

**Mobile Area Transportation Study  
TCC/CAC Meeting  
Wednesday, April 24, 2019 10:00 a.m.  
SARPC Transportation Department Office**

**TCC/CAC Members Present**

Mr. John Murphy  
Ms. Kim Sanderson  
Ms. Tammy Olive rep. Mr. Nick Amberger  
Ms. Jennifer White  
Ms. Kellie Hope  
Mr. Kevin Harrison rep. Ms. Jennifer Denson  
Mr. Gerald Alfred  
Mr. John F. Rhodes  
Mr. Richard Spraggins rep. Mr. Ricky Mitchell  
Mr. Logan Anderson  
Ms. Kina Andrews  
Ms. Mary Beth Bergin  
Mr. Vince Beebe  
Mr. Merrill Thomas  
Mr. Jason Wilson  
Mr. Tom Piper rep. Mr. John Blanton  
Ms. Monica Williamson rep. Ms. Margie Wilcox  
Mr. James Foster

**TCC/CAC Members Absent**

Mr. Donald Watson  
Mr. Tom Briand  
Ms. Casi Callaway  
Mr. Fernando Billups  
Mr. Dennis Sullivan  
Mr. Jeff Zoghby  
Mr. Bob Harris  
Mr. Quesi Jones  
Mr. Troy Wayman  
Mr. Bert Hoffman  
Mr. Donye Woodard  
Mr. James Jacobs  
Ms. Michele Rumpf  
Mr. Brian Harold

**GUESTS:**

**STAFF:**

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

The meeting was called to order by Mr. Rickey Rhodes.

The second item on the agenda was to recommend approval of ALDOT requested project and modification in the 2016-2019 Transportation Improvement Program (TIP) with Transit Funds, Resolution 19-014.

Mr. Harrison said as y'all know, we have a MPO meeting on May 8<sup>th</sup> and these items will go before the MPO as well. Really the first six resolutions is a shuffling around of projects because the TIP is ending its four-year cycle. The current TIP which is 2016 to 2019 is ending and the next TIP which is actually on the Agenda later is 2020 to 2023, but as projects get shuffled around if they get moved out of the current TIP, it requires a resolution from the MPO. It's bookkeeping, but nonetheless it requires this process. That's what some of these are. The first one is transit projects. This

is the state's Section 5339 FTA funds. This was a competitive process that was awarded to Alta Pointe for a bus and a van and then a second project was awarded to Mobile ARC for five modified vans. This has already gone through the state's competitive process and now requires resolution from the MPO and recommendation from y'all.

Motion was made to recommend approval of Resolution 19-014 by Ms. Jennifer White with a second by Mr. James Foster. Motion passed.

The next item on the agenda was to recommend approval of an ALDOT requested project and modification in the 2016-2019 TIP with National Highway Funds, Resolution 19-015.

Mr. Harrison said next resolution in your folder is 19-015. These are National Highway Funds. These are funds that are spent at ALDOT's discretion. This is the bridge. Y'all may remember, we had a line item, a placeholder in the current TIP 2016 to 2019 for over a billion dollars. This is that placeholder but they are moving the date back to July 2020 for both the construction and the utilities in March for \$9 million. I guess, Vince, that's because the EIS has been pushed back a little bit. Is that right?

Mr. Beebe said right. I think the best thing I can say on this is we got public hearings coming up; May 7<sup>th</sup> in Spanish Fort from 4 to 8, and then here in Mobile at the Civic Center, May 9<sup>th</sup> from 4 to 8. Everybody can obviously go down and ask questions and find out further information. We're just moving a long this project the best we can.

Mr. Harrison asked are they on track with getting the ROD and FEIS?

Mr. Beebe said yes. In fact, these public hearings are part of the draft supplemental EIS process.

Mr. Harrison said so that's really what it is. Later on, the agenda we will get to the next round of TIP, 2020 to 2023 and that project I guess will be in there. It's not in there now, is it Tom? It requires resolution to push out of the old one, but it will be in the new one.

Motion to recommend approval of Resolution 19-015 was made by Ms. Mary Beth Bergin with a second by Mr. James Foster. Motion was approved.

The next item on the agenda was to recommend approval of an ALDOT requested project and modification in the 2016-2019 TIP with Interstate Maintenance Funds, Resolution 19-016.

Mr. Harrison said the next resolution; this is the Interstate Maintenance Funds. This is money also spent at the State's discretion. The first two projects are new projects. This is engineering for resurfacing on I-65 from I-10 to US 45 for \$332,000. The next on is also preliminary engineering for resurfacing on I-10 from west of Carol Plantation to east of 193 for \$153,000. These other projects are part of, the bridge project which is Interchange Modification, delete \$500,000 the utilities and the utilities and construction for the interchange improvement at 65 and 43, deleting those interchange improvements. The last one is a shuffling around of projects getting pushed back into Fiscal year 2020. Vince, I don't know, the 43 and 65 interchange improvement, is that deleting or is that getting pushed back? Do you know the history of that project?

Mr. Beebe said I'm pretty sure that is being deleted.

Mr. Harrison asked is there nothing planned for that now?

Mr. Beebe said right. I don't think there's anything.

Mr. Murphy asked why?

Mr. Beebe said I'll have to check. We've just had discussions with FHWA. There's a time issues as far as getting those in the ground and we had to balance that.

Mr. Harrison said they've been talking about that for a long time and wasn't it under design?

Mr. Beebe said right.

Mr. Harrison said so what happens to that money that paid for the design?

Mr. Beebe said I think we've got to pay some of that back. I think we've run out of time on some of this, but I can double check on that. I think we realized that we can't do it.

Mr. Murphy said I think Sam Jones was working on that when he was a commissioner.

Mr. Harrison said it's been a long time.

Motion was made to recommend approval Resolution 19-016 by Ms. Jennifer White with a second by Ms. Kim Sanderson. Motion was approved.

