

**Mobile Area Transportation Study  
TCC/CAC Meeting  
Wednesday, January 9, 2019 10:00 a.m.  
SARPC Transportation Department Office**

**TCC/CAC Members Present**

Mr. Brian Harold  
Ms. Kim Sanderson  
Mr. Nick Amberger  
Mr. Tom Briand  
Ms. Kellie Hope  
Mr. Kevin Harrison rep. Ms. Jennifer Denson  
Mr. Gerald Alfred  
Mr. John F. Rhodes  
Mr. Richard Spraggins rep. Mr. James Foster  
Mr. Logan Anderson  
Ms. Kina Andrews  
Mr. Dan Russell rep. Ms. Mary Beth Bergin  
Ms. Michele Rumpf  
Mr. Edwin Perry  
Mr. Dennis Sullivan  
Mr. Jason Wilson  
Mr. Quesi Jones  
Mr. Jeff Zoghby

**TCC/CAC Members Absent**

Mr. Donald Watson  
Mr. John Murphy  
Ms. Casi Callaway  
Mr. Fernando Billups  
Mr. John Blanton  
Ms. Jennifer White  
Mr. Bob Harris  
Mr. Merrill Thomas  
Mr. Troy Wayman  
Mr. Bert Hoffman  
Mr. Donye Woodard  
Mr. James Jacobs  
Ms. Margie Wilcox

**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 FTA 5310 Program of Projects, Resolution 19-008.

Mr. Harrison said it's the end of the fiscal year. We've got some cleaning up to do and that's really, I guess what the first four items on the agenda. Since we have time, number 8 on our agenda, socio-economic review, since we are updating our Long Range Plan, I wanted to kind of review with y'all what we've come up with and what our future forecasts are going to be. They need to be vetted with y'all so that's going to be item number 8. The first resolution, 19-008, this is FTA 5310. As y'all know, we the Mobile MPO are the designated recipient for FTA 5310 funds that's Enhanced Mobility of Seniors and Individuals with Disabilities. We get about \$317,000 a year of federal funds. In Fiscal Year 18, these are what we awarded for Fiscal Year 2019. These are the 2019. If they say capital, it's an 80/20 match, 80% federal, 20% match. If

they say operating like Independent Living Center operating, that \$100,000 is 50,000 federal and 50,000 match so you are looking at total funding here for these projects. Mobile Association of Retarded Citizens has a vehicle for \$48,000, paving for \$12,500; operating for Independent Living Center for \$100,000; Creola has a capital for a small bus, \$57,000; Alta Pointe has capital for \$114,000, those are two vehicles; Learning Tree has a vehicle for \$48,000 and then the SARPC program administration is 100% funds, nonmatch, that goes to fund our program. These are actually entering the TIP and these were awarded in September with our FTA 5310 funds. This is called the Program of Projects actually. It's more than \$300,000. We had some carry over to spend and we spent all of it.

Mr. Amberger said I have a quick question, the one about paving, we are basically being a pass thru for them to execute a paving project? Is that how that works?

Mr. Harrison said that's correct. All of these projects are heavily scrutinized by the Federal Transit Administration. Jeff, do you know exactly what they're doing for the paving?

Mr. Zoghby said the paving was on our loading area where we do transportation exchange.

Mr. Amberger said y'all solicits bid from contractors?

Mr. Zoghby said yes, we have to follow all the federal regulations.

Motion was made by Mr. Nick Amberger to recommend approval of FTA 5310 Program of Projects, Resolution of 19-008 with a second by Ms. Jennifer White. Motion passed unanimously with one abstention by Mr. Jeff Zoghby.

The next item on the agenda was to recommend approval of ALDOT requested projects and modifications in the 2016-2019 TIP with National Highway Funds, Resolution 19-009.

Mr. Harrison said these are National Highway Funds. These are funds spent at ALDOT's discretion. The first two projects involve a new generator in the Bankhead Tunnel. The PE for it is \$75,000 and the construction is \$750,000. The third project is the deletion which is not really deleting the projecting, this is a funding problem with the 98 projects. We've seen that project several time and shuffling around funds because of the BP funds. Edwin, I don't know if you want to add anything on the generators.

Mr. Perry said it's just putting up a basic set of plans to replace the generators. It's a maintenance and operations and then for what you were saying for 98, the project has been broken up and put back together so many times, this is actually a duplicate project and we are just getting rid of the extra project.

Mr. Harrison said any time a project enters the TIP or leaves the TIP, it requires a recommendation from y'all and it goes to the MPO Board on the 30<sup>th</sup> and requires a resolution any time a project enters or leaves the TIP. That's the reason for that third project there.

Mr. Piper asked is that the big generator that sits outside the tunnel control center?

Mr. Perry said I believe so.

Mr. Amberger said I was going to ask Edwin, when you hear generator most of us think about that little generator you have outside. About 10 years ago, the one was replaced for the Wallace Tunnel and it sits in a room almost the size of this. It is a big piece of equipment. In the event of one of these storms, it's what makes the pumps work, the lights work, the ventilation.

Mr. Harrison said what are you going to do with the old one?

Mr. Perry said we will see when the PE gets authorized.

Mr. Amberger said what they often time do is they will take those, and again these are not 500 KW generators, they'll often times take those back to the plants and re-manufacture them.

Motion was made by Ms. Michele Rumpf to recommend approval of Resolution 19-009 with a second by Mr. Dennis Sullivan. Motion was approved.

