

**Mobile Area Transportation Study
Metropolitan Planning Organization (MPO)
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting
Wednesday, August 19, 2015, 10:00 am
SARPC Boardroom**

MPO Members Present

Hon. Bess Rich
Mr. Joe Ruffer
Mr. Sam Rawls rep Mayor Byron Pittman
Hon. Fred Richardson
Mr. Fernando Billups rep Mayor Troy Ephraim
Mr. Matthew Lambert for Mayor Howard Rubenstein
Mr. Bryan Kegley rep. Hon. Jerry Carl
Mr. Edwin Perry rep Mr. Vince Calametti
Mr. Norman Walton
Mr. Tyrone Parker
Mayor Sandy Stimpson
Mr. Chris Miller
Ms. Toni Arrington rep Mr. Robert Jilla
Mr. Bill Hibberts rep Mayor Annette Johnson

MPO Members Absent

Mayor Paul Murray
Mayor Don Nelson
Hon. Lorenzo Martin
Mayor Judy Hale

TCC/CAC Members Present

Mr. Ricky Mitchell
Ms. Margie Wilcox
Mr. Matthew Lambert
Mr. Edwin Perry
Ms. Jennifer White
Mr. Fernando Billups
Mr. Bryan Kegley
Ms. Dianne Irby
Mr. Nick Amberger
Mr. John Blanton
Ms. Ginny Russell
Mr. Sam Rawls
Mr. Jeff Zoghby
Mr. Samuel Laughlin rep Thomas Hughes
Mr. Merrill Thomas
Mr. James Foster
Ms. Jennifer Denson

TCC/CAC Members Absent

Mr. Tom Briand
Mr. Bob Harris
Mr. Gerald Alfred
Mr. Bert Hoffman
Mr. James Jacobs
Ms. Casi Callaway
Dr. Edward Flotte
Mr. John Murphy
Ms. Mary Beth Bergin
Mr. Donald Watson
Ms. Leslie Beard
Ms. Katherine Pittman
Mr. Carl Butler

Guests:

Ms. Janis Pearman (MAA)
Mr. Dennis Sullivan (Chickasaw)
Mr. Matt Sanders (MAWSS)
Ms. Kim Sanders (Mobile Co.)
Ms. Kathryn Schulte, ALDOT

Staff:

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

The meeting was called to order by Mayor Sandy Stimpson.

The second item on the agenda was to approve the minutes of the July 14, 2015 MPO Meeting.

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

The third item on the agenda was to adopt the FY 2016 Unified Planning Work Program (UPWP), Resolution 15-008.

Mr. Harrison said in your folder, the first resolution, this is a document that you have seen probably many times. We mailed it out to everybody several weeks ago. Not only that, the TCC/CAC committee met and recommended these changes on June 3rd. I reviewed the funding tables with ya'll at the MPO meeting on June 17th and the MPO meeting on July 14th. It has been advertised. It has been put out for review at 43 different places around the county without comment for a couple of weeks. This is essentially our budget. If you brought one with you, if not I have a couple of extra copies, what I really want to pay attention to is Task 3.8.1. This is \$200,000. On page 49, the 2014 carryover we had \$29,400; 2015 carryover we had \$91,000 and I have a line item in 2016/2017 for \$79,000 which is \$200,000 to complete the ADA Transition Plans for the eight cities and Mobile County. We have one year. Federal Highway Administration has given us one year to do that. Since we met in July, we have established the nine ADA coordinators from the cities and Mobile County. That has become the Mobile MPO ADA Coordinator Subcommittee. We met yesterday and we selected Neel-Schaffer to do the nine ADA transition plans. The next step is to negotiate a contract. It is my intention that come October 1st; we will give them notice to proceed to start the ADA transition plans in each of the eight cities and Mobile County. This is essentially our budget, but that is Task 3.8.1 in the Unified Planning Work Program. Are there any questions about the ADA Transition Plans? This is probably the only time on the agenda that we will talk about it.

A motion was made by Mr. Norman Walton to adopt the UPWP with a second by Councilmember Bess Rich. Motion was approved.

The next item on the agenda was to adopt the FY2016-2019 Transportation Improvement Program (TIP) Resolution 15-009.

