight goods to reach their destinations than

under average conditions.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that bringing them a little bit closer to home, the displayed slide showed the same performance but limited to just road segments that were within Huntsville's planning area.

Mr. Egge stated that the interstate performance was just I-565. He stated that they could see there was a little bit of volatility there because they did not have as many segments to even out the averages statewide. He stated that they had averaged over the last 3 1/2 years between 90 and 100 percent reliability on the interstate. He stated that the performance over the last four months of the chart had been 100 percent reliable on the interstate. He stated that the non-interstate reliability, the statewide measure, was a little bit lower.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that on the freight side of things, the freight moving through I-565 reflected that there might be a little bit of a bottleneck there, that the performance was average, between 1.25 and 1.75, meaning that on the worst congested day of the month, it would take between 25 and 75 percent longer for goods to reach their destinations.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that relative to some of their other MPO peers, in statewide performance, in terms of Interstate Reliability Performance, they were pretty much right on par with statewide performance.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that with Non-interstate Reliability Performance, again, Huntsville was pretty much right on par with statewide performance.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated, concerning Freight Reliability Performance, that Freight Performance within the Huntsville MPO area was a little bit worse than the statewide performance but about on par with the freight performance observed in Birmingham and the Eastern Shore.

Mr. Egge stated that that was their current performance, their baseline performance.

Mr. Egge stated that the MPO supported the Alabama DOT through the process of setting targets for the two-year and four-year time horizon, and he just wanted to explain a little bit about the process behind that.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that associated with creating expectation about future performance, they had developed a statistical model that related roadway volumes, roadway capacities, and roadway reliability performance, as measured with these Performance Measures.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that they used this statistical model to look into the future, as additional cars and freight vehicles were moving onto Alabama's roadways at a rate that slightly eclipsed the rate at which new capacity was being added to the system. He stated that they had used that to kind of forecast out and create an expectation about how performance would change over the next few years. He stated that, really, the height of the story here was that reliability performance across the state of Alabama was excellent and would continue to be excellent for the foreseeable future.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that on the freight side, he thought they saw, statewide, that Alabama had some bottlenecks on its interstates that moved a lot of

freight. He stated that they were forecasting that the Freight Performance would decline slightly over the next few years, although not dramatically.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that that was the process they had gone through to support Alabama DOT in their deliberation of where they would set the statewide targets. He stated that in the framework that FHWA had set up, states were required to establish targets, and then MPOs had the option to either support the statewide targets, which would mean that this MPO would agree to plan and program in a manner that supported achieving the statewide targets or they would have the option to establish their own quantitative targets for each of these performance measures, in which case they would report their targets to ALDOT, and they would report those targets to FHWA, and they would plan a program in a manner that would support their reaching and achieving their targets, as opposed to the statewide targets.

Mr. Egge stated that he was ready for the next slide.

Mr. Egge stated that that, in a nutshell, was the Reliability Performance Measures implemented in a Transportation Performance Management framework, with goals, performance measures, targets.

Mr. Egge stated that he hoped he had provided a useful bit of context as to what these Performance Measures were, how they worked with respect to reliability, and how target setting played into the mix.

Mr. Egge stated that if anyone had any questions based on what he had shared with them, Ms. Baker's contact information was on the display, and he thought they might have a few minutes to answer any questions anyone had at this time.

Mr. Ofenloch stated that when Mr. Egge had finally gotten down to the

localized Madison County, I-565, a lot of the graph looked like a sawtooth curve, and he asked if that meant one month there was an accident, and the next month there wasn't. He asked if Reliability was the length of time to get from point A to point B.

Mr. Egge stated that without getting too far into the weeds, the way the Reliability was calculated was that FHWA had defined a threshold and said if it took more than 50 percent longer on that worst day of the week to get to one's destination than normal, then that particular segment of road was considered unreliable. He stated that what they were seeing with that kind of sawtooth pattern was that he thought there were only about a dozen different road segments that were used to add up to the areawide Performance Measure, and they were likely to have one or two segments that in a typical month were probably right on that threshold, between above and below one-and-a-half. He stated that if there was a traffic accident or if there was bad weather, that might be enough to kind of push it to one side of that performance measure or the other.

Mr. Griffin stated that this was a quantitative analysis, and he asked if there was a qualitative analysis that was a companion to this report.

Mr. Egge stated that he would defer to Ms. Baker on that.

Ms. Baker asked Mr. Griffin to repeat his question.

Mr. Griffin stated that he had said that this presentation was primarily a quantitative analysis, of what they saw, and he was asking if there was a qualitative companion to this, that would tell maybe some of the why's for these things, or that sort of thing.

Ms. Baker stated that at this point, it was just the former. She stated that they were looking at the data that was available, the whole data that was

available, the real-time data, so to speak, during that time period. She stated that they could explain a little bit about it, but it was just based on real-time data, if that made sense.

Mr. Ofenloch stated that, then, if they got a big spike, or some delay, they did not keep track of why there was a big spike, that they would just say there was a big delay.

Ms. Baker stated that at this point, it would be kind of hard to do because they were looking at the data, the real-time data, and it could be an accident, like Mr. Egge had said, or it could be weather related, or whatever, right now. She stated that, for example, they could have a construction project. She stated that, of course, they knew about Birmingham, when they had re-done the interstate. She stated that that was something they could actually measure, that from this period to this period, it might be unreliable, the interstate might be unreliable. She continued that, however, sometimes they were not actually able to pinpoint it, if that made sense. She stated that during construction times, both before and after, there might be a little reliability issue, but in some areas they were not measuring that just yet.

Mr. Ofenloch stated that he did not want to belabor this, but it seemed to him that they would do a study and say, "Hey, we have had some big delays here." And then, "Why?" And "Well, we don't know why." "We don't know how to fix it; we just know there was a big delay." He stated that that did not seem to make a lot of sense to him.

Ms. Baker stated that it just depended on the construction part, whether there were construction projects going on at the time, for them, on the planning side, and it would have to go down to the regional level, that they could probably help them to do the other stuff, to check on that.

