

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

**Regular Meeting - December 2, 2020 - 3 p.m.**

**Zoom Web Conference  
Huntsville, Alabama**

**Committee Members:**

Mr. James Moore	City of Huntsville, Planning Division
Mr. Shane Davis	City of Huntsville, Director of Urban And Economic Development
Mr. John Autry	City of Huntsville, Manager of Public Transportation
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
Mr. Thomas Nunez	City of Huntsville, Manager of Planning Services
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. Mary Beth Broeren	City of Madison, Director of Development Services
Ms. Carly Borden	Huntsville and Madison County Railroad Authority
Ms. Kaela Hamby	Redstone Arsenal, Community Planner
Ms. Erin Tidwell	TARCOG
Mr. Rod Ellis	Alabama Department of Transportation
Mr. Allen Teague	Alabama Department of Transportation
Mr. Lynn Wood	Alabama Department of Transportation

**MPO Staff Members:**

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

**Also Online:**

Mr. Robert Schiffer	Metro Analytics
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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 meeting held on August 26, 2020.

Ms. Quick moved for approval of the minutes of the meeting of the Technical Coordinating Committee held on August 26, 2020, which motion was duly seconded by Ms. Borden and was unanimously approved by the Technical Coordinating Committee members participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was the adoption of the Final Regional Commuter Study (Congestion Management Plan).

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 29-20 was to adopt the Final Regional Commuter Study. She stated that the Commuter Study would be subject to be their Congestion Management Plan, which would be Chapter 7 of the TRiP2045, which was the Huntsville Area MPO's Adopted Long-Range Plan.

Ms. Lowe stated that with them online was Mr. Rob Schiffer from Metro Analytics, who would go into a little bit more detail about this.

Mr. Schiffer stated that he had presented at previous meetings, and he would give just a quick recap.

Mr. Schiffer stated that they were doing this project in order to better understand worker travel patterns, and they were using the findings in the MPO's Congestion Management Plan, and ultimately the Travel Demand Model. He stated, concerning the Project Tasks, that they had gone over these in the past. He stated that in their most recent presentation, he had gone over Tasks 1 through 3, as well as the Park-N-Ride analysis they had done within the

MPO area, so at this time he was going to present on the Park-N-Ride analysis for locations outside the current 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 of Park-N-Ride lots to areas outside the MPO area. He stated that the reason for this was because the analysis of big data and information provided by Redstone Arsenal indicated that a large portion of the workforce lived outside the MPO area.

Mr. Schiffer stated that if they looked at the map that was displayed, anything shaded in green, whether it would be light green or dark green, had employment as workers destined for Redstone Arsenal. He stated that it was quite a catchment area, that it included an incredible number of counties, both in Alabama and in Tennessee.

Mr. Schiffer stated that even though these were outside the MPO area, a shift to carpooling, and potentially future transit, could still reduce peak period congestion in the MPO area since so many of these workers were coming into the MPO area.

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

Mr. Schiffer stated that the first step was to identify some potential areas for Park-N-Ride lots. He stated that they had used their previous analysis of big data to identify what some of these major flows were. He stated that they could kind of see them on the slide, noting that they had Ardmore; Athens; Decatur, both downtown as well as along I-65; Guntersville; Scottsboro; and, finally, Fayetteville, in Lincoln County, Tennessee. He stated that those were some of the darker bands that they could see on the displayed map.

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

Mr. Schiffer stated that based on that, they had used best practices, similar to what they had done for the locations within the MPO area, looking at Convenient Vehicle Access, Minimum Capacity versus Anticipated Demand, Good Visibility. He stated that they wanted to be on the inbound side, as people would park at these on their way in to work. He stated that future expansion capabilities were assumed, and surface lots they assumed would already exist for them to be considered.

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

Mr. Schiffer stated that there were some key differences with potential sites outside the MPO versus inside. He stated that there were fewer parcels that met the criteria with respect to size and expansion potential. He stated that local factors, such as nearby amenities, were not quite as critical, in part because transit did not yet serve these locations. He continued that, of course, connections to transit service were not as relevant since the bus service did not exist at this time.

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

Mr. Schiffer stated that they had come up with three locations in Athens, and that all of them were roughly within the area between I-65 and just west of US 31, so they were in the core area. He stated that one of these locations was the Athens Town Center, which was the only one that was west of US 31, on the south side of US 72.

Mr. Schiffer stated that another location was at Lowe's, which was on the east side of US 31 and the north side of US 72.

Mr. Schiffer stated that then there was the Ruby Tuesday lot, which was the parking area in front of Ruby Tuesday, just west of I-65. He stated that there were also some properties just north of there that were currently vacant

that could potentially be used for future expansion in this area.

