

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

MINUTES

Regular Meeting - June 17, 2020 - 3 p.m.

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

Committee Members Present:

Mr. James Moore	City of Huntsville, Planning Division
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. Brandi Quick	City of Huntsville, Director of Huntsville-Madison County Marina and Port Authority
Mr. Chuck Faulkner	Madison County, County Engineer
Ms. Bailee Robinson	Madison County, Assistant County Engineer
Ms. Anne Burkett	Madison County, Planning and Economic Development
Mr. Rodney Ellis	Alabama Department of Transportation

MPO Staff Members Present:

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

Also Present:

Mr. John Autry	City of Huntsville, Public Transit Manager
Mr. Robert Schiffer	Metro Analytics

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

Mr. Moore stated that the first item on the agenda was approval of the Minutes of the Web Meeting held on April 22, 2020.

Mr. Madsen moved for approval of the Minutes of the Web Meeting of the Technical Coordinating Committee held on April 22, 2020, which motion

was duly seconded by Mr. Faulkner and unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was a discussion of the Regional Commuter Study (Congestion Management Plan). He stated that this was an informational item only.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that before she went into that item, she had a housekeeping matter to cover, and she read as follows, "The Huntsville-Area MPO holds all public hearings in compliance with Titles VI and VIII of the Civil Rights Act. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status."

Ms. Lowe stated that the Regional Commuter Study was an informational item, as had been stated. She stated that the consultant present at this meeting, from Metro Analytics, was Rob Schiffer. She stated that the Draft Plan was due August 24, 2020, and then there would be a Public Comment period of 45 days. She stated that the Study was Chapter 7 of their Long-Range Transportation Plan, which was the Congestion Management Plan, and that the Final would be due on November 30, 2020.

Ms. Lowe stated that they were currently working on the Data Analysis, and that Rob Schiffer would take over and tell the Committee more about this item.

Mr. Rob Schiffer appeared before the Committee.

(Mr. Schiffer made a PowerPoint presentation.)

Mr. Schiffer stated that this would be their third presentation on this project. He stated that he would do a quick recap and then provide an update

on data they had received from Redstone Arsenal, some of the analysis they had done with StreetLight Data, and some of the background on that, the Project Schedule, and then he would open it up for any questions anyone might have.

Mr. Schiffer stated that the purpose of the project was in order to have a better understanding of worker travel patterns in the area, and to then use the findings from this Study in the MPO's Congestion Management Plan and Travel Demand Model, looking at some potential corridors for future transit, as well as potential Park & Ride facilities.

Mr. Schiffer stated that the project tasks were Data Collection, Data Presentation, and Data Analysis. He stated that the previous two presentations had focused on the first two tasks, and this one would be on the third task.

Mr. Schiffer stated that they had made a presentation to Redstone Arsenal staff back in January, and that subsequent to that they had received a good bit of data from them, and they were very appreciative of this. He stated that they were able to obtain employment data at 14 different sites within the Arsenal, so they had a better feel for when workers were there, what gates they were using, and where they were actually going to work. He stated that they had also received the number of employees by ZIP Code, at their home location, which was also useful, so that they could kind of link the workers with their workplaces and have a better understanding of that commute pattern. He stated that they had also received traffic counts at all the Arsenal gates, and they had received estimates of visitor travel to and from the Arsenal.

Mr. Schiffer stated that they had given consideration to conducting a postcard handout survey, but, as evidenced by the traffic clog at the main gate, it was felt that it was already congested around the gates and doing a survey

which would have to slow people down further was probably not a good idea, due to the level of congestion in the area. He stated that they had also considered an on-line survey of Arsenal employees, but (a), travel patterns were kind of in flux at this time, obviously, and (b), they felt they had sufficient data so that they could finish up the Study based on what they had.