The next item on the agenda was to recommend approval of ALDOT requested projects and modifications in the 2016-2019 TIP with Bridge Funds, Resolution 19-010.

Mr. Harrison said the next resolution in your folder is 19-010. These are bridge funds. These are federal funds spent at the State's discretion. A couple of these projects are new projects. The bridge replacement over 90 over Halls Mill Creek, PE, Utilities and Construction, PE is set for this; Utilities is set for 2022 as well as the construction for \$8.8 million. The bridge replacement over 43 over Cold Creek, that PE is set for this month, \$500,000 and the construction is set for 2021 for \$5.1 million. There's painting projects on various bridges for \$100,000 PE and the construction on the painting project is \$2.7 million. The last one is a change of start date. It was actually scheduled for this fiscal year, but because the TIP is 2016-2019, it is being moved out of the schedule of funds to the year 2020. The new target start date is 11/08/2019 for \$24 million. Again, like that last resolution, any time it crosses that 2019/2020 threshold requires a resolution from y'all and the MPO. I understand there is some timing sensitivity on some of these projects with the bridge replacement and the painting project.

Mr. Amberger said the city has a comment for ALDOT on the Halls Mill Creek Bridge. Make note, we have two downstream bridges from you; one on Halls Mill and one on, I think, Demotropolis and both of those routinely go under water so we need to make sure we coordinate and do appropriate studies. If we can fix or alleviate that problem, it would be helpful. We've actually commissioned Thompson Engineering to do a study on Demotropolis Road where that watershed is choked way down. We just need to make sure we compare notes on that to see if we can improve that situation. It may be lengthening the span or shortening the span, I'm not sure what you may be doing there, but we need to make sure we do a good flood study on it.

Mr. Perry said if anything, it will either be the same or a bit wider.

Mr. Amberger said wider means more water will come down which will make the situation worse for those two downstream.

Mr. Harrison said does water ever go over 90.

Mr. Perry said not there. I think it's been close.

Mr. Foster said it's been up to the top of it.

Mr. Perry said but not on a regular basis like it does on Halls Mill.

Mr. Harrison asked are both of these bridges going to be the same height they are now?

Mr. Perry said we'll do a hydraulics study when the PE is authorized. We'll get surveys of the bottom and the existing bridges and the Bridge Bureau will determine the opening that needs to be done.

Mr. Amberger said what happens though is when 90 starts backing that water up,, the sewage system goes under water because MAWWS' main trunk lines are all along that creek so when you hear them talk about I and I, infiltration and inundation, that's because the sewage system is underneath the water so we definitely need to make sure we coordinate amongst the agencies for that and y'all also have the interstate bridge that's down even below that. We just need to make

sure we look at that very carefully to see if we can improve it because it's got issues for multiple agencies with the bridges.

Mr. Harrison said both 90 and 43, both were critical assets when they did the climate change which there is a ton of hydrology work done and is probably available if y'all need it for both of those.

Motion to recommend approval of Resolution 19-010 was made by Mr. Nick Amberger with a second by Mr. James Foster. Motion passed.

Mr. Rhodes said I think this interaction between the city and ALDOT proves that you have to communicate with people and obviously y'all do that and that's what it takes and it's important and I commend y'all for doing that to save problems down the road.

The next item on the agenda was to recommend approval of ALDOT requested projects and modification I the 2016-2019 TIP with TAP Funds, Resolution 19-011.

Mr. Harrison said the next item in your folder is Resolution 19-011. These are the Transportation Alternative Funds or the TAP funds. As y'all know we get about \$600,000 a year. Our call for projects generally changes, but I think it is going to be May from now on. This past May, we awarded sidewalks to the City of Prichard along Easterling Street from W Clark Avenue to Garrison Avenue, along Garrison Avenue from Easterling to Magee and on Magee Street from Garrison Avenue to West Clark and then also to Mobile County for ADA compliant curb ramps in several including Kings Branch Estates, Woodbridge Place and Cumberland Subdivision. Both of these were available at the last MPO meeting, but we didn't have signed agreements. We have signed agreements on both of these projects so these are entering the TIP. Y'all do have an agreement on that?

Mr. Spraggins said I can't remember if we do or not.

Mr. Harrison said but y'all have signed it? You are waiting on ALDOT to sign it.

Mr. Spraggins said yes.

Mr. Piper said I think both cases, the city and the county have signed it. I just don't where it is with the state.

Mr. Harrison said both of these projects have been awarded, approved by Federal Highway and ALDOT to be funded so they will be entering the TIP. The City of Prichard and Mobile County will both have two years to get the engineering done for the project. Two years or they lose the funding for it. To get started.

Mr. Amberger said Kevin, I want to make a comment about that. I'm sorry that I keep commenting on all these projects, but to the entities that go after these TAP grants, I would, and the City of Mobile has been very successful in getting several of these. Jennifer's office manages them. If you have a scenario where you need real estate, you need to consider about whether or not you need to be applying for those grants or not because that adds a layer of complexity to these grants that makes them slow and often times makes you either get down to the bottom of the 9<sup>th</sup> and run out of time or makes you give up on the grant. Some of our internal discussions has been that these projects need to be fully designed, all the right of way needs to have been acquired and you're sitting there just waiting on the money. Or else you are going to be given a time table with hoops that you are going to have to jump through to be able to deliver the product. Almost everyone of ours that Jennifer has done, we've had non-profit groups that have pushed us to take on these projects only to find out that the right of way is not there in its entirety and then you start dealing with multiple property owners on linear projects and one property owner can shut the whole thing down.

