

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

Regular Meeting - September 22, 2021 - 3 p.m.

Huntsville, Alabama

Committee Members:

Ms. Quisha Bryant	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
Ms. Luana Broshears	City of Huntsville, Traffic Engineering
Ms. Brandi Quick	City of Huntsville, Director of Huntsville-Madison County Marina and Port Authority
Mr. Steve Dinges	Madison County
Ms. Sara James	TARCOG
Ms. Erin Tidwell	TARCOG
Mr. Rodney Ellis	Alabama Department of Transportation
Mr. James Giles	Alabama Department of Transportation
Mr. Robin Rhoden	Alabama Department of Transportation
Mr. Allen Teague	Alabama Department of Transportation

MPO Staff Members:

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

Also Present:

Mr. Robert Schiffer	Metro Analytics
Mr. Matt Hawes	CDG Engineers

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

Mr. Vandiver stated that the first item on the agenda was Approval of the Minutes of the meeting held on May 19, 2021.

Ms. Bryant moved for approval of the minutes of the meeting of the Technical Coordinating Committee held on May 19, 2021, which motion was duly seconded by Mr. Ellis and was unanimously approved by the Technical Coordinating Committee members present.

Mr. Vandiver stated that the next item on the agenda was an informational item, an update concerning the MPO's Regional Commuter Study. He stated that the presentation would be by Rob Schiffer of Metro Analytics.

(Mr. Schiffer made a PowerPoint presentation.)

Mr. Schiffer stated this would be the final presentation on this project, noting that they had been working on it for a couple of years. He stated he had some new information for them, as well as a recap of some of the things they had done and accomplished throughout this project.

Mr. Schiffer stated they had been looking at how COVID-19 had impacted travel throughout the region, and they had also been looking recently at how travel flowed into and out of the region. He stated he would also talk about some of the Study insights, and he would be happy to answer any questions they might have.

Mr. Schiffer stated that this project had been focused on better understanding worker travel patterns. He stated they had obtained a lot of big data from StreetLight InSight, and data from Redstone Arsenal and their planners. He stated that they had identified some of the predominant trip origins and destinations within the region, and they had also mapped some of the key flows between origin and destination points throughout the region. He continued that they had also analyzed trips by time-of-day, and they had analyzed truck trips as well. He stated they had identified future Park-n-Ride

facilities, both inside and outside of the current MPO area, hopefully for use in the long term by Transit and in the short term as ride-sharing opportunities. He stated that they had also revised the MPO's Congestion Management Plan and the TRiP 2045 Report.

Mr. Schiffer stated that the focus of this presentation was largely on the comparison of pre-, during, and post-COVID, not that they were entirely post-COVID, but it was at least the post-shutdown period. He stated that it was also analyzing regional external travel patterns.

Mr. Schiffer displayed another slide, and he asked how COVID-19 had impacted travel, and he stated that what he was displaying at this time was to him a pretty fascinating graphic. He continued that this was from the StreetLight InSight data for the greater Huntsville region, and the purple line was 2021, the dark blue line was 2019, and the green line was 2020. He stated that what they would see was that 2019 and 2021 had a similar typical urban travel pattern by time of day, that there was a morning peak and an evening peak. He stated that 2020 was very odd, as one would expect. He stated that, basically, trips just continued to increase from the morning to the late afternoon and then dropped off again.

Mr. Schiffer stated that what they would also notice was that there was still a difference between 2021 and 2019, that while they had the same pattern, they had not gotten to the same level of travel yet, particularly in the peak periods. He stated that if they would take a look at the morning peak and the afternoon peak, they would see that 2021 was a little bit lower than 2019, noting that this was reflected in people who were still working from home, even after all this time.

Mr. Schiffer displayed another slide, and he stated this was total auto

trips, and again looking at April 2019, April 2020, and April 2021. He stated they had selected April because that was kind of the peak shutdown month in 2020. He stated what they noticed was that the areas where the greatest drop was in 2020 were areas where there was a lot of office employment: the Arsenal zones, Research Park, and the downtown areas, as one would expect, because these people could work from home more so than people in other locations.

