

**TECHNICAL COORDINATING COMMITTEE
OF THE
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - February 5, 2020 - 3 p.m.

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

Committee Members Present:

Mr. James Moore	City of Huntsville, Planning Division
Mr. Shane Davis	City of Huntsville, Director of Urban and Economic Development
Mr. Tommy Brown	City of Huntsville, Director of Parking and Public Transit
Ms. Kathy Martin	City of Huntsville, Director of Engineering
Mr. Nicholas Nene	City of Huntsville, Traffic Engineering
Ms. Mary Beth Broeren	City of Madison, Director of Development Services
Ms. Anne Burkett	Madison County, Planning and Economic Development
Mr. Rodney Ellis	Alabama Department of Transportation
Mr. Allen Teague	Alabama Department of Transportation

MPO Staff Members Present:

Ms. Shontrill Lowe
Ms. Paige Colburn
Mr. Steve Dinges

The meeting was called to order by Mr. James Moore at the time and place noted above.

Mr. Moore stated that the first order of business was the Approval of the Minutes of the prior meeting.

Ms. Martin moved for approval of the Minutes of the Technical Coordinating Committee meeting held on November 20, 2019, which motion was duly seconded by Mr. Brown.

Mr. Moore called for the vote on the above motion, and it was

unanimously approved by the Technical Coordinating Committee Members present.

Mr. Moore stated that the next item on the agenda was Discussion of the Regional Commuter Study, Congestion Management Plan.

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that the Regional Commuter Study was on the agenda as an informational item. She stated that the consultants had been selected, and they were Metro Analytics. She stated that the Draft of the Commuter Study would be due on August 24, 2020, and then there would be a 45-day Public Comment Period, with the Final being due in November 2020. She stated that the Commuter Study would be their Congestion Management Plan, which was Chapter 7 of the Long-Range Transportation Plan, TriP2045.

Ms. Lowe stated that the Project Schedule the consultants had given them was as follows: November 2019 was their kickoff, or Project Initiation date; January 2020, Initial Data Findings; May 2020, Data Presentation, to be approved; August 2020, Draft Report; and then a 45-day Public Comment Period would commence; and November 2020, Final Report.

Mr. Moore stated that the next item on the agenda was Adoption of the Draft TRiP2045 - Long-Range Transportation Plan. He stated that Resolution No. 01-20 adopted and supported the Draft TRiP2045 Huntsville Area MPO 2045 Long-Range Transportation Plan.

Mr. Moore recognized Mr. Shane Davis.

(Mr. Davis made a PowerPoint presentation.)

Mr. Davis stated that on behalf of Croy Engineering and the Planning staff, he wanted to provide an update of where they were with the 2045 LRTP. He stated that traffic modeling had been completed. He continued that they

were still going through scrubbing data, making sure the data made sense. He stated that he just wanted to present a quick update concerning this, noting that he would be providing the same to the members of the MPO at their meeting later in the day.

Mr. Davis stated that most of the members of the TCC were aware of the overall goals and requirements of the LRTP so he would kind of skip through that portion of the presentation. He continued that he would go through that at the meeting of the MPO, for the benefit of the members of the public who might be in attendance, as to why they were having to update the Long-Range Transportation Plan.

Mr. Davis stated, concerning the Plan Evaluation Components for Update that were being displayed, that these were items that must be in the Plan for Federal Highway. He stated that these were socioeconomic context and demographics, the demand on the transportation system due to growth that was occurring within the Study Area; and environmental context and land use, the economic growth forecast on jobs, and just population growth, and also air quality data. He stated that they were an Attainment community from an air quality standpoint, and the Plan must show they were making investments to try to continue to achieve the Attainment category they had with EPA Air.

Mr. Davis stated that the Roadway Infrastructure and Traffic Forecasts was the network modeling, and that the Multi-Modal Infrastructure was Transit Services, bike and pedestrian facilities; and then there was Congestion Management, Safety Management, and the Security Element of just the overall system. He stated that there was also an update of the Freight Plan, which he noted would include rail service within the community, the multi-modal

facility at the airport. He stated that then there was the Financial Plan, how the projects identified within the Plan were funded, or if they were unfunded and shown as Visionary projects.