Mr. Harrison asked when are y'all going to start on Bit and Spur?

Ms. White said they started on it.

Mr. Harrison said constructions already started? That must have been recently.

Ms. White said Monday. That was a 2016 so that will tell about how long it takes to get them under construction.

Mr. Harrison said and I think, staff and I have talked and if a city applies for TAP funds, if you've been awarded in the past, that PE has to be underway. If you have an outstanding PE that's not underway and you apply, you are not going to be eligible for more funds. Last year, we only had two applied for and two were awarded so Tom, we got over \$1 million in sidewalk this go around.

Mr. Piper said yeah, we had a lot of carryover so we will have a lot of money available this coming Spring.

Mr. Briand said we had a sidewalk put in years ago and there's two wooden bridges totaling about \$100,000 and now they are completely rotted through and we need to replace them. Can we get money to replace the bridges through the TAP program?

Mr. Harrison said we would have to look at that. There are certain things in STP.

Ms. White said it won't repair the existing sidewalk.

Mr. Briand said so this is like a bridge.

Mr. Harrison said if there is no bridge, it's no longer ADA compliant.

Ms. White said I know. It's how your going to look at it.

Mr. Harrison said it might be dependent on how you write your application. I don't know. We'd have to look at that. That's a good question.

Mr. Briand said they go over a creek, each one of the them and they are ten years old. They're just falling apart.

Mr. Harrison said that might be a maintenance issue if it's repairing an existing structure.

Mr. Briand said it's not like a cracked sidewalk We started working on one of them and it's very expensive.

Mr. Harrison said right.

Motion to recommend approval of Resolution 19-011 was made by Mr. Nick Amberger with a second by Ms. Jennifer White. Motion passed.

The next item on the agenda was to recommend approval of the MPO requested project modifications in the 2016-2019 TIP, STP Attributable Funds, Resolution 19-012.

Mr. Harrison said the next item in your folder is Resolution 19-012. This is the STP attributable funds. This is y'all's money. It's about \$10 million a year. The actual funding schedule is this 11 by 17 in the back which we will review in just a minute but that's the STP attributable funds. This particular resolution has a couple of items. The first item is an anomaly. The county kind of knows what I'm talking it. It was a PE that was authorized I think in 2012 and work for whatever reason had stopped on it and the State took some money that wasn't being used without telling anybody and used it for another project. Now in the CPMS, it is being raised from \$30,000 to \$420,000. That puts up a flag in the procedure of things that requires a resolution. I don't really have an answer as to why that happened, but it was an \$800,000 PE. The County has spent \$380,000. This is the remainder of that PE funding, but for whatever reason it put a flag up of that cross increase. Anytime, it's over 50% it requires MPO resolution so that's what we are doing here today on that project.

Mr. Briand asked is this the Fairgrounds and the 911 area?

Mr. Perry said it is past that.

Mr. Foster said it's Schillinger and Tanner Williams.

Mr. Spraggins said it is over there by Faith Academy really.

Mr. Harrison said that project is scheduled for construction this year, I think. Is that right?

Ms. Spraggins said no.

Mr. Foster said are you talking about the Ziegler one?

Mr. Spraggins said the one from Cody to Schillinger might be this year that's in the City.

Mr. Perry said the other Ziegler, Athey to Forrest Hill.

Mr. Amberger said I want to give the group an update on both of those Zeigler projects and where we are.

Mr. Harrison said okay, in just a minute on the next item. The next project with STP attributable funds is the construction from McDonald Road. That was currently scheduled in this fiscal year. It's got a new start date which is 2020 and once again, we are seeing that shift between fiscal year 2019 and fiscal year 2020 moving out of the schedule funds requires a resolution. That's a \$4.8 million project. 66704 and 66706 are both engineering projects for the Congestion Management Process. As you recall, we picked certain intersections or corridors and they have a total of \$500,000 federal for that project. Originally, we had split some engineering money for both of those projects and the city has decided to do the engineering with their own local dollars and use the \$500,000 federal for construction for both projects. We are deleting the engineering for both of those projects. Then, the last one is engineering for additional lanes on Celeste Road from 65 to Forrest Avenue. This is a project that has been in several long-range plans. City of Saraland is pulling the trigger on doing this project. They want the PE to start this fiscal year. We talked about it when we had our TIP subcommittee back in August and we talked about projects in the next TIP and this project was brought up to be added to the list so PE would be in 2019 and then we've got other phases of the project, right of way is in 2021, utilities is in 2023 and then actually construction for \$13 million is in the next TIP in 2024, but we need to get started on this project. The mayor is ready to go on this project. I guess, Edwin and Logan as far as City of Saraland, once this project is in the steps to get it authorized, funding agreements, who's going to do the project, whose is it going to be. That needs to be worked out.

Mr. Perry said we just need to know how y'all plan to do the project with design and construction. The biggest we need to focus on is the PE. It goes through the MPO steps and then once we get that funding agreement in place, we can get that PE authorized.

Mr. Anderson said I believe it's Neel Schaeffer Engineering that is going to be assisting us with.

Mr. Perry said and then y'all would be the lead managing Neel Schaeffer?

Mr. Anderson said that I don't know. Did ALDOT not use to assist with the administration of a project?

Mr. Perry said we do. A lot of times here lately, the sponsor has taken the lead on that. We'll assist with whatever we need to do. We function more as the oversight of the project. FHWA normally doesn't get involved in these and so we manage that oversight for FHWA on the project.