Mr. Schiffer displayed another slide, and he stated that in terms of trucks, there were some similarities and some differences. He stated that the Arsenal zones again showed a pretty significant difference, and there were some other areas that were showing a significant difference, the Medical District, which got a lot of deliveries, and Meridianville, where there was a lot of manufacturing, that there was a large drop in truck traffic in these areas as well. He stated that as a lot of them had probably heard, there was a supply chain issue going on internationally at this time, that there were a lot of ships sitting off the coast of California, waiting for enough workers to unload them and enough truck drivers to drive the trucks. He stated they would see a more significant drop in truck trips than in auto trips, and that was likely to continue for some time, as a result of this situation.

Mr. Schiffer displayed another slide, and he stated that their next step was to look at external travel patterns, how people were getting into the Huntsville region from other areas and how they were passing through the region. He stated that the red line was what they called a "cordon line" boundary, that it included all of Madison County and all of Limestone County. He stated they had included Limestone County because they believed the patterns in Limestone County were essential to understanding Madison County. He stated that ultimately there might be expansion of the urbanized

area, and maybe even an MPO boundary in the future, to include more of Limestone County.

Mr. Schiffer stated there were two trip components, one they called "external-external," which were trips that passed through this area. He stated that the other was the "internal-external" trips, and these were the ones that actually came from somewhere else into Huntsville or came from Huntsville into an area outside of Huntsville. He stated that they would look at both of these separately.

Mr. Schiffer displayed another slide, and he stated that in terms of the through trip patterns, the most significant one, as they would expect, was I-65 at the Tennessee line to I-65 at the Tennessee River. He stated there were almost 14,000 trips a day making this flow, without stopping in between, that it was a very significant amount of traffic. He stated that other significant flows were I-65 to Alternate 72 West, people from places west of Decatur who wanted to get to I-65, both going north and south. He stated that there were also people who wanted to pass across the entire region, from US 72 West to US 72 East, from Alternate 72 West.

Mr. Schiffer stated that in terms of external-internal flows, what they would see was that a lot of these shown on the display were people who were making trips from just outside the MPO area to just inside the MPO area, such as US 231 South to the southeast area, people coming into Huntsville to shop, and then they would go back, for example, or they worked in the southernmost part of the county. He stated that Alternate 72 to Greenbrier and to Madison were also pretty frequent flows, that there were a lot of employment opportunities in those areas. He stated that then there was 231 North to Hazel Green, that some people from southern Tennessee might come in to go to

Walmart and then go back up. He stated that then there was I-65 South to Greenbrier, which was kind of a booming area at this time.

Mr. Schiffer displayed another slide, and he stated that in conclusion, some of the things they knew at this time that they did not know at the beginning of this Study included the employment allocation at the Arsenal properties. He stated this was not just one big blob of employees, that at this time they knew roughly how many were working in each building, in each pod, within the Arsenal. He stated they also knew the Arsenal workers by home ZIP code, so they had a better feel for where those workers actually lived and where they were coming into the region. He stated it was quite extraordinary, actually, because when they had started this Study, they had set up a 12-county area, but there were a lot of workers who were beyond those 12 counties even that came to the Arsenal property on a regular basis.

Mr. Schiffer stated they knew what some of the predominant flows were to and from the Arsenal area, and they knew the relative share of trips within the MPO, across the region, how many of them were at the Arsenal, how many of them were in Madison, and so on. He stated that they also knew the time-of-day distribution of trips within the MPO area, and they had information on the MPO flows by time of day. He stated that they also had information on time of day in a more aggregate sense, and they had information on truck flows, both into and out of and within the MPO area.

Mr. Schiffer displayed another slide, and he stated they had Park-n-Ride locations that had been designated, both within the MPO area and in adjacent counties, generally at parking facilities that had excess space available at this time. He stated that the hope was that at some point, they could build some of these, get some agreements in place, start them out as a ride-sharing venture,

and ultimately as a location for any bus service to go to.

Mr. Schiffer stated that they had updated the Congestion Management Chapter of the TRiP 2045 Report; they had done the COVID-19 analysis of the past three years, of the month of April; and they had looked at the origin/destination flows going through the region, as well as going into the region from the outside.

Mr. Schiffer stated he thought this was all very interesting information, very useful for the future planning of the MPO. He stated he would take any questions or comments anyone might have at this time.

Mr. Autry asked how many Park-n-Ride facilities were identified in the Study.

Mr. Schiffer stated they had looked at a number of locations, and he believed they had narrowed it down to about six locations within the MPO area and about five outside the MPO area. He stated that those were discussed in the report.

