

**Mobile Area Transportation Study
Metropolitan Planning Organization (MPO)
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting
May 8th, 2019 10:00 am
SARPC Boardroom**

MPO Members Present

Mayor David Baker
Mr. Bryan Kegley
Hon. John Williams
Mayor Tom Williams
Mr. Fernando Billups rep. Hon. Lorenzo Martin
Mr. Logan Anderson rep. Mayor Howard Rubenstein
Mr. Brian Aaron rep. Mr. Matt Ericksen
Mr. Nick Amberger rep. Hon. Fred Richardson
Mr. Damon Dash
Hon. Jerry Carl
Mr. John F. Rhodes
Mayor Sandy Stimpson
Mr. James Jacobs rep. Mayor Jimmy Gardner
Mr. Dennis Sullivan rep. Hon. Byron Pittman

MPO Members Absent

Mayor Terry Downey
Mayor William Criswell

TCC/CAC Members Present

Mr. Gerald Alfred
Mr. Nick Amberger
Mr. Tom Briand
Mr. Jeff Zoghby
Mr. Fernando Billups
Ms. Jennifer White
Ms. Mary Beth Bergin
Mr. James Foster
Mr. James Jacobs
Mr. Dennis Sullivan
Mr. Logan Anderson

TCC/CAC Members Absent

Mr. Bert Hoffman
Ms. Kina Andrews
Mr. Donye Woodard
Mr. Brian Harold
Ms. Jennifer Denson
Ms. Casi Callaway
Mr. Bob Harris
Ms. Kim Sanderson
Mr. Troy Wayman
Ms. Kellie Hope
Mr. Donald Watson
Mr. David Rodgers
Mr. Carl Butler
Ms. Katherine Pitman
Mr. Jason Wilson
Mr. Merrill Thomas
Mr. John Murphy
Mr. Ricky Mitchell
Ms. Margie Wilcox

Guests:

Mr. Carl Gosline
Bobe

Staff:

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

Mr. Andy

The meeting was called to order by Mayor Stimpson.

The second item on the agenda was to approve the minutes of the January 30th, 2019 MPO Meeting. Motion was made by Commissioner Carl with a second by Mayor Williams. Motion was approved.

The next item on the agenda was to approve the minutes of the April 24th, 2019 TCC/CAC meeting. Motion was made by Mr. Jeff Zoghby with a second by Mr. James Foster with a correction of adding Mr. James Foster to the list of those present at the TCC/CAC meeting. Motion was approved.

The fourth item on the agenda was the approval of the modification to the 2016-2019 TIP with Transit Funds as requested by the TCC/CAC, Resolution 19-014.

Mr. Harrison said the first resolution, Resolution 19-014 in your folder is for 5339. These are outside of the Mobile Urbanized Area. These are transit funds that are spent at the discretion of ALDOT. They are competitive in nature and they were awarded, on mini-van and one modified van to Alta Pointe for \$96,700 and then to Mobile ARC for capital rolling stock for five modified vehicles for \$291,000. The competitive process was some time ago. The next step is for these competitive funds to be entered into the TIP.

Motion to approve Resolution 19-014 was made by Mayor Williams with a second by Commissioner Carl. Motion was approved.

The next item on the agenda was approval of ALDOT requested projects and modifications in the 2016-2019 Transportation Improvement Program with National Highway Funds, Resolution 19-015.

Mr. Harrison the next resolution in your folder is 19-015. This is for National Highway Funds. For the new MPO members, I know we went over this in our private meetings. Any time there is a federal transportation dollar, it has to enter what is called the TIP, Transportation Improvement Program which we're going to get to in a minute. It's a rather lengthy document, but it is very fluid and it changes all the time. That's the process. It's a federal process and it will go before the subcommittee which is the Technical Coordinating/Citizens Advisory Committee. We met April 24th so all these resolutions, that subcommittee went through at the April 24th meeting. Any time that there's any federal funds with resurfacing a road, a bridge, a bus, it has to go before y'all and there's a lot of different federal pots of money. That first resolution was transit, one pot of transit and this pot, National Highway Funds, that is spent at the state's discretion. The State of Alabama, they get about \$800 million a year. It's through several different silos and this particular one is National Highway Funds. The Transportation Improvement Program, the TIP, is 2016 to 2019. It's a four-year program and any time something moves out of that four-year program, it requires the MPO process and that's what a lot of these resolutions that we are about to get into today, that's what they fall into. They are moving out of the 2016-2019 TIP and they actually be moving into the next one which is years 2020 to 2023. This particular instance on this project is actually the bridge. This is the I-10 Mobile River Bridge and Bayway project. The old target start date was July 26, 2019. The new target start date is 2020 for construction of \$1.1 billion and the utilities the same, from March 2019 to March 2020. They put that in the TIP so they can at least start spending money on it and I guess get it authorized. Brian, I don't know if you want to add anything to that. That's what we're doing today. It's actually being moved from the 2016 to 2019 TIP into the next TIP and that requires approval of y'all.