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

Mr. Schiffer stated that they would move on to Decatur. He stated that downtown Decatur was very built out, that there were really no large, available parking lots that they could put themselves in for a Park-N-Ride. He stated that they had gone just to the north side of the river, where Alternate 72 and US 31 diverged. He stated that at the northeast corner of that, there happened to be an ALDOT property, and that looked like it would be a pretty good location. He stated that people would still have to come across the bridge, but it would capture them before they would come into the MPO area, at a major intersection point.

Mr. Schiffer stated that the next one was along I-65. He stated that there was a Publix shopping center, which was one mile west of I-65, kind of between I-65 and downtown.

Mr. Schiffer stated that then they had a lot east of McDonald's, which was closer to the I-65 interchange.

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

Mr. Schiffer stated that there was one more in Decatur, which was the Dollar General Store, which had a surprisingly large parking lot. He stated that this was just to the east of I-65.

Mr. Schiffer stated that in Scottsboro, they had found a shopping center area just north of US 72, on the east side of State Road 279.

Mr. Schiffer stated that they had not come up with any locations in Guntersville or in Fayetteville. He stated that there were not any good locations with parking lots, and they were further removed from the MPO area.

Mr. Schiffer stated that the other issue was that those corridors did have

proposed Park-N-Rides inside the MPO area, on those same corridors. He stated that coming from the north, they had one proposed at the Transit Center on the north side of town, and coming in on both 431 and 231 from the south, they also had Park-N-Rides proposed closer in.

Mr. Schiffer stated that that was what they had come up with thus far.

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

Mr. Schiffer stated that for the next steps, they had talked with the MPO staff, as to what they would like to do, and they were going to incorporate the analysis that they had done as part of this study into the TRiP2045 LRTP document. He stated that in the next year, they were going to conduct an updated year-over-year analysis of travel patterns. He stated that they might recall that they had looked at April 2020 versus April 2019, to see how COVID was affecting trip-making in the area, and it was quite dramatic. He continued that once data became available for April of the upcoming year, they would do a similar analysis of that. He stated that that data would most likely become available in May, roughly, of 2021.

Mr. Schiffer stated that they were available, that the contract was extended, at no cost, through the following September, so any other support activity that the MPO would like for them to help them with, they could certainly accommodate that over the coming months.

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

Mr. Schiffer stated that he had updated the schedule to include the extended period of time for the following year.

Mr. Schiffer stated that the last time he had presented to them was in August, with the Draft Report, and that was just before the 45-day comment period. He stated that once the comment period was over, at the end of

September, they had received all the comments from the MPO and others, and they had updated the report and turned it into the Final Report. He stated that, of course, at this time they were presenting the supplemental Park-N-Ride analysis. He stated that in the spring of 2021, they would be updating the TRiP2045 Report, to include the Final Report from the Commuter Study, and then assessing travel patterns, based on April 2021 conditions.

Mr. Schiffer stated that he would take any questions or comments that anyone had on his presentation.

Mr. Moore thanked Mr. Schiffer for the presentation.

Ms. Robinson moved to recommend approval of Resolution No. 29-20, adopting the Final Regional Commuter Study.

Said motion was duly seconded by Mr. Autry.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was the adoption of the Draft Huntsville-Area MPO Bikeway Plan.

Mr. Moore stated that he would present the Bikeway Plan. He stated that this was an abbreviated version of the Draft Huntsville-Area MPO Bikeway Plan. He stated that this was a draft, so there was room for comments and/or modifications going forward. He stated that if there were some comments, they would be reviewed, taken into consideration, and reviewed by staff also, before going into the Final version. He stated that there were no real-time goals, that he had not wanted to assign the plan to any time period since it was a draft plan.

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.

Mr. Moore stated that he was ready for the next slide. He stated their mission statement basically said, 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 were Safety and Comfort, Connectivity and Convenience, Accessibility, and Choice.

Mr. Moore stated that the Objectives were to Continue the process of incorporating low-stress facilities, such as wider sidewalks and innovative bike treatments; Implement a phased bike-share system that complemented and expanded the transit and pedestrian networks; Expand development standards to require bicycle parking at retail, commercial, civic, and employment uses; and Connect bicycling and walking infrastructure improvements with transit stops for last-mile linkages.

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

Mr. Moore stated that the recommendations were to install bike racks throughout the MPO areawide, to promote bicycling; to add long-term and short-term parking facilities for bicycles; the installation of new protective Bike Lanes/Cycle Tracks; to consider road diet strategy on five-lane facilities with low traffic; to add sharrows to roads, along with "Share the Road" signs, to increase driver awareness; to create bicycle boulevards in residential areas that prioritized through-trips for bicyclists; and to promote ridership with

promotion campaign.

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

Mr. Moore stated that what was displayed was a map of the whole area. He stated that it went from west of I-65 to New Hope and from Ditto Landing north to Hazel Green.