Mr. Briand asked is this going to go past Forrest Avenue to that back way into the Infirmary?

Mr. Anderson said no it ends at Forest Avenue just past Lafitte.

Mr. Amberger asked is that section of road in any other pipelines for resurfacing.

Mr. Anderson said that information I don't know. That would be a Neel Schaeffer question. They handle the contract engineering for the City. That's something we'll have to discuss with the mayor.

Mr. Perry said I guess y'all do the alternate selection process to select Neel Schaeffer.

Mr. Anderson said yes.

Mr. Amberger said I want to comment about a municipality being the lead on one of these projects. Ask a lot of questions when engaging with ALDOT, know what you are agreeing to because the City of Mobile does that. We have these big projects and of course the county does it. You need to make sure if you're one of these smaller entities that may or may not have an engineering staff, that you are capable of doing that because I can tell you even the resources the City of Mobile has, it's difficult to administer these projects, the part that ALDOT has historically done. We are the lead on the real estate on some of these jobs, the lead on the design. ALDOT is very gracious to any time we need help, they do it, but still the big projects like that require a big effort and especially if you get into one that has a real estate component to it. On our McGregor project, I think we have 40 different parcels of land and we have an external consultant hired to assist with that process, but it is still a big effort for the municipality to manage that contract, to manage the expectations of the property owners that you are engaging so make sure you ask a lot of questions and you know what you are agreeing to step into and do because their process is much more thorough than what a typical city/municipal process would be in terms of designing a project, acquiring the real estate with and ultimately executing it. It's exponentially different and dots a lot more I's and crosses a lot more T's, but can be a challenge when you don't have the appropriate staff to manage it.

Motion to recommend approval of Resolution 19-012 to the MPO was made by Mr. Dennis Sullivan with a second by Michele Rumpf. Motion was approved.

The next item on the agenda was a review of the STP Attributable Funds.

Mr. Harrison said the next item in your folder is the 11 by 17. This is y'all's money. I want to show you down under annual allocation down at the bottom. Here you will see annual allocation, carry-over from prior years, funds available, it's about \$9.6 million. We are hoping that continues. We are hoping that increases over the next TIP, but you'll see up at the top 2020, 2021, 2022, and 2023 are all in bold. That is the next schedule of funds, the next TIP for 2020 to 2023. We met in August with the City and the County. Actually, we had an ad hoc committee and kind of built this. We're still negative in year 2022 by \$426,000. We are going to need to correct that at some point with the shuffling around of these projects, but you'll see McDonald Road project, the construction, that \$4.8 million was just moved to 2020 and as the inclusion of project 10, Celeste Road from 65 to Forest Avenue, the PE is now in 2019. That's a new project and it has a blank score. We have a subcommittee that ranks these projects in terms of priority. There are objective and subjective factors that go into there. The objective ones are pretty much the numbers side of things, the funding, where the funding is coming from. The subjective is up to the committee members in terms of ranking the economic vitality of the project, jobs created, stuff like that. I think we're waiting. Tom, do we have the numbers?

Mr. Piper said we have three of the five people have given us their numbers and right now it's at 53.3.

Mr. Harrison said which ranks pretty high.

Mr. Piper said yeah, it kind of falls in the middle.

Mr. Harrison said that priority system is just to let y'all and the public know how important some of these projects are as compared to others and we'll get that at least by the MPO meeting. I wanted to review that with y'all. That's the next TIP. ALDOT has not put out the guidelines on when the TIP is due to be adopted, but probably this May. By May, we need to

probably have finalized this \$426,000 deficiency down here for the year 2020 to 2023 TIP. We are kind of ahead of the game at least getting this far. Does anyone have any questions on the TIP STP Attributable Funding?

Ms. Andrews said I have a quick question. In terms of prioritization, do you look at the score versus the cost of the project. Kind of at a glance looking at the McFarland Road project, what is that, \$25 million? Does that ever come into play like the percentage of the budget we are using versus the need of the project?

Mr. Harrison said once it's funded, that's kind of up to the sponsor. Once they are in the system, this is not a quick process. Like the Zeigler, Schillinger to Tanner Williams, this year we've got right of way, but the PE was done in 2012. In 2012 it was authorized. That was six years ago. Project 1, Zeigler Boulevard, that project has been in the system for I don't know how many years.

Mr. Amberger said to answer your question, I think the reality is these projects end up, they cost what they cost. As you work through the processes those costs can escalate very heavily. I don't think there is a hard connection to the score and the cost. It's two different grading variables. If you totally based it on cost, well then some of these worthy projects might not ever get to the table because maybe you could do three or four smaller ones. It's a little bit like making sausage so I think what the body is done, they grade the projects based on their merit and then everyone just has to accept that they cost what they cost. Some of that, the market controls that to some degree. Six or seven years ago, that number 1 project that is \$17 million, it was an \$11 million project so some of it is the function of the market timing. I just don't think you can adjust any grading where you would be scoring based on the cost of the job.

Mr. Piper said the only thing cost wise that has to do with the ranking is how much match is being put up, what percentage of match. The higher the percentage of match, the higher the score will be.

Mr. Harrison said and I think the funding sources so if it's like a municipal project and it has county pay as you go funds tied to it, then you've got multiple sources of local funding then you've got multiple buy-in. I think that ranks the priority up also.

Ms. Andrews said also for the ones that are in out years, do you automatically kind of put a percentage of like increase because you expect the prices to be higher in the out years?