Mayor Williams asked is that TIP published? I did not see it, or is it a document that we know will be published?

Mr. Harrison said it's later on the agenda. We're going to get to that. We are in the process of making that now. It's for all categories with Federal funds. It is on our website. We will have a series of public meetings here in May concerning that. This is really a bookkeeping issue moving it from one TIP to the other.

Motion to approve Resolution 19-015 was made by Mr. Bryan Kegley with a second by Commissioner Carl. Motion was approved.

The next item on the agenda was to approve ALDOT requested projects and modifications in the 2016-2019 Transportation Improvement Program with Interstate Maintenance Funds, Resolution 19-016.

Mr. Harrison said this is again for another pot of money that the state spends at their discretion. This is Interstate Maintenance Funds. Typically, these funds are spent on the interstate. We have a couple of different projects going on here. The first two PE's, these are new projects so they are entering the 2016 to 2019 schedule of funds, the TIP. The first one is resurfacing is 65 from I-10 to 45. It is scheduled for July for \$332,000 and the second one is resurfacing on I-10 from Carol Plantation Road to 193. That's the engineering for both of those and that's for \$153,000. These next three projects are the deletion of a project. It is actually being, just like a project is moved, if it's deleted from the TIP, it requires y'all's approval to do that. This is the utilities for modifications from Texas Street to the Wallace Tunnel. I think that's tied to the bridge. Then, the next two projects are the utilities and the construction for the interchange improvements on 65 and 43 south of Creola. That's the utilities and construction being deleted from the project. Brian, I don't know if there's anything in place of that. Is that project just not going to happen?

Mr. Aaron said it's not to say it's not going to happen. We were tasked about 6 months ago from central office to close out a lot of projects that were against our PE rules. With Federal Highway Administration, if you don't advance a project within a certain time period, you have to pay those funds back to the feds. As a statewide, of course we had a funding issue and we had 2,000 projects on the book. We were working on 150 actively so we were running out of obligation authority with our federal funds so this was just a process of closing out so we could free up some of those allocations. It doesn't mean the project will not happen. It's just not moving forward now and it's a process we're taking. It can be added back once we have secured funding to move those projects.

Mr. Harrison said the payback rule, the OMB payback rule was ten years on PE. You had to have the right of way authorized from 10 years from authorization of the PE and then you had to the right of way authorized 20 years. That's now changed. It's now five years. In 2015, the OMB sent out a circular that you know have five years once you get your PE authorized, you've got five years to get it complete and then the right of way is no longer 20 years. You have five years to get that right of way complete. That's completely changed.

Mayor Williams said can I just make a comment on that. That southbound exit on I65, exit 19, is one of the most dangerous areas any where in that area to go southbound on I65. From what you just said, you want to free up some money. I just wonder why this particular project was chosen. This has been in the talks for years to correct that interchange to make it safer. On a rainy night, you can get killed if you want to go south. If you are traveling north on US 43 and wish to go south on I65, that's one of the most dangerous intersections in Mobile County on a rainy night or any time of night, but a rainy night makes it extremely dangerous. I would just like to know the reason why this particular project is getting deleted to free up some money for some other project.

Mr. Aaron said it wasn't just this project that got deleted. There was probably well over \$200 million just in the Southwest Region alone of projects that were pie in the sky projects, projects that have been around for ten years that we needed to close out per Montgomery. We did that. I would like an opportunity to talk with you about some other ideas we have to improve safety at this interchange. Again, it's not saying this will never happen. We do know that there is an issue there and we've been looking at some options there, but on a statewide level, we don't have but \$17,

18 million to advance that project along with a bunch of other projects currently. That is the process we had to take to get to this point.

Mayor Williams said I would love to have the opportunity to talk to you Brian, and with Mr. Erickson for that matter about this interchange.

Mr. Harrison said was that all designed within the right of way?