Mr. Harrison said the next resolution in your folder is for the adoption of the TIP. This is a four year schedule of funds. It is kind of like a checkbook of all the federal surface dollars to be spent in the Mobile Urbanized Area. That is the role of this board. The MPO votes on every federal dollar whether it be for a new bus, resurfacing, widening the road, the MPO votes on it and this is the mechanism used to reflect that, the TIP. At the June TCC/CAC meeting, the attributable funds was recommended to you which is this big spreadsheet that you have. Actually, ya'll were mailed this a couple of weeks ago in the full blown document. I am not going to review all of this with you. All of the federal funding categories in the next year are in here. What I want to get to is the big spreadsheet which is page 69. This large spreadsheet is the

Attributable Funding category. This is the MPO's money that they spend at ya'lls discretion. Since our last meeting, a couple of things have changed. The second project for \$13 million which is Zeigler Boulevard, Forrest Hill to Athey, that project has been moved from 2015 to 2016. They don't think they will be able to authorize that project for this fiscal year since we are so close to the end of the year so it has been moved to 2016. Likewise, Schillinger Road construction from US 98 to Lott, project 3, the construction for that has been moved from 2015 to 2016. That project might actually have a slight cost increase in the next couple of weeks. A couple of other changes, project 8, McGregor Avenue, Dauphin Street to Airport, utilities is now \$1.5 million. It was \$210,000. Construction has gone up from \$2.4 million to \$3.38 million. Also a notable change is, if you look at the carryover in 2015. A lot of times, I come to ya'll and say I don't know where the carryover went. We lost a bunch of carryover. This go around, carryover actually went up by about \$900,000. The final result is in year 2019, we have \$10 million. We have to have a positive balance from 2016 to 2019. I don't want everybody to think that we have \$10 million sitting out there. If you look in 2020 and 2021, we have a negative balance. McFarland from Old Pascagoula to Three Notch is a fairly expensive project and Three Notch as well. This is actually in the TIP in the final document. Tom, do you want to go over some of the highlights of the full blown document.

Mr. Piper said again this was mailed out to everyone about two weeks ago. It has been around the county for public review and we didn't get any public comments back on it. It's the new TIP that goes out for the next four years. Like Kevin said it has all of the federal funding that is coming into the MPO study area. It is pretty straight forward.

Mr. Harrison said ya'll approved the draft document at the June 17th MPO meeting, but the funding categories are the Surface Attributable which is ya'lls money. Other Surface Transportation Projects, National Highway System, Interstate Maintenance and National Highway System Bridge Projects, Appalachian Highway System, we don't get any of the money, Transportation Alternatives, that is the TAP projects, Bridge Projects, State Projects which are solely funded with State funds, Enhancement Projects, Transit Projects, System Maintenance Projects, Safety Projects and then other Federal and State projects, and High Priority. This is a fluid document. Pretty much every MPO meeting we have, you can bet we are going to have a resolution changing this document.

Mayor Stimpson asked for any questions.

Motion was made by Mr. Joe Ruffer to approve the TIP with a second by Mr. Bryan Kegley. Motion was approved.

The next item on the agenda was to adopt the FY2015 FTA 5310 Program of Projects, Resolution 15-010.

Mr. Harrison said the next resolution in your folder 15-010 is for the adoption of this fiscal's years awards for FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities for the Mobile Urbanized Area. As most of you know, we are the designated recipient for these funds. We receive about \$317,000 a year. Fifty five percent has to be used for traditional 5310 projects which gets kind of confusing when you look at how the money can be spent. Last month, we had a call for projects, the FTA 5310 committee met and awarded on the second page attached to the resolution are the five awards for that pot of money. Mobile Association of Retarded Citizens, Goodwill Easter Seals, Mobile Association for Retarded Citizens again, Independent Living Center and the Mobile Bay Transportation Company. This is the awards that we awarded in 2015 and every year we are required to adopt the projects we recommended and awarded in something call the Program of Projects which is what we are adopting here today. Last month, we had about \$823,000 and we have \$500,000 left over in capital only for Enhanced Mobility for Seniors and Individuals with Disabilities. If you have a Senior Center and you need a van, you need to be here on the 24th. We are having a pre-submittal conference for everyone who wants to submit an application. The

deadline is September 9th. It is an 80/20 match, eighty percent federal and twenty percent local and we have about \$500,000.

Mr. Lambert asked what was that date again.