Mr. Harrison said at one point it was 4%. It is supposed to be anytime a project moves from fiscal year to fiscal year, you're supposed to add, at one point it was 4%, now they've reduced it down to 1%.

Ms. Andrews asked is that responsible?

Mr. Harrison said that's ALDOT's. You add 1% if it moves out the fiscal year. Like the \$4.8 million it is so close from the fiscal year getting authorized that we didn't add the 1%. Edwin, am I right on that?

Mr. Perry said we've adjusted it several different times depending on what Nick was saying, depending on what the economy was doing and then we bumped it to 2% in the past and then we bumped it down to 1% because we weren't seeing that much of a change. Typically, we do a 1% change, but again depending on where it is at the fiscal year. If you are at the end of fiscal year 19 and you are going to the beginning of fiscal year 20, there really is no change.

Ms. Andrews said okay. Thanks.

Mr. Amberger said the city has four pretty big projects on here that hopefully are going to become a reality in 19 so I would like to give the group an update on where they are. A lot of internal city work has been done in conjunction with ALDOT to get these things to the table. Zeigler Boulevard, Forrest Hill to Athey Road, the long hold up on that has been getting a railroad agreement for the real estate. That agreement has now gone to the City Council and is in the hands of the railroad. We fully anticipate them signing it. Some of the pre-utility work and clearing has already been done so we should be able

to give ALDOT that clear go ahead that we've got all the necessary real estate hopefully in the coming weeks and no more than a month or so. That's a big project to get moving. The second Zeigler Boulevard project is kind of similar. There's one last piece of real estate left to resolve and then ALDOT is working on a Corp of Engineers permit for us. I think it is scheduled to be let in April. It will actually let before the one in front of the park. Two very big projects that will hit the street. Number 4, the Dauphin Street project which you will recall we do some money moving around in some of the meetings last year. The consultant is on-board moving right now. You will probably see some stakes out there where they are surveying. The coordination for the environmental document those meetings are trying to be set-up right now in the coming weeks. There will likely be a public hearing, public meeting on it sometime April or May. The good news about that project is there is only one piece of real estate to deal with. It actually could happen much quicker than a lot of these other jobs that have a big real estate component to it. That's moving pretty well. Then, McGregor, Dauphin Street to Airport Boulevard, we are in the midst of one of those activities that ALDOT has let the municipalities to and that's the real estate acquisition phase of it. We've got about 40 different parcels and we are starting that process of engaging those individual property owners. It's going to take a while. We did lay some groundwork. We've met with them and got the support of the mayor and the councilmember that knows a lot of folks in that community. We hope that it's going to go smoother rather than harder, but just know that is 40 different individuals that has a different view so that real estate piece, that's why I talked about those TAP grants, the real estate piece is often harder to execute than is the engineering piece. There's just one engineer that you're dealing with most of the time. It's pretty easy. The real estate piece is often very hard and its different processes when you are using federal funds, but they are all very much underway.

Mr. Harrison said Nick, the first two projects is I guess utilities and everything combined, \$20 million and our annual allocation is almost \$10 million. The closer we get to the end of the fiscal year, there may be a threat of losing our obligation authority. Are these going to be done spring/summer?

Mr. Amberger said should be. I know the last update on the number 2, the Cody to Schillinger, I think it was end of April for letting and I fully believe that one will make it. The other one, I believe the only hold up that has been there has been the right of way from the railroad and that should be resolved shortly. Beyond that, I would have to confer to Edwin to offer any more comments.

Mr. Perry said I think we have a little driveway issue that we are trying to work out with the property out there, but we should have that resolved in a month or two. That's in court. The biggest thing is the right of way agreement. The other thing that we are waiting on is for AT&T to complete their relocation. When we ultimately got them started, they were preparing to be done in mid-19. It looks like at best it is going to be mid19, but what we are going to try and do is go ahead and let it mid19 and if we have to put a delay on the construction start, we'll do that. But the two things we have to handle is the railroad agreement and finalizing that driveway.

Mr. Amberger said another comment about AT&T. They are in just about every one of our projects and delays every single one of our projects. For any of the other municipalities where you have big projects like your Saraland project, you need to find out where AT&T is real early on. We are dealing with an issue right now with McGregor where we knew there was an AT&T line out there, but we didn't know the magnitude of it and we didn't necessarily know where it was in its physical three-dimensional space. The magnitude of it is, it's basically the line that powers half of Mobile. You really can't cut it and take it out of service. The three dimensional space is, it's in part of a slope that we were planning to cut down so we are likely going to have to go back to the drawing board and redesign some things to be able to accommodate that line and leave it where it is because what AT&T folks told us is if they have to move the line, it's a five year delay and it's \$10 million. I say that to the group so everyone can understand that is what happens with these Ziegler's, and McFarland Road, these big projects that have a big utility in there. Us as municipalities with these big projects are kind of held hostage to some degree by the utilities. It's not that the utilities want to do that. It's just the nature of the business. In AT&T's case, they are not a reimbursable utility. They have to take that cost on the chin and they have to schedule it so you are kind of at their mercy. If you have these big projects that are road widenings or major changes to that built environment, find out where that is right now because that can absolutely bog you down.

Mr. Harrison said and I brought up timelines because the State of Alabama has about \$800 million in Federal so they are not allowed to authorize more than \$800 million federal a year. That's their annual apportionment. Congress says they can't authorize more than \$800 million a year, yet we've got almost \$37 million right here in 2019 that we got to authorize. They call it obligational authority, the ability to authorize funds, is pretty much eaten up in the beginning of the year. At the end of the year, people that have carryovers like we do, it can be a problem.