Mr. Aaron said there was right of way required that we never purchased.

Mr. Harrison said was it ever authorized?

Mr. Aaron said the right of way never got authorized.

Mr. Harrison said are y'all going to have to pay that PE back?

Mr. Aaron said yes.

Mr. Harrison said do you know how much that was?

Mr. Aaron said not off the top of my head. I'm pretty sure it was over a million dollars.

Mayor Williams said let me just say this. There's the scuttlebutt around that there will be a 300-home development near that intersection and that one of the reasons for that development was because this interchange would be corrected. This interchange is not going to be corrected in the near future. That's what I'm gathering from you.

Mr. Aaron said it's not being corrected at this time.

Mr. Harrison said that last project is again another one of these shuffling of projects. It got pushed back. The new date scheduled for authorization is November 2019 which is in the new fiscal year 2020 so it will be in the new TIP.

Motion was made by Commissioner Jerry Carl to approve Resolution 19-016 with a second by Councilmember Fred Richardson. The motion passed with one opposed.

The next item on the agenda was to approve modifications to the 2016-2019 TIP with HSIP Funds, Resolution 19-017.

Mr. Harrison said this for HSIP Funds. That stands for Highway Safety Improvement Program. Any time there is a project with HSIP funds, it has to be included in the state safety plan. This project was. This is kind of tied to the bridge. This is a safety project to install two-way left turn lanes and bicycle-pedestrian friendly shoulders on the Cochrane Causeway.

Mr. Aaron said it's really not tied to the bridge per se. We are getting a benefit from this project that assists with our effort with the bridge but this is really all about safety. There's been over 52 accidents on this portion of the causeway. It's an undivided four lane highway which is one of the most dangerous highways' you can have. A lot of rear end accidents, a lot of heavy industrial vehicles turning into those facilities along the river and that causes a lot of accidents. The purpose of the project and this is to get the design started, to go in and widen the causeway out, provide a compliant shoulder, not necessarily a lane for bicycles, but a compliant shoulder, but getting a center turn lane so that turning vehicles can get out of the thru lanes and get in a safe refuge area and out of the main line.

Mr. Harrison said do you know if there is going to be any right of way in the next TIP?

Mr. Aaron said there is not any right of way anticipated.

Mr. Harrison said y'all may recall, at the last meeting or meeting before last, Tom and I looked at the possibility of putting a bike path on the levee in the delta which we thought would have been a great idea, kind of a destination bike path, but in speaking with the state docks and the Army Corps of Engineers, it's not a feasible thing to do. We thought it would be a destination type bike bath from the Battleship to the Cochrane though the Delta, but it's not feasible. I will say this was discussed and recommended for approval at the TCC but we did change the language. There was some discrepancy. The language did say the east end of the Cochrane Bridge, west of the Bankhead Tunnel. I think we've corrected that.

Mayor Stimpson said is this for design?

Mr. Harrison said it is for design.

Councilmember John Williams said just driving down that road, is there a real estate cost or right of way cost?

Mr. Aaron said we intend to fit everything within the right of way. We do not anticipate having to purchase any additional right of way.

Motion to approve Resolution 19-017 was made by Commissioner Carl with a second by Mr. Bryan Kegley. Motion was approved.

The next item on the agenda was to approve modification to the 2016-2019 TIP with STP Any Area Funds, Resolution 19-018.

Mr. Harrison said the next resolution in your folder is again for money that is spent at the state's discretion. This is STP Any Area funds and this for widening, but not additional lanes. Bryan is that correct?

Mr. Kegley said that's correct. We're putting paved shoulders out there.

Mr. Harrison said paved shoulders, resurfacing, restriping for Three Notch Road from Dawes to basically McDonald Road for \$2.2 million. This is all within the right of way and it's not additional lanes. It's actually widening the existing lanes.

Mr. Kegley said that's part of our pay as you go program matching funds.

Motion was made by Commissioner Carl with a second by Mr. Damon Dash to approve Resolution 19-018. Motion passed.

The next item on the agenda was to approve the 2016-2019 TIP modification with STP Attributable Funds, Resolution 19-019.

