

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

Regular Meeting - February 24, 2021 - 3 p.m.

Huntsville, Alabama

Committee Members:

Mr. Tommy Brown	City of Huntsville, Director of Parking and Public Transit
Mr. John Autry	City of Huntsville, Manager of Public Transportation
Mr. Nicholas Nene	City of Huntsville, Traffic Engineering
Mr. Chuck Faulkner	Madison County, County Engineer
Mr. Steve Dinges	Madison County
Ms. Carly Borden	Huntsville and Madison County Railroad Authority
Mr. Rod Ellis	Alabama Department of Transportation
Mr. James Giles	Alabama Department of Transportation
Mr. Lynn Wood	Alabama Department of Transportation

MPO Staff Members:

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

Also Present:

Mr. Matt Hawes CDG Engineers & Associates, Inc.

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 December 2, 2020.

Mr. Brown moved for approval of the Minutes of the meeting of the Technical Coordinating Committee held on December 2, 2020, which motion

was duly seconded by Ms. Borden and was unanimously approved by the Technical Coordinating Committee members present.

Mr. Moore stated that the next item on the agenda was an informational item, Madison County PL Funds.

Mr. Moore recognized Mr. Vandiver.

Mr. Vandiver stated that this would be a presentation on the PL Funds that were issued to Madison County for a Transportation Plan. He stated that he believed someone was present to make this presentation.

Mr. Matt Hawes appeared before the Committee, stating that he was with CDG Engineers, and that they were selected for this project by the Madison County Commission, to assist with this planning and implementation program. He stated that they were also working with J.R. Wilburn and Associates, and they were being assisted by Dr. Mike Anderson at UAH.

(Mr. Hawes made a PowerPoint presentation.)

Mr. Hawes stated that he had just wanted to take this opportunity to come forward and discuss what the Plan hoped to achieve and what the primary objectives were, as well as advising as to where they were in the process, noting that when they returned at the end of this, they would be able to see what they had come up with.

Mr. Hawes stated that the objectives of the Study were to kind of build upon the coordination between the transportation planning of the MPO that was already in place and what was happening within Madison County, the unincorporated portions of Madison County, to build upon and enhance, but not replace, the MPO Long-Range Transportation Plan.

Mr. Hawes stated that they planned to do this by helping the County develop additional corridor and intersection concept plans, looking at the

funding analysis for these identified projects, and coming up with an implementation strategy for them to be able to put this plan into action. He stated that alongside that, they wanted to help them with some access management strategies to try to get out ahead of some of the growth that was happening in the unincorporated areas of Madison County.

Mr. Hawes reiterated that the study area was only the unincorporated areas of Madison County. He stated that they had looked at both federal aid and local roads within the unincorporated areas.

Mr. Hawes stated that this project was divided into basically five phases. He stated that Phase I kicked off the prior April, when they met with the County and began to try to get an inventory of what the existing conditions looked like so they could evaluate the trends and determine where the key areas were and then begin to look at the model and see where they could expect some growth in the future, looking at employment trends, population trends, and the availability of different types of infrastructure that might support growth and might tip them off as to where growth could be expected in the future. He continued that that ended up being primarily just the water system availability, where existing water could be placed so subdivision growth could be supported.

Mr. Hawes stated that after looking at that, they had found that growth was not being significantly constrained by any type of development regulations. He stated that the County was very pro-development, and they had a good amount of infrastructure availability. He stated that he believed they could see that in the growth that was happening, not only in this area, but also specifically in the unincorporated areas of the county.

Mr. Hawes stated that they had found, as a general trend, that major

employment growth was occurring in the southwestern part of the county, while residential growth was focused in the northern part of the county, where there were large tracts of land available, which made sense, that this would support a lot of the subdivision growth that was being seen.

Mr. Hawes stated that traffic conditions in the County were mostly contained within the municipalities, which was no surprise, and then around the peripheral of the municipalities, at the edges of those city limits. He stated that they did see some congested corridors, which was no surprise, noting that this was seen clearly in the Long-Range Transportation Plan for 2045 as well. He stated that the congested corridors ended up being Alabama Highway 53, US 431, US 72, and Winchester Road. He stated that, also, they were seeing Wall-Triana and Old Railroad Bed Road to experience some significant traffic growth in the future and develop some peak congestion in those areas, by the time they got to 2045, especially.

Mr. Hawes stated that congestion in those forecast areas also led them to see several hot spots there under the County's maintenance, primarily at intersections and short segments of roadways.

