

# TCC May 19\_2021

## TCC/CAC Members Present

Edwin Perry  
John Murphy  
Nick Amberger  
Shayla Beaco  
Mary Beth Bergin  
James DeLapp  
Jennifer White  
Hon. Margie Wilcox  
Shilo Miller  
Monica Williamson for Merrill Thomas  
Tom Piper for Nancy Hewston  
Ricky Mitchell  
Kim Sanderson  
Gerald Alfred  
Richard Spraggins  
Rickey Rhodes  
Dennis Sullivan  
Jeff Zoghby  
Kevin Harrison for Jennifer Denson

## TCC/CAC Members Not Present

Mike Black  
Bob Harris  
John Blanton  
Donald Watson  
Chris Curry  
Frank Williams  
Dr. Laura Cepeda  
Essie Johnson  
Fernando Billups  
James Jacobs  
Jason Franklin  
Brian Harold  
Christienne Gibson  
Casi Callaway

## Guests Present:

Brian Aaron  
Catherine Clark  
Jeffery English

## Staff Present:

Kevin Harrison  
Tom Piper  
Anthony Johnson  
Monica Williamson

*The meeting was called to order by Rickey Rhodes*

*The second item on the agenda was to recommend for approval amendment to the 2020-2023 Transportation Improvement funds with STPAA funds, Resolution 21-011.*

### **Mr. Harrison**

These items will be presented to the MPO on June 2 MPO meeting. They require recommendations from the Technical Coordinating Citizens Advisory Committee anytime there's any federal transportation

dollars. It is part of the process. The first pot money is called STP any area funds. This project is introduced by ALDOT. It is actually two different projects. One is the same thing and somebody from ALDOT can better explain the difference between the two, but this is how they're presented to us. Five Year Regional Traffic Operations, RTOP, TSMO which TSMO is Transportation Systems Management and Operations for 130 signalized intersections long 59, US 90 and 98 in the cities of Mobile, Spanish Fort, Daphne, Fairhope, Gulf Shores and Foley. As I understand it, this is the same project that the Eastern Shore MPO will have. They are not split up by county. Is that right?

**Mr. Aaron**

Yes, that is correct.

**Mr. Harrison**

So, bunch of different locations and two different projects. One is \$1,632,160 and the other is \$832,483. Does anybody have any questions?

**Ms. Wilcox**

How many in Mobile?

**Mr. Aaron**

130 segments.

**Ms. Wilcox**

All 130 in Mobile even though it list all those cities?

**Mr. Aaron**

For the large one, it is Mobile County and the smaller one is Baldwin, Escambia, Conecuh So, we have two different consultants that's why it's two projects.

**Mr. Amberger**

Can you tell me a little bit more what this is?

**Mr. Aaron**

We are putting out a five-year program and this program, what we're being asked to approve today is basically years one and two of that program. And we're going through and touching all of the signals on the State Route 98, 45, Hwy 90. We're going through and touching those, we're creating new timing plans. We're upgrading, replacing, and repairing existing equipment that's broken, detection and installing new equipment that will also, allow us to remotely, from our office, to be able to communicate with that signal. And if there's a malfunction, at a push of a button, we can fix it basically without having to dispatch wait for a signal tech to show up hours later. You know wherever that might be. So, improving functionality as a whole on these large metro area corridors, congested corridors, trying to improve efficiency. Move more traffic through them. Obviously widening those roads pretty much out of the question, just from the budget standpoint, when you talk about hundreds of millions of dollars required to do that. This will help gain efficiency through those corridors without spending hundreds of millions of dollars.

**Mr. Amberger**

And I guess many of these signals while they're state roads or city, or county maintained signalized intersections. That's something most people don't realize that municipalities end up having the maintenance on those. ALDOT has reached out, and I suppose I'm sure they did the other municipalities and asked us to create a budget to make sure when these improvements come online, but it's something to be struck by lightning, it's good to have the parts more readily available, which would bring those improvements back on line. That is something we requested in our capital budgeting process.

**Ms. Wilcox**

You mentioned 45 in your comments, but I don't see it listed in the description.

**Mr. Aaron**

Well, it is. 45 is being touched and it's one of the first areas being touched.

**Mr. Harrison**

asked if we could change the description of the project.