The next item on the agenda was to recommend approval of an ALDOT requested project and modification in the 2016-2019 TIP with STP Attributable Funds, Resolution 19-017.

Mr. Harrison said the next item in your folder is Resolution 19-017. This is the STP Attributable funds. This is y'all's money. We're going to get to this TIP and the next TIP in just a minute. These particular projects are getting pushed back to the next fiscal year which takes it out of the current TIP and puts it into the new one and it's the Zeigler Boulevard from Tanner Williams to Schillinger. That had a July 1<sup>st</sup>, 2019 start date. That's been pushed back a year along with utilities, construction is getting pushed back to August. McDonald Road, additional lanes north of I-10 to Old Pascagoula, that had a start date of August. That's getting pushed back to 2020 and then intersection improvements for the Congestion Management Project for Airport Boulevard is getting pushed back to next year as well. If the City or the county has anything to add on that. It's just timing. It's not going to be able to be done this fiscal year. The schedule of things that's got to be pushed back to the next fiscal year which puts it into the new TIP.

Mr. Piper said there was something in the news this morning about the city approving the funds for the Congestion Management Process.

Ms. White said the agreements.

Mr. Piper said oh, the agreements.

Ms. Bergin said the funding agreements. We still have to get them approved by ALDOT. That's just the construction agreements.

Ms. White said by the time the money's really there, we should have everything ready to go.

Ms. Bergin said for the Airport project, we should have a design contract in the next couple of weeks.

Ms. White said we pulled design out so we're still moving forward with that.

Motion was made to recommend approval of Resolution 19-017 by Mr. James Foster with a second by Ms. Kim Sanderson. Motion was approved.

The next item on the agenda was to recommend approval of an ALDOT requested project and modification in the 2016-2019 TIP with STP Any Area Funds, Resolution 19-018.

Mr. Harrison said the next resolution in your folder 19-018. This is the state's STP funds, STP Any Area. These are both new projects and they're both resurfacing. One is resurfacing of Three Notch from Dawes Road to McDonald for \$898,100. The other one is resurfacing Dawes Road from Scott Dairy Loop to South Cottage Hill. These are both new projects with the state's Any Area Funds. Is the county the lead on that?

Mr. Spraggins said yes. The first one there on Three Notch should be the May letting. We're still working on the right of way on Dawes Road.

Mr. Harrison said those are both fiscal year 2019. That needs to be included, right?

Mr. Spraggins said yeah. Well, the Dawes probably should be in 2020 because we won't let it this year.

Ms. Sanderson said we have one more piece to acquire and then utilities.

Mr. Harrison said it needs a resolution to be put, what we are doing is putting it into this TIP which is fiscal year 2019. If it's going to be in 2020 it doesn't really require a resolution. It's just going to be a blanket project in the 2020 TIP.

Mr. Beebe said it's currently in ALDOT's system as September of 2019. Obviously, that can be moved.

Mr. Spraggins said we will have to move it out. I know that.

Mr. Beebe said all of those projects will rollover.

Mr. Harrison said is there any chance at all of it getting done in September.

Mr. Spraggins said no.

Mr. Harrison said that's the Dawes and Scott Dairy Loop. Do you want to strike that from the agenda and just put forth the Three Notch for resurfacing for this fiscal year?

Mr. Spraggins said I think we should because the Dawes I know it won't happen by September.

Mr. Harrison said Vince, all you got to do is change the date on that project and then when we re-run the TIP, it will automatically populate in the year 2020.

Mr. Rhodes said so we are deleting that from the resolution? Did everybody get that? Delete Dawes from Dairy Loop Road.

Mr. Spraggins said the funding numbers a little low, but I guess just leave them like they are. It doesn't affect your TIP.

Motion was made to recommend approval Resolution 19-018 subsequent to deleting project number 100068762 was made by Ms. Jennifer White with a second by Ms. Mar Beth Bergin. Motion was approved.

The next item on the agenda was to recommend approval of an ALDOT requested project and modification in the 2016-2019 TIP with HSIP Funds, Resolution 19-019.

Mr. Harrison said the next resolution in your folder is 19-019. This is safety funds. These projects have to be put into the Highway Safety Improvement Plan. This is engineering to install two way left turn lanes and a bike friendly shoulder on the Cochrane Causeway from the east end of Cochrane Causeway to the west end of the Bankhead Tunnel. This is engineering for \$540,000 in this fiscal year which I guess is pretty exciting. That's the bike path for the Cochrane Bridge to the Bankhead Tunnel for the bridge project.

Mr. Beebe said it's also installing a two way left turn lane throughout that whole corridor. There's been studies done in the past that have been ongoing for ten plus years saying we need to divide that highspeed four lane route. We just now found this mechanism as far as these safety funds to do both of those needs now that we recognize them, to put that two way left turn lane in and do the bicycle pedestrian path obviously with some implications on the Mobile River Bridge Project.

Mr. Harrison said at the last BPAC, Tom and I came up with this idea to have an exclusive path on the levee east of the Cochrane Causeway. We talked to the state docks and corps of engineers and that is not a feasible project. There's too many pipes, every now and then they have to put big pipes and big machinery that goes on top of the levee.

Mr. Beebe said we are hoping to stay inside our right of way limits on this and not have that amount of time for acquisition of right of way.

Mr. Harrison said I think the BPAC will see this as a good compromise because we can't go outside of the Cochrane Causeway because we've already looked into that.

Ms. Andrews said is that going to be protected?

Mr. Beebe said we don't know right now.

Ms. Andrews asked if there is going to be outreach to the BPAC on the design phase.

Mr. Beebe said we've pulled a lot of that already with the outreach on the Mobile River Bridge and we'll be doing that with these upcoming public hearings, but we can also do some more of that when we come to these meetings.

Mr. Harrison said will this be highlighted at the Bridge meeting on the 7<sup>th</sup> and 9<sup>th</sup>?