Mr. Hawes stated that they had taken into account the traffic conditions overall of the county.

Mr. Hawes stated that the slide he was displaying at this time was just a map that was pulled from the 2045 Long-Range Plan, and they could see those congested corridors. He stated that, generally, they saw the same thing, of course, that the MPO Long-Range Plan had shown.

Mr. Hawes displayed the next slide, and he stated that moving from existing conditions, they had gone to Phase II of the project, which was to begin to look at if there were other scenarios that should be considered that

would further enhance the MPO plan. He stated that this was specifically related to the unincorporated portion of Madison County.

Mr. Hawes displayed another slide, and he stated that looking at the subdivision data for Madison County, it showed that a significant proportion of the household growth in northern Madison County was occurring in District 1, which was actually the northeast portion of the county, from 2017 to May 2020. He continued that they began to hypothesize what the network would look like if they applied that household growth more in the northeast portion of the county rather than the southwest. He stated that they began to see through the forecast that that might be a legitimate alternative growth scenario.

Mr. Hawes stated that to do that, they had taken 3900 households and shifted them from northwest to northeast, being careful not to introduce additional household growth but just to move the household growth, so no net change in the total, and then seeing where they got to at that point. He stated that they did not make any changes to the employment growth. He stated that that was important because they expected that the employment trends would continue.

Mr. Hawes stated that the next display was just a map showing generally where those households were taken out and applied. He stated that it was all from District 4 to District 1. He stated that the red color, and the orange, was a negative, as those households were taken out, and then the green color in District 1 was where they were applied.

Mr. Hawes stated that this showed that the shift in household growth had statistically minor impacts on the predicted highway congestion. He continued that there was an impact, that it was not a significant impact, but it

was something worth considering as they continued forward with this plan, so they had decided to keep it, for evaluating the different projects that Madison County would want to look at through this Study.

Mr. Hawes displayed another slide, and he stated that they should probably continue to monitor the actual growth trends in the northeast portion of the county. He stated that land out there was readily available, that there were, like he had said, large tracts of land, and, generally, it was pro-growth, so they might continue to see that actual growth trend continue, but they would have to check in at regular intervals to determine that the hypothesis was holding true.

Mr. Hawes displayed another slide, and he stated that, also, at the same time, another scenario they had looked at was if there were any roadway connections, different connectivity improvements, that could be made that would help relieve congestion in key corridors. He stated that they had come up with 10 new road connections to model, and out of the 10, three of them had shown some significant benefits.

Mr. Hawes stated that the first one of these was a two-lane road between Bo Howard Road and Patterson Lane, and he stated that by making that connection, it would help relieve some congestion on Pulaski Pike. He stated that the second one was connecting a two-lane road from Orvil Smith Road to Kelly Spring Road, which would provide some relief to Nick Davis Road. He stated that that one actually showed the most potential, that it showed approximately 8300 vehicles per day by 2045, so a pretty significant two-lane road at that point. He stated that, also, there was the widening of a short segment, which he thought was approximately 1,000 linear feet, of Pulaski Pike, between Grimwood Road and Morris Road, just because of some

overlapping traffic patterns, that it seemed to be a little bit of a bottleneck.

Mr. Hawes stated that out of the 10, they found that these three showed some promise, and that they should be carried forward. He stated that the County had agreed with them, to consider those in the final report.

Mr. Hawes displayed another slide, and he stated that from Phase II, and testing those alternative scenarios, they had moved to Phase III, which was to begin looking, with that alternative road scenario in place, at where they needed to look at potential improvements.

Mr. Hawes displayed another slide, and he stated that crash data was looked at, from a safety aspect, as well as taking into consideration, of course, the congestion, the level of service. He stated that they had come up with a way to prioritize and evaluate those and come up with a list of projects, which included connectivity projects, as he had mentioned, some intersection projects, from both a congestion and a safety improvements perspective, as well as some corridor-widening project types.

Mr. Hawes displayed another slide, and he stated that, as he had mentioned, they also wanted to help the County with some access management strategies, how they could get out in front of some of this growth that was expected to happen and get some regulation in place that would help them to be ready for that once it got there, where it was expected to hit, so they could start to manage those corridors proactively, to make sure they would meet that expected growth. He stated that they looked at things like when to require a traffic study, when to require auxiliary lanes, say, for subdivision connections, and, as far as design, should they require subdivision connections, and how many times should they encourage a potential investor to connect to a road so they were not introducing a bottleneck of traffic to one specific spot. He

continued that they would try to incentivize him or her to provide additional connections. He stated that they had also looked at when additional right-of-way might be needed.