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

Mr. Moore stated, concerning the Existing Bike Facilities, that there were 216.17 miles total, including routes, greenways, and paved shoulders. He stated, concerning the Proposed Bike Facilities, that there was an additional 388.62 miles total, for 605 miles total, linear mileage, for the proposed bike plan.

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

Mr. Moore stated that there would be a bicycle information campaign, promoting health instead of safety, with Healthy Huntsville, to encourage ridership. He stated that this would include replacing "See and Be Seen" bus wraps with new campaign slogan; having kids write essays for contests for bike and ped safety; promoting tourism using Way Finders; connectivity between buses and transit; adding three-bike bus racks to buses at UAH and A&M; connectivity through neighborhoods with speeds less than 25 miles per hour and that connected to greenways; list of parks and schools 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 fliers 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, 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, and that 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 websites, the number of fans on Facebook, the percentage of roads with bike lanes and/or shoulders, the number of linear greenway miles; and look to double 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 that ride in the city of Huntsville by 2030.

Mr. Moore stated that that concluded his presentation.

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

Said motion was duly seconded by Ms. Quick.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 31-20, adopting and supporting the addition of Project #100072419, the construction of Advanced Corridor Management TSMO on I-565, from beginning of route to County Line Road, as approved by ALDOT.

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 31-20 was the addition of this project, that it was a TSMO project, meaning something along the lines of great ITS and Smart Transportation Systems, for this particular route. She stated that the extent of the scope would probably be somewhere along fiber-optic

communications, such as traffic cameras, digital message boards maybe. She stated that as they could see, the cost was \$1.5 million.

Mr. Ellis recommended approval of Resolution No. 31-20, amending the National Highway System/Interstate Maintenance/Bridge Section of the 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. Nunez.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 32-20, adopting and supporting the addition of Project #100071926 (PE), #100072209 (RW), and #100072210 (CN).

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 32-20 was the addition of a project on Keel Mountain. She stated that this was basically utilizing some Emergency Management funds that they had, to make sure that the mountain stayed put. She stated that the total cost for the PE portion of the project was approximately \$30,000, the right-of-way phase was approximately \$45,000, and the construction phase was approximately \$226,000.

Ms. Lowe stated that what was displayed at this time was a location map, for those persons who were not familiar with the location of Keel Mountain.

Mr. Nunez moved to recommend approval of Resolution No. 32-20, amending the National Highway System/Interstate Maintenance/Bridge

Section of the 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 Ms. Quick.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 33-20, adopting and supporting the deletion of Project #100067312 (PE), widening for additional lanes on CR-47, Blake Bottom Road, from CR-19, Jeff Road, to SR-255, Research Park Boulevard.

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 33-20 was the deletion of a project. She stated that Madison County would be paying for the PE portion of the project themselves.

Ms. Lowe stated that the next slide was a location map for that particular project. She stated that Madison County would be funding the PE portion, the Design portion, of that project themselves.

Mr. Nunez moved to recommend approval of Resolution No. 33-20, amending the National Highway System/Interstate Maintenance Section of the 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 Ms. Borden.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 34-20, adopting and supporting the deletion of Project #100059113 (PE), additional lanes on I-565 from west of County Line Road to east of Wall Triana Highway.

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that ALDOT was deleting the project number on this project and utilizing a different project number for it. She stated that the funds would continue to be utilized for this particular project. She stated that they were going in and doing a little bit of cleanup within their system.

Ms. Lowe stated that the next slide was a location map so persons could orient themselves to this particular project.

Mr. Faulkner moved to recommend approval of Resolution No. 34-20, amending the National Highway System/Interstate Maintenance Section of the Transportation Improvement Program (TIP), with the 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. Nunez.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 35-20, adopting and supporting the deletion of Project #100068982 (CN), resurfacing and traffic striping on I-565 from the Limestone County Line (MP 7.025) to Indian Creek (MP 12.553).

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 35-20 was also the deletion of a project number within the ALDOT system. She stated that this particular project was also staying within the system but would just have a different project number within it. She stated that the funds would still stay and be utilized on this particular project.

Ms. Lowe stated that the next slide was a location map so they could orient themselves as to the location of this project.

Mr. Brown moved to recommend approval of Resolution No. 35-20, amending the National Highway System/Interstate Maintenance Section of the Transportation Improvement Program (TIP), with the deletion of 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. Nunez.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 36-20, adopting and supporting the funding change to 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).

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 36-20 was an increase in the funding for the construction phase of this particular project. She stated that the scope of the project had changed, to add all the ramps in the eight miles of resurfacing, and, therefore, there would be a total cost of approximately \$20 million for this particular project.

Ms. Lowe stated that the next slide was an orientation map so that they could orient themselves to this particular project.