Mr. Harrison said the next resolution in your folder, this is the STP Attributable funds. This is y'all's money. We about \$10 million per year for projects. I'm going to go over those projects here shortly. It's on your agenda, number 13. Just like the other projects, any time a project moves out of the current four-year program, it requires y'all's approval. These were discussed at the April 24th, TCC/CAC meeting, recommended for your approval. The first two projects is the Zeigler Boulevard from Tanner Williams to Schillingers. It had a current start date of 2019. They are now being pushed back to 2021 and 2022. They are included in the new TIP which we will get to in just a minute. Utilities for McDonald Road, again, was scheduled for August of this year. It is being pushed back a year to August 2020. That utilities is for \$700,000 and then finally, the Congestion Management Process project for Airport Boulevard is being pushed back from 2019 to 2020. This last project, we have Congestion Management Process. We award about \$500,000 with federal funds a year to specific congested corridors. Government Street was the first one.

That project I think is under design now. Dauphin Street will be part of the Dauphin Street project and this is the third one, Airport Boulevard. I'll get to the next ones here on item number 13 on the agenda.

Mr. Kegley said before we take a vote, can I bring to everyone's attention the first item, the utilities on Zeigler Boulevard, Tanner Williams to Schillingers. Instead of moving it all the way out to 2021, can I request maybe October, November of 2020?

Mr. Harrison said that's still 2021.

Mr. Kegley said fiscally yes.

Mr. Harrison said and that's all that we are doing, is fiscally 2021.

Mr. Piper said you want to change the start date?

Mr. Kegley said yes instead of July 2021, maybe November of 2020. I know it needs to be on the resolution.

Mr. Harrison said by resolution it just needs to go into that next TIP. That can certainly be an administrative modification once it's in there.

Mr. Kegley said okay.

Someone asked are we editing this?

Mr. Harrison said no sir. It will be edited after the resolution. I can do that post resolution.

Motion was made by Commissioner Carl with a second by Councilmember John Williams. Resolution 19-019 was approved.

The next item on the agenda was the discussion of STP Formula Special Allocation.

Mr. Harrison said the next item on your agenda is discussion of STP Formula Special Allocation. This came to us April 12th. This is part of the Appropriations Act of 2019. The State of Alabama got about \$10 million of federal funds to be used for MPO projects. That translates to almost \$2 million to the Mobile MPO, \$1,944,435. I brought this to the attention of Technical/Citizens Advisory Committee. There was quite a bit of discussion about this. That \$2 million could be programmed at \$2.5 million because it requires a \$500,000 match. It could have been used for enhancements, it could have been used for any type of projects, or we could put it back in the pot of money to save it for a deficit. There was quite a bit of discussion in the Technical Coordinating/Citizens Advisory Committee recommended that this \$2 million federal goes back into the pot and save it for a deficit of projects. That is where it is so in 2019 instead of the \$10 million to program, there's about \$12.5 million to program. What that does and we're going to get that in just a minute, this next TIP that we have, 2020 to 2023, it's balanced. It's got a positive balance, but that year 2024, we're negative \$4.5 million and I can guarantee you the projects we have in the current TIP, when they get authorized and bid, those projects are probably going to be more than what we have. It's not a matter of course. We try to stay on top of these numbers, but that's just the way it is. The Technical/Citizens Committee recommended to the MPO that \$2.5 million get put into the regular allocation rather than a competitive call for projects for a special type of project. There is no resolution needed on this. This is just an item on the agenda for your information or if there's any discussion.

The next item on the agenda was to adopt the updated Public Participation Plan for the Mobile MPO, Resolution 19-020.

Mr. Harrison said the next item is consider the modification of the Public Participation Plan which y'all got in my letter. It's online and this is really an administrative modification. As part of our certification review, the Federal Highway Administration looked at our plan and said Kevin, this all has MAP-21 in it instead of the new FAST Act Transportation bill. In essence, that does require we modify the plan. That's basically the requirements. There wasn't anything else.

Mr. Piper said there was something in there about Federal Highway and the Federal Transit having members on the TCC/CAC which they don't come to those meetings so we took that part out.

Mr. Harrison said that was a point of contention in our certification review that Federal Transit wanted to sit on this board and I told them that y'all are not going to come to a meeting anyway so there's no point in sitting on the board. They wanted to call in. This room is not really conducive for having folks call in, but they are not on the TCC or the MPO board.

Mr. Piper said those were really the only changes. We also added the Limited English Proficiency Plan which we had in place as part of our Title VI, we added it to the Public Involvement Process just to make it clear to anyone looking for information about that where to find it. This document is available on our website and I have some paper copies if you want to look at them.

Councilmember John Williams asked this is plan and we are trying to do things according to this plan.