Mr. Ofenloch stated that he guessed that would be from their organization, the Advisory Committee, for the territory they covered. He stated that he thought, concerning that sawtooth curve on I-565, that all of them would be interested in what the events were that contributed to that that they could possibly eliminate. He stated that, however, if they did not know what the events were, then it would be, "What are we going to do with this? There was a big delay in July." And "Why?" "Well, we don't know."

Ms. Baker stated that it could be because of traffic, that it could be summertime.

Mr. Ofenloch stated that it could be a lot of things, that that was what they did not know.

Ms. Baker stated that that was something they could look into, but it would just take a little bit more time, that they would have to look at the daily traffic and pinpoint the event, as to what particular segment.

Mr. Ofenloch stated that he had one last thing. He stated that, then, the State was not funding them to come up with why, as to what caused this data.

Ms. Baker stated that she would not necessarily say that, but she would say that this was a starting process, that they had only been doing this for the last couple of years. She stated that they were keeping up with the data, that they were making sure they were tracking the data, and at this time they were going to try to work more with the regions on the data and on possibly being able to track why these spikes were happening.

Mr. Griffin stated that he had one last question. He stated that they had been doing this a few years, and he asked if the data had been looked at in parallel from each of the years and from each of the points, to see if there were any unusual occurrences during certain years.

Ms. Baker stated that yes, they had been looking at it, they had been tracking it.

Ms. Baker stated that they had to report back to FHWA. She stated that they had to look back at the data, and they had to report back on how they were coming up with solutions for the spikes, and things of that nature, and how they were setting their targets, so yes.

Mr. Egge stated that just to add onto that, there was a question about where the qualitative piece of this was. He stated that that came through in their Freight Plan. He stated that one use for this data was to help identify where they had freight bottlenecks in their state, and then that would go into the freight pre-planning process and help produce their Freight Plan, where they did that drill-down analysis.

Mr. Egge stated that someone had said that these Performance Measures were relatively new. He stated that he believed much of the effort over the last two years had been invested into developing familiarity with FHWA's process, developing familiarity with the measures themselves. He stated that he would echo the hope that he believed was expressed earlier, that the next step for this would then be to dig into and to learn from the data that was produced from these Performance Measures, to gain a better understanding about how the transportation system worked and functioned and where there might be opportunities for improvement in the future.

Mr. Mason stated that it had been mentioned several times that the local MPO could come up with their own targets for certain of the Performance Measurements, and he asked if they came up with our own targets, how would that mesh with what ALDOT wanted to do, or the federal government. He asked if they had a different target, if that meant they had to fund it

themselves, or how would that get worked into the overall statewide plan.

Ms. Baker stated that how that would work would be that the MPOs would have to work with the State on their methodology, of how they were going to set their targets, and, as the State, they would still support their targets by having the federal projects, that they would still have to program their federal projects and their local projects. She stated that they would just have to show the State the methodology they were using. She stated that they might not want to go too far from what the State was doing. She stated that there were certain calculations that were in the law, like Mr. Egge had mentioned, about the threshold and things of that nature. She stated that they could work with the State, so it would be a coordinated effort.

Ms. Lowe stated that she believed the reason why they had not created their own targets and measurements just yet was because they had been, as they had heard Mr. Egge and Ms. Baker say, pretty much on par with what the State was doing so far, so why would they reinvent the wheel, or re-create the wheel, at this point. She stated that she believed it was when they started to veer from that that they would think about creating their own targets and looking into something a little bit further.

Mr. Mason stated that they were really just the Citizens Advisory Committee, that the real MPO were the guys that met on Wednesday. He stated that in some ways it seemed like they did not get a lot of chance to actually coordinate, at least at the Citizens Advisory Committee level, that it seemed like they did not really get a chance to do that coordination and to bring up some of their own concerns and be able to deal with them in real time. He stated that it was like that as the Citizens Advisory Committee, they might make a statement that they would like to see something, but then it would go to

the larger MPO, and that by the time it got back to them, it was a couple of quarters away. He stated that he was just curious about that.

Mr. Ofenloch stated that he believed that their MPO would have to ask for their opinion before they could give one.

Acting Chairman Thorpe thanked Ms. Baker and Mr. Egge for their input, and he asked if there was any further discussion on this topic.

Acting Chairman Thorpe stated that hearing none, he thought that, just in summary, there could be just an editorial point of clarification, to sum up what had been discussed, that knowing I-565, and the demands on those segments, in construction, with weather, with timing, that, clearly, they had ongoing construction projects on that section of road that had caused delays. He stated that editorial notations for that could be included and might prove to be important down the line.

Acting Chairman Thorpe asked Ms. Lowe if she had any other comments concerning the Performance Measures.

Ms. Lowe replied in the negative.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 29-20, adopting the Final Regional Commuter Study.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that the Final Regional Commuter Study was being done by their Metro Analytics consultant. She stated that she believed Rob Schiffer was online and would present an update on this. She stated that this would be an update to their Congestion Management Plan, which was Chapter 7 of TRiP2045, which was their Long-Range Transportation Plan.

Mr. Schiffer stated that he was glad he could present to the Citizens Advisory Committee, noting that he had been presenting to the Technical

Committee and the MPO Board for more than the past year on a regular basis, but since this Committee met on a different day, he had not been able to present to them.

Mr. Schiffer stated that he would do a quick recap on the projects. He stated that they were looking at trying to better understand worker travel patterns, and then use this within the Congestion Management Plan. He stated that there had been a series of tasks that they had gone through, and they had presented on each of these tasks, and then at the last meeting, they had presented on a Park-N-Ride analysis within the MPO area.