Mr. Davis stated that the Plan was the same as the previous updates as far as the Study Area and the Urbanized Area that were both approved by ALDOT and FHWA. He continued that the Study Area included all of Madison County, and for the most part, what they called the "Incorporated Areas of Huntsville and Madison in the Limestone County Areas." He stated that the Urbanized Area was just a little smaller than that, based on the population trips.

Mr. Davis stated that the next slide showed the Updated Goals, a 25-Year Comprehensive Transportation Infrastructure Plan, to identify the Top Critical Future Transportation Projects, based on model forecasting, trips and population growth, and what they thought the average daily traffic would be on these corridors based on that. He continued that then there was "Financially Constrained Transportation Projects." He stated that the Plan must be fiscally constrained, by Federal Highway, noting that this meant that their modeling would show any and all projects that were currently funded within 2045. He continued that this was like their TIP, which they had recently approved, and then the Monthly Spreadsheet, which showed Federal Highway projects, ALDOT projects, which he noted might be shown in, like, 2038, that technically they were funded in those outer years. He stated that they put all of that into the model and showed what the output would be in 2045 if those were the only additional improvements to be made on the system.

Mr. Davis stated that next was Visionary Transportation Projects, noting that these were future necessary projects that were unfunded, but based on the

model they saw they must be focused on, and trying to add into the funded category, just to continue to grow projects that they knew could get built.

Mr. Davis stated that, also, the Financially Constrained Transportation Projects would include any local projects that Madison, the City of Huntsville, Madison County, any of the participants, had that were outside of any MPO funds. He stated that it could be a local Capital Plan for that jurisdiction. He stated that those would be modeled as being funded, and as to what positive impact they would have on the system.

Mr. Davis stated that the Congestion Management Elements were short-term relief measures. He continued that this might be that from the model they identified a project that could be funded economically, perhaps an intersection improvement, or a turn lane, or something that would have a positive impact just on the overall transportation system.

Mr. Davis stated that the Multi-Modal Opportunity/Trends that they saw was Transit Services, which was bikeways, greenways, and pedestrian facilities.

Mr. Davis stated, concerning the Freight/Cargo Infrastructure Strategy, that a lot of that would be them working with the Huntsville International Airport Intermodal Facilities, and also taking into consideration the new rail that was getting installed due to Mazda-Toyota, things like that.

Mr. Davis stated that then there was the Financial Plan, showing that the Plan was funded through 2045 with the projects that were identified.

Mr. Davis stated that next there was "So Where Do We Start?" He stated that the Transportation Network Evaluation was probably the heaviest lift of this. He stated that with System Modeling, they started out with where they were at this time. He continued that this would give them a baseline of where and how the system performed at this time. He stated that they had chosen

2015 because those were projects that they could identify that had been completed since the last Long-Range Plan Update. He stated that a lot of those were still under construction, and they wanted to find a place in time that they could say, "Since the last Long-Range Plan Update, all these projects are 100 percent complete, and we have traffic data on those and can show how they perform." He continued that that started a baseline of how the system was performing, and then they started adding layers.

Mr. Davis stated that the System Modeling was the TIP they had just completed, so they knew those were short-range projects that were 100 percent funded, and they knew would get completed, so they placed those into the model, and it showed what kind of impact they had on the overall system. He stated that then there was a third run of that model, saying, "Based upon our MPO schedule of projects that come out monthly, we take all those that are shown to be funded between now and 2045, and we place those in the model as if they were complete and run the model with population projections and traffic modeling increase and ask what kind of system we have." He continued that that was their baseline to say, "Now, here are the problem areas that we really need to start focusing on that are unfunded."

Mr. Davis stated that if they were really going to have a great transportation system in the region, with all this getting done between this date and 2045, these were the things they were behind on and needed to focus on. He stated that this was what they called "Identifying Visionary Projects." He stated that that was what they tried to get to and update in the LRTP. He continued that they already knew what they were going to be doing, but in the 25-year plan what should they be focusing on in addition to this. He stated that, again, there was Transit Services, the Bike/Pedestrian Infrastructure, and

the Freight.