Mr. Piper said correct.

Motion was made by Commissioner Carl with a second by Councilmember John Williams to approve the modifications to the Public Participation Plan, Resolution 19-020. Motion was approved.

The next item on the agenda was review of the Draft 2020 Unified Planning Work Program.

Mr. Harrison said the next item on the agenda review the Draft 2020 Unified Planning Work Program, no resolution needed. Those of you that are familiar of this process, the UPWP is basically our budget. That's the MPO staff's here budget. It is a rather thick document that we have to turn in by June 15th to ALDOT, the Federal Highway Administration and FTA. They'll provide us comments, we will at the point, put it out for public review. Y'all are going to see this again. You will see it probably at the August meeting and at that time, I will mail you the full document, but before I submit it as a draft, I always like to present it to y'all as to what is in it for the next fiscal year. The main thing I want you to look at is on the second page, \$125,000 for a demand response transit feasibility study. Our allocation is about \$470,000. That pays our staff, our office space and we do not use all of that money. We always have carryover and I always like to have a third-party study. We've done the Downtown Mobility Study, the Bike/Ped plan, US 45 Feasibility Study and y'all are familiar with some of these studies. What I would like to try to do in Fiscal year 2020 is a Demand Response Transit Feasibility Study. I think we can hire a consultant to come in and look at all of Mobile County in terms of a transit system that can go from Citronelle to Bayou La Batre, to Creola to Mt. Vernon. We've been approached by DHR. DHR said that they would be willing to provide some trips. They have clients that need to get from Citronelle to the new hospital in Saraland. Chamber of Commerce has been approached by the industries on 43. We've heard the mayor of Prichard and the mayor of Saraland want some type of service. Muscle Shoals, their demand response system is primarily funded by subscription contract services. I don't know if that's going to be feasible here in Mobile. I think outside of the city limits is what the focus of this study is going to be on, but that doesn't mean that the City of Mobile can't be part of this study. A big component of this study is a PR person to go out and find financial commitment from Mobile Infirmary from DHR, from the Veteran's Administration, from the chemical companies up 43, is it possible to have subscription services to tie into this demand response type transit system to match those federal funds? That way it is not going to cost the City of Mobile any extra funds to run if the Wave Transit runs it. This will have be for a bid project. Damon, I think I'm correct in saying

that this will have to be a bid. If it's determined feasible that we can have a Mobile County system that is assisted funding through private contracts, that service will have to be put out for bid. Wave Transit might operate it. They might not. Y'all have a union that has union drivers that might be more expensive. We don't know.

Mr. Dash said our business model is very expensive so I would like to see this study with sustained funding and where's the funding coming from that is going to be sustainable. Whoever operates it, whether it is the Wave or some other agency, for instance, we don't have any equipment so whoever operates it will have some start up cost, but we are looking forward to the feasibility and the funding sources.

Mr. Harrison said right. The ultimate focus would be outside of the city limits. Let's try to get people from Citronelle to either here to the GM&O that way they can get to the Veteran's administration. Thank you for the route to the VA.

Mr. Dash said we have amended, whoever operates it, if you can get them into the Wave service system, either we can give free transfers or MINUTE 32

Mr. Harrison said that's the focus of the study and it is going to be included in our 2020 budget. There is no resolution needed for this. This is basically the spreadsheet. It's about a 50-page document which y'all will get this summer once it comes back with comments from ALDOT and the Federal Highway Administration.

Mr. Piper said this is just the dollar amounts for each category.

Mr. Harrison said no resolution needed if anyone has any questions.

The next item on the agenda was review of the draft 2020-2023 Transportation Improvement Program.