Mr. Schiffer stated that at this time, he was going to be presenting on a Park-N-Ride analysis outside the MPO area.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated that the MPO staff had requested an expansion of the analysis to some of the areas outside the MPO area. He stated that the reason for this was that a lot of the analysis they had done in this study, of big data and information provided by Redstone Arsenal, showed that there was a significant portion of the workforce in Huntsville that actually lived outside the MPO area, and potentially shifting to carpooling and future transit use in these areas could also help reduce peak period congestion in the MPO area. He stated that if they looked at this map, all the areas in green had employees at the Redstone Arsenal, noting that this was a huge area.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated that they had looked again at some of the analysis of big data to identify some potential locations outside the MPO area where they could target some Park-N-Ride activity. He stated that if they looked at the "desire lines," as they called them, they showed where the heaviest flows were

during the peak period, into and out of surrounding communities. He stated that they would start to see some of these, Ardmore; Athens; Decatur; just to the side of Decatur, near I-65; Guntersville; and Scottsboro. He stated that, of course, a lot of people came into Redstone Arsenal, and Huntsville in general, from Tennessee, as well.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer asked how they would identify these and come up with some criteria. He stated that they had looked at Convenient Vehicle Access, Minimum Capacity, which they thought would be a demand, as indicated by the map, and Good Visibility. He stated that they wanted to hit them up on the inside, the inbound side, as they were on their way toward Huntsville. He stated that they wanted to look at the potential future expansion. He stated that, hopefully, there were already some surface lots there.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated that there were some key differences from what they had looked at inside the MPO. He stated that outside the MPO, there were fewer parcels that met the typical criteria for size and expansion essential for Park-N-Ride. He stated that favorable local factors, such as nearby amenities, were not quite as important as it would be within the MPO area. He stated that connection to transit service was not even an issue since there was no bus service that actually went outside the MPO area at this time.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated that they had come up with a few different locations, and the first few were in the Athens area. He stated that he did not know how familiar people were with the Athens area, but the display showed where the locations were, that it was a little west of US 31 and I-65. He stated that one

was the Athens Town Center, and one was at the Lowe's facility in Athens, and the last one was Ruby Tuesday's lot, which, surprisingly, had a fair amount of excess parking, and there were some areas just to the north that actually had some potential for expansion.

Mr. Schiffer stated that next they had Decatur. He stated that there was really not a good location in downtown Decatur, that it was pretty built out, so they had looked elsewhere. He stated that probably the best location was just across the river, to the north, that it was near where US 31 and Alternate 72 basically diverged, that it was the area in the northeast quadrant, and it was owned by ALDOT, which he noted could be a potential plus in terms of trying to use that facility, and they would capture the people coming from Decatur into Huntsville, going on Alternate 72.

Mr. Schiffer stated that they had two at I-65, that one was a Publix shopping center, which was a little to the west, and then the next one was a lot closer to I-65, near McDonald's. He stated that that might be within the ALDOT right-of-way, although they did not have the data to really confirm that.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated that there was one more in the Decatur area, that there was a Dollar General store. He stated that it was actually east of I-65, and it was a retail lot that seemed to have some availability.

Mr. Schiffer stated that the last one they did was in Scottsboro, that it was the Jackson Square shopping center, on Highway 279, just north of the US 72 interchange.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated, concerning the Next Steps, that they were going to be

incorporating the report that they had put together for this study into what was called the "TRiP2045 document" the Final Report for that on the Long-Range Plan for 2045.

Mr. Schiffer stated that, also, in the spring, they would be conducting a year-over-year analysis of travel patterns. He stated that for COVID-19 purposes, they had previously looked at travel patterns in April 2020 versus April 2019. He continued that in a few months they would be looking at the patterns between April 2020 and April 2021. He stated that that should be available sometime in late May.

Mr. Schiffer stated that depending upon the schedule and the budget, they might assist the MPO with other activities as well.

Mr. Schiffer stated that he was ready for the next slide.

Mr. Schiffer stated that this was the schedule, which he had updated to include the next several months. He stated that the MPO had extended their contract, at no additional cost. He stated that they had delivered the Final Report to the MPO in October, after a 45-day comment period they had had. He stated that, of course, they were presenting on the supplemental Park-N-Ride analysis at this time. He stated that sometime in the spring they would be updating the TRiP2045 Report, and then doing the assessment of travel patterns in the late spring.

Mr. Schiffer asked if anyone had any questions or comments.

A member asked Mr. Schiffer when he identified a private parking lot, how he would get the ability to park there, since it was a private parking lot.

Mr. Schiffer stated that that would still have to be done. He stated that the MPO and others, and maybe the regional counsel, would have to talk to some of these folks and identify if that would work or not. He stated that they

were really just trying to identify potential locations. He stated that, like, in Athens, they would probably have only one of the three locations that would actually be a Park-N-Ride. He stated that this was giving them several choices to choose from, based on discussions with the private landowners. He stated that the ALDOT location he thought would be fairly easy to get their agreement on. He stated that there was a lot there that did not seem to be at capacity, in general, and it was a really good location.

Mr. Mason stated that maybe he was missing something, and he asked if there were some discussions going on with the regional transit system. He stated that they did not have any buses or any transit that went to Decatur or came from Decatur, and that kind of thing. He stated that he would like to see that, but he was just wondering if they were talking about that.

Mr. Schiffer stated that, actually, the MPO was going to be doing a Regional Transit Study in the near future, and they would be looking at some of those issues. He stated that the Park-N-Ride lots could initially be used as kind of "Meet and Ride" lots, they could say, for people who had arranged to carpool with one another, and then ultimately, when there were future transit services in these areas, they could have bus service stopping at those locations, longer term.

Mr. Madsen thanked Mr. Schiffer for clarifying that, noting that he thought there was some misconception on that. He stated that if persons came from larger cities, the expectation was that a Park-N-Ride lot connected one to a bus or a train, but he knew that in a lot of preliminary ways, they could often be to park and share a ride with some other folks.

Mr. Madsen stated to Mr. Mason that he believed they had discussed this when they passed the UPWP. He stated that they had built in another planning

grant to do a Regional Transit Study for sort of the super MPO region in the coming year, 2021, and he thought the identification of Park-N-Ride lots would probably assist that.

