

**Mobile Area Transportation Study
Metropolitan Planning Organization (MPO)
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting
Wednesday, May 23, 2018 10:00 am
SARPC Boardroom**

MPO Members Present

Mr. Bryan Kegley
Hon. Bess Rich
Mayor Tom Williams
Mayor Jimmy Gardner
Mayor David Baker
Mr. Joe Nix
Mr. Brian Aaron rep Mr. Vince Calametti
Mr. Dennis Sullivan rep. Mayor Byron Pittman
Mr. Tyrone Parker
Mr. Ricky Mitchell rep. Hon. Jerry Carl
Mr. John F. Rhodes
Mayor Sandy Stimpson
Mr. Norman Walton
Hon. Fred Richardson
Mr. Matthew Lambert Rep. Mayor Howard Rubenstein

MPO Members Absent

Mayor Terry Downey
Mayor William Criswell
Hon. Lorenzo Martin

TCC/CAC Members Present

Mr. Gerald Alfred
Mr. Nick Amberger
Mr. Matthew Lambert
Mr. Jeff Zoghby
Ms. Mary Beth Bergin
Ms. Jennifer White
Mr. Merrill Thomas
Mr. Dennis Sullivan
Ms. Kim Sanderson
Mr. Ricky Mitchell
Mr. David Rodgers

TCC/CAC Members Absent

Mr. Bert Hoffman
Mr. Tom Briand
Mr. James Foster
Mr. Brian Harold
Ms. Jennifer Denson
Ms. Casi Callaway
Mr. Bob Harris
Ms. Margie Wilcox
Mr. Troy Wayman
Mr. Fernando Billups
Mr. Donald Watson
Mr. John Murphy
Mr. Carl Butler
Ms. Katherine Pitman
Ms. Kellie Hope
Mr. Donye Woodard
Mr. Thomas Hughes
Ms. Dianne Irby

Guests:

Mr. Carl Gosline
Mr. Ricardo Woods
Ms. Edith Louden

Staff:

Mr. Kevin Harrison
Mr. Tom Piper
Mr. Anthony Johnson
Ms. Monica Williamson

The meeting was called to order by Mayor Stimpson.

The second item on the agenda was to approve the minutes of the February 14th, 2018 MPO Meeting.

Motion was made by Mr. Matthew Lambert with a second by Mr. Norman Walton to approve the minutes. Motion passed.

The third item on the agenda was to approve the minutes of the May 9th, 2018 TCC/CAC meeting.

Motion was made by Mr. Jeff Zoghby to approve the minutes with a second by Mr. Nick Amberger. Motion was approved.

The fourth item on the agenda was to approve an ALDOT requested project and modification in the 2016-2019 TIP with Bridge Funds, Resolution 18-009.

Mr. Harrison said the first resolution in your folder is Resolution 18-009. Just like adding a project with Federal Transportation Funds to the TIP anytime there is a large increase to a cost estimate over 10 or 15% we are required to have MPO approval. This project is replace the bridge westbound over Tensaw Spanish River. The cost increased from \$19 million to \$24.5 million. This project was first introduced to the TIP in August of 2015 at that \$19 million cost estimate so it has increased to \$24.5 million. The TCC reviewed it on May 9th. On May 8th, ALDOT actually had a public hearing on this project at Five Rivers. I do have comment forms if anybody wants to comment on this project. They are taking the Westbound Lane out and they are building a new bridge south of the current Eastbound lane with a multi-use trail on the bridge to replace the older bridge to the North. I don't know if you have any more on that.

Mr. Aaron said basically the reason for the increased cost is that design changed. Initially, we were looking at replacing in the existing location of Westbound but we see that it is very critical that we maintain four lanes of traffic on the Causeway at all times even during construction. The previous design did not allow us to do that. This design now allows us to maintain four lanes of traffic on the Causeway and as such there is additional impacts, the seawall and the earth work that has to be done thus the increase for the project.

Mr. Harrison said and it has a separated path.

Mr. Aaron said it has a separated multi-use path on the new bridge to be constructed. It is tied in with the Causeway Master Plan that we worked with the City of Spanish Fort on.