Mr. Harrison said the next item is the 2020-2023 Draft Transportation Improvement Program. This is the 11 by 17 sheet that most of you are familiar with. For the new MPO members, this basically like a checkbook of y'all's money. The STP Attributable funds is the money spent at the MPO's discretion. Some of those projects have been in here for quite some time. I've added something new. Each project has the four phases in it; PE, Right of Way, Utilities and Construction so you will see if a project cost estimate is missing from the schedule, it will have a date by it meaning that it was authorized in that year. The reason I did that is for what we were discussing earlier with the 43 interchange. The payback rule was 10 years for PE. That's now five years as is the right of way. The right of way is now five years after authorization date, the sponsor has to be completed with right of way. If it was 2012 for example, McGregor and Dauphin Street, those were prior to 2015 so the City of Mobile, you've got 10 years to authorize right of way before you have to start paying the PE back. After that, it'll be five years, McFarland, County, that PE was authorized in 2018. You'll have to have the right of way in 2023. We've got it scheduled in 2020 so that's good. Likewise, with the Airport Boulevard, Saraland with Celeste Road as well. You've got five years to finish that PE. I want you to pay attention to the annual allocation, \$10 million. That's about \$8 million federal, then the \$2 million match. That most likely, historically, will go up. Generally, that increases every other year or so. The carryover from prior years is \$29.5 million. The TCC/CAC members, it was a \$25 million carryover at our meeting, but we've moved backed Resolution 019, from 2019 to 2020. That increased the carryover. Likewise, with that \$2.5 million added as well so know we have \$29.5 million carryover. I do want you to pay attention to year 2024. We are a negative \$4.5 million. That's not bad considering we are looking at over a \$100 million worth of projects right here funded by the MPO. We'll worry about that 2024 number when we get there.

Mr. Amberger said a point to make about real estate. I think everybody needs to give special emphasis to that because that real estate part while it's not necessarily hard, there are so many steps involved in it with that federal aid process acquiring those parcels of land, it can very much take a lot of time. I encourage those that are doing that to engage ALDOT early and frequently. That process is just not like buying real estate as a local municipality. You've got a whole different set of steps and hoops to go through. We're into it a couple of years on one of our projects, it's a lot

of steps before you can make an offer to the actual project. Start early because it takes a long time. It's harder than the engineering quite frankly.

Mr. Harrison said this particular STP Attributable is the MPO's pot of money. All the other federal parts of money is in the TIP. This is the draft. It changes every day. As a matter of fact, it just changed today so it is a fluid document. We have some copies here if anybody is interested. We, the staff of the MPO, are now charged with having the public meetings for the Statewide TIP. This is the TIP, Transportation Improvement Program. The STIP is the State Transportation Improvement Program. We'll have a series of public meetings in here on May 15th at 5:30 and then we'll have one in Baldwin County and in Escambia County to go over public meeting for all the projects. I guess we'll have a presentation.

Mr. Piper said yes, someone from the region, I believe, is going to be doing the presentation.

Mr. Harrison said there will be public meetings on the TIP and the STIP.

Mr. Piper said and this also is available on our website and it's constantly changing. We try to get it updated as quickly as we can.

Mr. Harrison said because it is constantly changing, there is in the works an ESTIP so the public will be able to go online and look at all the federal aid projects in real time in terms of where they are and how much they cost. There is no resolution needed for this. Y'all are going to be seeing more of this here this summer. Our deadline to turn the draft in is June 15th and we will have all of our public meetings and public comment by then concerning those projects. Any questions on that?

The next item on agenda was review of the 25-year Long Range Transportation Plan Future Socio-Economic Forecasting data.

Mr. Harrison said the TIP is the short-range plan and the next item on the agenda is review the 25 Year Long Range Plan. Our 25-year long range plan. This is actually the current plan. It's a pretty thick document. We cover all modes, bike/ped, transit. We even have a climate change section, an environmental justice section and of course a highway section in the long-range plan. We do it every five years. This was adopted March of 2015. We have until March of 2020 to adopt a new one. We are working on the forecasts now. Any federal aid transportation project should be born out of this document, out of the Transportation Long Range Plan. In order to get implemented, it goes into the short-range plan which is the TIP. For the highway portion, Anthony has been working diligently to do the highway portion. We have a travel demand forecast model or traffic simulator. The input into that simulator is households, number of employees. The output of that simulator is traffic volumes. We match those traffic volumes with traffic counts. We've got traffic counts form year 2015. We've got the traffic model that replicates those counts and our next step is to forecast all that input into those models. The result of the model will be a year 2045 snapshot of what the traffic is going to look like. That's what Anthony has been working on. We've met with all the cities, we've met with the county, we've vetted some of our initial findings in terms of socio-economic data. Anthony presented this to the Technical Citizens Advisory meeting at length. I've asked him to be very brief this morning.

Mr. Johnson said I'm Anthony Johnson and this is the update to our 2045 socio-economic volume to capacity projections. These are the household and employment projections that are derived by dividing up the University of Alabama's projected numbers to our traffic analysis zones. We distributed them by using a combination of the urban growth model, city zoning maps and local input.