Mr. McDonald stated that he would say one more thing about the sites they had picked, as to Marshall County, people coming from Guntersville. He stated that he thought they needed to tweak their data there a little bit, that he thought a lot more people came in from Arab than Guntersville, and if they could reduce traffic coming across the 231 bridge down there, that would be a high-priority suggestion he would make.

Mr. McDonald stated that, also, coming from Decatur, they wanted to get as many people off the I-65 bridge as possible. He stated that there were a huge number of people from Priceville, Hartselle, and Cullman, so if there was any way they could prioritize the number of people coming across the I-65 bridge, that should be a high priority. He stated that, also, the Highway 31 bridge in Decatur was terrible. He stated that he rode out in the west side all the time, and those bridges would kill you, so anything to take traffic off of those bridges should be real high priority.

Mr. McDonald stated that the final thing was that when they were looking at Athens, they had to take into account the Greenbrier Parkway that would be opening up in about a year, and that might change the whole thing, as far as coming out of Athens. He stated that they needed to be on the south side. He continued that, also, there were more people coming out of East Limestone than Athens, so they really needed to be looking at how to get out of East Limestone, noting that that was terrible, there at Highway 72.

Mr. Schiffer stated that they had identified previously some Park-N-Ride facilities within the MPO area, and East Limestone County was actually in the

MPO area. He stated that they had identified locations along US 72 in Madison, and they had also located one near I-565, in Madison, as well, out toward the airport, basically.

Mr. Schiffer stated that the locations at I-65, near Decatur, would help reduce trips going across the I-65 bridge.

Mr. Schiffer stated that they had looked at Guntersville, and they really did not come up with any good location there. He stated that regarding the 231 corridor, to the south, they had a couple of Park-N-Ride locations identified within Huntsville, toward the south end of Madison County, that would also have an effect. He stated that they would still have to go across the bridge, but it would actually serve a greater number of people, that it would serve people on both sides of the bridge.

Mr. McDonald stated that there were so many abandoned gas stations there on the south side of that bridge that it was really a blight.

Acting Chairman Thorpe thanked Mr. Schiffer for the presentation.

Acting Chairman Thorpe asked if there was any further discussion on Resolution No. 29-20.

Mr. Ofenloch moved to recommend approval of Resolution No. 29-20, adopting the FINAL Regional Commuter Study.

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the members of the Citizens Advisory Committee participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 30-20, adopting the Draft Huntsville-Area MPO Bikeway Plan.

Ms. Lowe stated that this was something new for the Citizens Advisory

Committee. She stated that James Moore would present this, going into detail about the update to the 2006 City of Huntsville Bikeway Plan.

Mr. James Moore stated that this Bikeway Plan was basically an update to the 2006 Bikeway Plan. He stated that this would be an abbreviated draft version of the Bikeway Plan. He stated that he had had a lot more slides, but he had had to cut them down. He stated that this was the draft version, so if there were comments or questions to be asked, they could actually take those and put them in the final version.

Mr. Moore stated that there were no real timelines in the draft so far because he did not want to box it in to a point where they were trying to accomplish something and they were not really sure when that could be done. He stated that after the comments and working with staff, he was hoping that they could get some actual time dates in this plan in order to make it more real.

Mr. Ofenloch asked if this was an update of one where they had had a public hearing way back when, down on South Parkway, at some hotel, if this was an update to that bike plan.

Mr. Moore stated that that bike plan was done in 2006 and updated in 2009.

Mr. Ofenloch stated that that sounded about right.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this was under the BIG Picture umbrella, to build a live/work/play/connect community.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this was The Bike Plan 5 Principles of Design: Coherence, Directness, Safety, Attractiveness, and Comfort. He stated that under "Coherence," was "Link possible destinations with residential streets and

maintain a consistent quality of infrastructure along the length of the route; provide good signage." He stated that under "Directness," was "Respect desire lines; provide routes that are direct, safe and practicable."

Mr. Moore stated that under "Safety," was "Maintain or improve the road safety of riders, pedestrians, and motorists; maximize opportunities for social interaction and surveillance."

Mr. Moore stated that under "Attractiveness," was "Provide attractively designed and located facilities that complement the surroundings and enhance the riding experience."

Mr. Moore stated that under "Comfort," was "Provide smooth surfaces, easy gradients, appropriate infrastructure and treatments and good maintenance."

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that the Vision Statement was "Connectivity Through Mobility, creating a functional transportation system that will provide adequate and quality service for the growing population of the Huntsville-Madison County Metropolitan Area."

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that the goals of the Plan were Safety and Comfort, Connectivity and Convenience, Accessibility, and Choice. He stated that some of the Objectives were to continue the process of incorporating low-stress facilities, such as wider sidewalks and innovative bike treatments; to implement a phased bike share system that complements and expands the transit and pedestrian networks; to expand development standards to require bicycle parking at retail, commercial, civic, and employment uses; and to connect bicycling and walking infrastructure improvements with transit stops

for last-miles linkages.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that the Recommendations were: Installation of bike racks throughout MPO areawide to promote bicycling; Add long-term and short-term parking facilities for bicycles; Installation of new protected bike lanes/cycle tracks; Consider road diet strategy on five-lane facilities with low traffic; Add sharrows to roads, along with "Share The Road" signs, to increase driver awareness; Create bike boulevards in residential areas that prioritize through trips for bicyclists; and Promote ridership with promotion campaigns.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this slide depicted the actual map of the plan. He stated that this was basically the base of the future plan. He stated that there were routes that went out into the county. He continued that these were routes that would mostly be taken by experienced riders who could deal with the terrain and things of that nature. He stated that the plan would go into detail about ridership and where people who were novice riders would ride and where people of different skill levels could ride. He stated that it also classified streets based on speed and the width of lanes, terrain, and things of that nature. He stated that the plan itself had a lot of good information inside of it which he felt the average person would find useful.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that the existing bike facilities at this time had a total of 216.17 miles, and the proposed bike facilities, including bike lanes, bike routes, greenways, and paved shoulders, would have a total of 388.62 miles.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this was Bike Promotion, a bicycle information

campaign, promoting health instead of safety, with Healthy Huntsville, to encourage ridership. He stated that this included replacing "See and Be Seen" bus wraps with new campaign slogan; school kids entering essay contests for bikes and ped safety; promoting tourism with Way Finders; connectivity between buses and transit; adding a free bike bus rack to buses from UAH and Alabama A&M; connectivity through neighborhoods with speeds less than 25 miles per hour and that connect to greenways; lists of parks and schools that are near greenways; promote bike riding near shopping centers where buses connect; popular origin and destinations within a mile of routes and greenways; and create online flyers denoting safe bike routes near and around schools or colleges.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this was Roadway Maintenance. He stated that since most cycling occurred on public roadways, maintenance was an important part of accommodating cycling. He stated that some target maintenance was Surface Repairs, Sweeping, Street Markings, and Roadway Markings.