Mr. Hawes stated that those types of strategies were expected to be connected to a County Classification System, to try to make the enforcement of that simple and effective, so that everybody would understand and know what rules they were playing by in one or another particular corridor.

Mr. Hawes displayed another slide, and he stated that this was moving out of Phase III into Phase IV.

Mr. Hawes displayed another slide, and he stated that this was basically taking the list of projects that were identified in Phase III and beginning to get a planning level estimate for each project, to get a little bit more dialed in and begin to develop a strategy to address those needs, and develop a financial constraint. He stated that for this study, Madison County wanted to look at a 10 to 15-year financial constraint plan, just to kind of keep things at more of a recent interval.

Mr. Hawes displayed another slide, and he stated that, finally, there was Phase V, which they were planning to finish up around the end of April.

Mr. Hawes stated that they expected to deliver a final report that would help to guide Madison County through a period of significant growth in households, which would also be taxing to the local road network.

Mr. Hawes stated that this would be an awesome plan, and they were excited to be a part of it. He stated that they planned to come back and provide a summary presentation for the MPO.

Mr. Hawes stated that that was the Madison County Transportation Master Plan and Implementation Program, what they were trying to achieve.

Mr. Hawes asked if there were any questions.

There was no response.

Mr. Moore stated that the next item on the agenda was an informational item, TMA Certification Review.

Mr. Moore recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the last TMA Certification Review for the Huntsville MPO was in May 2017. She stated that these were completed every four years, and most of the time this consisted of everything from updating their plans to financials to bylaws and member committees, et cetera.

Ms. Lowe stated that the Certification Review would be possibly April 13-14.

Ms. Lowe displayed a slide, and she stated that at that time, they would introduce the Federal team, from the Federal Highway Administration, the Alabama Division, and that would be Vontra Giles, Community Planner; Aaron Dawson; and Lian Li. She stated that from the Federal Transit Administration, the Atlanta Regional Office, Nicole Spivey would be online.

Ms. Lowe displayed another slide, and she stated that, as she had mentioned, every four years FTA and FHWA jointly reviewed the MPO and the processes they went through. She stated that part of this review included seeking public input, so on one of those days, there would be an open public session, and there would also be a session for the members of the MPO. She stated that this was to give their opinions of the MPO's Transportation Planning Process, and also the conduits of the Transportation Planning Process.

Ms. Lowe stated that every four years, they were required to have this

certification and be in compliance with the law.

Ms. Lowe stated that this Planning Process was very important to them because it decided how a substantial share of the federal funding was going to be spent nationwide, and it also prioritized the needs of the region so that they could come up with the best and most economical solutions for transportation. She stated that this process laid the framework for the future transportation system in the Huntsville MPO region.

Ms. Lowe stated that, basically, the outcome of this review would be a report that would be issued in approximately 60 days, summarizing the discussions in the review, and in this process, they would either be Certified, Certified Subject to Corrective Actions, or Certified for Use of Only Certain Construction Funding Categories.

Ms. Lowe stated that if any persons had any questions, to please relay those to Ms. Vontra Giles with FHWA, and she stated that her contact information was displayed on the screen.

Ms. Lowe asked if there were any questions.

There was no response.

Mr. Moore stated that the next item on the agenda was the adoption of the Final Huntsville-Area MPO Bikeway Plan. He stated that Resolution No. 01-21 adopted the Final Huntsville-Area MPO Bikeway Plan. He stated that this was a regional update to the 2006 City of Huntsville Bikeway Plan, and that action was requested.

(Mr. Moore made a PowerPoint presentation.)

Mr. Moore stated that he had come before the Committee back in November with the draft version of the Plan. He stated that the Bicycle Advisory and Safety Committee had reviewed it and had had a few minor

comments. He stated that they had reworded a couple of statements in the document, and they had also wanted to create links on the website so that the maps could be viewed more clearly. He stated that the biggest thing was that they had 12 projects that they wanted to add to the Bicycle Plan, but it had been determined that it would be best for those projects to be added to the Sidewalk Plan because the Bike Plan already had 52 projects, and the projects the Committee had asked for were very small projects, not real expensive projects.

Mr. Moore stated that other than that, there were a couple of comments in the Citizens Advisory Committee meeting, basically saying that the Plan did not focus on safety, per se, but this was an overall general plan, and it was kind of an open plan. He stated that they had said that it was a very good plan, and he stated that there were a lot of things that would be done over time, that there was no time limit to it. He stated that overall they were pretty much satisfied with it.