Mr. Schiffer stated that the first thing he wanted to look at here was the distribution of employees, by location. He stated that they had actually divided up the area into 50 analysis zones. He stated that the data from the Arsenal employment, however, was actually by ZIP Code, not by those same zones, but this still gave a very good idea of where the workers were generally coming from. He stated that when one looked at this, the darker colors were obviously where the employees were greatest, in terms of their home locations. He stated that persons would notice that in the outlying areas significant employee concentration was in Lincoln County, Limestone County, Morgan County, and Marshall County. He stated that those were the biggest counties adjacent to the MPO area, in terms of employment.

Mr. Schiffer stated that he would zoom in a little more on the MPO area, and, again, they could see some of the larger concentrations of employees were kind of in the outer suburban ring, one could say. He stated that he would zoom in even further, and they could see some of the smaller zones, and how those stacked up against everybody else. He stated that what he was indicating was actually the Arsenal property.

Mr. Schiffer stated that as had been mentioned at the last meeting, they had purchased some data called "StreetLight InSight Data." He stated that StreetLight was a company that had a contract with a series of communication companies, and they basically tabulated data on GPS. He continued that, for

example, if one was traveling around and had their navigation system on, it was tracking where vehicles were going to and from. He stated that this was all anonymous, so they did not know any individuals. He stated that this was very good collective information, to show them what the actual travel patterns were. He stated that he was actually using this same data on three different studies at this time. He stated that it had been shown to be very reliable at the national level.

Mr. Schiffer stated that he wanted to point out, also, that this was for the year 2019. He stated that, obviously, data for the year 2020 would be very different, so they had gone ahead and stuck with the full year of 2019, January through December, that that was what this was all based on.

Mr. Schiffer stated that what was displayed was an example of the 50 analysis districts they had done. He stated that they had analyzed a number of different things, that they had looked at Daily Trip Activity, they had looked at AM and PM Peak Period Flows, and they had also looked at Truck Traffic.

Mr. Schiffer stated that one of the first things they had done was to look at which of these 50 zones were generating the most amount of trips. He stated that part of this was due to the size of the zones, that in the outlying areas, the zones were entire counties, so what they found was that when they ranked the highest number of trips, they would get a lot of the outlying counties, including the city of Decatur. He stated that they also looked at both where the trips were beginning, the origin, and where they were going to, the destination.

Mr. Schiffer stated that there were very similar patterns between origin and destination, as one would expect. He stated that about the only difference was the east-central area, which was kind of just east of the Arsenal property, which was a common destination, although not quite as common as an origin.

Mr. Schiffer stated that then they had gone to just the MPO zones only, and he stated that they could see on the display kind of the rank order of these, both in terms of origin and destination. He stated that Madison, East, Central, Southeast, and North, were kind of the top four, in both origin and destination.

Mr. Schiffer stated that they also looked at the Arsenal zones. He stated that when they added all the Arsenal zones together, it ranked at 23 out of 50, in terms of trip activity. He stated that they had broken it up into six different zones, so they could see how they stacked up. He stated that Goss was the one that had the most trip activity, followed closely by Von Braun, and Sparkman, as they called it.

Mr. Schiffer stated that then they had done some mapping of the actual flow patterns between the origins and the destinations, and the display showed Daily Trips on the left, AM Peak Trips in the middle, and PM Peak Trips on the right. He stated that it showed flows in both directions, side by side. He stated that there were a couple of things they would notice, that when they looked at the region as a whole, there were a lot of trips from Morgan County and Decatur coming into the MPO area, as would be expected, as well as from Marshall County. He stated that there was also a fair amount from Lincoln County, to the north, and, obviously, from Limestone County. He stated that that was where the majority of trips were coming into the MPO area from.

Mr. Schiffer stated that then they looked at the AM and PM flows, and it was pretty interesting, and it did make sense. He stated that in the AM what you had was the inbound flows that were predominant, as one would expect, from Lincoln County, Marshall County, Morgan County, Decatur, and Limestone County. He stated that in the evening period, it was a little more

mixed, because not only did they have the people leaving to go back home, but there were also people who maybe did not work in Madison County but came to Madison County to do shopping or to go to the movies, or things like that, so in the PM, you would start to see some of those people coming in, so the flow in the PM was a little more balanced than what they had in the AM period.