Mr. Moore stated that he was ready for the next slide.

Mr. Moore stated that this was Performance Measures. He stated that once the plan was enacted, they would look at the number of bicycles observed as counts; the number of bike racks installed around the area; the number of page views on bicycle website; the number of fans on Facebook, the percentage of roads with bike lanes or shoulders; and the number of linear greenway miles. He continued that there would be a plan to maybe double the number of bicycle trips made in the city of Huntsville, as a percentage of total trips, by 2030, and to achieve a minimum of 80 percent good level of confidence and comfort for cyclists who ride in the city of Huntsville by 2030.

Mr. Moore asked if anyone had any questions or comments. He reiterated that this was the draft version and that the final could still be modified somewhat.

Mr. Mason stated that one of the things that he had been trying to get some people to understand about bicycle infrastructure was that it was just as important a part of the infrastructure to have a way to train and develop new bike mechanics and provide more bicycle shops, or places where people could fix flat tires, more on a neighborhood kind of level. He stated that he did not know exactly how this could be put into the plan, but he would think that part of the plan might be to encourage some training, or manpower development, for bicycle mechanics and bicycle skills.

Mr. Moore stated that the COVID crisis had brought on many people purchasing bicycles, so there was at least a three-month wait, he believed, nationwide, that there were so many people buying bicycles that they were hard to find. He stated that perhaps that might lead to more incidents on bicycles or things of that nature. He stated that hopefully they could get more feedback on that by the spring or summer of 2021.

Mr. Madsen stated to Mr. Mason that he liked his idea, and that he and Mr. Moore would talk about it offline. He stated that they had a certain amount of flexibility, and if Mr. Mason had some ideas, there was no reason that they could not include some sort of tertiary ideas to support bike usage. He stated that bike usage supported infrastructure, and infrastructure supported bike usage, so anything they could build in and around it made sense.

Mr. Slyman asked how much of this plan was expansion of greenways.

Mr. Moore stated that it was tied into the greenway system, that it

basically focused on more bicycle lanes, per se, and safety and pedestrian safety, and things of that nature. He stated that they all worked together, the overall idea and overall network system, including bikes, greenways, bike racks, and things of that nature.

Acting Chairman Thorpe thanked Mr. Moore for the presentation.

Mr. Mason moved to recommend approval of Resolution No. 30-20, adopting the Draft Huntsville-Area MPO Bikeway Plan.

Said motion was duly seconded by Mr. McDonald.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the members of the Citizens Advisory Committee participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next several resolutions on the agenda would be effective for the Fiscal Year 2020-2023 TIP.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 31-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 31-20 supported the addition of Project No. 100072419, which was a TSMO project. She stated that, basically, this was a Transportation ITS-type project, for I-565 to County Line Road. She stated that this was a new project, and that it was basically to support Smart Transportation Systems.

Mr. Ofenloch asked what that meant.

Ms. Lowe stated that it was Transportation Systems Management and Operations.

Mr. Madsen stated this was implementing a data system for more real-time traffic monitoring. He stated that in the future, it could be used if

there were really congested highways, signalization of on and off ramps, or it could go to support message signing. He stated that it was really just sort of going all 5G on the transportation network.

Mr. Ofenloch asked if it was correct that there was no cost around this.

Mr. Madsen stated that there was no cost to them locally.

Ms. Lowe stated that what was shown on the next slide was a location slide so they could orient themselves with the project.

Mr. Mason moved to recommend approval of Resolution No. 31-20, amending the National Highway System/Interstate Maintenance/Bridge Section of the FY2020-2023 Transportation Improvement Program (TIP), with the addition of Project #100072419 - "ADVANCED CORRIDOR MANAGEMENT TSMO ON I-565 FROM BEGINNING OF ROUTE TO COUNTY LINE ROAD," (CN Phase).

Said motion was duly seconded by Mr. Ofenloch.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 32-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 32-20 supported the addition of a project for the Keel Mountain area. She stated that, basically, they were using Emergency Management funds to put this project into the process here. She stated that they had all of the phases, the design, the right-of-way, and the construction of this particular project.

Ms. Lowe stated that the next slide was a location map so they could

orient themselves with this particular project.

Mr. Ofenloch asked whose budget the "Other" allocation came from.

Ms. Lowe stated that the "Other" category could be an in-kind match, that it could be a local match. She stated that ALDOT did not state as to where it all came from exactly.

Mr. Ofenloch stated that, then, it could be Huntsville, it could be Madison.

Ms. Lowe stated that was correct.

Mr. Mason recommended approval of Resolution No. 32-20, amending the National Highway System/Interstate Maintenance/Bridge Section of the FY 2020-2023 Transportation Improvement Program (TIP), with the addition of project #100072210, "SLIDE REPAIR FOR 350 FEET DUE TO EXCESSIVE RAINFALL ON KEEL MOUNTAIN ROAD IMMEDIATELY ADJACENT TO A RETAINING WALL APPROXIMATELY 0.3 MILES NORTH OF MOUNTAIN ROAD. (FHWA DISASTER AL 2020-01DDIR MADISON-01)," (PE Phase).

Said motion was duly seconded by Mr. McDonald.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Mr. Madsen stated that he had a point of clarification, and he stated that those funds were actually designated to come from Madison County, that they were providing the "Other" funds.