Mr. Beebe said I'm sure it will be. I don't know all of the details of that, but I'm sure because it's been such a question during entire environmental process.

Mr. Harrison asked who's the bridge project now?

Mr. Beebe said Edwin Perry has just been promoted to the Mobile River Bridge Project Coordinator. He's still working hand in hand with Matt Erikson and it's a good time to announce that Matt Erikson is taking over as the Region Engineer since Vince Calametti has retired from the State. We're coordinating as we need to and getting the information around. We can double check and I'll take the message back, but I'm sure they are going to talk about pedestrian and bicycle facilities at that meeting.

Mr. Murphy asked about the description of west of Bankhead Tunnel.

Mr. Beebe said it's basically going down to the intersection where the old tunnel comes out. It starts to widen out again and actually has a divided median right there at that intersection trying to connect that all the way to the bridge. I think the description may need some tweaking.

Mr. Murphy said by the description it looks like it's coming up on Water Street where the city has done their work on the bike path.

Mr. Foster said you are on the west side.

Mr. Murphy said that's what it says, the west side of Bankhead Tunnel.

There was some more discussion on the description of the end of the shoulders.

Mr. Beebe said we'll check that description.

Motion was made to recommend Resolution 19-019 by Ms. Jennifer White with a second by Mr. James Foster subsequent to ALDOT changing the limits. Motion passed.

The next item on the agenda was to recommend approval of the updated Public Participation Plan, Resolution 19-020.

Mr. Harrison said Resolution 19-020 is the Public Participation Plan. As most of y'all are aware, we had a certification review last month and one of the items that they noticed in combing through all of our documents that are Public Participation Plan had the language from MAP-21 in it instead of the FAST Act so they are requiring us to re-adopt our Public Participation Plan with those changes. Tom, what else is there?

Mr. Piper said updating it to FAST Act. Wwe had to include the information about performance measures which we've been through at every meeting the last couple of years and there was something in there about Federal Highway and FTA having members on the TCC which hasn't happened in years so we took that out. Then, we added the Limited English Proficiency Plan to the end of it which is something we've had in place for a long time as part of our Title VI, but we also added it to the Public Participation Plan. Those were the only changes. Nothing major.

Mr. Harrison said FTA being a member of the committee might actually be a certification review finding. I'm in disagreement with it because they never attend our meetings anyway.

Mr. Piper said I think they were a long time ago, but requested to be taken off. Jeff Anoku said I'm never going to come, just take me off of there. Now, they have someone else who would like to be a member.

Mr. Harrison said all we are doing, this has been out for public review 45 days, is basically that, updating the Public Participation Plan.

Ms. Andrews asked do you address social media at all on here?

Mr. Piper said yes.

Ms. Andrews said I just saw a reference to the website.

Ms. Bergin said the table of contents, item 2.2.2 to reflect the updates of MAP-21.

Mr. Piper said it's still in there?

Mr. Harrison said y'all may remember, the last time we updated this we took out the Open House. A lot of y'all were participatory, but the Open House was supposed to be for the public and it ended up being y'all coming to here the same thing you here anyway so we took that out. We did have an MPO 101. It's not here is it Tom?

Mr. Piper said no.

Mr. Harrison said we may do that this summer. We had a pretty good report from that. We had probably 20 people. Who attended the Mobile MPO 101? We had some elected officials I there as well. We had some citizens. We may do that again.

Ms. Sanderson said it was good.

Mr. Harrison said and it might be good for our new TCC members. We may do that this summer, but I didn't include that in there because then we would be subject to do it like the Open House. This resolution is just adopting the Public Participation subsequent changes/corrections to the Table of Contents.

Motion to recommend approval of 19-020 was made by Ms. Mary Beth Bergin with a second Mr. James Foster. Motion passed.

The next item on the agenda was to recommend approval of the draft 2020 Unified Planning Work Program.

Mr. Harrison said item number nine on the agenda doesn't require a resolution. This is the Unified Planning Work Program. It's basically our budget. Those of you familiar with this process, know exactly what I'm talking about. This is actually about a 30-page document that you will get eventually. The process is we submit a draft to ALDOT. I will submit that by June 15<sup>th</sup>. They will send me back comments. I will correct the comments. It will go us for public review. At that time, you will get the full document. What I'm doing now is reviewing the draft. This is the money side of it. These are the tasks that the staff and I will go over for 2020. This is basically the same every year except for next year is our Long-Range Plan so I've bumped up the line item 3.6.1 Long Range Transportation Plan. I have carryover funds so 3.8, I'm going to a demand response transit feasibility study. This is my intention. We're going to hire a consultant to do a feasibility study to see if a Mobile County Demand Response Transit System is feasible. What that means is if there are commitments for a prescription service; we've been approached by DHR; we've been approached by the Bayou Clinic in Bayou La Batre; we understand there's interest up the 43 corridor from the chemical companies, Alabama Power and the Steel Mill to have some kind of transit system up to those facilities; Saraland, the Mayor of Saraland, the Mayor of Prichard, has mentioned trying to provide something like this. It is my intention to go out, find financial commitments for a prescription service for demand response, not a fixed route, but a call ahead type service and that will get folks from Citronelle to the Infirmary Hospital in Saraland. It will get folks from Mt. Vernon to here, this building, so they can take the transit route to the VA, the new VA out on Rangeline. That's the intention, \$125,000 for that. I don't if the funding that's available for that, part of that is a rural pot of money, FTA 5311. Right now, there's nobody in Mobile County that is the recipient of those funds. SARPC is eligible for that. Ricky, I don't think there's any admin. I think the state takes all the admin for that, but we can use that for operating for this type of operation and it would have to be out for bid so the Wave Transit, I think would be a very logical operator for this type of service. It wouldn't be the big buses. It would be the short 15 passenger buses that could go to Bayou La Batre and Citronelle that could bring them here and those folks could take the fixed route to the VA, to the hospital, to South, to anywhere. That's my intention.