Mr. Faulkner recommended approval of Resolution No. 36-20, amending the National Highway System/Interstate Maintenance/Bridge Section of the 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. Nunez.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 37-20, adopting and supporting the addition of Project AL FLTP FW WHEE (1) Wheeler National Wildlife Refuge, Route 110, Penny Bottoms Road, as approved by ALDOT and FHWA, Eastern Federal Lands Highway Division.

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that Resolution No. 37-20 was brought to their attention by ALDOT and FHWA, Eastern Federal Lands. She stated that this particular project was a FLTP project, which was the Federal Lands Transportation Program. She stated that in the Wheeler National Wildlife area, there were a couple of different roads that were receiving some improvements, and Penny Bottoms Road was one of them. She stated that, as they could see, the total cost was approximately \$461,000.

Ms. Lowe stated that the next couple of slides were orientation maps so that they could orient themselves with those particular roads. She stated that, as they could see, they had Rockhouse Road, which was called Route 15, in their TIP, and they would have to move Penny Bottoms Road in their TIP as well. She stated that this connected over to some of the network of the Singing River Trail. She stated that they were just trying to do everything they could to make sure those improvements got done.

Ms. Quick recommended approval of Resolution No. 37-20, amending the FY 2020-2023 Transportation Improvement Program (TIP), Section 2.4.12, Other Federal and State Aid Projects, 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. Nunez.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was Resolution No. 38-20, adopting and supporting the Performance Measures of Transit

Asset and Transit Safety, as approved by ALDOT.

Ms. Lowe stated that Resolution No. 38-20 pertained to going in and making sure that they were adopting the Performance Measures of Transit Asset Management and Transit Safety, according to what the State had adopted. She stated that the MPO had not created its own Performance Measures at this particular point, so they had the option to adopt the Performance Measures of the State.

Ms. Lowe stated that the next slide provided a little bit of what the Transit Asset Management, or Performance Measures, were. She stated that this was the State of Good Repair, which looked at the rolling stock, the useful life of vehicles, the safety of the facilities and the stock. She stated that they had on the line John Autry, who could provide a little more information.

Mr. Nunez 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 Ms. Borden.

Mr. Moore asked if there was any discussion.

A speaker asked what the steps would be in adopting their own Performance Measures.

Mr. John Autry with Huntsville Transit stated that he would speak to that. He stated that they actually worked through a contractor, with ALDOT, to look at all their data, and they had looked at injuries, safety incidents, or accidents, on the Safety portion of the plan. He stated that the Targets and Performance Measures that were in the package were based on their FY 2019 data, as that related to the Safety Plan.

Mr. Autry stated, concerning the slide they were looking at at this time, the Transit Asset Management Plan, that they probably needed to wait until sometime during the next year to re-evaluate those targets. He stated that the manufacturers were way behind on bus manufacturing, as well as they were on Phase 3 of the Transit Improvement and Expansion Plan, so based on how quickly they expanded, how quickly ridership came back after the pandemic, that there were a lot of things they would need to consider when they came back to them, and others, on what those targets should be.

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 participating in the Zoom Web Conference.

Mr. Moore stated that the next item on the agenda was FY 2020-2023 TIP Administrative Modifications.

Mr. Moore recognized Ms. Lowe.

Ms. Lowe stated that the Administrative Modifications were not for action, that these were just for their information.

Ms. Lowe stated that the first one was Project #100065281, Intersection Modification, County Road 109, East Limestone Road, and County Road 36, Capshaw Road, to install roundabout. She stated that this was an approximate \$71,000 increase. She stated that they would be installing the roundabout with Highway Safety funds.

Ms. Lowe stated that the next one, #10004926, was Memorial Parkway, from Mastin Lake to Winchester Road, including an overpass at County Road 75, and access improvements to County Road 65. She stated that this was a \$4 million decrease. She stated that ALDOT had gone ahead and taken care of

the structural removal and the utilities, so that particular portion of the funding was taken out, so there was a \$4 million decrease.

Ms. Lowe stated that the next one was #100068421, resurfacing on SR-53 from SR-1, Memorial Parkway to 14th Street. She stated that this was an approximate \$203,870 increase. She stated that with that particular project, the final cost estimates had come in, and therefore there was the increase, as to what it would actually be.

Ms. Lowe stated that the ALDOT updates would be presented at the MPO meeting. She stated that if persons were not going to be online for the MPO meeting, the presentation was on their website, [huntsvillempo.org](http://huntsvillempo.org).

Mr. Moore asked if there were any TCC Board member comments.

There was no response.

Mr. Moore stated that the next slide was the Calendar for 2021 meetings. He stated that the meeting dates were Wednesday, February 24, 2021; Wednesday, May 19, 2021; Wednesday, September 22, 2020; and Wednesday, December 1, 2021.

Mr. Moore stated that if there was nothing further to come before the Technical Coordinating Committee, the meeting was adjourned.

**Meeting adjourned at 3:45 p.m. on December 2, 2020.**