Mr. Perry said kind of like you were talking about, Kevin, with the Tensaw project, how it went from 19 to 20, we were floating around that fiscal year with being able to use all of our bridge funds and that cost was increasing just trying to build the seawall and trying to put in that bridge so we bumped in to November instead of just trying to hold it in September. We only get so much bridge funds that we can use. Kind of adding on to what Nick was saying, not just AT&T but any utility. Sometimes we run into it with gas, sewer or water.

Ms. Sanderson said a lot of them are short staffed we found out. They've had so many costs cutting and personal reductions. They work with us well, but they are limited on how much they can do in a timeframe.

Mr. Harrison asked anymore questions on STP Attributable Funds?

Ms. White asked do you know when you are going to identify the next projects for the Congestion Management Program?

Mr. Harrison said it will be a part of the next long-range plan.

Mr. Amberger said Kevin, I do want to add one thing. The TCC/CAC members should know that when it gets to the MPO meeting, a couple of the Councilmembers with the City of Mobile is very interested in a project on US 45. If you recall this body funded a study to do a conceptual study and so Councilmen Richardson and Manzie have reached out to me as the city engineer and Vince Calametti as the Region Engineer, there's a lot of pressure and a lot of need to try and do something in that corridor. I think ALDOT is looking into some safeties money that might be available to try and prop up some of that, but I believe there will be a continue push to try and do something and likely to try to get a project into the attributable funds for something significant on that. It's a little bit of a departure in that most of these routes that we are doing with attributable funds are local routes, not state-owned routes. That just something this body probably has to have some debate on.

Mr. Harrison said the problem with that is when we do our long-range plan and I'm not saying it can't be done a different way but when we do our long-range plan, we take \$10 million a year times 25, that's \$250 million. That sounds like a lot of money, but it's not. When you talk about all the different projects in the Long-Range Plan to be done, Zeigler, Schillinger, Three Notch, Cody Road with the new stadium is a potential long-range plan project that hasn't even entered this TIP, the next four years. It's going to have to be the one after that.

Mr. Amberger said what I conveyed as loudly and clearly that I can to my councilors is that your easier path forward is with local funds. Local funds don't come with as many strings and we can operate quicker especially if there is a real estate need. I think that they will be in positions to want to support bringing local dollars to those efforts, but the nature of those projects and what came out of that study, these projects are as big as these Zeigler projects. These are \$20, \$30 million undertakings.

Mr. Harrison said are you still subject to federal right of way regs because it is a US shielded route.

Mr. Amberger said in the hypothetical if the city was going to fund everything, we would effectively go get a permit from ALDOT. Of course, the plan would have to meet all of their requirements and everything that want to do, but it would be a permit if the municipality took on doing a project on one of their routes. Just like a business owner or homeowner wants to tie to run of their roads and cross the right of way, the come and get a permit from ALDOT. It would be the same thing if the City of Mobile takes on doing a section of one of their roads. We would get a permit and they would probably ask us to sign a cooperative maintenance agreement where we would then maintain it from that point on forward. We might fight with them about that a little bit, but that's kind of the nature of the beast.

Mr. Harrison said that project is not in the long-range plan yet. It has been in the past because the state as said we might do something on 45, but now the way we do the long-range plan is that ALDOT Montgomery says these are the only projects we are going to fund in the next 25 years typically on a state route. When it's time to do that, we will talk about that. That does bring us to the next item on the agenda, our socioeconomic review.

The next item on the agenda was the Socio-Economic Review.

Mr. Harrison said our long-range plan, we do it every five years. The last one was adopted in March of 2015. The next one will be adopted by March 2020. That's about a year away. Anthony's done a lot of work on it so far. Some of y'all may remember, we come up with the socioeconomic data. We come up with forecasts, then we have to go vet it with y'all. We are going to come out and meet with the cities and Mobile County to kind of not only vet what we've done, but there are subdivisions that y'all know about, there are projects that y'all know about that might be confidential that need to be put in there. An example of that is Saraland, when we met the last long-range plan, the traffic zone that had the hospital in it, we didn't have enough employees. The mayor said we are not allowed to talk about this, but there's a hospital and a whole bunch of stuff coming right here. You need to bump your employees up for that traffic zone. That's the type of input we need. Anthony has a short presentation of our socio-economic data, where it came from, where it's going and I told him 10 minutes.

Mr. Johnson said I am Anthony Johnson a transportation planner here at SARPC. I have been tasked with updating the 2015 to 2045 Travel Demand Forecast Model. The next step in updating is that I will be contacting you all soon to set up meetings to discuss future socioeconomic growth in your regions, but before that and since you are all in the same place, I am going to explain the purpose of the model and what actually goes into creating it to further clarify what we need from you all and why. The core purpose of it is to predict future road improvement needs for the region, meaning forecasting what roads will become over capacity and determining how to alleviate it. To start we have to create the 2015 Base year model by using the following steps: network creation, trip generation, trip distribution and network assignment. The 2015 Model consists of a network of functionally classified roads created in Cube Voyager. These are the blue links you see, each one contains attributes such as the number of lanes, speed, distance, and capacity. These links lead to the grey links you see, they represent Traffic Analysis Zones that you see on the right. Within each one contains socioeconomic data such as number of households and employment, which will be used in the trip generation phase.