Mr. Rhodes said and it would create some new jobs for those drivers for those associated with it possibly.

Mr. Harrison said if the union allows it which I think we're going to have a problem with. I think that's one of the setbacks. The consultants are going to have to figure all of that out.

Mr. Murphy asked so when are you going to release the RFQ?

Mr. Harrison said my intention is to sign the agreement come October 1<sup>st</sup> so that process of getting ALDOT approval is starting May 1<sup>st</sup>. When I review this with the MPO and the MPO says 'sounds good, spend the money on that,' then I will start the process with ALDOT to get the approval to start the consultant selection process, then we'll find a consultant. It's going to have to be fast tracked. DHR, they're willing to provide funds. The Bayou Clinic in Bayou La Batre, they've submitted a grant application to the National Academy of Sciences to do kind of something for South Mobile County. We're waiting on that to see if the application has been funded. If it's not, you know, Bayou La Batre is in the urban area. The Wave Transit gets a pot of money called 5307 that's available for the whole urbanized area from Bayou La Batre all the way up to Creola. All of it is being spent in the City of Mobile right now which is another hurdle because they're spending all of it in the City of Mobile. Technically, it can be spent from Bayou La Batre to Chickasaw to Creola. Another part of this whole study is if we get folks coming from Citronelle to the GM&O Building, we are now traveling through Prichard. We've now created routes or a demand response or some kind of system that's going through Prichard and we'll hopefully take some of the heat off of that service that was taken out by the City a couple of years ago.

Ms. Andrews asked are you going to meet with the city staff before you finalize the RFQ and the scope and things like that?

Mr. Harrison said yes. I would like to involve the Wave Transit but I don't think I can.

Ms. Andrews said I would start with the City.

Mr. Piper said who at the City?

Ms. Andrews said Paul Wesch and Joe Snowden and then also Jamie Roberts.

Mr. Harrison said okay. I'm going to have a Consultant Selection Committee. I'm going to need help writing the scope of work. I was hoping I'd get from the Wave Transit. They are backing off because of their union. I don't really understand the whole issue with the union.

Mr. Piper said why wouldn't the union want to expand routes?

Mr. Harrison said demand response.

Ms. Andrews said the Wave Transit, the way they operate though, is based on what the city directs them to do so any change in what they do would have to come from the city. I know we were in the process of updating the union agreements and stuff, but I don't know where that sits. Paul Wesch would be a good contact on that front. He might be able to give a little more detail on that.

Mr. Harrison said right and if it's established that it's feasible to have a demand response in Mobile County with no help from Mobile County. I don't think Mobile County is interested in providing funding. John Pafenbach was a hurdle. He's gone.

Ms. Andrews said that might be a good conversation to have, too.

Mr. Harrison said John Pafenbach is no longer there and there may be a new county commissioner which we don't know who that is. I think Commissioner Ludgood is in favor. We've had conversations with her in the past. Commissioner Carl was not real warm to it.

Ms. Andrews said maybe that might change.

Mr. Harrison said but if it is feasible, we would have to put it out for bid regardless of whether we think Wave Transit can do it, the would have to put a bid for it which there are other services in Mobile County that might put for that bid. Margie Wilcox has sold her business. She's no longer involved. She's involved for two years, I think, but she sold Mobile Bay and Yellow Cab, but the new owner is eligible to provide this service as well as probably Uber.

Ms. Sanderson said that's what I was wondering. Is it like Uber, you call one when you need one?

Ms. Andrews said there's also other cities that have actually used a voucher program to use Uber and Lyft as a means for that same kind of service so I think when we look at that feasibility study, we should kind of look at those different options as well.

Mr. Harrison said the service is feasible. It's the funding. That's the big part. That's what we're going to try to figure out, is the funding part. You find the money; you can provide the service.

Ms. Andrews said I think additional conversations would be helpful so I just don't see it as a good sell.

Mr. Harrison said not just the county, but Saraland, Prichard, Chickasaw.

Ms. Andrews said right, the non-city of Mobile actors that would benefit from a service.

Mr. Harrison said the land masses outside of Mobile. At any rate, no resolution is required for this. This is informative only. You will get the full copy when it's out for public review, but if you have any questions concerning that budget, don't hesitate to let me know.

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

Mr. Harrison said the next item is recommend approval of the draft TIP. This and anybody is welcome if you want a copy of this, but this has already changed as of 10 minutes ago. This is a very fluid document. That's why we didn't give it out as a copy. It is online and it changes quite often. What I do have in your folder is your money. The 11 by 17 is STP Attributable. Some of y'all may recall, a committee met in August and kind of laid out the projects that were going into the next TIP. It was really pretty easy because everything got pushed back and you'll notice even though it's a four-year plan, 2024, which is in the TIP after that, we are negative \$7 million. We're not going to have enough money in 2024 to both Airport Boulevard and Celeste Road unless something, pay-as-you-go might help out with one of those projects and help that deficit. This is the attributable funds. You'll notice that we don't have any projects for the Congestion Management Process at the bottom. That's \$500,000 federal a year that we award to Congestion Management Process projects. That's going to be this summer. We're going to have to develop those projects to go into the Long-Range Plan. Those will be identified as part of the Congestion Management Process and if you recall, there's a criteria which is VMT, a rear end collision criteria and then a 75% of PM peak period speed over free flow speed which denotes congestion. If a corridor meets all three of those criteria, they will be flagged as eligible for the \$500,000 federal. We still have a whole list of corridors identified in the last Congestion Management Process. We're going to redo all of that very shortly and identify four new corridors. If y'all think of a corridor that's not identified by that process, let me know if you have any input into that. That's the new process that we updated several years ago, but they'll have to be included in the new TIP. Our annual allocation is \$10,070,000. That's federal plus match. I'm willing to bet that'll increase by year 2023, but that's all we have to go on.