Acting Chairman Thorpe thanked Mr. Madsen for the clarification.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 33-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 33-20 was a deletion of a project for Blake Bottom Road. She stated that it said on the slide it was the Construction Phase, but it was actually the PE portion. She stated that the PE portion would be fully funded by Madison County. She stated that the "Other" category would be used as part of the match for the actual construction portion of the project.

Ms. Lowe stated that the next slide was a location map for the Blake Bottom Road project.

Mr. Ofenloch asked why this was being deleted.

Ms. Lowe stated that the PE portion, the design portion, was being deleted because Madison County had decided to pay for that themselves. She continued that in order to correct their TIP, they were deleting this from the TIP.

Mr. Ofenloch stated that he was just wondering if they were not going to widen this.

Ms. Lowe stated that they were doing it.

Mr. Ofenloch recommended approval of Resolution No. 33-20, amending the National Highway System/Interstate Maintenance Section of the FY 2020-2023 Transportation Improvement Program (TIP), with the deletion of "WIDENING FOR ADDITIONAL LANES ON CR-47 (BLAKE BOTTOM ROAD) FROM CR-19 (JEFF ROAD) TO SR-255 (RESEARCH PARK BOULEVARD)," PE Phase.

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was

Resolution No. 34-20, which was the I-565 west of County Line Road project.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that this project was being deleted from the TIP. She stated that ALDOT was going in and cleaning up its portal. She stated that the project itself was not being deleted, that the actual project number was changing on this particular project. She stated that the Design Phase was authorized at the first of the year, and the project number for that was actually 100068980. She stated that they were moving forward with the project, that it was just under another project number. She stated that they were going in and doing a little cleanup and deleting this particular project number and its associated descriptions, et cetera.

Mr. Slyman asked if this was already under construction on 565.

Ms. Lowe stated that she believed it was. She stated that this was the widening of 565, from 565 to County Line Road to the Wall Triana interchange.

Mr. Slyman asked Mr. Madsen if he had any idea when that would be completed.

Mr. Madsen stated that he did not know, but that might be included in the ALDOT updates toward the end of the meeting.

Mr. Slyman recommended approval of Resolution No. 34-20, amending the National Highway System/Interstate Maintenance Section of the FY 2020-2023 Transportation Improvement Program (TIP), with deletion of Project #100059113 (PE) "ADDITIONAL LANES ON I-565 FROM WEST OF COUNTY LINE ROAD TO EAST OF WALL TRIANA HIGHWAY."

Said motion was duly seconded by Mr. Griffin.

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

participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 35-20, the resurfacing and traffic striping on I-565 from the Limestone County line.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that this project was being deleted, but the project itself was still within ALDOT, that they were cleaning up their portal. She stated that this resurfacing project was moved to a widening project, to FY24. She stated that these were Rebuild Alabama funds. She stated that the project numbers were being changed, so that was why they were seeing the deletion of this particular project.

Mr. Slyman moved to recommend approval of Resolution No. 35-20, amending the National Highway System/Interstate Maintenance Section of the FY 2020-2023 Transportation Improvement Program (TIP), deleting Project #100068982 (CN) "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM THE LIMESTONE COUNTY LINE (MP 7.025) TO INDIAN CREEK (MP 12.553)."

Said motion was duly seconded by Mr. Ofenloch.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 36-20,

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 36-20 was a funding change to the resurfacing project on I-565. She stated that on this particular project, the

scope of work had changed to include the ramp in the project, so the total cost had changed, that it was at this time approximately \$10 million more.

Ms. Lowe stated that the project location was shown on the next slide.

Mr. Slyman asked what project the ramp had been in previously.

Ms. Lowe stated that it had not involved the ramp at all previously, that they had included some grading, et cetera, updating to that ramp.

Mr. Slyman asked if this was what was holding up the opening of that exit.

Ms. Lowe stated that this was Intergraph Way, the interchange right at Wall Triana.

Mr. Ofenloch stated that Intergraph Way went under the interstate right at Publix, across the street, so this looked like it would be at the beginning of the Trash Panda ramp, and it went all the way into Huntsville.

Ms. Lowe stated that that was not included, but she would look into getting some updates to see if that was what was holding it up.

Mr. Slyman stated that that was a big increase.

Mr. Ofenloch stated that was a long run there, that it was probably eight miles or more.

Mr. Slyman asked if they could go back to the description.

Ms. Lowe replied in the affirmative.

Mr. Ofenloch stated that it was about eight miles of resurfacing and striping, so it would be a lot of money.

Ms. Lowe stated that it would also include the ramp in that area.

Mr. Slyman asked if including the ramp was what had increased it \$10 million.

Ms. Lowe replied in the affirmative.

Mr. McDonald commented on the ramp at Research Park.

Mr. Madsen stated that he believed everyone who drove that knew that that was not the easiest thing to work on.

A member asked if there was a plan to fix that mess.

Mr. Madsen stated that long-term, yes, that it was not in the near-term plans. He stated that he thought they wanted to get through the improvements to 255, north of I-565, first, and then kind of work their way around on the Northern Bypass. He stated that he believed long-term they recognized that that interchange would have to be rebuilt to a certain extent.

Mr. Ofenloch stated he did not believe they had seen anything on that.

Mr. Madsen stated that he might be retired before that happened, that it was not in the near term. He stated that they had had their eyes on it because they knew it was a choke point.

Mr. Ofenloch recommended approval of Resolution No. 36-20, amending the National Highway System/Interstate Maintenance/ Bridge Section of the FY2020-2023 Transportation Improvement Program (TIP), with the change of funding for Project #100069195, "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM 0.28 MILES EAST OF INTERGRAPH WAY (MP 10.100) TO 0.26 MILES EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332)."

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe called for the vote on the above motion, and the following vote occurred.