Mr. Davis stated that this was their base model, that this was as of this time, that with all the projects that had been completed since 2015, this was what their transportation network performed like. He stated that they were going to see some categories in red and orange, that what was being displayed was kind of a heat map, noting that the yellow was kind of mediocre congestion. He stated that things he would point out were I-565 on the west end, Highway 72 West, Highway 72 East, things that they knew about that the community was already speaking of. He continued that they also knew that some of these were funded.

Mr. Davis stated that what was being displayed at this time was the 2045 Model, which was called "Existing and Committed." He stated that what this meant was that the existing construction was ongoing in the communities, noting that one could think of projects such as Martin Road, Zierdt Road, and Research Park Boulevard, that whole list of projects that the system was seeing in active construction. He stated, concerning the "Committed," that the way they had broken that down was the TIP, the next four years, just approved, what was under construction and what was coming in the next 48 months.

Mr. Davis stated that what was displayed was what the system looked like. He stated that, again, they could see that Highway 72 was still in red, although not as red as 2015, because some of it had gone to orange. He stated that because of the right-of-way acquisition, this project was not fully completed under this model, that it was probably under construction. He stated that he was just giving this as an example. He continued that one could see the pressure that I-565 in the western corridor was taking, with all the job growth there. He stated that looking at the base map, it was kind of green, and

some of it was in orange. He stated that if they did nothing, that was what it would look like in 2045, even with all the funded construction that was going to help provide alternate routes.

Mr. Davis stated that what was being displayed next was the 2045 Model, Financially Constrained. He stated that once everything was completed that they knew of that was currently funded, between this date and 2045, and they did no additional projects in 2045, this was the transportation system the community would live with. He stated that one could see a lot of pressure on the system. He stated that this would show that Highway 72 with additional lanes still performed like what was being displayed. He continued that I-565, with additional lanes, was still like this in 2045.

Mr. Davis stated that they could look at Visionary projects, what they needed to do in addition to what they all knew was getting funded between this date and 2045. He stated that the way Staff and the Corps of Engineering had run this model was like anyone else in the country would run it, that it was Volume/Capacity, that they knew how many cars, and they knew what a road would carry, and they ranked those, that they would just get a ranking and score those.

Mr. Davis stated that one way they would sort things in this Plan was by Functional Classification of Roadways. He continued that he could have a local road that had a volume/capacity number of 4, and he could have I-565 with a 4. He stated that he believed they would all agree that 4th Street would not take precedence over I-565. He continued that the way to do that would be to break these down by their functional classification.

Mr. Davis stated that that was what they had, and that later in the day, he would explain this to the MPO members and to the public.

Mr. Davis stated that what was being displayed next was the Federal Highway's Functional Classification. He stated that looking to the left, there were Local Roads, great access, with multiple driveways for businesses and residents. He stated that moving to the Collectors, there was a little less access; and then with the Arterials, there was fast movement, high mobility, but limited access. He stated that the probable funding was right to left rather than left to right, as far as a positive impact on the system.

Mr. Davis stated that what he would be displaying next were the projects that past 2045 the model was showing they needed to focus on, I-565 from County Line Road to Wall Triana Highway, to widen to six lanes, and then as they got farther east in the urbanized area, I-565 from Wall Triana to Madison Boulevard crossover area, to widen to eight lanes. He stated that these were recommendations.

Mr. Davis stated that the next display concerned Expressways. He stated that this was the freeway system, that I-565 was the only freeway they had in their Study Area, that it was the only interstate link they had. He stated that then they would come down to expressways, US 231 and Memorial Parkway. He stated that the interchange at I-565 was the heartbeat of the entire transportation network, US 231 and I-565. He stated that this was the largest in the entire system.

Mr. Davis stated that there was also Research Park Boulevard at I-565 interchange modification; Research Park Boulevard at US 72, or University Drive; and the Research Park Boulevard widening, from US 72, or University Drive, north to Alabama 53.