Mr. Schiffer stated if there were no other questions, he wanted to say he had very much enjoyed working with them over the past couple of years, and he certainly hoped this would be useful information. He stated that the MPO staff knew how to get in touch with them if they had any additional questions or needs.

Mr. Vandiver thanked Mr. Schiffer for the presentation.

Mr. Vandiver stated that the next item on the agenda was an update to the TCC on the Madison County Long-Range Transportation Plan.

Mr. Vandiver recognized Mr. Matt Hawes with CDG Engineers.

(Mr. Hawes made a PowerPoint presentation.)

Mr. Hawes stated that he would at this time be giving a final update on

this project, which he noted was complete at this point. He stated that he would go back through a lot of things he had presented earlier in the year to the TCC and the MPO, and he would try to go through these rather quickly, and then get to some of the things they had not talked about so far.

Mr. Hawes displayed a slide, and he stated he would go back through what the objective of this Study was. He stated that the primary objective was really to find a way to get additional coordination between the MPO's Long-Range Plan and the unincorporated portions of Madison County. He stated that this was not, of course, to replace the plan, that the long-range plan was there, and it was good, but to expand the plan to cover the unincorporated portions that were typically not considered during long-range planning.

Mr. Hawes stated they had set out to do that by identifying potential corridor and intersection projects that needed some attention, to do some cost-estimating of those needs, and to look for potential funding sources so that the County could be armed with a plan moving forward, to help guide them through the continued growth they were experiencing at this time, that everyone was experiencing in this area. He stated they had also set out to provide access management strategies that would help the County kind of proactively manage some of these corridors that were expected to be highly congested in the near future or beyond.

Mr. Hawes stated this was generally completed as a five-phase project, that the first phase was really to look at the Existing Conditions within the county, and they had done this by looking at employment trends, and they had looked at population trends, and where trips would originate, and destinations, of course, that they tried to get an idea of where folks were coming and going in unincorporated areas of Madison County.

Mr. Hawes stated they had found that there was a lot of household growth happening in the northern part of the county, that that was primarily where it was at. He stated that a lot of the employment, of course, was in the incorporated areas of Huntsville, Madison, and beyond. He stated that they set out to look at what was causing this growth in the northern part of the county, and as they looked to the future, if there were any significant things that would be a hurdle to that.

Mr. Hawes stated they really had not found anything as far as the availability of the infrastructure, that generally water was available everywhere, and that was a primary driver for subdivision growth, that they did not have a sewer system within unincorporated Madison County. He stated there were not really any development regulations that caused a significant constraint on growth, that when they were looking at the growth that was happening up there, it was really about availability of land. He stated that, of course, there was going to be more land in that area. He stated this just confirmed what they had initially thought.

Mr. Hawes stated they had gone from there and looked at traffic conditions. He stated that currently projected in the HATS model for 2045, they would see some things that they would deal with later on in the process. He stated that State Route 53 was projected to be congested in the future; and US-231, which would be of no surprise to anyone; US-431; and US-72 on the east side. He stated there had been some work done on Winchester Road recently that would increase that capacity, but, nevertheless, there were some capacity issues that were potentially there in the future. He stated that as far as other roadways, outside some of the major corridors, they could see Nick Davis Road, Wall-Triana, and Old Railroad Bed that were projected to

experience significant traffic growth that could create congestion in the future.

Mr. Hawes stated that was kind of what they were looking at, what were the Existing Conditions, what were they working with, and what was it projected to do in the future, to kind of get a good handle about how to produce a plan that extended into the unincorporated portions of Madison County.

Mr. Hawes displayed another slide, and he stated that going from Existing Conditions, that in Phase II they had looked at if they would just use the growth model that was there at this time, where most of the growth, he believed, in the HATS Model at this time, was in the northwestern part of the county, or if there was data out there that perhaps supported shifting some of those households and seeing if that would produce any different results as far as the transportation needs up in that portion of the county.

Mr. Hawes stated that since 2017, most of the subdivision growth in unincorporated Madison County had happened in District 1, which was actually the northeastern part. He stated that he had said "most," and it was actually 63 percent. He stated that it was significant enough to look at a potential alternative growth scenario. He stated that they had set out to see if that had any impact on some of the recommendations from the long-range plan or if it was significant or not, so they had shifted roughly 3900 households from the northwestern portion over to the northeastern portion. He stated they really had not changed anything as far as the total, that it was a net of 3900 out of District 4 and into District 1, and when they had done that, they had not seen a real significant increase to the traffic patterns.