**Ms. Wilcox**

I will make the motion if we change the description to include 45. The next item on the agenda was to recommend for approval amendment to the 2020-2023 Transportation Improvement funds with REBUILD Alabama funds, Resolution 21-012. Ms. Wilcox made the motion to recommend for approval to the MPO resolution 21-011 with the necessary edits with a second by Mr. Amberger. Motion was approved.

**Mr. Harrison**

These are with REBUILD Alabama funds and we wouldn't normally include these, but they are of regional significance So, we included them. The first one is adding a turn lane of McCrary Road for \$250,000 and the second one is a change in a cost estimate. Anytime a project goes up or down by over \$5 million, we have to approve. This is a cost estimate going down on additional lanes on I-10 from CR-39 to Carol Plantation Road. ALDOT is here if anyone has any questions concerning that.

*Motion to recommend Resolution 21-012 was made by Mr. Nick Amberger with a second by Ms. Kim Sanderson. Motion was approved.*

*The next item on the agenda was to recommend for approval 2020-2023 TIP with FTA 5310 funds, Resolution 21-013.*

**Mr. Harrison**

This is actually the Mobile MPO apportionment of FTA 5310 Urban funds. This is transit money for seniors individuals with disabilities. This is actually a second call for projects. we had a call for projects in September and we had two applications and plenty of funds leftover So, we had a second call for projects.. We had May 13th as our deadline, the deadline for the state FTA 5310 was April 30. And that is for projects outside of the urban area. But those applications come to us. Were the Clearinghouse to make sure that they match the Coordinated Human Services transportation plan. But the urban funds

This was our second call for projects. May 13 was last week. And we actually had these three applicants. We have enough money to do the projects and all the projects are eligible projects. There was no reason for the project committee to meet to approve the projects. The projects are Mercy Life of Alabama for capital. It is 80/20 for 45,000; City of Satsuma for a 12 plus two bus for 64,000. The Learning free for minivans, 144,000 that's an 80/20 match. This is fiscal year 2021 funding.

**Mr. Perry**

Ms. Wilcox made a motion to recommend the resolution for approval with a second by Ms. Jennifer White.

**Mr. Harrison**

Any further questions or discussion?

**Ms. Bergin**

Are these all new recipients? I don't think we've seen these recipients before. in the urban area. And

**Monica Williamson**

They have all been funded before. Mercy Life has received two other vehicles. The City of Satsuma has received operating before, but this is the first time they have received a bus and the Learning Tree has received several vans.

*Motion passed. The next item on the agenda was the amending to the 2020 to 2023 TIP with High Risk Rural Road Funds.*

**Mr. Harrison**

The next resolution 21-014 and is high risk rural road. This project is a new project It's actually, just a section of it, is within the MPO study area boundaries outside of the urban area boundary. This is for Celeste Road form Janwood Court to Taylor Road. Janwood Court is just south of Radcliffe, which is in our study area. This is safety improvements for \$447,000. This is a state project.

**Ms. Sanders**

It is county with state money.

*Motion was approved. The next item on the agenda was to recommend amendment to the 2020-2023 TIP with CRRSAA funding, Resolution 21-015.*

**Mr. Harrison**

We're super excited to have this coming for y'all. This is the CRRSAA money, Corona response and relief supplemental appropriations act. Mobile urban area was apportioned \$3.19 million based on population because we're TMA. Not everybody in the state received this. And what we decided to do with it is provide some funding to resurface local roads within the Mobile Urban area. For years, some of the smaller municipalities, they come to these meetings and they vote on how to spend money inside of the city of Mobile or in Mobile county. So, this is an opportunity at 100% funding for the smaller municipalities to not provide any match but to get some actual resurfacing done within their municipalities. So, we do have a CRRSAA Committee, which is, Brian Aaron, Nick Amberger and Brian Kegley. We've developed