Mr. Harrison said what we use is something called the SLEUTH that Anthony was pretty instrumental in developing for us. If you can imagine, and some of y'all have seen this, it's on our website. If you go to mobilempo.org it's on the front page. It's really a cool gif. It's 1984 to 2012 aerial photograph. It's an animated motion of the urban area

and where the growth is going. You can see Schillinger Road pop up. You can see a lot of different developments being done. We've rasterized each one of those images and each front yard, sidewalk, and rooftop is a color in the rasterization image. We forecasted that to the year 2025. We kind of made it three-dimensional trend analysis. That's our initial findings, but we vetted it with y'all. We can't build in floodplains, 4F properties, schools, graveyards, but we really needed to find and the City of Mobile was interested in knowing this with the flume, the future land use and the Map for Mobile, where the growth is intended to go in the next 25 years. We've got a certain number of employees that we are expecting in the year 2045 by industry which includes the Airbus, the Wal-Mart and number of households and where they are going. All of this is input into our future travel demand forecast model to produce those year 2045 traffic counts. From that, we'll be able to determine what roads are over capacity and from that map, it would determine what roads need to be widened in year 2045.

Mr. Johnson said so then we inputted those numbers into our 2045 existing plus committed network which we created by using our 2015 base network and added those committed projects such as new alignments, capacity projects, road diets, the reconfiguration of the Wallace Tunnel interchange, the new Mobile River Bridge as well as the toll that will be implemented.

Mr. Harrison said that doesn't have the toll. That's without the toll.

Mr. Johnson said we included the toll.

Mr. Harrison said not that one. You've got the bridge over capacity.

Mr. Johnson said the red is the committed projects that I implemented into the 2045 model.

Mr. Piper said that's the committed projects.

Mr. Johnson said that's after we ran the numbers through the model, this is the volume to capacity numbers up to year 2045. Anything that is red is going to be considered over capacity. What you are showing as the bridge doesn't get over capacity, but the causeway does.

Mr. Harrison said and that toll pushed a lot of folks up the Cochrane Causeway rather than the new bridge. This is really, we've met with the Technical Citizens advisory committee and discussed this at length. We've met with all the cities and Mobile County so our next step, this will be part of the public meeting that we have, is to get input into the socio-economic data. After that, we'll develop projects for 25-year Long Range Plan. We get \$10 million a year, 25 years, you'd think \$250 million is a lot of money, but it's not. If you look at the current schedule, we've got \$100 million right here so we don't have enough money to fix all the problems we have. We needed to review this with y'all and get your thoughts.

Mr. Johnson said if y'all want to go over these numbers or want to tell me about a committed project that wasn't on this previous slide that's on a functionally classified road, let me know or if you want to let me know anything about employment or household development going on in the near future, just let me know. Thank you.

The next item on the agenda was old business.

There was no old business.

The next item on the agenda was new business.

Councilmember John Williams said may I ask a question and it goes back to the point the Mayor brought up earlier. It seems to me like maybe he didn't know coming here, and I wouldn't have known that there was this change. I'm learning where all these documents are. How would I have known as a city official if one of my roads was being

Councilmember John Williams said may I ask a question and it goes back to the point the Mayor brought up earlier. It seems to me like maybe he didn't know coming here, and I wouldn't have known that there was this change. I'm learning where all these documents are. How would I have known as a city official if one of my roads was being deleted? Would you have called me and said, I just want to let you know before that your project is getting deleted and you may want to read up on it.

Mr. Harrison said I would imagine Nick, that would have been...

Councilmember Williams said the question isn't for Nick. It's for ALDOT. ALDOT made a decision to delete a major project for one municipality. How is that municipality to know and be able to interact with you in that decision process.

Mr. Aaron said we typically try to do an upfront level of effort communication. This particular instance unfortunately all of the communication we had; we were pretty much told do this within two weeks. Get them closed, get them done so it was a pretty tight deadline put on us. There were some discussions that didn't happen, but should have happened.

Mr. Harrison said but this was discussed at the Technical/Citizens Advisory Committee. Those members that are on that committee were informed at least at the point.

Councilmember Williams said I'm concerned as a city official and representative of the City of Mobile that that never happens to us, not that it doesn't get deleted, but that we are able to be early on in that two weeks ago, to have plenty of time to do some type of public affairs.

With no other business the meeting was adjourned.

ATTEST:


Chairman, TCC


Chairman, MPO

8/21/19
Date

8/21/19
Date