Mr. Moore asked if there were any questions or comments from the TCC members.

There was no response.

Mr. Brown moved to recommend approval of Resolution No. 01-21, adopting the "FINAL HUNTSVILLE-AREA MPO BIKEWAY PLAN."

Said motion was duly seconded by Mr. Faulkner.

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 FY 2020-2023 TIP Amendment.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 02-21 adopted and supported a decrease in funding for a resurfacing project on what was better known as "Governors Drive," but for ALDOT's purposes, it was SR-53, from SR-1, Memorial Parkway, to 14th Street.

Mr. Vandiver stated that what was happening here was that the project had an estimated cost in the TIP, and at the time it was authorized, this was the actual cost.

Mr. Vandiver stated that on the slide being displayed at this time, the orange line indicated the extent of the resurfacing project.

Mr. Brown moved to recommend approval of Resolution No. 02-21, amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, to make funding changes to the "RESURFACING ON SR-53 FROM SR-1 (US-431/231 - MEMORIAL PKWY) TO 14TH STREET."

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 an FY 2020-2023 TIP Amendment.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 03-21 adopted and supported an increase in funding on the Blake Bottom Road Widening Project, from Jeff Road to Research Park Boulevard. He stated that this was on the

right-of-way phase of the project, and he stated that this was very similar to what had happened on the Governors Drive Resurfacing Project, that it was going from estimated to actual cost. He stated that on the slide they could see the cost breakdown, noting that it had been \$1,172,672, and at this time, it was a total of \$1.2 million, with \$938,138, from the Fed, and \$261,862 as an in-kind match.

Mr. Vandiver stated that the next slide showed the extent of the project.

Mr. Faulkner moved to recommend approval of Resolution No. 03-21, amending the National Highway System section in the Adopted FY 2020-2023 TIP, to change the funding of Project 100067314, "WIDENING FOR ADDITIONAL LANES ON CR-47 (BLAKE BOTTOM ROAD) FROM CR-19 (JEFF ROAD) TO SR-255 (RESEARCH PARK BOULEVARD)."

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 FY 2020-2023 TIP Amendment.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 04-21 was a change in funding for a resurfacing project on I-565, from 0.28 miles east of Intergraph Way to 0.26 miles east of the Triana Boulevard overpass. He stated that this was an increase in funding due to a change in the scope of work on this project. He continued that they were adding some ramps to be repaved as part of this

resurfacing project.

Mr. Vandiver stated that the next slide indicated the extent of the project, noting that it started in Madison, near the Intergraph Campus, and it went all the way to the beginning of the urban viaduct in Huntsville.

Mr. Brown moved to recommend approval of Resolution No. 04-21, amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, for funding changes 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)."

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 an FY 2020-2023 TIP Amendment.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 05-21 adopted and supported the Transit Safety Performance Measurement Targets, as approved by ALDOT. He stated that these were Transit Safety Performance Measures, and this was part of the Performance Measures they were required to do as part of the federal requirements. He stated that this was from the Huntsville Transit Safety Plan, and if there were any questions from the TCC, John Autry from Huntsville Transit was present to answer them.

Mr. Brown moved to recommend approval of Resolution No. 05-21, adopting and supporting the Public Transportation Agency Safety Plan (PTASP) Performance Measurement Targets, as approved by ALDOT.

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 an FY 2020-2023 TIP Amendment.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 06-21 adopted and supported the Highway Safety Performance Measurement Targets, as approved by ALDOT. He stated that these were the PM1 Targets. He stated that these were statewide targets, that they were not specific just to Huntsville. He stated that these were ALDOT-approved Performance Measures that they would like to add to the TIP.

Mr. Brown moved to recommend approval of Resolution No. 06-21, adopting and supporting the Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT.

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 an FY 2020-2023 TIP Amendment. He stated that this was Resolution No. 07-21.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution adopted and supported the System Performance Measurement, or PM3, Targets, as approved by ALDOT. He stated that, again, these were statewide and not specific just to Huntsville. He stated that they were requesting to add these to the TIP.

Mr. Brown moved to recommend approval of Resolution No. 07-21, adopting and supporting the Statewide System Performance Measurement (PM3) Targets, as approved by ALDOT.