Mr. Davis stated that those were the top four expressways. He stated that certainly as they finished the Plan, this list would grow, but he had wanted

at this time to just show the highlights of the top projects. He stated that if one looked at the existing approved LRTP Plan, there were 120-something projects planned. He stated that he was just showing the highlights, kind of the top projects, but as one saw the Draft come out, there would be a much longer list.

Mr. Davis stated, concerning the next slide, Major Arterials, that they had pulled these out of the model and started grouping them. He stated that US Highway 72 East was known by FHWA and ALDOT and the MPO as "Corridor V," from Maysville Road to Shields Road. He continued that this included new interchanges and service roads. He stated that he believed locally most people referred to this as really an extension of I-565, trying to get it farther east, through the county.

Mr. Davis stated that the next project was Alabama 53, from Research Park Boulevard, or State Route 255, north to Harvest Road, widening to six lanes. He stated that he would remind the members that if they looked at the current Monthly Transportation Report Update that came out, this was in addition to all the Highway 53 widening that was currently budgeted, going north. He stated that this was a section that was already four-laned, and it would need to be widened to six lanes, just due to the growth in North Madison County and the commuters coming in for work.

Mr. Davis stated that next there was US 231/431, from Hollow Road to Patterson Lane, which he noted was just north of Alabama A&M, through what was the Northern Bypass intersection and got farther north, up close to Meridianville.

Mr. Davis stated that next was Memorial Parkway from Meadowbrook Drive to Hobbs Road, additional interchanges, or overpasses, on the Parkway, going south toward the river bridge.

Mr. Davis stated that next was US 231/431 and Research Park Boulevard intersection. He stated that this was what some people were calling the "Northern Bypass." He stated that that would go under construction in the current year, that it was currently under design as an at-grade intersection, a conventional intersection, but as they grew, with the traffic, it was going to bring that to eventually an interchange there, to get the volume through there.

Mr. Davis stated that the next slide depicted some Major Arterials. He stated that here they would start getting into some state and federal roads, but there were still some they considered Local Roads that due to the traffic volume were considered Arterials. He stated that the top five were the ones he had just gone through. He stated that this would show the top 15, and that the Final Draft would have the Top 25 Major Arterials in the report. He stated that, again, these were common culprits they had already talked about, Highway 72, the west side of the county and the east side, and Memorial Parkway/US 231/431, mainly going farther north, as one would start seeing the northern portion of Madison County start to really densify, in population and growth. He stated that there was also Alabama 53. He continued that these were the Major Arterials that brought people in and out of the region.

Mr. Davis stated that the next slide showed the Minor Arterials. He stated that something of note that the model showed was that there were actually three sections of Patton Road that were on Redstone Arsenal. He stated that the FBI was growing, and there were public roads that went into gates. He stated that they would share that data with the leadership at Redstone Arsenal.

Mr. Davis stated, concerning the display, that there was Madison Boulevard from I-565 to Resolute Way, an interchange modification

there, where Governors West came in, and getting on and off the interstate. He stated that Governors West was coming in, and there was Slaughter Road, and it created major congestion at that point. He continued that this was already an odd intersection to navigate through. He stated that it had popped up on the list. He continued that there was Slaughter Road, from Old Madison Pike to US 72. He stated that this was an unfunded project, but it ranked high.

Mr. Davis stated that next there was the Wall Triana Highway from Interpro Drive to Dunlop Boulevard, to handle the new traffic from Town Madison, in that exit, getting more pressure from the city of Madison, just from travelers coming to the Jetplex and other areas. He stated that then there was Sullivan Street from Kyser Boulevard to Front Street, and Winchester Road from Bell Factory Road to Riverwalk Trail. He stated that that was the continued widening of Winchester Road, to the east of what had already been completed.

Mr. Davis stated that with some of these projects, one could see where they had mitigated some congestion with past projects, but they had just moved it to somewhere else on the corridor, so it was really picking that up and trying to get it completed through the Study Area.

Mr. Davis stated that the list went on, that there was Old Railroad Bed Road, with two different locations for that, and again Wall Triana Highway, and Huntsville-Brownsferry Road. He continued that there would be many more projects.