Mr. Harrison said August 24th. All of this is on our website. If you are applying and you have any questions, that is what the August 24th meeting is for. If you do apply for these funds, you have to have an adopted Title VI plan. That is a federal requirement. August 24th is the presubmittal meeting at 10:00 am. If you are applying, please be at that meeting. Today, what we are adopting is the programs that have been selected to be awarded in 2015. It says 2015, but these are actually 2014 carryover funds and 2015 and 2016 funds. Any questions about 5310?

Motion was made by Councilmember Bess Rich to approve the Program of Projects with a second by Mr. Matthew Lambert. Motion was approved.

The next item on the agenda was to adopt a resolution supporting passenger rail on the Gulf Coast, Resolution 15-011.

Mr. Harrison said the final resolution in your folder is 15-011. Those of you that have been a part of the MPO process for a while may remember that we have already adopted a resolution supporting passenger rail on the Gulf Coast, August 12, 2009. This is a new resolution supporting some amendments that have been made in both the house and the senate. Amtrak is updating their study from New Orleans to Mobile and from New Orleans to Orland Florida. They are updating the cost from a 2009 study. The costs are expected to be cheaper than the previous study. The previous study had some bloated cost in there. At the September Southern Rail Commission Meeting in New Orleans are going to be presenting the findings to this meeting, the findings of the study. At the federal level, both the house and the senate passed amendments to FAR. The Passenger Rail Reform Investment Act of 2015, HR 739, unanimously approved by the House Transportation and Infrastructure Committee, includes the revision of Section 306 to establish a Gulf Coast Rail Service Working Group that would evaluate the restoration of intercity passenger rail on the Gulf Coast between New Orleans and Orlando. At the same time, the Senate Rail Reform, Enhancement, Efficiency Act, Senate Bill 1626, was passed on June 25th that has the same working group in that bill. What we are doing today is a letter of support of the working group to restore passenger service back on the Gulf Coast. AS an aside to that, the Southern Rail Commission from 2006 had about \$2.5 million leftover of money unspent. One million of that went to Louisiana and there is \$1.5 million for Mississippi and Alabama to be spent from the Southern Rail Commission for items such as station improvements so if we want to make the Amtrak station at the new museum, this would be a potential pot of money to do that. It would be between us and Mississippi. As I understand it, the Governor of Mississippi is trying to get BP funds to enhance the rail in Mississippi for passenger rail on the gulf coast. We are not afforded that from our governor. What I would like to do today is pass this resolution in support of what both the House and the Senate are trying to do to get passenger rail back to the Gulf Coast.

Motion was made by Mr. Norman Walton to approve the resolution with a second by Mr. Fred Richardson. The motion was approved.

The next item on the agenda was a review of the Non-Motorized Mobility Study for Downtown.

Mr. Harrison said today we are blessed with the presence of Ernie Boughman from Toole Design Group as most of ya'll know. In November, we authorized a contract for them to develop the Downtown Mobile Non-motorized Mobility Study. They are on the final legs of this. They have come up with some pretty

good recommendations. I don't think we are going to present to the Council, but we are going to present recommendations to the City of Mobile with cost estimates. With that, Ernie thank you for being here.