Ms. Andrews asked does it change based on the census numbers?

Mr. Harrison said it changes based on funding availability from the federal government.

Mr. Piper said the census, the urban area funding is based on the census, but we might have them by 2023. It'll probably be the next TIP before we see those changes. It takes a while.

Mr. Harrison said are there any questions concerning the TIP? The TIP lays out all the federal transportation projects, all the funding sources; Interstate Maintenance, STP Any Area, Safety, National Highway, STP Attributable, all the funding sources and it really comes from ALDOT's statewide TIP and then there's also a list of previously authorized projects in there as well. Y'all are than welcome to a copy. Just keep in mind that this changes.

Mr. Piper said it's available on our website also.

Mr. Harrison said are there any questions concerning the TIP? This is the TIP. The other acronym is the STIP which is the State TIP program. We, SARPC, now are responsible for the public involvement for the STIP within the region. That's going to be in May. We are going to have several public meetings concerning the STIP in Mobile County, Baldwin County. We may have Escambia County. The Mobile County STIP will obviously include all the urban projects and the Baldwin County will include Eastern Shore TIP as well.

Mr. Piper said right and the Pensacola TIP projects in the Gulf Shores, Orange Beach area.

Mr. Harrison said all of the meetings will be posted in the newsletter.

Mr. Piper said we should have those squared away in the next week or so.

Mr. Spraggins said I would rather keep the number that is on the TIP for number 7 on utilities, but resolution 17 has a different number for those utilities. It has \$904,960 rather and \$1.1 million.

Mr. Rhodes said where is that?

Mr. Spraggins said Resolution 017. Number 7 on the list for utilities it shows \$1,131,200, but the resolution only shows \$904,960.

Mr. Harrison said and you would rather it be \$1.1 million?

Mr. Spraggins said yes.

Mr. Harrison said that's an ALDOT change. It came directly from the CPMS. Vince, I don't know how that number changed or where that cost estimate was reduced.

Mr. Beebe said which one does it show in the CPMS right now?

Mr. Harrison said it shows \$904,960 for project 100055882.

Mr. Beebe said so we just want to show it as what it is on this sheet.

Mr. Harrison said right and it was at one point because that's where that number came from.

Mr. Foster said if you push it out, don't you add a percent increase.

Mr. Harrison said yes, they add 1%. We'll make a note of that. Are there any other questions concerning the TIP? I'm going to skip the agenda item for the long-range plan. Anthony is going to go over that in just a minute, but I'm going to skip item 11 and move to item 12 with a discussion of a STP Formula Special Allocation since the TIP is fresh on our minds. We got a letter this week. We got \$2 million special allocation. President Trump's Appropriation Act of 2019 awarded \$10 million of Federal funds to the State of Alabama per capita to the TMA's. That equates to about \$2 million to the MPO. It gets put into our attributable funding category. We have a couple of options. It can be added to the pot which you see here, we're negative \$7 million in 2024 or we could use it as an opportunity, when you have \$2 million extra dollars which it has a \$500,000 match, 80/20, \$2.5 million project, we can have a competition competitive process for a beautification project, drainage project, anything that's STP eligible, we can have a special allocation for it since this is a special allocation. It's kind of like a gift. I just wanted some open discussion about it. How does the committee want to proceed? Do you want to keep it in the pot to take care of the deficit that we are going to see eventually or is it something that we might want to consider a special allocation? We here a lot that we use this money only for additional capacity type projects. Sometimes they're complaints. Sometimes, they're proponents for it. I would just like some open discussion on how y'all would want to proceed since we got a gift of \$2 million extra dollars federal.

Mr. Foster said this is a one-time deal? Is there a time frame?

Mr. Piper said a good thing to keep in mind about 2024 is our urban area funding may very well go up once we do the census. We don't know what kind of deficit we're going to have.

Ms. Andrews said like you said, there's also the pay-as-you-go which is an option for some of the stuff. I think it would be a good idea to have an opportunity, to have a process to put in beautification projects.

Mr. Murphy said is there any time limitation?

Mr. Harrison said it's fiscal year 2019 money.

Mr. Murphy said but is there a time limit restriction?

Mr. Harrison said I don't think so. I think it just goes into our regular pot of money.

Mr. Wilson said we could beautify the Airport Road.

Mr. Harrison said actually Michigan Avenue is probably a very eligible project for this. That's not additional capacity type project, but Michigan Avenue is in need.

Ms. White said you could argue that Michigan Avenue is additional capacity because if you went out there and fixed that road, people would start using it again. It's our connection to the interstate and now over to Brookley and the downtown Airport.

Ms. Andrews said also, you brought forth that when this bridge construction starts going on, Michigan Avenue might very well be used a good bit more to access.

Ms. White said it's a great location to access the interstate from Midtown. It's just under utilized because of the condition of the roadway. That old concrete roadway is bumped up and split a part so people have a tendency not to use it, but if it was, as we've seen with some of our other roads, that when you smooth them out, people come back.

Mr. Wilson said there was a study conducting by the City of Mobile recently that there's a desperate need for a traffic light at Michigan and Broad which requires about \$250,000 in funding.

Ms. White said there was no study. I think another thing everyone needs to be thinking about is how many of our projects have come in over budget recently because with as much construction as Mobile is fortunate enough to have between federal funds, our CIP and our pay-as-you-go program, our prices have been steadily jumping up. Some of these projects that are in 2019 are probably going to have overages in them which just means we push projects back.

Mr. Harrison said how do y'all want to proceed. I didn't anticipate taking a vote, but I wanted discussion, but I guess...

Ms. Bergin said if you take this to the May 8<sup>th</sup> meeting, I have a feeling that there's going to be an opinion that it needs to be spent on Highway 45 as well.