a system on how to apportion these funds based on linear feet for resurfacing. The application was due last week. And this resolution is a result of those applications. We had a lot more, I guess, applications, than money that we have available. The PE will be for about \$227,000 for all seven municipalities. That project will be let and administered by ALDOT. All of these projects will be administered by our ALDOT. We had to have special authority in order to spend this money not everybody doing this. Birmingham, for example, they're using their CRRSAA money for debt service. They're just paying back the debt. As a stipulation for ALDOT Montgomery to give a special authority to spend federal dollars on nonfunctionally classified roads, ALDOT region office will administer the projects. So, there are certain requirements of each municipality, whether it be encroachment, clear zones, right away certification to make sure that the right of way is clear. So, we have I think we have the majority of that. So, these are the projects in front of you. Each of the municipalities has several sections of street to be resurfaced. I have that list somewhere if you're interested in that list. But this is, as soon as we get this in the TIP, I think August we should be able to get a consultant, for ALDOT to be able to get a consultant for the PE for it. Anybody have any questions here? Brian, Aaron, Nick, thank you all for helping me out.

**Ms. Wilcox**

Did the committee look at all the streets in the municipalities?

**Mr. Harrison**

So, the committee, So, we have \$3.19 million, but then 13% admin for ALDOT and we have 15% for CEI. We accounted for, for roughly 10% that whittled it down to about \$2 million. There was a formula that we developed to kind of the seven municipalities equitable formula, and we let the municipalities provide us their prioritized streets that they want resurfaced. They gave us more than we have funds for. We can only do the top couple, based on the funding as well. So, but each of the municipalities did provide us with a prioritized list of projects.

**Ms. Wilcox**

Okay, thanks. How are you going to find proof that they did it? You know, how we're going to watch your checks and balances that they did the roads that they submitted? Someone said ALDOT is doing that.

**Mr. Amberger**

We had to treat them conservatively. Well, they all ended up with a budget, and we gave them an estimated linear cost. So, they provided roads that, in theory fit within that budget, or their municipality. And So, when they submitted the list of streets and their estimated cost, we had to pull them a little bit below that number to make sure that we didn't realize an overrun on the job because it's very clear that if they had an overrun that they would be responsible for it.

**Mr.**

**Alfred**

So, all seven municipalities will benefit from it?

**Mr. Harrison**

Yes. The ultimate reality is if you look at Creola, Satsuma, Creola, Saraland, Chickasaw and Bayou la Batre has one state route and all the other ones have US 43. You have one functionally classified road

going through it. And So, this is really an opportunity for the local streets to receive some benefit from the MPO. We're getting a lot done.

**Ms. Wilcox**

Well and I will let y'all know that I was with Kevin first got the notification of it. His mind was just reeling and he was like, I can't believe what this means that. So, he's really worked hard to get the approval and work on this. So, if you can carry this to the end, it'll be great for areas, especially for the areas that like you said, come in and vote year in and year out, really never realized any of the money because they don't have the money to match it.

**Mr. Amberger**

If you saw the pictures of the streets, they're pretty rough.

*Motion was made by Jennifer White with a second by Nick Amberger. Motion was approved with an abstention by John Murphy.*

*The next item on the agenda was review of the draft UPWP for FY2022.*

**Mr. Harrison**

There is no resolution required for this item. This is our unified plan and work program. It is essentially our budget. You see this every year, you'll see it several times. It'll be brought back up for adoption in September. So, I wanted to bring several things to your attention. On table two, you'll see that we have major area road plan \$60,000 federal. That's carryover from 2018 and 19 or maybe 2020. So, 2020 carryover funding is \$62,250. That's federal. So, that \$60,000 for the Mobile Area Plan is being spent right now. So, we have carryover from 2020. About \$62,000 that's unspent, I expect relatively that same amount for 2021. This time next year, we'll be presenting this to you. I will have a third-party contract for a planning study. If you have a plan, this can only be spent on planning and cannot be spent on capital or operating. If you have an idea, please present it to us because there might be some funding for 2023. In terms of the federal funding, the wave transit this does include the 5307, planning FTA 5307. And then in terms of SARPC, I've modified some of these numbers to, to cater to the year 2022. In 3.2 is all gone up. The census is going to come out this year. And that's going to require a lot of data collection, data analysis. We might have to change our urban area, our study area, all of our input to our travel demand forecast model for the next model. So, there's gonna be more database, data collection and GIS. I've gone down on the long range plan. We've finished it. So, that was last year. So, reduction in the long range plan. And I've slightly increased travel. I've reduced it because of COVID. And I'm anticipating in 2022 things hopefully will be more back to normal and we can travel a little bit more. The only thing that's missing from the last time is if y'all may recall the PL funding from the state the state had carryover funding. There was, ALDOT, was awarded a planning project for us 90. That's underway, if not done. So, that's completed and then the City of Mobile was awarded one for USA. Unfortunately, COVID killed that project because the City of Mobile was never able to get data for football games itself. So, we're going to try to get funding for that. If the state doesn't provide you with the funding for that, \$60,000 from last year and maybe this year carryover, we can use for that project. Any questions on the UPWP? I've got to present this to our ALDOT, but you all will see this again.