Mr. Schiffer stated that they would zoom down to the MPO area and start looking at the flows, again in the same way, the daily, the AM, and the PM. He stated that the darker the line and the thicker the line, the heavier the volume. He stated that he thought what they saw that was common to all of these was kind of an arc where he was indicating, which he noted followed the I-595 corridor, U.S. 72, and then down Memorial Parkway, that this was kind of the major flow that happened during the day. He stated that it varied a bit by time of day, and the flow seemed to be heavier in the PM period.

Mr. Schiffer stated that they also looked at trucks because trucks did have a major impact on roadway capacity, that they took up a lot more space than a car. He stated that since StreetLight Data analyzed those separately, using fleet navigation, they thought it would be useful to actually look at that. He stated that on the left of the display, there was a rank order of which zones were generating the most truck traffic. He stated that the ones he was indicating were for the entire region, and then the ones he was next indicating were just for the MPO area. He continued that what he was indicating were the outlying areas, where the truck flows were coming from, into the greater Huntsville area. He stated that one could see, again, that there were a lot from Decatur, a lot from Morgan County, and what they would see that was interesting was a lot of truck trips from Cullman County. He stated that Cullman County had not shown quite as much from a commuter perspective,

but from a truck perspective, it was quite important.

Mr. Schiffer stated that when he zoomed into the MPO area, they could see, again, a very similar pattern here, this arc of travel in terms of trucks.

Mr. Schiffer stated that he wanted to keep this brief. He reiterated that in terms of their schedule, this was their third presentation. He stated that they would be back in August to give a presentation on what they were doing with this data, related to the Congestion Management Plan. He stated that, as he had mentioned, they were going to be looking at the current transit plans in the area and looking for corridors that would be best suited for relief due to transit, and they would look at the Congestion Management Plan as it currently sat and provide whatever updates to it based upon the information they had at hand. He stated that then they would have a Comment Period, and then the Final Report and Presentation would be in November.

Mr. Schiffer stated that with that, he would open it up to any questions or comments.

There was no response.

Mr. Schiffer stated that he believed it would be useful to have this information they had not had before.

Mr. Schiffer stated that if anyone was interested, there was data at this time for the COVID-19 era, in case there was interest in how any of this had changed since 2019. He stated that there was enough of it at this time that some conclusions could actually be drawn, that the months of March, April, and part of May were all available.

Mr. Moore thanked Mr. Schiffer for the presentation.

Mr. Moore stated that the next item on the agenda was Adoption - Draft FY 2021 Unified Planning Work Program (UPWP), Resolution No. 15-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 15-20, adoption of the Draft FY 2021 UPWP, was basically an annual look at the Multi-Modal Transportation Plan, the activities the Huntsville MPO did every year. She stated that they would also take a look at the difference between the prior year's and the current year's UPWP cycle.

Ms. Lowe stated that first they would dive into the tasks that were performed in the UPWP. She stated that Task I was the Administrative Task, which covered the financial portions of the Huntsville MPO, public outreach, and general management.

Ms. Lowe stated that Task II was Data Development and Maintenance. She stated that with some of what Mr. Schiffer was doing with the Travel Demand Model, Mr. James Vandiver was taking that in and looking at socioeconomic forecasts, and whatnot.

Ms. Lowe stated that Tasks III and IV, the Short and Long Range planning functions, included the UPWP, the TIP, the Long Range Transportation Plan, portions of Transit, and other long-term planning activities, such as Air Quality planning.

Ms. Lowe stated that Tasks V and VI looked at Special Studies, a couple of corridor studies, congestion management, environmental justice, et cetera.