Mr. Harrison said I have feeling that's going to be exactly right. All right, I would like a recommendation from the TCC on how to proceed. I don't know Robert Rules of Order; do we have a motion and then a second?

Mr. Foster asked how many projects do we think are going to be let in 2019? I know city projects are trying to get there.

Mr. Harrison said all of Zeigler is the only one. Zeigler and the Airport PE just got authorized. The PE for Celeste Road is waiting to get done in 2019.

Mr. Foster said prices are going up and we're worried about delaying anything that is going to happen.

Mr. Rhodes said is someone going to recommend the Michigan Avenue?

Mr. Spraggins said well, you got to see if the city would be willing to come up with the match.

Mr. Murphy said we would want to recommend a process to follow, not a specific project.

Mr. Harrison asked do we want to keep it in the pot or do we want to open a competitive process.

There was some more discussion on keeping the money in the pot.

Motion was made to recommend to the MPO to keep the special allocation in the STP Attributable Funding to cover deficits down the road by Ms. Mary Beth Bergin with a second by Ms. Kim Sanderson.

Someone said that's not to say that in this process since we are still in a draft for 2023 that it couldn't be allocated down the road perhaps. Right now, it's just going in the pot.

Ms. Andrews said because these future projects aren't set in stone because we are going to be redoing the TIP based on the Long-Range Plan, right?

Mr. Harrison said this is 2019 money. It's part of the appropriations act of 2019 so it will go into fiscal year 2019 which will be carried over into 2020, what's not spent...we've got \$30 million in 2020 and 2021. Actually, we've got \$30 million in 2019 because the Zeigler Boulevard projects are very expensive projects. It's going to get spent.

Ms. Andrews said but just to say for example, with the Michigan Avenue idea, when we get the long-range plan and we do the TIP, it could very well be based on how things work out, maybe the Michigan Avenue project bumps another project out further.

Mr. Harrison said right so the next item, actually the last item on the agenda is the Long Range Plan that Anthony is going to go over and that's another thing that we're going to ask from y'all is projects to put in the Long Range Plan based on capacity deficiency analysis so yes, you are absolutely right. Michigan Avenue is an eligible project for the Long-Range Plan, but you've got to remember, these are federal projects, it would be put in 2025.

Ms. Andrews said so all the projects on there are set in stone in terms of timing?

Ms. White said Michigan Avenue is going to take funding from like a big pot of money.

Mr. Harrison said so that's why we either put the \$2 million in now and just add it to the pot and cover the deficit or create a special allocation for a new project. I think we have to open it up to some kind of committee to review the projects. \$2.5 million sounds like a lot, but it's not. We have a motion and a second to recommend to the MPO to have that special allocation added to our annual allocation. If you're not in favor of that, this would be your opportunity to say nay.

Motion passed unanimously.

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

Mr. Harrison said as y'all know, we've met with a lot of you. Thank you. We are updating our Long-Range Transportation Plan. It's due in March of 2020. It's got a transit component which First Transit with Wave Transit is supposed to give me an outline with the transit portion of the plan. The bike-ped portion, Tom is updating that. We have the Highway portion which is what we are going to go over in just a minute. The Climate Change portion, I don't think there's anything we can do in terms of updating that. We're going to use the same Climate Change portion. The congestion management, we're going to have to update that in the next couple of months in order to put the congestion management projects into the TIP. With that, as y'all know, we use a travel demand forecast model for our highway section. We have about 312 traffic zones. Each one of those traffic zones has the number of employees, number of households as input to a traffic simulator. It's called a travel demand forecast model. The output is volume. We match that volume to the year 2015 average annual daily traffic counts. Once the model is producing the traffic, we call it validated. Anthony has already done that. It's now time to go back and forecast all our socio-economic data. Where does the new households, the new employees, in the next 25 years, where are they going to be? That's kind of what we are trying to play with. Anthony, do you want to go over what you've done?

Mr. Johnson said the first page is a list of discussions that we have had. I have talked with most of the cities minus Chickasaw and Creola. I have talked with Leslie and Nicole with our staff who wrote the Comprehensive Plans. They are a little hard to get a hold of. We have talked to the Chamber, Downtown Alliance and the Airport Authority. We still need to talk to the school board, State Docks and the Housing Board.

Mr. Harrison said when we talk to the school board, we are going to try to get them to give us the pedestrian need for their schools also. Last year, Martha Peak made a mandatory online survey for all the principals. It was very handy. Our survey contained items like do you have sidewalks to your school; are they in good condition; if you don't have sidewalks, would people use the sidewalks if you had sidewalks. That was good information to have and we intend on doing that also.

Mr. Johnson said the next four pages is the forecasting for households and employment by retail, service and other which is data that we got from the University of Alabama and we divided that up using our urban growth model as well as looking at your zoning so I'm not going to put industrial employees where it is zoned households. When I met with everyone, I got information where to put households and employment. That's the next four pages.

Mr. Foster said Kevin, by 2045, I would imagine by that time, your study area is going to grow. Right now, you got the limits of the study area and the urban area...

Mr. Harrison said so the study area boundaries, the Mobile MPO Planning Program is called MATS, the Mobile Area Transportation Study, we didn't come up with that. That's the name they gave us in 1968, but it's called MATS. The MATS Study Area is what you see here. It is the Mobile Urbanized Area and what is expected to be urban in the next 25 years. The urban area comes out to Theodore Dawes Road maybe and includes a little island that goes down to Bayou la Batre. Grand Bay is a urban cluster and it is separated by about three miles from the Mobile urbanized area. We're anticipating for Grand Bay to be part of the Mobile urbanized area in the next census. The study area by definition is what's urban and what's expected to be urban in the next 25 years.

Mr. Foster said that outward study area is not going to grow out? If you grow the urban area out, doesn't that push the limits of the study area?

Mr. Harrison said it's not going to go past Big Creek Lake and we don't think it's going to past...

Mr. Foster said into Mississippi. That's what I was wondering about.