Mr. Harrison said we are going to break each one of those out when we come meet with each of the cities and Mobile County so y'all can review each of the TAZ's in our base year data and our future data.

Mr. Johnson said the trip generation phase determines the number of trips being produced by a TAZ and attracted for each TAZ by using those socio-economic data inputs. To determine the trip production and attraction of each TAZ we must gather the socio-economic data from sources such as the Census, InfoUSA and Datastory. Employment numbers are categorized further by sector and households by income. This is done because each category has different trip rates and parameters in the trip generation spreadsheet. After the socio-economic data has been ran through the trip generation program, it will produce the production and attraction trips for each TAZ. This doesn't tell us what TAZs the trips are going to and from so the production and attraction numbers are then fed into the Cube Voyager gravity model to distribute trips between TAZs, creating an origin and destination matrix. We now know how many trips are being made between each zone, for example with zone 305 and 186 we know how many trips are going to and from those from each other and that's done between all TAZ's.

Mr. Harrison said and those of you who have been here a while remember our cell phone study, we did in 2012. Our particular gravity model has been calibrated based on cell phone data. When we are talking about origin-destination matrix, ours is as accurate as possible because the cell phone study kind of calibrated those movements.

Mr. Johnson said now that we know how many trips are going between each TAZ, we need to know what path the trips are taking on the network. Again, we use Cube Voyager to assign paths to the trips based on the link attributes. For example, Cube Voyager created the best possible route for trips to take between zone 305 and 186. Then that's what populates our network with trip volumes. Now that the network has traffic volumes, they must be compared to actual traffic counts collected by ALDOT and once we get it calibrated to be within a reasonable margin of error compared to those traffic counts, it's deemed validated. There is a visible representation of our model volumes compared to ALDOT's traffic counts. That's where we are at now, the 2015 model is now validated. We can move on to the Year 2045 Model. So far, we have a network containing existing roads plus projects that are currently under construction or are financially committed. This is like the 158 Extension, McFarland Road and TIP projects, but you won't see that because it is just changing the attributes within each link. We can also make alternate networks with additional road projects to see how it can affect the network. Before we can do that, we have to project socioeconomic data to the year 2045. We get the projections by the following actions. First, we get the projected employment and household numbers from the University of Alabama Center for Business and Economic Research. Then use the Sleuth Urban Growth Model to guide us where to put the increased numbers. Finally, we meet with y'all to see if the projections are reasonable or not.

Mr. Harrison said the CBDR has broken down all the employment sectors by the NAICS code and tried to forecast each county in terms of automotive, in terms of manufacturing and stuff like that so that's why we use them.

Mr. Johnson said as you see we have future employment and household numbers provided by the University of Alabama, but it's by the county, but not by TAZs, so we have to place them ourselves which we do by utilizing the Sleuth Urban Growth Model. Sleuth uses historical Slope, Landcover, Exclusion, Urban, Transportation, and Hillshade data to predict where urban growth will occur which will guide us where to place the additional employment and household numbers. This is actually a gif that slowly shows the growth of the urban area.

Mr. Harrison said the premise from all of that is that we had aerial photographs from 1984 to 2012. On our website, the Mobile MPO website, we have an animated gif that has the 1984 to 2012 that shows the growth which is really kind of interesting. You can see 158 being built. Bass Pro Shops is all of sudden just a red clay square and a variety of different projects being built. That's forecasting what those aerial photographs had.

Mr. Johnson said the Sleuth Model is mostly for new growth. It doesn't reflect the repurposing of an already completely urbanized location that would increase employment and household numbers and the variable so that is why we need to meet with y'all individually and discuss growth projections and any roads you are improving that we are unaware of. That's your chance to tell us of any developments in your area to get better numbers for the future to be more accurate.

Mr. Harrison said like Florida Street had the bowling alley and the grocery center and now it is Catholic Social Services. Both are trip producers but different type of trips being produced. Our analysis actually goes into that level of detail.

Mr. Johnson said we have other updates.

Mr. Harrison said Streetlytics is something that the State of Alabama purchased for all the urban areas in the state and our cell phone study that we did in 2012 was the first of its kind in the country. We were the first MPO in the country to use cell phones to calibrate our gravity model. The company that does our travel demand forecast model is called Cube, or Citilabs and they have developed this project call Streetlytics. It uses all available data. I'm talking cell phones, probe data, blue tooth. There's a company called HERE that is owned by BMW and a couple of other auto manufacturers so anytime there is blue tooth in your car not just to operate

your phone, but I think some of these newer cars sensors operate via Bluetooth so it picks up all the Bluetooth and it's got a lot of different probe data that they can produce a origin destination just like we had in 2012, but they've done it for the entire State of Alabama. It's going to give us more data particularly our external-external data, those trips that are moving straight through our study area will have a better number on that. We'll have a better number on how many people are crossing the Bayway that live in the Eastern Shore that work in Mobile. We can't not only plug into our model, but the Eastern Shore MPO will plug into there model also. It's just another tool in our toolbox that the State of Alabama has provided us.

Mr. Johnson said are there any questions?

Mr. Harrison said so our socioeconomic data in the next month or two we will meet with y'all. We will have the ability to change it. If some of you think that Smart Growth is a better idea, not urban sprawl. If some of you think we should be controlling our Smart Growth we have the opportunity to do that. We've never done it before, but that would be up to the body.

Ms. Andrews said I have a question. Are y'all going to be talking to say the school board to see if hypothetically speaking they are going to create a couple of mega high schools within the city core? How that might kind of change how the trips go?