Mr. Davis stated that with the next slide, they would get into Major/Minor Collectors. He stated that they were going from the interstate system, that they were getting really local, that they were getting into what he would call "Jurisdictional Roads." He stated that Capshaw Road was at the top

of the list, as a Major/Minor Collector, and that this was something that would be no surprise to them. He stated that there was from Nance Road to Old Railroad Bed Road, and then there was Oakwood Road, Old Monrovia Road, Plummer Road, Moores Mill Road, Hughes Road, Old Big Cove Road, Old Madison Pike, and the list went on.

Mr. Davis stated that he would say the pressure on the system was not a Huntsville problem, it was not a County problem, it was not a City of Madison problem. He stated that he thought the model and what the Staff and Croy had done was pretty accurate, but they were still scrubbing it, just to make sure. He stated that when he saw the list, it was roads that were being traveled on at this time, in various jurisdictions, that were going to need some improvement, and to just start addressing what was the recommendation.

Mr. Davis stated that the description they could see to the right on the display was not the perfect solution, that it was what, based on the model, Croy and engineers had recommended. He continued that, certainly, if it fell within the City of Huntsville's jurisdiction, there might be something different they would choose to do, that it might be just intersection improvements, but this would be the ultimate solution. He stated that sometimes financial restrictions would prevent that. He continued that it was not what had to be done, that it was the best solution possible. He stated that, certainly, if it fell within a jurisdiction, and it was locally funded, an alternate solution could be considered.

Mr. Davis stated that the next slide concerned the next steps to finalize the LRTP so they could be in compliance with FHWA and ALDOT. He stated that they would continue to finalize the priority rankings of future transportation needs, and he asked what this meant. He stated that they were

very close to providing the modeling results/lists to MPO jurisdiction members, noting that that was everyone in the room at this time, to take this back to their staff and really kind of scrub that, question that, or maybe add more comments, so they could be sure they got that right within the jurisdiction. He continued that next was to review and finalize future recommendations for identified transportation nodes. He stated that there might be a section in the county where they would say that they realized it needed five lanes, but they felt that they might get a better bang for the buck by doing three intersections. He stated that this would really be updating the recommendations.

Mr. Davis stated that next was to finalize charts and mapping exhibits, to make those very easy to read, not just for the technical staff but also for the general public. He continued that next was to develop a project list of possible short-term congestion management projects. He stated that this was the part he had mentioned earlier that was a requirement in the LRTP, where they might identify low-hanging fruit, an intersection improvement, or an intersection that did not have any turn lanes, and that would help, something that would show a positive response in the model.

Mr. Davis stated that next was to finalize all the information within the overall 2045 LRTP documents, the Growth Trends, the Socioeconomics, and, as he had mentioned, the Multi-Modal Opportunities and Trends, the Freight and Cargo Infrastructure Strategy, and, of course, the Financial Plan, showing that the Plan was fiscally constrained.

Mr. Davis stated, concerning the schedule, that it was from early to mid March 2020, or sometime in March, early in March, to have the Final Draft to all the TCC members, and they could provide comments and some redlines. He

continued that, then, in late April 2020 to present it to the MPO body to actually adopt, and have a resolution, so they could send that out to FHWA and ALDOT.

Mr. Davis asked if any of the members had any questions. He stated that he had wanted to show this to the TCC members before he presented it to the MPO. He stated that there was still a lot of work to do on this, but he thought the hard part was almost over. He stated that that was getting the base model, and then to start putting in all the projects that were funded and run these different scenarios. He stated that that had taken some time, but he thought that in the last week, Croy and the Staff had gotten it to the point where they could present it. He continued that he thought the rest would come a little easier because they would just be updating parts of the LRTP, like the Freight and Cargo, any improvements that the Airport was making, or the Greenway Master Plans of the different jurisdictions, making sure that those were the latest and greatest. He stated that that was really just updating inserts, that this was the more heavy lift, of really showing how overall it was performing, and how it would perform. He stated that the other parts of it would be easier to accomplish.

Ms. Martin moved to recommend approval of Resolution No. 01-20, adopting the Draft TRiP2045 Long-Range Transportation Plan.

Said motion was duly seconded by Mr. Brown.

Mr. Moore asked if there was any discussion.

Ms. Broeren asked what they were recommending approval of.