Mr. Hawes stated that the displayed map showed that change, with the green being a net increase in household growth, and then, with the other color they saw in District 4, a net decrease. He stated that they had moved those

houses over, and they had looked at the travel patterns, and that shift in household growth really did not do a lot for the congestion, that it was not significant enough to really warrant any new projects, on the basis of congestion only, but it did more closely follow the actual trend of subdivision growth and household growth, residential growth, so they had decided to keep that as they moved forward.

Mr. Hawes stated that based on using that alternative growth scenario, they had started to look at projects at that point. He stated they had looked at a couple of different connectivity projects in the Phase II exercise, some new roadways that would kind of complete the roadway network in a way that would pull a significant amount of traffic away from a parallel route. He stated they had looked at 10 different potential road connections, and only two of those really had a significant benefit.

Mr. Hawes stated they had looked at a new two-lane road from Bo Howard Road to Patterson Lane that would serve to give some relief to Pulaski Pike. He stated that based on the model, it was projected that it could see as many as 2800 vehicles a day, a pretty significant number of vehicles.

Mr. Hawes stated that the next one was a new two-lane road connecting Orvil Smith Road to Kelly Spring Road, which was a longer stretch, and it was parallel to Nick Davis Road, which was one of the roadways he had mentioned earlier as being one that was going to potentially have a lot of congestion. He stated that a roadway connection between those two terminus points would pull approximately 8300 vehicles per day in the future. He stated that this was definitely something to consider, as opportunities came for funding, for availability of land.

Mr. Hawes stated that there were challenges, obviously, or those

roadways would have already been connected. He stated that they had tried to provide a good, conservative cost estimate through this exercise, for the County to know what they were dealing with there.

Mr. Hawes displayed another slide, and he stated that going on to Phase III, this was where they really started to pick up on the additional projects, not only looking at connectivity projects but also looking at intersections, widening of corridors, and so forth. He stated they had done that through three different methods, that using the model, they could pull out from the model the Level of Service for those approaches coming into intersections, and then, obviously, the segments of roadway, corridor roadways.

Mr. Hawes stated that they had also looked at the average crash rate along those corridors, to see if there were some trends there as far as safety that should be incorporated into these project costs, and they had also, of course, reviewed with each County Commissioner and staff to see what they saw on the ground, because they were the ones that knew it better than anyone else, and they were able to give them some ideas about where they saw congestion, where they saw potential safety issues, and that kind of thing.

Mr. Hawes stated he did not have an exhaustive list because there were a number of projects that were identified, but he had just an overall shot of the northern part of the county on the slide he was displaying, noting that he was aware it was really hard to see. He stated that there were a number of intersections and widening projects that were identified, both in the north and in the south part of the county.

Mr. Hawes stated he had brought some statistics to illustrate what they had found, and that overall the plan produced approximately 43 intersections,

15 widening projects, and 2 connectivity projects that were identified, which he had mentioned previously. He stated that a portion of those had already been identified, either partially or wholly, by the Long-Range Transportation Plan, so they were not all newly identified projects.

Mr. Hawes stated that when they looked at newly identified projects, they had them divided between ALDOT-maintained roadways and County-maintained roadways, and there were 9 ALDOT intersections, 16 County intersections, and there were 7 newly identified widening projects along the County-maintained roadways. He stated there were a number of new projects that had not been reviewed and looked at, but at this time they had been.

Mr. Hawes stated this was going into an overall plan to help guide the County, not only for current needs but for future needs, based on these employment growths and these residential household growths in the future.

Mr. Hawes stated they had pulled together also, as an additional subtask in Phase III, some Access Management strategies, because it was important for the County to be able to identify where this growth was going to take place, or potentially take place, and be able to have a good idea of how to proactively manage those corridors, those intersections, for that future growth, and they had given some strategies to the County to be able to do that. He continued that those strategies were expected to be tied to a County Classification System in the future, potentially, if the County decided to move forward with that. He stated they were just trying to find a way to make enforcement simple and effective, and they were considering that at this time, and there might be an adoption later on, at the County level.