Motion was made by Mayor Williams to approve the project with a second by Mr. Norman Walton.

Mayor Stimpson said assuming all of this happens when will it take place.

Mr. Harrison said it is scheduled for 2019.

Mayor Williams said there were plenty of ALDOT representatives at the public meeting to explain it to everyone who had an interest. It was well done.

With no further discussion, the motion to approve resolution 18-009 was approved unanimously.

The next item on the agenda was to approve an ALDOT requested project and modification in the 2016-2019 TIP with National Highway Funds, Resolution 18-010.

Mr. Harrison said the next item in your folder is Resolution 18-010. This is with National Highway Funds and this pertains to the 158 extension. This is a new project. The utilities for \$30,000. However, this is just like that last resolution, this is a major increase in the cost estimate. This has to do with the BP funds and the reshuffling of funds for this project. This project was first introduced November of 2016. It is an existing project that just has a cost increase from \$15 million to over \$36 million. It is a BP reshuffling of funds, it is not a major cost increase of funds.

Mr. Aaron said let me elaborate a little on what looks to be very bad is really not. About 6 years ago, 8 years ago we were instructed to break these projects down on 158 and 98 into smaller, if you will, bite size manageable portions, \$15 to \$20 million apiece. This project is basically combining two \$15 to \$20 million projects into one. The scope has not changed. We are still doing the same thing. We are just combining two smaller projects into one now that we have the BP funds available where we can actually build it in a \$36 million setting instead of two \$15 million projects.

Mr. Harrison asked why is it National Highway Funds and not BP funds?

Mr. Aaron said it is National Highway Funds now. There was an agreement that we would commit some of our planned Federal funds for the project. That funding source could change as we get closer to the actual letting.

Mr. Harrison said so will this project be funded with NH funds and then reimbursed with BP funds?

Mr. Aaron said it could go that way, yes. Those decisions still haven't fully been made in Montgomery. There will be BP funds in this project to move it forward, absolutely.

Motion was made by Mr. Bryan Kegley with a second by Mr. Norman Walton. The motion to approve Resolution 18-010 passed.

The next item on the agenda was review of STP Attributable Funding Schedule.

Mr. Harrison said I did that because of the next item, Resolution 18-011. This is the 11 by 17 foldout. This is the MPO STP Attributable fund, ya'lls money. There are quite a few changes on this. I know it is small print but if I go bigger, we are going to be putting posters in everyone's folder. A couple of changes since our February meeting. Project 1, Zeigler Boulevard, Forrest Hill to Athey, that project, the construction for \$13.698 million, that has been moved to 2019. It is now scheduled for March of 2019. Another change, number 4, McDonald Road, north of I10 to Old Pascagoula, the right of way has been authorized, you can see that it is in italics and has changed since the last meeting. It is now \$1.17 million. It was \$1 million. It is now authorized for that new amount. Some items, the strike through, 9 and 10, Three Notch Road, we will get to that in just a second. The new number 9, McFarland Road, Old Pascagoula to Three Notch, that PE has been authorized for \$2.5 million in this fiscal year. Some other changes that have been made, the Government Street Congestion Management Process Corridor, this was in 2017, that is now funded in 2018 and has a new cost estimate. The PE is for \$148,580 and the construction is for \$476,420. That PE, the City of Mobile is LPA on that and it should be starting soon. Once last change, you can see our 2016 carryover from prior years is \$36,530,000. That was actually raised by about \$200,000 so a slight increase in that. That is your funding schedule. The reason I wanted to bring this to your attention prior to the next resolution is that it is