Ms. Lowe stated that the current Budget extended through September 30, 2020, and the 2021 UPWP would cover October through September of 2021. She stated that the current UPWP Budget was about \$726,266 of Planning activities, which included the Planning funds that were awarded for Madison County and the City of Huntsville. She stated that they

would notice that the 2021 Budget was slightly lower. She stated that the Planning studies, although they would end in the 2021 Budget cycle, were not added into the funding, therefore, the funding was \$707,200 worth of Planning activities.

Ms. Lowe stated that there were a couple of new tasks within the 2021 UPWP, and those were the TMA Certification and Review, which was basically the certification for the MPO, looking at the MPO and making sure they were doing what they needed to do as far as the feds were concerned. She stated that the ADA transition planning was making sure their jurisdictions had their ADA plans, and them as well. She stated that, also, they would include the Comprehensive Regional Transit/Rail Planning Element Corridor Study.

Mr. Brown moved to recommend approval of Resolution No. 15-20, adopting the Draft Unified Planning Work Program for FY 2021.

Said motion was duly seconded by Mr. Madsen.

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), Resolution No. 16-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this resolution was for a new project which was slightly outside the TIP cycle, which was the widening for additional lanes on

Blake Bottom Road, from Jeff Road to Research Park Boulevard. She stated that this was moving from FY 2027, 2028, 2030, and 2031 to inside the TIP cycle, FY 2020, 2021, 2022, and 2023.

Mr. Faulkner moved to recommend approval of Resolution No. 16-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, by adding "Widening for Additional Lanes on CR-47 (Blake Bottom Road) from CR-19 (Jeff Road) to SR-255 (Research Park Boulevard)" 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 2020-2024 Transportation Improvement Program (TIP), Resolution No. 17-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the display said this was a Project Funding Modification, but it was actually a new project, Greenbrier Parkway from east of Limestone Creek to Huntsville Browns Ferry Road, consisting of approximately 2700' of divided four-lane road, 8400' of five-lane road, and 1560' of a divided four-lane bridge over Limestone Creek. She stated that this project was a 100 percent State-funded project, and these were repurposed funds from some other project within the State TIP. She stated that they were just repurposing it to use it for this particular project.

Mr. Madsen moved to recommend approval of Resolution No. 17-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, adding "Greenbrier Parkway from east of Limestone Creek to Huntsville Brownsferry Road, consisting of approximately 2700' of divided four-lane roadway, 8400' of five-lane roadway, and 1560' of divided four-lane bridge over Limestone Creek (CN Phase)" 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), Resolution No. 18-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 18-20 was a new project. She stated that it was the Resurfacing, Traffic Striping, and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive. She stated that this project was right below the Access Management Project on South Parkway.

Mr. Madsen moved to recommend approval of Resolution No. 18-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, adding project "Resurfacing, Traffic Striping and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive."

Said motion was duly seconded by Ms. Martin.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on Resolution No. 18-20, 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), Resolution No. 19-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 19-20 consisted of two Transit projects, with the first being the Section 5320 Transit - Arc of Madison Capital Rolling Stock, five minivans, split into another award, for 2017, and the second being the Section 5310 Transit that was split into another award, AL16X007. She stated that, basically, these funds were coupled together to pay for only five minivans, which she noted would be new minivans, for which the Arc of Madison had applied for FTA 53 funding. She stated that they would be using the 2017 funding and the 2020 funding for these particular vans.

Mr. Brown moved to recommend approval of Resolution No. 19-20, amending the Transit Section of the Adopted FY 2020-2023 TIP, adding new projects, "Section 5310 Transit Arc of Madison Capital Rolling Stock (five minivans - split in another award 2017-009) FY 2020 and Section 5310 Transit Arc of Madison Capital Rolling Stock (five minivans - split in another award AL16X007) FY 2020."