Ms. Lowe stated that it was to recommend approval of the Draft Presentation of the LRTP to the Board.

Ms. Broeren stated that it said that it was the recommendation of the

Draft, that it did not say the "Draft Presentation."

Ms. Lowe stated that the Draft was actually on their website. She stated that they would not have any printed copies until they got to the Final stages, and those were by request.

Ms. Broeren stated that when they had met, Ms. Lowe had indicated that there was going to be a link sent out for the Draft. She asked if Ms. Lowe was talking about the same Draft.

Ms. Lowe replied in the affirmative.

Ms. Broeren stated that they had not received any communication that the Draft was available for review, that since they had met, they had not received anything, to her knowledge, unless it had gone to someone else in City Hall. She stated that she was not aware that the Draft was out for review.

Ms. Lowe asked if there was anyone else who had not received information stating to go to the Huntsville MPO website to look at the Draft.

Mr. Dinges stated that there was a Draft on the website, but it did not have any road projects.

Ms. Lowe stated that that was correct. She continued that the Draft was currently being updated, per everyone's comments. She stated that that was a good observation, that she was glad he had looked at it.

Mr. Dinges stated that now that they had this model, that was the one piece that was really missing in there, and he thought that in the next couple of weeks, or in March, the Staff could give out a new link to go and look at the road piece of it.

Ms. Lowe stated that they were still taking comments, and that the Draft would be updated. She stated that they would be taking public comments until this was finalized. She stated that this was a living document, so it would be

finalized and adopted on a certain date, but at that time it would still be updated, because they still had their Congestion Management Plan, their Commuter Study, that would be inserted as Chapter 7. She reiterated that it was a living document, and it would still be updated as they went along. She stated that this was something they were going to use, that it would not just sit on a shelf.

Ms. Lowe stated to Ms. Broeren that she was sorry she did not get that to her, and she would get that link to her.

Ms. Broeren stated that it seemed premature to have the TCC adopt a resolution to adopt the Draft if it really had not been fully circulated. She stated that it might have gone to another department, and it just did not filter down to all of the staff. She stated that she guessed their schedule was adoption in April, so it seemed that there would be another TCC meeting prior to that time where the TCC could consider this.

Mr. Davis stated that he agreed with that, that he did not think there was a need to act on it at this time. He stated that in March there would be a TCC meeting, and it was just a TCC meeting, not a full MPO body meeting. He continued that April was when their deadline was to actually have a resolution to adopt the full Plan, if they were okay with that.

Mr. Brown asked if the motion was to pass this item on to the MPO.

Ms. Lowe replied in the affirmative.

Mr. Brown stated that that was what they would be agreeing to at this time, to pass it on to the MPO.

Ms. Lowe stated that that was correct, that it was a living Draft.

Ms. Lowe suggested that they amend the motion to include the Draft and the Presentation.

Mr. Martin moved to amend the above motion to recommend approval of the Draft and the Presentation to the MPO Board.

Said motion was duly seconded by Mr. Brown.

Mr. Moore called for the vote on the amendment to the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore called for the vote on recommending approval of Resolution No. 01-20, adopting the Draft TRiP2045, as amended to state "adopting the "Draft TRiP2045 and the Presentation to the MPO Board," and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 02-20 adopted and supported funding changes to "Intersection Modification on CR-109 (East Limestone Road) and CR-36 (Capshaw Road) to Install Roundabout" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 02-20 would amend the TIP to take ahold of the funding increase. She continued that as one could see, it had gone from about \$52,000 to about \$300,000, for intersection modifications to install this roundabout.

Mr. Davis moved to recommend approval of Resolution No. 02-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP, with funding changes to "Intersection Modification

on CR-109 (East Limestone Road) and CR-36 (Capshaw Road) to Install Roundabout" project.

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

Mr. Brown asked if this was a city or a county project.

Ms. Lowe stated that it was a county project.

Mr. Moore asked if there was any further discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 03-20 adopted and supported funding changes to "Resurfacing and Widening on I-565 from 1.62 miles east of Greenbrier Road to 0.25 mile west of County Line Road" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 03-20 would amend the TIP to increase the funding for this resurfacing project. She stated that the total cost for the construction had been about \$5.4 million, and at this time it was about \$5.6 million. She stated that the target date was staying the same, so they were on schedule to bid and let this project at that time.