Mr. Harrison said we get the school numbers from the school board, the number of employees for the public schools.

Ms. Andrews said yeah, but not what just exists today but kind of what they are doing in future potential long-term planning.

Mr. Harrison said yes and we talk to MAWSS. We try to get everything. The docks.

Ms. Hope said this kind of a general question regarding the census data with the 2020 census coming up. How does that impact the money we receive? Are there talking points or information that we should be disseminating out in regard to making sure that there is census participation to maintain funding if that's an issue?

Mr. Harrison said the MPO funding in particular is per capital. That formula I don't think is going to change, but that \$9.6 million we receive each year, the formula I don't think will change. It is per capita per urban area.

Mr. Piper said that number is based on the census. If there is a push for people to not fill out the census, our numbers may go down inaccurately.

Mr. Rhodes said SARPC will be heavily involved in the 2020 Census.

Ms. Hope said I am kind of spearheading the area with the committee.

Mr. Harrison said spearheading what committee?

Ms. Hope said there is an Alabama Counts Census 2020 push statewide and they are going to kind of roll out. The governor commissioned them awhile ago and they are going to roll out a whole marketing plan to make sure that there is full census participation across the state because those numbers are so important. I didn't know if there was a specific component to talking about numbers and funding that we need to make sure we are connecting those dots to.

Mr. Harrison said if you need from SARPC, we would be more than willing to help.

Mr. Rhodes said Diane Burnett is going to head up our team.

The next item on the agenda was old business.

There was no old business.

The next item on the agenda was new business.

Mr. Briand said I would like to find out what process we have to go through to get ALDOT to redo the intersection at Highway 43 at the truck stop and if the MPO can assist in any of that funding.

Mr. Harrison said I don't know. That particular project would be more of a maintenance type project since it is a state route. That's a state issue and I don't know if there is safety funds available for that type of project. The city can apply to be put on the HSIP. We can assist you with that with accident numbers. Edwin, I don't know if there is any other source of funding for that project.

Mr. Perry said just trying to work out with meeting with our maintenance folks.

Mr. Briand said we have been talking with several people from ALDOT over the last five or ten years about redoing that intersection and making it concrete because of the truck stop. We receive \$700,000 a year income off of that place and the potholes and the degrading of the road, it really needs to be redone. We need to figure out how to push to make that happen.

Mr. Perry said that would be talking with maintenance. We typically redo their resurfacing plan and PE budget when they get to intersection to be able to change that route to concrete. We did a project for the 165 at Baybridge with concrete because of rutting issues. Now, we use our maintenance funds for that one and we would just have to work in budgeting.

Mr. Briand said who do you suggest we get in touch with?

Mr. Perry said Don Powell or Jason Shaw. It doesn't sound like there is a crash problem. It's mainly a maintenance issue.

Mr. Briand said it keeps showing up on Channel 15.

Mr. Perry said so many crashes will only get you so much money.

Mr. Briand said it's more of a truckers are not going to want to pull into this place and all the visitors will go to the next exit.

Mr. Perry said we just need to work out setting up a maintenance project.

Mr. Harrison said I have two other items. Diane Irby has retired and has appointed Kina Andrews to the TCC/CAC. Is the City of Mobile going to have the executive director of planning and development continue?

Mr. Amberger said the Mayor is evaluating that right now.

Mr. Harrison said okay. Y'all have five folks on the TCC: executive director of planning and development, city engineer, urban development, traffic engineer and traffic engineering.

Mr. Amberger said I would the say the City of Mobile doesn't technically have a department of Urban Development anymore. They are called Build Mobile. I don't know if maybe those bylaws need to change to better reflect a different organizational because the departments can change with different administrations. Maybe it's just five appointments of the mayor.

Mr. Harrison said if it pleases the board, I would like to make an administrative change in the bylaws to reflect accurately what the City of Mobile has for their five TCC members. I don't think that requires resolution or MPO Bylaw modifications.

Mr. Amberger said I would just suggest that you not identify hard positions or departments because they change. A different administration might want to change Build Mobile back to Urban Development. City's that are subject to changes like that, it makes it bad. I think when Diane came in, there wasn't an Executive Director of Planning and Development.

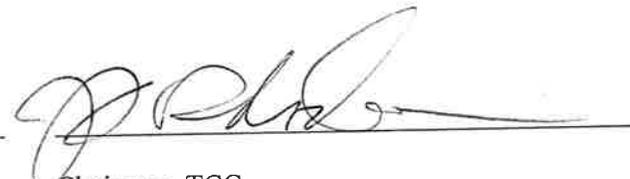
Mr. Harrison said it was Executive Director of Public Works and Deputy Director of Public Work.

Mr. Amberger said and I know some of the correspondence, you show me as the Deputy Director of Public Works and I'm not. I'm just the City Engineer. The titles change.

Mr. Harrison said without changing the composition of the TCC, I will make an administrative modification to the TCC bylaws to reflect the City of Mobile five members. My last item, the Wave Transit has requested an administrative modification for a project. The Section 5339 Bus and Bus Facilities. It is an apportionment to the Mobile Urban Area; the Wave Transit is the Designated Recipient for those funds. Right now, the FY 2019 project is rolling stock and the Wave Transit would like that it be changed to Rolling Stock and Rehab of Maintenance Facilities to make that money eligible for the rehab of their facilities. That's all I have under business.

Meeting was adjourned.

ATTEST:

  
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Chairman, TCC

Date 1/30/19