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 an FY 2020-2023 TIP Amendment. He stated that this was Resolution No. 08-21.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution adopted and supported the FY 2018 Alabama A&M University FTA 5339b Bus and Bus Facilities grant, as approved by ALDOT. He stated that back in 2018, Alabama A&M University had applied for and received funds to purchase two zero-emission electric buses to replace some diesel buses that had reached the end of their useful life and to build a bus facility to garage the buses. He stated that the MPO had

added this to their 2016-2019 TIP, and that to confer with the FTA and ALDOT grant processes, the MPO had been requested to enter this into their current TIP, as part of the Transit Projects section.

Mr. Brown moved to recommend approval of Resolution No. 08-21, amending the Transit Projects section of the Adopted 2020-2023 TIP, to add the Bus and Bus Facilities Program Grant (FTA Section 5339b) (Capital Apportionment FY 2018) 2 Electric Buses and Bus Storage Facility grant project for Alabama A&M University.

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 an FY 2020-2023 TIP Amendment. He stated that this was Resolution No. 09-21.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution adopted and supported the FY 2020 Alabama A&M FTA 5339c LONO, or Low or No Emissions, grant, as approved by ALDOT. He stated that this was an additional grant, that Alabama A&M would receive funds to purchase more charging stations and two more electric buses, which would replace the diesel buses that had reached the end of their useful lives. He stated that, in total, they would have four new electric buses.

Mr. Brown moved to recommend approval of Resolution No. 09-21, amending the Transit Projects section of the Adopted 2020-2023 TIP, to add

the Low-No Emissions Bus Program Grant (FTA Section 5339c) (Capital Apportionment FY 2020) 2 Electric Buses and Charging Stations grant project for Alabama A&M University.

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 an FY 2020-2023 TIP Amendment. He stated that this was Resolution No. 10-21.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution adopted and supported the construction phase of the I-565 Interchange at Zierdt Road, as approved by ALDOT. He stated that this was the Town Madison interchange. He continued that this was Phase II, where they were building flyovers. He stated that the City of Madison had requested to add this to the Huntsville MPO TIP. He stated that currently the Cost Distribution was \$28.5 million local funds, but this inclusion into the TIP would allow this project to be eligible for federal funding in the future.

Mr. Brown moved to recommend approval of Resolution No. 10-21, amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, for new project addition of "CN PHASE OF I-565 INTERCHANGE AT ZIERDT ROAD."

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 an FY 2020-2023 TIP Amendment. He stated that this was Resolution No. 11-21.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution adopted and supported a change in funding for an intersection improvement project, including a roundabout, at Jordan Road and Homer Nance Road in Madison County. He stated that this was a State-funded project and typically would not be in the TIP, but this was a Rebuild Alabama grant project, and ALDOT had requested that they add all Rebuild Alabama projects to their TIP.

Mr. Faulkner moved to recommend approval of Resolution No. 11-21, amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, to include Rebuild Alabama funds for Project #100071401, "INTERSECTION IMPROVEMENTS, INCLUDING ADDING A ROUNDABOUT, AT JORDAN ROAD AND HOMER NANCE ROAD."

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 FY 2020-2023 TIP Amendment. He stated that this was Resolution No. 12-21.

Mr. Moore recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this resolution adopted and supported a change in funding. He stated that this was a bridge replacement project in Limestone County, on Thatch Road, over an unnamed branch. He stated that this was also a Rebuild Alabama project, and it was State funded, 100 percent State funded, but ALDOT had requested that all Rebuild Alabama projects be added to the TIP.

Mr. Brown moved to recommend approval of Resolution No. 12-21, amending the National Highway System Projects section in the Adopted FY 2020-2023 TIP, to include Rebuild Alabama funds for Project #100071307, "BRIDGE REPLACEMENT (BIN 004132) ON THATCH ROAD OVER UNNAMED BRANCH."

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 Jurisdiction Reports.

Mr. Moore asked, separately, if there were any reports from Madison County, the City of Huntsville, the City of Madison, the Town of Triana, and the Town of Owens Cross Roads.

There were no responses.

Mr. Moore stated that the next item on the agenda was Agency Reports, the Alabama Department of Transportation.

Mr. Vandiver stated that in the interest of time, since there had been

quite a few presentations, they would skip that item on the agenda and invite all the TCC members to stay for the MPO meeting for this presentation.

Mr. Moore stated that the next item on the agenda was Opportunity for Public Comment. He stated that if anyone from the public wished to speak at this time, they should go to a microphone.

There was no response.

Mr. Moore stated that the next item on the agenda was TCC Board Member Comments. He asked if there were any comments.

There was no response.

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

Meeting adjourned at 3:35 p.m. on February 24, 2021.