Mr. Boughman said thank you, Kevin. Again, my name is Ernie Boughman and I am the Southeast Regional Director for Toole Design Group. We are the leading bike and ped planning design firm in the nation. I work out of the South Carolina office and manage most of our projects in the Southeast. We are going to dim the lights in here. Its okay to sleep, just don't snore. I want to say right out of the gate how much we enjoyed working on this project. Obviously, we love what we do and that is why we do it, but sometimes there are projects that we do that are a little more enjoyable than others. We really have had a good time on this one. Kevin and his staff as well as Nick and Jennifer with the City, everyone has been so cooperative and such a big help to me. I would also like to personally thank the Downtown Alliance. They hosted us several times. Again, we are going to give you a brief overview here. There is a lot more of getting down into the weeds that we could do. We are in the process of writing the final report which will be out in the next two to three weeks so look for that as well. The project purpose was essentially to look at the Henry Aaron Loop and the interior of downtown, but also the connection out to the neighborhoods and how to get people in and out of downtown on foot and by bike in particular. We also looked at all the traffic implications of that. We are a multimodal firm so we don't want to do things to the detriment of Mobile traffic either. There were a number of things that we took into account. I can assure you that economic development was a part of this. We looked at the previous work that has been done. We didn't want to reinvent the wheel. We wanted to make sure that we were building on all the various things that are going on in the city right now including the City's study of Water Street. WE coordinated regularly with the consultant on that study. One big part of this is we certainly wanted a vision and do somethings that were a little bolder, but we also wanted to get some very practical things in the plan that could be implemented fairly soon. Again, here is our study area. I think you all are very familiar with that. We did back in May a very intensive public outreach process. We wanted to involve the public as much as possible so that there was ownership in this plan. A lot of folks in Mobile are very passionate about walking and biking and how they picture downtown so you can see here; we were here for four days. We brought a team of five folks in. This is one of the times that the Downtown Alliance hosted us in their offices for four full days. We did three public meetings during that time. One of those was actually an impromptu meeting at Bienville Square. We did fourteen stakeholder meetings over that time talking to various people. We had 120 participants over those four days. Again, very intensive, but a lot of folks involved and that's the way we like to do it. One of the things that we also like to do while we are in town is in our scope is an ADA assessment in downtown. I know ADA is a topic here over the last couple of months. What we did was more of a windshield survey. It wouldn't call it a full compliance type of assessment, but we did look at the various things that you see here and we did map out all of the ADA issues in downtown. I know this is a little hard to see. Essentially what we came up with was three categories and these are intersections so again, when we ranked intersections, we looked at those as total and made an assessment of the total intersections. Of the intersections that are out there 22 were in good shape, which basically means compliant. Forty were in fair shape which to us, we call that passable meaning that it may not be 100% compliant with ADA guidelines but if I were in a wheelchair, if I were blind, if I had a disability, I could make it through this intersection. Then we had 116 that we said do need improvement. They have issues like they don't have ramps or the ramp leads you directly into the middle of the intersection. Safety for sidewalks in downtown, we looked at that as well. You can see 24 miles of good sidewalk, 12 miles are in fair condition and 11 miles poor. What I will say with the mileage calculations is this is taken into account both sides of the street. You don't actually have this many street miles in downtown. It is about half of this because we are looking at both sides of the street. Our approach to this project is what we call a great street approach. The idea here is that we are going to put people as priority. For so many years, we planned for either cars or bikes, we want to plan for people and that is all people regardless of how old they are,

regardless of their ability and regardless of their income. People who drive cars, people who walk, people who bike, people who choose to ride transit. The big kicker here to is the people who live and work near that street. Those are the folks who are directly affected by the place that we have created out of this. Again, we want a good quality design. We are not looking to create transportation issues by improving the overall street. Also again, it is quality of life. Our bottom line here is let's make the trip as enjoyable as the destination. So many times in our lives today, we are worried about where we need to get to. We want public spaces and downtown Mobile to be as special as those destinations that we are trying to get to. Just some trends in bicycle friendly communities, again we work all over the country doing this type of work, and we are very proud to be doing some very big innovations across this country. We wrote the AASHTO Bike Guide which is the standard that DOT's use for the design of a bike facility. We have also done a number of complete streets guides. We are currently working with the Massachusetts Department of Transportation and I believe last Friday, we published the first separated bike guide by a Department of Transportation in this country. I will explain a little more about what that means. The idea is that we are moving to lower stress bikeways. For many years, we said let's treat bikes like cars. Many cyclists said treat us like cars. Today, we are realizing that bikes aren't cars. I know that seems pretty elementary, but we know that they are more vulnerable. Walkers are more vulnerable than people driving cars so we need to treat them with a little separation, a little protection. Again, it's this idea of if you want to be friendly; you need a good bike culture. What I mean by that is that you need not only facilities, but you need amenities as well. Bike parking is something that is in this study as well. I am not going to get into that a whole lot today, but we did look at that downtown. When you look at this list, you are not surprised I'm sure by some of these larger cities, but I want you to notice something down here that I put at the bottom of this list. These cities are on par with Mobile or may be a little smaller. We are currently designing a separated bikeway in Spartanburg. This is a rendering. This is Nashville, TN here. This is the pedestrian zone and this is the bicycle zone. Again, it is all separated from the streets. You can see these are different treatments of how that may look. Again, it is not your traditional bike lane on the street. It is adjacent to the street and allows some level of separation. This has been painted green all through here clearly designated for cyclists and where they belong. This is what we are really going for. We are going for that 8 to 80. Right now, folks who are confident in their cycling abilities are going to cycle regardless. We sometimes call them the spandex set. We want everybody to feel like they could do this. We want the kids, we want the parents, we want the grandparents out here. With a little separation, that can happen. Downtown Mobile when you begin to look at your street network, you got a great grid. We get excited about that because that is what walkability and bike-ability is all about, being able to make shorter trips, being able to make street choices. When you just put the grid up there, it looks like a pretty good story, but then you begin to break down the streets in entirety. Again, I don't have to go into what all these different colors mean; it just means that all of these streets function differently. That becomes complicated for someone riding a bicycle. They don't know one-ways, two-ways. They don't know which streets have on-street parking and which don't. I know that the City has a plan in place to start converting these. We are pushing that along a little bit. This is our proposal. What we are looking to do and what we are recommending that as far as possible all streets in Downtown Mobile become two-way. That goes hand in hand with a plan that has already been put in place. We did push a little more on that. I'll show you some of that. Here is a typical one way existing street in downtown Mobile, an unnamed street, and this is the typical cross section of one way streets. This would be a typical conversion of that. When we have a limited right of way, just 25 feet, we would recommend that the cyclist would share the lane with the cars. The downtown speeds shouldn't be real high. Another thing we can look at is we can look at more room out there. We have several streets in downtown that have a little wider say 28 feet. We can actually do a two-way and alternate parking on the side or you can just have it on one side. We also looked at a couple of the bigger streets. Again, this goes hand in hand with what is being studied on Water Street. Again, the Henry Aaron Loop is a very big road. At the first public meeting we had, someone described it to me as a