the County's request to remove Three Notch Road from McDonald to Ben Hamilton and Three Notch Road from Ben Hamilton to Dawes from the Transportation Improvement Program. You will see that both of these projects were funded past 2019 in the 2020 schedule so there is no resolution needed for that. Anytime a project crosses the 2019 2020 mark, that is when a resolution is needed. The Transportation Improvement Program is a four year program from 2016 to 2019. They would like to introduce Airport Boulevard from Snow Road to west of Eliza Jordan Road. That is the new project 10. PE for this year for \$1.3 million and then in the outer years, the right of way, utilities and construction. You will notice this project has a score of 58.4. All of the projects in the TIP are scored by a committee. I want to thank Bryan Kegley for taking Margie, Kellie Hope and I for a tour of the project in the area. There is a lot going on out in that part of Mobile. The committee did score it, 58.4 which is a relatively high score. That is why I wanted to bring it to your attention. The next resolution, the PE does cross that 2020/2019 mark for \$1.3 million. The TCC reviewed this on May 9th and recommended it for approval. Is there any questions regarding the STP Attributable Funding Schedule? There is no resolution needed for this. I will make a note, it looks like we have a lot of money, but we are scheduled to spend \$42 million next year in different road projects so we really don't have a lot of money. In 2020, we are negative 7 and in 2021 we are negative 7. Even though we have some of these projects lined up, some of them are going to have to be moved out. This time next year, we will be compiling the new 2020 to 2023 Transportation Improvement Program and we will have to be fiscally balanced and all of those projects will have to have a positive balance for every year. We will be doing that this time next year. Are there any questions.

Mr. Kegley said I would like to note on number 10, that is an additional lane project, not a new alignment. It is a much needed project though as you saw on our drive.

Mr. Harrison said okay, if there are no questions, we will move to the next item.

The next item on the agenda was to approve a Mobile County requested project in the 2016-2019 TIP with STP Attributable Funds, Resolution 18-011.

Mr. Harrison said the next resolution in your folder is 18-011. This is for additional lanes on Airport Boulevard from Snow Road to 1.6 miles west just past Eliza Jordan Road. The PE is \$1.3 million. We just reviewed that project in the attributable funding schedule.

Motion was made by Mr. Norman Walton with a second by Mr. Matthew Lambert to approve Resolution 18-011. Motion passed.

The next item on the agenda was to approve the Alabama Performance Management Agreement between the State of Alabama and the Mobile Metropolitan Planning Organization. (Agreement to be Executed.)

Mr. Harrison said this is a several page agreement. The first requirement is that this agreement is executed before May 27th. Today being May 23rd, we are good on that. The second requirement is that the MPO's TIP and Long Range Plans from now on, we must include a description of the performance measures and targets and we will have to do a systems performance report every year evaluating the targets. What that means in the agreements, you will see number 1, the development of the transportation performance data. The Highway Safety Improvement Program, the pm1 targets, we've already adopted those at the last MPO meeting on February 14th. Essentially these are the states targets. We adopted the states safety targets. There is no consequence. We had the option of adopting our own safety targets and performance measures but there is no consequence for not meeting our targets. The state has a consequence if they don't meet the targets, the consequence is that they will have to use a 100% of their safety money on safety projects. Right now, the State of Alabama is using 60% of the safety money on safety projects. That is the only consequence to the

state of them not meeting their safety requirements. That data will be provided and compiled by ALDOT. The next one, pavement and bridge condition, are PM2 which is are the pavements in good or poor condition. This data will be provided and compiled by ALDOT as well. Those are the PM2 performance measures. PM3 has to do with system performance and freight. This data is compiled and provided by ALDOT as well and there is no consequence for a MPO not meeting these targets. The performance measure is reliability. If there is an interstate that is dependably congested from 5:15 to 5:45 congested, it is considered reliable. That is what the Federal Highway Administration wants to see in terms of performance measure. I don't understand it. Anthony and I have compiled all of those numbers as well. There is no benefit for us in coming up with our own performance measures so we are adopting the state's targets and performance measures. The transit asset management, right now, since we are a TMA, the Wave Transit has their 5307 apportioned to them and Mobile County doesn't use any of the 5311 funds for rural transit so the transit asset management really at this point does not pertain to the Mobile MPO. The next resolution in your folder actually does pertain to this. What the agreement is, is that we will coordinate with the state. The MPO staff will have to produce this report, an annual report pertaining to all of these performance measures. We will have to include all of these performance measures and targets in all of our documents. Our long range plan which we will have to amend over the summer. Our TIP which we will have to compile next year so all of our documents will have to have these performance measures and targets. We are required to have two signed copies of these agreements to ALDOT by the end of the week.