Mr. Brown moved to recommend approval of Resolution No. 03-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, with funding changes to "Resurfacing and

Widening on I-565 from 1.62 miles east of Greenbrier Road to 0.25 mile west of County Line Road" project.

Said motion was duly seconded by Mr. Davis.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 04-20 adopted and supported funding changes to "Resurfacing and Widening on I-565 from 0.545 mile west of I-65 to 1.62 miles east of Greenbrier Road" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 04-20 was, again, an increase in funding for the project. She stated that the construction cost had been at approximately \$11.5 million, and it had been increased to approximately \$12.1 million.

Ms. Martin moved to recommend approval of Resolution No. 04-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, with funding changes to "Resurfacing and Widening on I-565 from 0.545 mile west of I-65 to 1.62 miles east of Greenbrier Road" project.

Said motion was duly seconded by Mr. Brown.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 05-20 adopted and supported funding changes to "Resurface SR-53 from just north of CR-122 to SR-251 in Ardmore" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 05-20 was a funding decrease. She stated that the project had been approximately \$1.9 million, and at this time it was approximately \$1.5 million. She stated that this was a federal maintenance project, that it was just a resurfacing project for State Route 53.

Ms. Martin moved to recommend approval of Resolution No. 05-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, with funding changes to "Resurface SR-53 from just north of CR-122 to SR-251 in Ardmore" project.

Said motion was duly seconded by Mr. Brown.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 06-20 adopted and supported adding "Widening, Resurfacing,

and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 06-20, Resolution No. 10-20, and Resolution No. 11-20 were similar projects, just different phases. She continued that these were items No. 9, No. 13, and No. 14 on the agenda. She stated that this was a project addition, that it was a new project that would be inserted into the TIP. She stated that as the members could see, everything in red on the display was new, the funding, the project, the target date, et cetera.

Ms. Broeren moved to recommend approval of Resolution No. 06-20, amending the National Highway System/Interstate Maintenance Section of the Adopted 2020-2023 TIP, adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway" project.

Said motion was duly seconded by Mr. Davis.

Mr. Moore asked if there was any discussion.

Mr. Davis asked Ms. Broeren if it was correct that this was a new gas tax ATRIP project.

Ms. Broeren replied in the affirmative.

Mr. Moore asked if there was any further discussion.

Mr. Moore called for the vote on Resolution No. 06-20, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that, as Ms. Lowe had explained, item 13 on the agenda

was related to the above item 9 on the agenda, Resolution No. 06-20.

Mr. Moore stated that item 13 was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 10-20 adopted and supported adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 Eastbound Off-Ramp at Wall Triana Highway," (RW Phase), project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Ms. Martin moved to recommend approval of Resolution No. 10-20, amending the National Highway System/Interstate Maintenance Section of the Adopted 2020-2023 TIP, adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 Eastbound Off-Ramp at Wall Triana Highway," (RW Phase), project.

Said motion was duly seconded by Mr. Brown.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that, as Ms. Lowe had explained, item 14 on the agenda was also related to the above item 9 on the agenda, Resolution No. 06-20.

Mr. Moore stated that item 14 on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 11-20 adopted and supported adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 Eastbound Off-Ramp at Wall Triana Highway," (CN Phase), project, as approved by ALDOT, into the Adopted

FY 2020-2023 TIP.

Ms. Martin moved to recommend approval of Resolution No. 11-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, adding "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realigning I-565 Eastbound Off-Ramp at Wall Triana Highway," (CN Phase), project.

Said motion was duly seconded by Mr. Brown.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 07-20 adopted and supported deleting "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthey Road," (PE Phase), project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 07-20 and Resolution No. 08-20 were the same project, just different phases, the PE Phase and the Construction Phase. She stated that these two projects were being deleted from the TIP. She stated that ALDOT had already deleted them from its STIP, so they were deleting them from their TIP. She stated that the State had already put in a red light at this intersection.