moat that kept people from getting in and out of downtown. It does begin to feel that way. With the Water Street study, the emphasis is on getting folks across that street and making them comfortable. That is what we focused on with Broad Street. When you look at Broad Street and I do want to assure you that we did traffic analysis as well. It is in the report. What we looked at with Broad Street is that currently it carries about 17,000 or 18,000 vehicles a day. It is designed to carry over twice that much. It's much larger today than it needs to be. It is not uncommon. We built our streets for our time when we did need that amount of service, but things change and right now, that is not needed in the 20 year projections on traffic based on the amount of growth and it is not going to be there even in that time frame. What we looked at was two solutions for Broad Street trying to increase the bike ability and walkability. One is just take the outside travel lane on each side and turn it into a protected or separated bikeway. Again, this is relatively low cost project that can be accomplished through some paint and flexible posts. You can very quickly have some nice separation. It also benefits the pedestrian because it moves the cars over and out from them. Ultimately, what we proposed out on Broad Street is to protect those lanes by giving them true separation, putting the bikes behind a planted area and then more gracious sidewalks here. This is Broad Street as you see it today, this would be that interim improvement idea and then over time, as budget will allow, as land turnover as you move to this type of aesthetic. Canal Street is another one that we looked at. I mentioned to you that Broad Street can handle about twice as many vehicles as it currently has. Canal Street can handle about eight times as many as it has per day. There is only 5,000 vehicles per day on Canal Street. It has the same cross section that Broad Street and Water Street has. We looked at something a little more visionary, a little more aggressive and bold. Effectively, you only need half of the street that you have out there today. What we are proposing is actually take the other half of that street and create a linear park which would back up to the neighborhood to the South. It would also pull off of the historic features of the fort down that way. It would be a shared use trail type path on this side of the road. These lanes would easily accommodate up to three times the amount of traffic that is on Canal Street. Even under extreme growth, where traffic would up to three times, we would still be in great shape. Again, the 20 year projection doesn't show that happening, but even if it did, we would be in great shape there. Here is Canal Street today. I mentioned this in several meetings. I sent my guys out here three times to take photographs and every time they came back, there was not a car in the picture. Here's what it looks like today and here is kind of what we are proposing with a linear park, a nice crossing with a pedestrian and then the three travel lanes. We looked at intersections as well all along on Broad Street. I am just going to show you three of those. We do have several others. This is Canal at Broad. This is a complicated intersection right now just from a drivers standpoint. Although it is signalized, it has some lanes that kind of act like free flow lanes. If you turn right on red, you don't really have to stop. What we are looking at is actually bringing that up to a T simplifying the intersection. Here's that linear park that we were talking about that would go down Canal Street. This kind of orange color that you would see here is those protective bike lanes that would run up and down through here. We would protect the intersection as well there. Intersections get more complicated and require a more complicated sequence. When I have Springhill coming at Broad and then also this one coming in here closely, I have a lot of lanes, there is a lot of movement, I have to make a lot of left turns, there's a lot of tight turns. We sit longer at lights is what happens. You have to wait your turn. The more turns we have to give, the longer we have to wait and that creates a high perception of congestion. You may not be as congested as perceived just because you have to sit longer. What we looked at with this, when you get complex intersections like this, we are actually proposing a roundabout at this intersection which would eliminate a lot of those flow issues. At this particular intersection, we have a level of service and you rank them A through F just like you would on a report card. This intersection in the afternoon peak currently has a D which isn't bad. That is acceptable for an urban environment, but when we move to the roundabout we go to a level of service of A so it just very quickly cleans that up. Also notice we have taken out the through movement on St. Anthony which really simplifies the Broad Street movement to move traffic more effectively on Broad Street. What is also does, it allows either for an expansion of this park or