Mayor Stimpson so we have voiced the concurrence to allow us to execute the document having to do with the Alabama Performance Management Agreement giving us the authorization to execute it. Is there a motion?

Motion was made by Councilmember Bess Rich with a second by Mr. Norman Walton. Motion was approved.

The next item on the agenda was to approve the Transit Asset Management Plan Performance Measures for the WAVE Transit, Resolution 18-012.

Mr. Harrison said the next item in your folder pertains to performance measures and targets as well. Because the WAVE Transit is a large urban area, they are apportioned their own FTA 5307 funds and they are required to have performance measures and targets on that money as well. This is the Wave Transit System Performance Measures. This is the same performance measures used by the State of Alabama. As I understand it ALDOT has approved these performance measures as well. The MPO is required to adopt the 5307 Target and Performance Measures by the WAVE Transit. This really pertains to the previous item on the agenda as well.

Mr. Lambert said I have a quick question for the WAVE Transit. The performance measures are reducing all of the current inventory by 10%.

Mr. Harrison said it is the inventory that has met its useful life. The state's performance measure is reducing all inventory by 10% that has met its useful life. Gerald we might want to clarify that.

Mr. Lambert said okay, it's the vehicles that have been in service and has used its useful life.

Mr. Harrison said yes and ya'll keep track of the vehicles that have its useful life.

Mr. Parker said we do. We have an annual capital improvement plan, a plan that tracks a vehicle's useful life and once it has met its useful life, depending on size, a heavy-duty vehicle has a useful life of 10 to 12 years and once it has met that useful life it will be a part of that capital improvement plan.

Mr. Harrison said and this is a unfunded mandate of the federal government so expect to do a report for us each year. Ours will probably be due in August. When we compile our report for all of the performance measures for system reliability and safety, I am going to need that from ya'll every year.

Mayor Gardner asked that property that has met that standard, what happens after that?

Mr. Parker said we go through the city's auction with the vehicles that have met useful life.

Mayor Gardner said has that happened in the past already?

Mr. Parker said yes.

Mayor Gardner said and what was the result.

Mr. Parker said we had some buyers go through the city process to purchase those vehicles.

Mayor Gardner said does that money go back to Federal Transit.

Mr. Parker said the federal investment has already been met.

Mayor Gardner said so whatever comes from that goes back.

Mr. Parker said it goes back to the general fund or to the agency itself.

Mayor Gardner said to the general fund of the agency.

Mr. Parker said it is posted to the Wave Transit but the actual proceeds from that sale will go to the general fund of the City of Mobile.

Mr. Harrison said what is the definition of useful life, is it 5 years.

Mr. Parker said it all depends on the size of the vehicle and the capacity of the vehicle. The larger buses is in a range from 10 to 12 years or you pass the miles that can range from 350,000 to 500,000 miles. It all depends on the actual condition of the facility as well as the year itself.

Motion was made by Mr. Matthew Lambert with a second by Mr. Norman Walton to approve Resolution 18-012. Motion was approved.

The next item on the agenda was to approve the ALDOT requested project in the 2016-2019 TIP with Interstate Maintenance Funds, Resolution 18-013.

Mr. Harrison said this project has been advertised. It came right after the TCC meeting but it has been advertised for two weeks. This is a new project for a Mobile Area sign replacement on Interstate I-10, 65 and 165 for \$5.6 million. Brian, do you have anything else on this project? Are all of the signs being replaced?

Mr. Aaron said I don't have all of the exact details. There has been some back and forth discussion about text sizes changing and reflectivity requirements, but I believe we are asking to move it out. We are just balancing the budget.

Motion was made to approve Resolution 18-013 was made by Mr. Bryan Kegley with a second by Mr. Matthew Lambert. Resolution was approved.

The next item on the agenda was to review the Draft FY 2019 Unified Planning Work Program.