*The next item on the agenda was to recommend amendment to the Envision 2045 long range transportation plan.*

**Mr.**

**Harrison**

This involves a bridge that we're trying to build. I emailed y'all copies of the plan, hopefully ya'll have read it. This is it. I've got some available here if you don't have it. To give you some timelines real quick. We had our public meeting on the project May 12. We had about 17 or 18 in attendance. So, some of the comments and we do have we provided y'all with all the comments up to this point, less than an hour ago, online comments. We just printed this out. This is real time comments to provide to you prior to making the recommendation to approve the amendment. So, tonight, there is a public meeting with the eastern shore MPO for their amendment. Their amendment is essentially restriping, the Bayway. Our amendment essentially was creating a phase one, one span of the bridge, the I-10 Mobile River Bridge. The MPO will meet June 2. May 26 is the deadline for the comments. So, my intention is to provide something just like this into this document. And on May 27th the MPO members will receive it prior to voting, they will have about four or five days to review the document and all the comments prior to voting. So, in the document, just to kind of go over real quick some of this. If you have the document, page three is the three phases. The first phase is the PE and \$44.5 for the East bound main span, high level approaches from Broad Street and the Mobile County line, and restriping I-10 Bayway to exit 35. Construction is 665 million. Phase Two and Three is not included in the fiscally constrained long range plan, just phase one. On Page Six, the following scenario is 125 billion from the Infra grant. The deadline for that grant for a project to be started is September 2022. And there's a lot that has to be done between now and then in order for ALDOT to get that project together. The state subsidy is \$250 million, and then \$300 million to be paid back from toll revenue to TIFIA and bonds. If you notice there's no regular apportioned money, federal funds from ALDOT to be used in this current funding scenario. Page eight this amendment basically is essentially the same long range plan that was adopted in April of 2020 to include the bridge and we've got about \$1.2 billion worth of projects over the next 25 years. Pay attention to page 17. It's the map and really the only addition to the fiscally constrained plan is Project 21 which is the bridge and the the bicycle pedestrian shared use path commitment from the Cochran Causeway and Africatown Bridge, which is included in this plan. If you pay attention to page 23, at the top of the page. There's your project, the 44 and a half million for PE and 665 for construction, and then \$7 million for a shared use path on the Cochran Causeway from 165. On page 25, these are visionary projects. This is not fiscally constrained. we've had a couple of priorities here in the past several months. US 45 is brought to attention is a major safety problem. So, we wanted to include that as a visionary project. It doesn't mean that the funding is there. But what it does is says that the Mobile MPO recognizes US 45 is in situation that needs capacity. Likewise, West Lee Street extension to US 45 is another project that we recognize needs to be in there. Phase two and phase three is also in the visionary project. So, the second span for the I-10 Mobile River bridge and then the new Bayway is included in phase three. The visionary projects mean that the money currently is not there. Page 27, we have done our own environmental justice analysis and ALDOT is going to perform a more detailed environmental justice to match documentation. So, if anybody has any questions out here, Edwin has been going around town doing all kinds of presentations on the project. He's doing one tonight. I encourage all of you to go to [mobilempo.org](http://mobilempo.org). We have an online comment form. If you're in favor of the bridge, we would love to hear that in the online form. If you are not in favor of the bridge, we'd love to hear that. But we would like these comments to be presented to the MPO prior to voting on the amendment. And the deadline for comments

is the 26th. And we'll provide all of the members a new draft with corrections made to it and have the public comments as an appendix to the document. And we're expecting more than what we have here. Does anybody have any questions?