Mr. Hawes displayed another slide, and he stated that moving on to

Phase IV, there was cost-estimating of all the identified projects, and then looking at funding sources, different funding sources that might be available for these types of projects. He stated he had a few listed on the display that everyone should be aware of.

Mr. Hawes displayed another slide, and he stated that moving on to Phase V, this was basically just the Final Report, putting together a document that would help guide Madison County through continued significant growth in this part of the state and this part of the hometown here.

Mr. Hawes stated that was basically it, and he would open the floor for questions.

Mr. Haws thanked the TCC for their time.

Mr. Vandiver thanked Mr. Hawes for the presentation.

Mr. Vandiver stated that the next item on the agenda was Adoption of TMA Certification and Review, Resolution No. 19-21.

Mr. Vandiver recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated he wanted to provide an update, noting that many of them were familiar with the Transportation Management Review that happened every four years. He stated that this was basically by the federal agencies that oversaw MPO operations, FHWA and FTA, that they would come to the MPO and basically tear apart all the books, look at all the reports, look at all the minutes, look at all the operations, and make sure they were dotting every i and crossing every t. He stated that they basically would give them about 30 pages of questions several months in advance, and then a few months afterwards, they would come and sit down, with ALDOT as the wingman.

Mr. Madsen stated this was normally a face-to-face thing, but this year,

during COVID, it was done via Zoom. He stated that this was really kind of an every-four-year check-in. He stated that it was ideally every four years, but they would come back a little sooner if they felt like they were not doing what they should be doing. He stated that Huntsville had always had kind of a reputation of being able to take care of its business properly, and it was no exception this year.

Mr. Madsen displayed a slide, and he stated that the last certification was in 2017, that they were completed every four years. He stated that, basically, they would break this down into Commendations, which were good; Recommendations, which were things they thought the MPO could be doing, perhaps some policy changes or some actions that could be undertaken to better improve the operation; and then Corrective Actions, which was that they should have been doing something else.

Mr. Madsen stated he was going to start at the bottom and work his way up because he liked to start with the bad news and get that out of the way. He stated there was only one Corrective Action, and the ask was that a System Performance Report be included in the LRTP. He stated that the odd part of that was that they actually did not have a System Performance Report requirement as part of the LRTP at the time they did their LRTP the prior year. He stated that FHWA had acknowledged that this was not so much a "You should have done," that it was more of a "Hey, we would really like for you to do this. This is becoming a priority from the federal government, so as soon as you can, start thinking about this." He stated that was really the only checkmark they had against them.

Mr. Madsen stated that they had a number of recommendations they had sent to them, but some of them they actually managed to get answered so

quickly that before they could compile the formal report, they took them out of the report because they had already done them. He stated that these were things like updating some information on the website.

Mr. Madsen stated that of the two that stayed in the recommendations, one was incorporating CMP strategies that were low-cost alternatives. He stated that these might include adaptive signals, systems operations, et cetera. He stated that the other one was coordinating ADA transition plans among the municipalities. He stated it was no coincidence that they were actually going to see both of those addressed in subsequent agenda items.

Mr. Madsen stated that the next part was Commendations, and he wanted to go through these because, (a), they kind of pointed to what staff had done really well this year, and some of them were also hat tips to some of their partners, some of the folks in the audience and some of the folks the MPO worked with on a regular basis.

Mr. Madsen stated that the federal agencies recognized that even though they were not necessarily listed as a non-attainment area at this time, they were still aggressively managing that, making sure they stayed in front of that so it did not become a problem, and they really appreciated that.

Mr. Madsen stated they very much appreciated the fact that the MPO was doing a lot more alternative modes outreach, that they had a relationship with HUBS, the Huntsville Urban Bike Share, as well as the Singing River Trail, and that they were actively doing bike and pedestrian planning with organizations like that.

Mr. Madsen stated they really called out the transit agencies in the region, which normally FTA came in, and they felt like there was not a whole lot of transit going on here anyway so they did not ask a lot of questions, but

they had really gotten excited at some of the things the Transit agencies were doing, that they had commended their response to the COVID pandemic, and they really liked some of the more creative ways they were looking at public-private partnerships for Transit, including Commute With Enterprise, and they really liked the MPO's coordination with the Alabama A&M University electric bus program, and they really liked the way they kept up, just their housekeeping, on the annual list of obligated projects, that they felt like that read really well, that it was a document that communicated very well, and that they had done a really good job of upgrading their public outreach on their website. He stated that, again, they were really excited about more bike technology, and they really liked the fact that they had engaged in the Commuter Study, the aggressive pursuit of better data in terms of helping to move traffic around the region.