Mr. Harrison said this is actually our operating budget for the staff. A couple of changes from last year. Our funding went up slightly. Our federal funding you will see is \$481,082. Last year that was \$471,000 so the required match went up slightly to \$120,000 which is 20% of that number. We no longer have to put air quality tasks. Our previous Unified Plan Work Programs had preparation for non-attainment for air quality. Our air quality has gotten a lot better. The new attainment status is at .70 parts per billion. We don't have any chance of meeting that this year or the next couple of years. The only real significant changes: the elderly and disadvantaged transportation planning that number went down a little. It was \$25,000. We are the designated recipient for the 5310 elderly and disabled funding for transit. We get 10% of what we spend, 100% money to offset that cost, so we have reduced that amount. Our long range plan, we are beefing up on that. It was about \$17,000, now it is about \$50,500 and the performance management monitoring has gone up to \$18,000 as well. Process is that I wanted to review this with you. I have to submit to ALDOT by June and then ya'll will see the full document when we adopt it in August or September, but I always like to present it to ya'll first. There is no action required on that item.

The next item on the agenda was a brief presentation by the Southern Rail Commission by Dan Dealy.

Mr. Dealy said that he was a consultant working with the Southern Rail Commission. The Southern Rail Commission was created by Congress in the 1980s with a three-state charter commission: Louisiana, Mississippi and Alabama. Its mission is to provide for the movement of people and goods across our rail corridor, to facilitate transportation choices including passenger rail, support economic development, facilitate emergency evacuation routes. Here in Alabama the Commissioners are appointed by the Governor, Greg White in Covington County, Larry Watts from Birmingham, Toby Bennington is in Anniston, Clair Austin is in Montgomery, Jerry Gehman is over in Atmore and Wiley Blankenship from Coastal Alabama Partnership in Mobile. The Commission about 2013 went through a strategic process and decided that they were going to focus on some particular projects. Number one was restoring Gulf Coast passenger rail preferably long distance from New Orleans to Orlando that is a long distance route because it is over 750 miles. If it is less than 750 miles, it becomes what is called a state supported corridor train in which the states help defray the operation cost. When it is long distance, the operational cost is absorbed by the Amtrak budget. The other projects are Baton Rouge to New Orleans corridor, a corridor from I20 that goes from DFW to Meridian and Tuscaloosa and then 4 is restoring Birmingham to Mobile. The first half of the feasibility study has been done from Birmingham to Montgomery and the second half should be started in June from Montgomery to Mobile. The Commission has been working since 2013 on the Gulf Coast Passenger Rail and all of these areas. If you are on our update list as many elected officials and businesses across the Gulf Coast are, this includes Florida. You receive updates on what is going on. Most of you are familiar with the reason that we are restoring stuff is because of Katrina. It created an issue with Mississippi and Louisiana rail system. Amtrak had to suspend the service. That means the route is still there, Amtrak could restart that service which was the Sunset Limited which doesn't have good memories for us in Mobile from Los Angeles all the way over to Jacksonville. It was three times a week on a really unacceptable schedule. It left a lot of stations that didn't have any service and today, we are the only coast in America that does not have passenger rail service; the Atlantic coast does, the Pacific coast does. We do not. There is service that goes both below the Canadian border and above the Canadian border. There are a lot of folks moving to the coast in the United States and the Gulf Coast megaregion is one of those areas. The DOT recognizes that. We are also getting older and younger. The millennials are already the largest demographic in the workforce. They do not prefer to drive cars. They would like to ride so they can use their phones. I have four children in that demographic and only one of them has a car. The recommendation that has come out is for a daily service. This is what works for the Gulf Coast and it will boost our economy and make us more competitive. It will leverage community level economic development. There are case studies that show this across the nation. We get hurricanes and it was proven during Harvey and Irma that Amtrak helped evacuate. It was not used in Katrina and that was