AYES: Griffin, McDonald, Ofenloch,
Mason, Whitley, Thorpe

ABSTAIN: Slyman

NAYS: None

Acting Chairman Thorpe stated that the motion had passed.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 37-20, concerning the Wheeler National Wildlife Refuge.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 37-20 had been brought to their attention by FHWA, Eastern Federal Lands, and ALDOT. She stated that this project was basically to support the Singing River Trail and the transportation and street network improvements done there, out by the airport. She stated that the total cost would be approximately \$461,000, in 2022.

Ms. Lowe stated that the next slide was the location map. She stated that Rockhouse Road was in their TIP already, and they were adding Penny Bottoms Road, with the Federal Lands Transportation Program Grant.

Mr. Ofenloch asked what they were doing to Penny Bottoms Road.

Ms. Lowe stated that there would be some street network improvements.

A member asked if that was on the refuge.

Ms. Lowe replied in the affirmative.

Mr. Ofenloch stated that it was on federal property, then.

Mr. Mason moved to recommend approval of Resolution No. 37-20, amending the FY2020-2023 Transportation Improvement Program (TIP), Section 2.4.12, Other Federal and State Aid Projects section, with the addition of Project AL FLTP FW WHEE (1) Wheeler National Wildlife Refuge Rt. #110, Penny Bottoms Road.

Said motion was duly seconded by Mr. Ofenloch.

Mr. Ofenloch asked if they had a cost on this.

Ms. Lowe replied in the affirmative, stating that it was \$461,000.

Mr. Ofenloch asked who was paying for it, if they were doing it on federal

land.

Mr. Madsen stated that it was the feds, that the "FLAP" was a federal lands access program, that it was a federal grant.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was Resolution No. 38-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 38-20 adopted and supported the Performance Measures of Transit Asset and Transit Safety. She stated that Transit Asset Management was basically a model that went into how the Transit kept their network, their vehicles, and all of the things that helped out with transit. She stated that they called it a "State of Good Repair." She stated that these were beneficial to transparency and accountability for their capital investment in the transit world.

Ms. Lowe stated that the next slide depicted a chart that went into those particular Performance Measures. She stated that they would see on the chart that it would be every two years that they were getting ready to update those. She stated that in 2018, they had reduced their inventory by 10 percent, and in 2020, they were reducing it by 5 percent.

A member asked what that meant, "reducing their inventory."

Ms. Lowe stated that she believed John Autry had left, but he had been in the meeting to provide them more information if they needed it.

The member asked if this was to eliminate buses.

Ms. Lowe stated that it would not be eliminating but making sure they

were useful, in the sense of meeting or exceeding their useful life, so that they could get the proper mileage, the proper usage, within a particular time span.

The member asked how that would be done by reducing inventory.

Mr. Madsen stated that he believed it had to do with reducing their maintenance inventory. He stated that that was what he had understood from Mr. Autry. He stated that Mr. Autry was on the call for a long time, but apparently he had to depart.

Mr. Ofenloch asked if they were going to get any federal money when they moved the bus transfer point across the interstate, into the old cement plant property.

Mr. Madsen replied in the affirmative, stating that that was another grant. He stated that he believed that had already come through, to a certain point. He stated that a good chunk of federal funds would be going to support that.

Mr. Mason recommended approval of Resolution No. 38-20, amending the FY 2020-2023 Transportation Improvement Program (TIP), with the inclusion of the Transit Asset and Transit Safety Performance Targets and Measures.

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Acting Chairman Thorpe stated that the next item on the agenda was the FY2020-2023 TIP Administrative Modifications.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that these modifications were for their information, that

they did not have action required on them.

Ms. Lowe stated that the first one was Intersection Modification for East Limestone Road and Capshaw Road. She stated that this was a \$71,000 increase to modify the intersection, to install a roundabout.

Ms. Lowe stated that the next one was Memorial Parkway/Mastin Lake/Winchester Road Overpass, and this was a \$4 million decrease. She stated that there had been a scope change, that the removal of structures and utilities was taken out of the funding, that ALDOT had paid for that, which resulted in a \$4 million decrease in the project cost.

Ms. Lowe stated that the last one was the resurfacing on SR-53, from Memorial Parkway to 14th Street. She stated that there was an approximate \$203,000 increase. She stated that the finalized cost had come in from the engineers, and the project should let in January.

Ms. Lowe stated that the next item on the agenda was an Agency Report from ALDOT. She stated that Rod Ellis had not been able to get online for this meeting, and she would go through these.

Ms. Lowe stated that the first one was the Church Street project, Phase I, between Pratt Avenue and Monroe Street. She stated that this was under construction and approximately 70 percent complete, that the estimated cost was approximately \$15 million, and the completion date should be in the summer of 2021.

Ms. Lowe stated that next was the Northern Bypass, from Pulaski Pike to Memorial Parkway. She stated that the plans were 85 percent complete, and the right-of-way acquisition was to be completed this year, and the estimated cost was approximately \$40 million, with an anticipated start date of sometime in FY21 and an anticipated completion date of sometime in FY 2024.

Ms. Lowe stated that the next project was Martin Road, between Zierdt Road and Laracy Drive. She stated that there were two separate projects that would be built in phases, with Phase I having had a start date of July 2018, and being approximately 50 percent complete. She continued that the Phase I completion date should be in the fall of 2021. She stated that Phase II was scheduled for FY 2023. She stated that the estimated cost for both phases was approximately \$25 million.

Ms. Lowe stated that the next project was North Parkway at Mastin Lake Road. She stated that the structure removal project was completed, and the project cost was about \$520,000. She stated that the projected overpass project start date was sometime in Fiscal Year 2022. She stated that the plans were 90 percent complete, the right-of-way acquisition was complete, and the utility relocation was under way. She stated that the project cost was approximately \$42,600,000.

Ms. Lowe stated that the next project was Access Management on US 231 between Weatherly Road and Hobbs Road. She stated that the plans were 50 percent complete. She stated that the virtual public involvement process should have been held in the spring of 2020. She stated that the estimated cost was approximately \$15 million, and the estimated start date was the fall of 2022, with an anticipated completion date of the spring of 2024.