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 a Amendment to the FY 2020-2023 Transportation Improvement Program (TIP), Resolution No. 20-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 20-20 was similar to the previous resolution, in the fact that these were funds that were acquired for FTA Section 5311, for the University of Alabama Transit Management Systems. She stated that this was basically so UAH could continue to operate a Transportation Software System that handled the modeling systems, such as the Cube Voyager. She stated that the only difference between this one and the last one was that when the first funding would run out, 71832, the second funding would be used, which was the project number ending 71833.

Mr. Madsen moved to recommend approval of Resolution No. 20-20, amending the Transit Section of the Adopted 2020-2023 TIP, adding "Section 5311 Transit University of Alabama Huntsville Transit Management System (State Admin)" 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),
Resolution No. 21-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 21-20 was the application for the 5339(b) funds, Bus and Bus Facilities. She stated that this was a new project being added into the TIP for the construction of the downtown Transit Multimodal Facility, redesign and renovation of Operations Facility. She stated that approximately a month or two prior, the Chairman of the MPO had signed a letter of support for this particular application.

Ms. Quick moved to recommend approval of Resolution No. 21-20, amending the Transit Section of the Adopted 2020-2023 TIP, to add "Section 5339 (b) City of Huntsville, Public Transit Multimodal Transit Station and Renovation of Operating Facility)" project.

Said motion was duly seconded by Mr. Madsen.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on Resolution No. 21-20, 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), Resolution No. 22-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 22-20 was to add a new phase to the Additional Lanes on Martin Road. She stated that Phase 1 was under

construction at this time, and that in order to expedite Phase 2, the City and the State had agreed to create the Utility Phase for Phase 2. She stated that there was not a Utility Phase before, so this was a brand-new project phase.

Ms. Martin moved to recommend approval of Resolution No. 22-20, amending the National Highway System/Interstate Maintenance Section of the Adopted 2020-2023 TIP, adding "Additional Lanes on CR-11 (Martin Road) from Wall-Triana Highway to Old Jim Williams Road."

Said motion was duly seconded by Mr. Brown.

Mr. Moore asked if there was any discussion.

Mr. Moore called for the vote on Resolution No. 22-20, and it was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was the Adoption of the Huntsville-Area MPO Functional Classification Map, Resolution No. 23-20.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that at their last in-person meeting, they had signed in the Change of Functional Classification for Dunlop/Town Madison Boulevard. She stated that in order to make this an official document, the feds would like for them to sign the maps and make sure that the Federal Aid System was aware of the Change in functional classification for that particular road.

Mr. Madsen moved to recommend approval of Resolution No. 23-20, adopting the Functional Classification of the Federal Aid System for the Huntsville-Area MPO.

Said motion was duly seconded by Mr. Faulkner.

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 Administrative Modifications.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Administrative Modifications had no action required by the Board. She stated that these were basically what had happened since their last meeting, which sometimes was a lot.

Ms. Lowe stated that she would start with the Long-Range Transportation Plan, TRiP 2045. She stated that there were some general text edits to that Plan, a couple of specifics being from the City of Madison having a couple of different projects that should have been three lanes instead of five lanes.

Ms. Lowe stated that Mr. Turochy from Auburn University, by way of ALDOT, had a couple of notable suggestions, correcting the narrative or correcting the figures, and also a spelling-out of the abbreviations that were being used.

Ms. Lowe stated, concerning Project No. 100067276, Dry Creek, that this particular project had changed in scope. She stated that the project was already within the 2016-2019 TIP, and it was moving into the current TIP. She stated that this would give them an additional 1100 feet on the Indian Creek side, that the new segment would travel under the Gates Mill Bridge and 1100 feet north to connect with the existing greenway. She stated that this adjustment would not change the federal appropriation for the project, nor

would the location change for the project. She stated that what was displayed was a location map of the particular project. She stated that they could see that in green was the original alignment, and that the additional alignment was in red.