Mr. Piper said it might can go into Mississippi, but I doubt it.

Mr. Harrison said it might and this is a conundrum I've had being here almost 30 years. Our study area boundary hasn't changed. It is supposed to be what's urban and what's expected to be urban in the next 25 years, but you know.

Mr. Foster said I remember back when you added Grand Bay and things kind of changed out.

Mr. Harrison said it's expected to be urban.

Mr. Foster said I just didn't know if the outside needed to be adjusted out.

Mr. Johnson said the second to last page, now that we have all the household and employment data, we can interject them into our validated model and we configured the validated model to represent the 2045 model with new committed projects such as the TIP capacity projects, the new alignment on 158, the McDonald extension.

Mr. Murphy said Anthony, you're showing the Saraland area growing tremendously for retail, but it didn't show any households.

Ms. Andrews said that's happening in other areas too where you have increase in retail, but you don't show an increase in households.

There was some additional discussion on the Saraland retail and household numbers.

Mr. Johnson said this is all zoned for households and plenty of retail on there. I could, but I don't see why I would unless y'all change it. We were told not to use the future zoning ordinances.

Mr. Harrison said this is all preliminary and if y'all have any input, this is the time.

Mr. Murphy said I just know that Saraland is growing tremendously.

Mr. Harrison said up Celeste Road is an increase in households.

Mr. Johnson said that increased a lot.

Mr. Harrison said it's up to 500 households increase which for that particular traffic zone. Logan, we met with y'all.

Mr. Johnson said you gave me a really good list.

Mr. Anderson said the expansion of Celeste Road west for the retail that you are showing. Additionally, [CROSSTALK].

There were some additional discussions regarding the growth of Saraland and wetlands.

Mr. Harrison said yeah, I think you're right. Anthony, I think the Industrial Park east of the railroad, we probably need to reduce that amount of employees unless the retail went from 999 to 1,004 which is possible. One of the things that Anthony used was the SLEUTH model. It's satellite imagery. It's really a three-dimensional trend analysis that uses available property. We excluded wetlands and stuff like that because you can't build. There's a lot of wetlands in that so that's not included with the available property. Anthony, we need to pay attention to that.

There was additional discussion on the extension to Schillinger Road and the new 98.

Mr. Harrison said what you are looking at on the colored maps is just the traffic zones. There are no roads on that map.

Ms. Olivett said but zones are usually divided by roads.

Mr. Harrison said sometimes, not all the time.

Mr. Murphy said so there's not any anticipated growth along 98 and the new Schillinger Road?

Mr. Harrison said there is. You just can see it. The road is not on there because.

Mr. Murphy said I'm just looking in that general area. You said it's not the road. I'm not looking for the road, but all I see is yellow, zero to 250.

Mr. Foster said of course the ultimate four lane is not going to happen until a long time in the future.

Mr. Harrison said yes, but this is a 25-year plan.

Mr. Foster said it will probably be 25 years before it gets built. They have a long way to go to get to two lanes.

Mr. Harrison said with the Outlaw property....Anthony, we did put a large number of employees west of 45, north of 158.

Mr. Johnson said on the service employees. Not so much retail.

Mr. Piper said service you see there are some.

Mr. Harrison said that came from City of Prichard. We met with City of Prichard Mayor and staff and we kind of vetted the numbers with them. The numbers kind of came from them.

Mr. Johnson said I can divide that service up to go into more retail as well. I don't know other.

Mr. Harrison said let's investigate that Anthony.

Mr. Johnson said okay. Back to the existing plus committed projects network. Those are the committed projects on the 2045 network. The TIP capacity and the new alignments. It includes the bridge, the road diets in Downtown Mobile and as well as the Wallace Tunnel Interchange reconfiguring as well as the toll lanes. I added toll into the network. The next page, if you look at Cochrane Bridge and the Causeway, it goes up because of the toll.

Mr. Harrison said the toll shifted a lot of that traffic from the bridge to using the Cochrane Causeway which puts it over capacity.

Mr. Johnson said that's our 2045 Volume to Capacity Network. I guess we are taking recommendations on what to do to improve the hot spots.

Mr. Harrison said county, a lot of this is going to come from your future pay-as-you-go. If y'all have twinkles in your eye. It looks like the McFarland Road Project to Snow Road is going to be over capacity. That's being built as a two lane. Is that correct?

Mr. Foster said yes.

Mr. Harrison said it's obvious that's not going to be enough. Saraland, most of your roads are going to be over capacity and we've got the Schillingers, Cody Road up to Zeigler is over capacity which that's right there at the new stadium. Old Pascagoula, Rangeline Road. For years there was a project to extend Rangeline to Fowl River. That project, I think was recently deleted. Is that no longer a valid project? Volkert did the PE on it years ago.

Mr. Beebe said I don't recall.

Mr. Harrison said at any rate, this is the beginning of the long-range transportation plan. We intend on having a public meeting in May to present all this and projects that y'all want to introduce to the long-range plan.

Mr. Foster said May this year?

Mr. Harrison said May this year.

Someone said I think this project is committed through this funding source.

Mr. Harrison said those projects are committed through all funding sources.

Ms. White said including pay-as-you-go, right?

Mr. Harrison said federal sources.

Ms. White said it doesn't have the TIGER project on there.

Mr. Harrison said I think it does. No, it doesn't.

There was some discussion on the TIGER project not being on the final 2045 Volume/Capacity Network as well as some other roads that were not functionally classified.

Mr. Harrison said we are going to have to create some projects from this. City of Mobile, City of Saraland, ALDOT, Mobile County, if y'all have projects that you want to put in the long-range plan, we need to know those.

Ms. Andrews asked when?

Mr. Harrison said we are going to present this to the MPO. We are going to summarize it to the MPO in terms of where the corridors of capacity are needed.

There was some questions about the McFarland Project having some federal funding..