Ms. Lowe stated that the next project was Winchester Road, from Dominion Road to Naugher Road. She stated that the plans were 90 percent complete, the right-of-way acquisition was ongoing, and the estimated total cost was approximately \$15.5 million. She stated that the anticipated start date was sometime in FY 2022, with an anticipated completion date of sometime in FY 2024.

Ms. Lowe stated that the next project was Improvements to Balch Road, from south of Browns Ferry Road to north of Gooch Road. She stated that the plans were 65 percent complete, and the estimated cost was \$1.7 million, with an anticipated start date of sometime in FY 2022, and an anticipated completion date of FY 2023.

Ms. Lowe stated that the next project was Research Park Boulevard widening, from US 72 to south of Old Madison Pike. She stated that the estimated cost was approximately \$23 million. She stated that the work had started in August of 2019, and it was approximately 60 percent complete, with an anticipated completion date of late 2021.

Ms. Lowe stated that the next project was US 72 West, between Providence Main and County Line Road. She stated that the plans were 30 percent complete. She stated there were multiple funding sources, and they were considering project phases due to budget. She stated that the right-of-way acquisition was anticipated for sometime in FY 2022. She stated that the estimated cost was \$60 million-plus, and the anticipated start date was sometime in FY 2025, with an anticipated completion date of sometime in FY 2028.

Ms. Lowe stated that next project was Zierdt Road, between Madison Boulevard and Martin Road. She stated that there were four project phases, and the work had started in 2015, with the last phase, Phase IV, being under contract. She stated that the estimated total cost was approximately \$27 million. She stated that work had started in the fall of 2018 and was approximately 55 percent complete, with an anticipated completion date of the summer of 2021.

Ms. Lowe stated that the next project was Winchester Road, from

Naugher Road to Riverton Road. She stated that this project was under construction and approximately 95 percent complete, at a total cost of approximately \$6.5 million. She stated that the start date was February 2019, with an anticipated completion date of late 2020.

Ms. Lowe stated that the next project was Four Bridge Replacements on Old Highway 431. She stated that the project was under construction and approximately 45 percent complete, with a cost of approximately \$13.5 million, and the estimated completion was in the spring of 2022.

Ms. Lowe stated that the next project was the I-565 Interchange Improvements at Greenbrier Road. She stated that the project was under construction and approximately 95 percent complete, at a total cost of approximately \$10.2 million, and an anticipated completion date of late 2020.

Ms. Lowe stated that the next project was I-565 Additional Lanes from I-65 to County Line Road. She stated that it was under construction and approximately 42 percent complete, with a project completion date of fall of 2021, at a cost of approximately \$18.7 million.

Ms. Lowe stated that the next project was I-565 Additional Lanes from County Line Road to Wall Triana Highway. She stated that the design phase of this project had been recently authorized, with survey work under way. She stated that the projected start date was FY 2024, at a cost of approximately \$46.8 million.

Ms. Lowe stated that the next project was Jeff Road Additional Lanes, from south of Capshaw Road to north of Douglass Road. She stated that this was under design, and the projected start date was FY 2022, at a cost of approximately \$13.5 million.

Ms. Lowe stated that the next project was Intersection Improvements on

Wall Triana Highway at Graphics Drive. She stated that the project was under design, with a projected start date of FY 2021, at a cost of approximately \$1.6 million.

Ms. Lowe stated that the total amount of work in design and construction for ALDOT was \$376,804,483.

Acting Chairman Thorpe stated that the next item on the agenda was Nominations/Elections.

Acting Chairman Thorpe stated that the floor was open for nominations for Chair.

Mr. Whitley nominated Taron Thorpe to serve as Chair of the Citizens Advisory Committee, which was seconded by Mr. Slyman.

Mr. Ofenloch called for the question.

Acting Chairman Thorpe called for the vote for Taron Thorpe to serve as Chair of the Citizens Advisory Committee, and the nomination was unanimously approved by the members of the Citizens Advisory Committee participating in the Zoom Web Conference.

Chairman Thorpe stated that the floor was open for nominations for Vice Chair of the Citizens Advisory Committee.

Mr. Mason nominated Gary Whitley to serve as Vice Chair of the Citizens Advisory Committee, which motion was seconded by Mr. Ofenloch.

Chairman Thorpe asked if there were any further nominations.

Chairman Thorpe called for the vote for Gary Whitley to serve as Vice Chair of the Citizens Advisory Committee, and the nomination was unanimously approved by the Citizens Advisory Committee members participating in the Zoom Web Conference.

Chairman Thorpe asked if there were any Public Comments.

There was no response.

Chairman Thorpe asked if there were any Board Member Comments.

Mr. Slyman stated that they had seen the timeline on Highway 72, being 2025 and 2028, and all that sort of thing. He asked if there had been any more talk about Old Monrovia and Capshaw being pushed up on the list. He stated that he had noticed they were doing Blake Bottom, and that sort of thing, He stated that if they could get some relief on Old Monrovia and Capshaw, he thought that would help tremendously with the traffic situation on the west side of town.

Mr. Madsen stated to Mr. Slyman that he appreciated his bringing that up. He stated that they had actually mentioned that on a number of occasions to the Board, and he stated that the Board was also interested in that. He stated that that was a discussion and a decision that was happening well above staff's pay grade. He stated that the reminders of stakeholder concerns, particularly from the CAC, were appreciated, and they were heard.

Chairman Thorpe stated that persons should be able to see the calendar for 2021 meetings on the screen. He asked that Ms. Lowe send that out as calendar invites when appropriate.

Mr. Ofenloch stated that February 15th was Presidents' Day, and he asked if the staff would be working.

Ms. Lowe stated that they were off on that day, and she stated that she would make arrangements for that first meeting to be held on a different date.

Chairman Thorpe asked if Ms. Lowe would please send those out as calendar invites.

Ms. Lowe replied in the affirmative.

Chairman Thorpe asked if there was any further business to come before

the Citizens Advisory Committee.

Chairman Thorpe stated that the meeting was adjourned.

(Meeting adjourned at 6:55 p.m. on November 30, 2020.)