Ms. Lowe stated that for the project ending in 71041, this was intersection improvements, including adding a roundabout, at Jordan Road and Homer Nance Road. She stated that the target start date was 3/15/20, and the estimate was about \$250,000.

Ms. Lowe stated that for the project ending 68419, this was a funding and project start date adjustment for the resurfacing of US 72 in Gurley, from 0.39 mile east of the Flint River to 0.41 mile east of Parnell Circle in Woodville. She stated that there was a date change and an engineer's estimate change, which was about \$700,000.

Ms. Lowe stated that for the project ending 61840, Access Management and Intersection Improvements on SR-53 (US-231), from Veterans Drive to .2 mile south of Weatherly Road, there was a date change as well as an estimate change, which was about two million.

Ms. Lowe stated that on project number ending 69782, there was a budget estimate adjustment for the 5310 Transit - Huntsville Area, Arc of Madison Capital Rolling Stock (5 Minivans) and (2 Modification Vans) Apportionment for FY 2016, FY 2017, and FY 2018, just under 50,000.

Ms. Lowe stated that for project ending 55286, there was a funding adjustment for additional lanes on County Road 11 (Martin Road) from Wall Triana Highway to Old Jim Williams Road, for the Construction Phase. She stated that that project had gone down in cost about two million.

Ms. Lowe stated that on the project number ending 62037, this was a

funding adjustment for Zierdt Road southbound lanes and Greenway from south of Martin Road to the intersection of Madison Boulevard, including intersection improvements at Martin Road and Madison Boulevard, for about \$190,925 to add to this project, and that the current budget was about 12 million.

Ms. Lowe stated that for project number ending 44900, concerning the funding for widening of Zierdt Road to five lanes from south of Martin Road to the Madison city limits, that the current funding was 1.3 million, and the adjusted funding was 1.8 million, so there was a difference there of approximately \$500,000, for the PE. She stated that they were increasing that to cover the overruns for the PE, the Design Phase.

Ms. Lowe stated that for project number ending in 55219, it was funding adjustments for additional lanes on Martin Road from Laracy Drive to Zierdt Road. She stated that the original allocation was 850,000, and the adjustment was 1.6 million, for the Right-of-Way. She stated that the funding adjustment basically moved from the Construction Phase to the Right-of-Way Phase, to complete the Right-of-Way acquisition for this particular phase. She stated that this was mainly because the Right-of-Way from the Airport was purchased with federal funds, and the FAA could not donate those funds, so they ended up having to purchase that, and the purchase was a little bit higher.

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

Ms. Lowe stated that this would be by Huntsville Public Transit.

Mr. John Autry appeared before the Committee, stating that he was the City of Huntsville Public Transit Manager.

Mr. Autry stated that this report was an informational item, with no action being required by the Committee or the MPO Board.

Mr. Autry stated that the City of Huntsville Department of Parking and Public Transit had developed a new Public Transit Agency Safety Plan, or a PTASP, as required by the Federal Transit Administration, under 49 CFR, Part 673. He stated that the City of Huntsville provided the PTASP to the MPO, as required by FTA. He stated that the Plan was adopted by the City of Huntsville at the last City Council Meeting, on June 11. He stated that it defined the processes for promoting safety, identifying, assessing, and mitigating risk, as well as measuring and monitoring safety data through regular reporting. He stated that the Plan also described the strategies for employee communications and training.

Mr. Autry stated that the full Plan was available in the MPO Staff office, as well as the Huntsville Transit office.

Mr. Moore asked if anyone from ALDOT was present.

Ms. Lowe stated that they were going to save that one for the MPO meeting, and she hoped all the TCC members would join them for the MPO meeting, at 4 p.m.

Mr. Moore asked if there were any TCC Member Comments.

Ms. Lowe stated that the next meeting of this Committee would be on August 26, 2020, at 3 p.m., hopefully in this room, and asked that everyone join them.

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

Meeting adjourned at 3:40 p.m. on June 17, 2020.