Ms. Martin moved to recommend approval of Resolution No. 07-20, amending the National Highway System/Interstate Maintenance Section of the

Adopted FY 2020-2023 TIP, to delete "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthey Road," (PE Phase), project.

Said motion was duly seconded by Mr. Brown.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that, as Ms. Lowe had explained, the next item on the agenda, item 11, was related to the above item 10 on the agenda, Resolution No. 07-20.

Mr. Moore stated that item 11 on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 08-20 adopted and supported deleting "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthey Road," (CN Phase), project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Davis moved to recommend approval of Resolution No. 08-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP to delete "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthey Road," (CN Phase), project.

Said motion was duly seconded by Mr. Brown.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that

Resolution No. 09-20 adopted and supported the renaming and repurposing of Funds for the “Kellner Road Extension” project to "Placement of Wearing Surface and Striping of Town Madison Boulevard from Zierdt Road to the City of Huntsville/Madison Boundary" project, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Amendment No. 09-20 was to rename this project from “Kellner Road Extension” to the description as shown on the display. She stated that they would also be repurposing some of those funds for this “Wearing Surface” project. She stated that she believed this was part of the ATRIP funds. She stated that the target date was around April of 2020.

Ms. Broeren moved to recommend approval of Resolution No. 09-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, renaming and repurposing funds for the “Kellner Road Extension” project to the "Placement of Wearing Surface and Striping of Town Madison Boulevard from Zierdt Road to the City of Huntsville/Madison Boundary" project.

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 12-20 adopted and supported the "Safety Performance

Measurement (PM 1) Targets, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 12-20 was one of the things that they were kind of mandated to do, per FHWA and ALDOT. She stated that they were supposed to be looking at how they were measuring their performance on different areas of their highway. She stated that PM1 was their Safety Targets. She stated that what was listed on the display was ALDOT's Safety Targets. She stated that because they, as the Huntsville MPO, had not created their own Safety Targets, she was asking that the Safety Targets that ALDOT had provided for them be adopted.

Mr. Davis moved to recommend approval of Resolution No. 12-20, adopting and supporting the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT.

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an amendment to the Functional Class of Roadway Network and Updating the Huntsville Area MPO Functionally Classified Map. He stated that Resolution No. 13-20 adopted and supported the request of the City of Madison to modify Roadway Classification and the Functional Classification Map, as approved by ALDOT, into the Adopted Huntsville Area MPO Functional Classification Map.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 13-20 tied back to Resolution No. 09-20, where they had renamed and repurposed some funds. She stated that this resolution amended the actual Functional Classification Map, so they would know, through different items, such as average daily travel trips, that the road would be a major collector, and so forth. She stated that they were calling this “Dunlop/Town Madison from Zierdt to Wall Triana.”

Ms. Broeren recommended approval of Resolution No. 13-20, amending the Huntsville Area MPO Functional Classification Map to change “Dunlop/Town Madison from Zierdt to Wall Triana” from a local route to a major collector.

Said motion was duly seconded by Mr. Davis.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on the above motion, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was Jurisdiction Reports.

Mr. Moore asked if there was any report from Madison County.

There was no response.

Mr. Moore asked if there was any report from the City of Huntsville.

There was no response.

Mr. Moore asked if there was a report from the City of Madison.

There was no response.

Mr. Moore asked if there was a report from the Town of Triana.

There was no response.

Mr. Moore asked if there was a report from the Town of Owens Cross Roads.

There was no response.

Mr. Moore stated that the next item on the agenda was Agency Reports.

Mr. Moore asked if a representative of FHWA had a report.

There was no response.

Mr. Moore asked if a representative of the FTA had a report.

There was no response.

Mr. Moore asked if a representative of the Alabama Department of Transportation had a report.

There was no response.

Mr. Moore asked if a representative of Public Transit had a report.

There was no response.

Mr. Moore stated that the next item on the agenda was TCC Member Comments. He asked if any of the members would like to comment at this time.

There was no response.

Mr. Moore stated that with no further business to come before the Technical Coordinating Committee, the meeting was adjourned.

(Meeting adjourned at 3:55 p.m. on February 5, 2020.)