a big lesson learned. The message since 2012 has been that we want daily service. The Southern Rail Commission has been extremely busy both before Congress as well as all around the nation, from Cincinnati and out on the West Coast taking the message of what we want to do. We also are a part of Gulf Coast Working Group. This group reports to Congress on what it is going to take to restore the service, what the alternatives are, what the cost and benefits are. One of things that we talked about is what we already know which is how vital the Gulf Coast corridor is. The fact that right along the corridor we are well served, let's take Tallahassee, FSU is on the north side on the train station and Florida AMU is on the south side within walking distance. The students can ride the train in. This is often done in other places in the nation. We already know why we are vital to the nation and that passenger rail is a part of transportation that helps with economic resilience. Sometimes we have to convince people why they want to come visit the Gulf Coast. A rail pass is a 30 day option where you can ride and get off, go do other things. What is there to see? We often have to tell people there are all kinds of things to see within walking distance or easy movement from the train station. We haven't had anything since 2005 as far as passenger rail on the Gulf Coast to sell to people. What can you go see in Mobile within walking distance from the train station? If you look across the Gulf Coast, if you are a military history buff, from New Orleans to Jacksonville there are multiple places to go see. There are all kinds of things that we can talk about with tourism and growth. Driving is the only option if you are going east and west. Last year, New Orleans started daily flights to London. Since that time over 600,000 visitors have come in. They don't take vacation like we do. We take a week, they take a month. We are just now starting to see tour buses coming across Mississippi and into the panhandle of Florida. Europeans prefer to travel on trains. In 2016, in order to check the tracks out, Amtrak, along with the Southern Rail Commission and the Federal Rail Administration hosted an inspection train making several stops along the way. In that two day trip, we had over 10,000 at the various stations show up for that. Last year in July, the Gulf Coast Working Group submitted a report to Congress. In that, we recommended daily passenger service. That report was used in preparing the FY18 appropriations budget. Of course, we talked about the benefits of having this corridor passenger train restores as well as the long-distance train. There's a lot of folks that live along that corridor, we know not including New Orleans. There is 20+ million visitors that come to the Gulf Coast. When you add New Orleans to that, it doubles that number because they get a lot more. We had two recommendations in that report; one daily long distance for a daily round trip and the other was to Mobile on a daily. That would be four trains coming through here. An earlier report, the short version of that corridor train would be New Orleans to Atmore. The tribe really wanted to have this train go up there. However, there are a few issues that we have to deal with. Another aspect that we have been talking about was the Baton Rouge to New Orleans corridor. I mentioned that earlier it is a strategic corridor for the Southern Rail Commission because it has the bulk of the population and the economy for New Orleans. That means our actual corridor would probably run Baton Rouge to Orlando. We have to start somewhere and that brings us to today. The recommendation that we are doing right now is to get started with regional service that would be New Orleans to Mobile. We would love to be able to get to Atmore, but we have to get somewhere first. As Kevin mentioned, in February, the Federal Railroad Administration released a NOFA for two grants. They were fiscal year 17 rail programs. One is for the Consolidated Rail Infrastructure Safety Improvements Program and the other is called Restoration Enhancement Program. That Restoration Enhancement Program starts, the submission deadline was yesterday and CRISI, the Infrastructure Grant is in June. These two grant programs have real money in them, not necessarily a considerable amount in FY17 but in FY 18 quite a lot. Starting in February we started working on this and we've been extremely busy all of the way up until yesterday, meeting with elected officials, working with the governors in all three states. Here in Alabama, we did meet with the chief of staff week before last. We needed a letter of support and a funding commitment from the governor in order to have some match support for these grants. While that has been going on in Mobile, we know that the stations across our Gulf Coast need improvements. Atmore is more expensive because they need a complete station. For Mobile, the Southern Rail Commission was able

to repurpose an earlier earmark that we were able to share across communities. Mobile was one of them. Mobile was able to do a cash match that was required for that grant and they put their RFQ out and got statement of qualifications last month.

Mr. Dealy discussed some of the estimates that Amtrak along with the FRA developed to get the stations up and running as well as the CSX estimates on the amount needed for track improvements. There is some discrepancy between the two estimates.