Mr. Madsen stated he had just wanted to read those off, that he knew it was a very long list, but it pointed to what Mr. Vandiver and Ms. Lowe had been doing in working with their partners. He stated that this really was a regional effort, and he thought a lot of the kudos they got from them had to get down to the Technical Coordinating Committee for working with them so closely.

Mr. Madsen stated that was the report in a nutshell. He stated that if anyone was really keen to read it, in every single blue-line detail, they could go to the MPO website, and it was posted there for their review.

Mr. Madsen stated they were asking for a motion to recommend adoption of the resolution.

Ms. Quick moved to recommend approval of Resolution No. 19-21, adopting the "2021 TMA CERTIFICATION AND REVIEW FINAL REPORT."

Said motion was duly seconded by Ms. Bryant.

Mr. Vandiver asked if there was any discussion.

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

Mr. Vandiver stated that the next item on the agenda was for adoption, and it was the Huntsville Area MPO's ADA Transition Plan, Resolution No. 20-21.

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 20-21 was the adoption of the ADA Transition Plan for the MPO. She stated that to clarify things, this was a two-phase requirement from the federal government. She stated that the MPO had to have its own ADA Transition Plan, and that it basically encompassed, for the MPO, compliance with ADA/Section 504 requirements, such things as entering the meeting space, handicap seating, ramps, and an open door walkway to enter the building. She stated that the next phase of the requirement would require each of the MPO jurisdictions to have their own ADA Transition Plan, which she believed they had, but they might need some updating. She stated this was a requirement. She stated that at minimal, they were just looking at those particular physical barriers.

Ms. Bryant moved to recommend approval of Resolution No. 20-21, adopting the "2021 ADA TRANSITION PLAN.

Said motion was duly seconded by Mr. Nene.

Mr. Vandiver asked if there was any discussion.

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

unanimously approved by the Technical Coordinating Committee members present.

Mr. Vandiver stated that the next item on the agenda was the adoption of the Final FY 2022 UPWP, Resolution No. 21-21.

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the Final FY 2022 UPWP encompassed transportation planning activities within a fiscal year, and this would be for 2022. She stated that it would take care of things such as their administrative tasks, general management of the MPO; Data Development, which would be some of their socioeconomic forecasts and taking care of the transportation model. She stated that other tasks would be included, short-range and long-range planning, such as the preparation of the TIP and the UPWP and the Long-Range Transportation Plan. She stated that their activities would extend from October 1 through September 30 of 2022. She stated that their budget was their apportionment for this fiscal year, which she noted would be approximately \$453,000. She stated that figure also included FTA 5303 Planning Funds. She stated there would be a bit of coordination with Transit, in making sure they continued their coordination there. She stated new project tasks that might be included in the new UPWP would be updating the Public Participation Plan and adopting the ADA Transition Plan.

Mr. Nene moved for approval of Resolution No. 21-21, adopting the FINAL Unified Planning Work Program for Fiscal Year 2022.

Said motion was duly seconded by Ms. Quick.

Mr. Vandiver asked if there was any discussion.

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

unanimously approved by the Technical Coordinating Committee members present.

Mr. Vandiver stated that the next item on the agenda was an FY 2020-2023 TIP Amendment, Resolution No. 22-21.

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this amendment was for the deletion of a TAP project, Transportation Alternatives Program, where they had the Dry Creek Greenway. She stated they had been in talks back and forth with the City about alignment and realignment. She stated that what was displayed at this time were a couple of maps, to indicate the location. She stated that this was mainly due to the realignment and the environmental that had been back and forth between the City and the developers. She stated that they were taking action to delete this from the Transportation Improvement Program.

Ms. Bryant moved to recommend approval of Resolution No. 22-21, amending the Transportation Alternatives Project Section of the Transportation Improvement Program (TIP) with the deletion of Project #100067267 (CN Phase), "DRY CREEK GREENWAY FROM INDIAN CREEK GREENWAY/GATES MILL ROAD TO THE INTERSECTION OF ARCH STREET AND BILTMORE DRIVE IN NORTHWEST HUNTSVILLE."