Mr. Johnson said does it have to be federal to be considered a functionally classified road.

Mr. Harrison said no, but that has to be in there.

Ms. Sanderson said that is all pay-go.

Mr. Foster said we are working on a master street plan for the county.

Mr. Harrison said is that included in your engineering. Is all one engineering in the preliminary engineering.

Ms. Sanderson said it's the other construction.

Mr. Harrison said well that's included in this committed.

Ms. Sanderson said but it's not federal.

Mr. Harrison said it doesn't matter.

Ms. Sanderson said so it doesn't matter.

Mr. Harrison said if it's committed, it's committed. That's what needs to be on here. It has to be functionally classified. It has to be on here anyway. It looks like it needs to be five laned.

Mr. Piper said it would be a project of regional significance.

Mr. Harrison said we are going to try and summarize this to the MPO, but we will have a public meeting hopefully at the end of May. An early on, preliminary public meeting to introduce the long-range plan and then we'll have another one when we adopt it. If I can leave this with y'all, if you have comments, recommendations, let us know. I don't really have a timeline, but at the end of May, we will have a public comment period. Then we will have a timeline.

Ms. Andrews said so with the things that are considered over capacity or projected to be over capacity within the City of Mobile, what projects can be done? Are the only projects that come from these maps' road widening projects?

Mr. Harrison said if you have a solution that you want to be funded with the long-range plan, that's what we're looking for.

Mr. Piper said it doesn't have to be capacity.

Ms. Andrews said my more basic question is how do you begin to address the volume and capacity if road widening is not an option.

Mr. Harrison said and that's going to have to come from the project sponsor. We can't put it in the long-range plan unless the project sponsor says 'yes, we agree and we're going to include this in our match 20 years from now.' If the City of

Mobile has any ideas to fix these problems, the MPO funding is for the unshielded routes. Not I-10, not US 45, not US 43. The Cottage Hill, Airport, Grelot, Cody, Old Shell.

Ms. Andrews said does the state look at this information to help determine their projects.

Mr. Harrison said they are supposed to but they have very limited funding.

Ms. Andrews said aren't they getting more for this gas tax.

Mr. Harrison said I can tell you right now, our long-range plan for the routes the state is responsible for which is the shielded routes, they're going to say, MPO this is the only routes we are going to be able to do in the next 25 years. It will be an I-10 widening project, it will be the bridge, 158 from BP funds. I think I saw 158 east of 65. Did I see that?

Mr. Piper said it was in there years ago. It may be coming back.

Mr. Harrison said at any rate, I'm going to be given a list of these are the projects ALDOT can do in the next 25 years so the others are going to be the MPO responsibility which is typically not the shielded routes that the state's responsible for. We wanted to bring this to y'all's attention. If you have any comments, please send us a email or if you know of a Wal-Mart or major distribution center or something in your jurisdiction that you want us to know about, we need to know about it. If you have any problems with these service, retail, others or households, let us know.

Mr. Johnson said and let us know of any committed projects that I didn't include that's functionally classified.

The next item on the agenda was old business.

Mr. Murphy said Kevin, we seem to be having a problem with the quorum at times. Do we need to look at that list and who's not showing up and see who needs to be replaced?

Mr. Harrison said I 100% agree with you. We have TCC/CAC members that we haven't seen participation from in some time. I'm going to write an email after today saying we almost didn't have a quorum; your increased participation would be appreciated. If we don't have participation next time, I think we need to revisit our bylaws.

Mr. Murphy said revisit who appointed them and tell them they're not coming.

Mr. Rhodes said that's a good point, Mr. Murphy. It needs to be researched.

Mr. Harrison said the Eastern Shore MPO, as I understand it, had their TCC meeting yesterday and didn't have a quorum. They didn't conduct business. Are you part of that Vince, the Eastern Shore?

Mr. Beebe said we went Monday. They had a quorum. The TCC anyway. I think they had maybe, BPAC or something, the CAC maybe.

The next item on the agenda was new business.

Mr. Harrison said no TAP funds. I got notification from ALDOT. Because of the rescission, they're fearful that there might not be the TAP money so they are not having a TAP process this go around. They recommended to us that we do the same thing. We're taking the recommendation so we will not a TAP application process this year. We might have one next year.

Ms. Andrews said every neighborhood found out about TAP. We have to take care of the TAP we got before we get some new stuff.

Mr. Harrison said we have a million dollars of TAP available so next year; we will have a million six available so we will be able to do a lot of projects.

Ms. White said maybe bigger projects.

Mr. Harrison said that's completely up to y'all. If the committee wants to change.

Mr. Piper said we can make it \$500,000.

Mr. Murphy said we need to make sure ours gets processed early so we don't get caught at the end of a year.

Mr. Harrison said the City of Prichard has three projects right now under design. We would hope they have the funding for their projects. That's beside the point. We have some new MPO members. Now that Matt Erickson is the region engineer, he will be a new MPO member. Also, Bess Rich has been replaced by Councilmen John Williams to the MPO. A little politics there, but none of my business. That's the city's business. As you all know, Mr. Norman Walton passed away. He was a valued participatory member of the MPO. We're trying to find a replacement for him. He represented the South Alabama Regional Planning Commission and that will be a mayoral appointment to SARPC. Mayor Stimpson is actually the SARPC Chairmen also. He will be appointing somebody to the SARPC board and I think that member will be appointed to the MPO Board when that happens. Is that right?

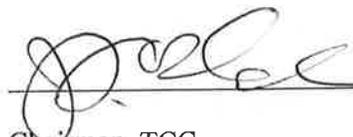
Mr. Rhodes said that's the way we understand it.

Mr. Harrison said that has not happened yet so we will operate as a 15 member MPO Board on May 8<sup>th</sup> because that spot has not been filled yet.

Meeting was adjourned.

ATTEST:

  
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Chairman, TCC

Date 5/8/19 \_\_\_\_\_