Mr. Dealy continued saying what we are talking about hear in Mobile, is that Mobile is the chokepoint for both freight and passenger rail considerations across the Gulf Coast because our port is very successful. The Southern Rail Commission does not want to step on that in any way. What we are doing is we're going to put a \$ 1 million to help the port with a study on the rail congestion issues that we have. We just voted last month to put quite a lot of money into the railroad terminal from Restore Act, the Alabama Council did. This matches other money. We know that we are going to be shipping cars out of the Port. That is only going to make the north end of the port more congested. We also know we have at least three more strategic growth plans for the container terminal. We are going to have lot more congestion issues right here in Mobile dealing with this. The Southern Rail Commission can capture some of this infrastructure money so we are going to add to our ask to put in some money for this study. Additionally, as I mentioned earlier, the second half of this feasibility study is going to be from Montgomery to Mobile. To get from Montgomery to Mobile, we still have to come down through the north end of the port to get to our station so we are looking at how those two studies can work together and what those might be. As I mentioned, the kind of things they identified, switches and lockings, new sightings, is about \$5.8 million of infrastructure and to get to Atmore, the different kinds of things we needed was \$9 million. This is FY 17 money we are going after. There is other funds available for FY 18 which helps to cover operating for the first three years. It is on a 80%, then 60%, the 40% to help states cover that cost. The Restoration Enhancement was written to help restore routes that were suspended by natural disasters. The Consolidated Rail Infrastructure Safety Improvements will see \$68 billion for the FY17. We are only going after \$22 to \$25 million of that. It is coming in June for FY17 and the FY18 has a lot of money in it. The infrastructure grants provide for up to 50% of the infrastructure needs. For Alabama we need about \$5.8 million from the Stateline to Government Street so the state's outlay would be about \$2.9 million as match. For the Restoration Enhancement Grant, the commission estimates that the amount for the three states would be about \$7 million. Each State would need to provide around \$3.1 million over the three years. We are still waiting on the State to agree to the match. We are trying to secure these grants. We sent one in yesterday. Mississippi and Louisiana has agreements with their match. We are going to have to work on our match.

The next item on the agenda was Old Business.

Mr. Harrison said really quick, last year we had some cost increase on Schillingers Road. We had some committee members that felt we should have been notified of these major increases. We developed a methodology to where the MPO staff is aware of some of the project cost estimates. We are aware and the process works. The MPO has \$7.5 million for Schillingers Road. ALDOT has \$5 million towards that project. That is \$12.5 million. The current estimated cost for that project is \$9.3 million so we are good to this point for that project currently under construction. Also, under old business, US 45, Volkert and CERM are making headway on that project. We have a stakeholders meeting at the Toulminville Library from 5 to 6 and ya'll are invited to that if anyone wants to a stakeholder on the US 45 feasibility study.

The next item on the agenda was new business.

Mr. Harrison said we will have our next MPO meeting this summer. We have to modify our long range plan and with the NEPA process, now that the bridge is going to be a toll facility it needs to be in our long range plan. Not only the traffic volumes because of the toll, we need to update the travel demand forecast model, the environmental justice section has to be updated in our long range plan and also the bicycle pedestrian facility because it is a bridge needs to be in our long range plan. We had a BPAC meeting several weeks ago. Tom, real quick do you want to brief everyone on that.

Mr. Piper said back in March, ALDOT had a meeting with our BPAC and the Eastern Shore BPAC and they presented what they are proposing in the request for proposal for the bridge in regards to bike ped facilities. One is that there is going to be a belvedere with a lookout on the bridge with an elevator on this side of the bridge that is part of the base requirements. Also updated the Cochrane Africatown Bridge to include a separated bike ped path. They also included some what they value added options if they are feasible. One was a wide shared use path along the main approaches to the bridge, another on the bridge and then another getting from downtown to the Cochrane Bridge. The BPAC met about two weeks ago and they said we needed to amend our bike ped section of the long range plan to include these possibilities, but they also wanted to add an elevator on the other side of the bridge so you could go up to the walkway and then go back down on the other side and to include connectivity from basically the battleship all the way over to the other Eastern Shore so we are going to amend our long range plan to include these possibilities.

Mr. Harrison said right now it is the base bid that ALDOT put out with the three value added options will be in the long range plan. We are going to include a value added option d that includes that elevator and the connectivity that the Spanish Fort comprehensive plan is going to do. It's still a value added option. Federal Highway was at the BPAC meeting.

With no further business, the meeting was adjourned.

With no other business, the meeting was adjourned.

ATTEST:

Chairman, TCC

Chairman, MPO

Date

Date