an alternate site of some sort next to the park. Another one just the up the street there is Dauphin and St. Francis, again a very complex double intersection right on top of each other. At this one we are also recommending a roundabout, but we are also saying let's pull St. Francis done into it so we actually eliminate the second intersection. Again, this go to a level of service A when we do this and it opens up again, we are showing a park element here, but it can certainly be a development or redevelopment site. You can really end up with something very nice there. We are in the process of putting a report together right now. The report will have much more detail than I gave you today. If you are the type of person that likes to dig into numbers and cost estimates and those type of things, it will give you joy. We've just had a pleasure on this. It is bittersweet because I hate to see it end because we have enjoyed it so much being here in Mobile. If there are any particular questions, I will hand it back to the Mayor to handle protocol.

Ms. Russell said would you remind everybody how this was paid for.

Mr. Harrison said this was paid for our of carryover PL funds, planning money only. This pot of money can only be used for planning. It cannot be used for capital. I think they did a great job. Some of the public meetings we had went directly into the TIGER application that the City applied for, the Bring Back Broad Street initiative. That was very timely that it happened.

Mayor Stimpson said just to repeat, the Downtown Nonmotorized Mobility Study was working in conjunction and communicating with the Meig Group that was doing Water Street. The results of what you saw on Broad Street assuming we would get a TIGER Grant, this would fold into that which shows hopefully that we are trying to think and not just planning showing forethought on the implementation. I think it is very exciting to see what could happen to Broad Street on these two major intersections. Do we have any questions or comments?

Mr. Walton said is there any movement to tie this into the new bridge.

Mr. Harrison said not the new bridge but the new intersection when Canal and I-10 at Wallace Tunnel. There were a lot of discussions with ALDOT about that.

Mayor Stimpson said the West Tunnel Interchange which is separate from the bridge. They may merge together, but at this point they are two separate.

Mr. Walton said but if you get a pedestrian or bicycle thing on the bridge, shouldn't it be tied into the way some of this goes.

Mr. Harrison said yes, but at the same time, there is the Crepe Myrtle Trail, the Three Mile Creek Trail that I think will all eventually be tied into the bridge.

The next item on the agenda was old business. There was no old business.

Mayor Stimpson called for new business.

Mr. Harrison said I have just a couple of things. Bayou La Batre has a new mayor. The mayor is now Annette Johnson. The former mayor has been replaced and the new MPO member will be Mayor Annette Johnson of Bayou La Batre. We do have a new TCC member; Merrill Thomas is replacing Randy Delchamps to represent the real estate folks.

Ms. Russell said Secretary of Transportation, Anthony Foxx, will be here in Mobile tomorrow. He was originally to be here in May and weather conditions kept him from coming so he will be here tomorrow. The Mobile Chamber of Commerce is hosting him thanks to Congressman Byrne. It will be at 9 am. We already have about 100 people saying they are coming and we have 70 chairs so if you want a chair or place

to park you might want to get there at 8:30. After his one hour briefing, there is a media event at the Container Terminal that the State Docks is hosting. I think that is at 10:45. You all are invited to attend. There is no cost to attend.

Mayor Stimpson said Secretary Foxx visit to Mobile came about as a result of the sixteen mayors and several County Commissioners went to Washington, D.C. While we were there, he was meeting with Bradley Byrne and we couldn't see him, but he promised to come to Mobile and see us. That's really him following through on the promise to talk about the bridge. Jenny, I was hoping you were going to get him here about 4 or 5 in the afternoon and put him on the Africatown Bridge and put him on the causeway and loop back through the tunnel. I don't if any of ya'll have experienced it lately but the days of driving over to Fairhope to have lunch and come back are over pretty much especially having early dinners. Are there any other comments or new business?

The meeting was adjourned.