Said motion was duly seconded by Mr. Nene.

Mr. Vandiver asked if there was any discussion.

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

Mr. Vandiver stated that the next item on the agenda was an

FY 2020-2023 TIP Amendment, Resolution No. 23-21.

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this resolution was a state administrative transit project, which encompassed the UAH ATOMIC Program, which was a software system that was automating the transit productions for all of the state. She stated that the cost of this was approximately \$1.3 million, and these were all federal funds.

Mr. Nene moved to recommend approval of Resolution No. 23-21, amending the Transit section of the Adopted FY 2020-2023 TIP to add Project #100073656, "SECTION 5311 TRANSIT UNIVERSITY OF ALABAMA IN HUNTSVILLE - ATOMIC (STATE ADMIN)."

Said motion was duly seconded by Ms. Bryant.

Mr. Vandiver asked if there was any discussion.

Mr. Vandiver stated he would like to recognize Dr. Michael Anderson from the University of Alabama Huntsville. He stated he was in attendance at the meeting, if anyone had any questions for him.

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

Mr. Vandiver stated that the next item on the agenda was an FY 2020-2023 TIP amendment, Resolution No. 24-21.

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was an amendment to the TIP for an increase in project costs for resurfacing and traffic striping on I-565. She stated that,

basically, they had a \$1.4 million increase in total costs. She stated that what she was displaying at this time was a location map of this particular project, from beginning to end, along I-565.

Mr. Ellis recommended approval of Resolution No. 24-21, amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) for the increase in cost for Project #100068983 (CN Phase), "RESURFACING AND TRAFFIC STRIPING ON I-565 FROM .26 MILE EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332) TO .45 MILE EAST OF THE SR-2 (US-72) OVERPASS (MP 22.305)."

Said motion was duly seconded by Ms. Bryant.

Mr. Vandiver asked if there was any discussion.

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

Mr. Vandiver stated that the next item on the agenda was an FY 2020-2023 TIP amendment, Resolution No. 25-21.

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was also an increase in project cost, the total project cost, for the Design Phase of the TSMO Project on I-565. She stated that this included various adaptive signal-type projects, et cetera. She stated that this was an approximate \$150,000 increase.

Ms. Lowe stated what she was displaying at this time was a location map of that particular project, from beginning to end.

Mr. Ellis moved to recommend approval of Resolution No. 25-21,

amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) with the increase in costs for Project #100073190 (PE) "ADVANCED CORRIDOR MANAGEMENT TSMO ON I-565 FROM THE BEGINNING OF THE ROUTE (NEAR I-65) TO THE END OF ROUTE."

Said motion was duly seconded by Mr. Nene.

Mr. Vandiver asked if there was any discussion.

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

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

Mr. Vandiver recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the first item should read "Zierdt Road," and she stated this was an increase in CE&I costs for Garver, to finish out the Zierdt Road project.

Ms. Lowe stated these were basically projects and things that had moved forward in between the last meeting and this meeting.

Ms. Lowe stated that the second project on the display was the Ryland Pike Project, noting that this was a decrease in funds. She stated that this was the Utility phase of the project.

Ms. Lowe stated that the last project was a level-of-effort project with the State, adding three turn lanes to SR-53. She stated this was adding state funds to basically an ATRIP grant.

Ms. Lowe stated that no action was needed on these items.

Mr. Vandiver stated that the next item on the agenda was Jurisdiction reports.

Mr. Vandiver asked if there were any reports from Madison County, the City of Huntsville, the City of Madison, the Town of Triana, or the Town of Owens Cross Roads, respectively.

There were no responses.

Mr. Vandiver stated that the next item on the agenda was Agency Reports. He stated that this report would be given at the MPO meeting which was to follow.

Mr. Vandiver stated that the next item on the agenda was Opportunity for Public Comment. He asked if anyone from the public would like to address the TCC.

There was no response.

Mr. Vandiver stated that the next item on the agenda was TCC Member Comments. He asked if there were any members who would like to comment.

There was no response.

Mr. Vandiver stated that the next meeting of the TCC would be held on December 1, 2021.

Mr. Vandiver stated that the meeting was adjourned.

(Meeting adjourned at 3:45 p.m. on September 22, 2021.)