*Motion made by Ricky Mitchell to recommend for approval with a second by Nick Amberger.*

**Mr. Harrison**

We did we did want to make sure that we did mention at the public meeting that there will be an opportunity for a study for vehicles if they So, choose to use the bridge without comment. I don't think we received any comment there. That'll be presented tonight as well?

**Mr. Perry**

Yeah, I mean, we're going to look at truck toll only and all vehicles. Motion carries.

**Tom Piper**

Do we want to say anything about funding through earmarks?

**Mr. Harrison**

Yes.

**Tom Piper**

We think we should try to go after an earmark from Congress for funding the remainder of this project. The deadline to submit an earmark request to the House passed already So, we need to get to the Senate quickly.

**Mr. Harrison**

There are two projects that have in Alabama that have been requested to be funded with an earmark as its next bill, but they are smaller.

**Tom Piper**

Tere's more than two. There's two in North Alabama, and there's about five or six and the middle of the state, there's two different representatives that have put in earmarks in the next transportation bill, and we need to get on the list. But we need to organize that we need to get to contact our senators, because we've missed the deadline for the house

**Mr. Harrison**

Well, I've been on the phone with Shelby's office in the senate doesn't know that there's gonna be an earmark. They don't know if they are having earmarks, the Senate version of it. They are very aware of it. But I can tell you, if this infrastructure bill passes and there's earmarks, and we don't have an earmark for this bridge, there's something wrong. As a voice. I think the South Alabama Regional Planning Commission for both MPO's. If something like that can be done. If both MPO's came together and presented the Senate with something saying, we really need something done here. And we had that conversation with Senator Shelby's office. And we were told yeah, that's a good idea but let's wait. If we do that, let's wait to see how this progresses. So, that's kind of where we are.

**Tom Piper**

there's it's in the works to open up the Senate. It was in if you read the newsletter, there's actually an article, you know, from the Senate. I forget what committee it is, but they're, saying we're gonna do it. But now, Shelby is saying we might not.

**Mr. Zoghby**

Is this in conjunction with the infrastructure bill?

**Mr. Piper**

Yes. \$2.5 trillion Infrastructure bill.

**Ms. Bergin**

If you're asking for an earmark, does it make sense to ask for the earmark for the restripe bayway Or widening the Bayway? Are we constraining ourselves in that sense?

**Mr. Harrison**

I think we'd ask for an earmark for the whole thing. Yes, as much as you can.

**Mr. DeLapp**

The first would be the 300 million that's gonna be paid back would be the first chunk. That's how the 120 million came about. That wasn't an earmark, but it was pushed into that as an agenda item. 300 would be the first one and then whatever the next one is, the phase three. That's the biggest one, the new Bayway. How much is that?

**Mr. Perry**

That's gonna be just under a billion.

**Mr. DeLapp**

Yeah, and then the longer one is the next big item. Restriping is not expensive.

**Mr. Zoghby**

Well, I think you ask for the whole thing, but we to have somebody carrying the torch. Shelby's the one to do it. If he's not willing to do it, we're stuck.

**Mr. Harrison**

Right. I can call every week and bug him but we're bugging his staff members.

**Mr. Zoghby**

Well, what we need is the mayors to call. I mean, everybody acts like it's on everybody's radar, but how did we miss the House deadline?

**Tom Piper**

That's exactly my point. Yeah, we missed the house. I mean, there was an application.

**Mr. Zoghby**

We should have never missed the House if it was an opportunity. So, somebody's not communicating well, or everybody is sitting around doing something wrong.

**Mr. Harrison**

That's exactly my point. That was I mean, in the senate staffer, Brendan Johnson, I think is his name. And there are there are Senate staffers that have been communicate with the mayor. We just have to make sure that we're not gonna miss the boat.

**Mr. Zoghby**

I think we need to get the governor and everybody on board is really what we got to do. Got to get to mayors and the governor and ALDOT on board and make sure everybody's saying the same thing.

**Tom Piper**

It needs to come from a local delegation.

**Mr. Zoghby**

I understand, but you have to do the groundwork. You have to have everybody on board. You can't have somebody sabotage it once it gets up there especially from your own area. You're gonna have enough fight from other states getting the money.

**Mr. Harrison**

Right. And we'll have a conversation with Mayor Stimpson, our chairman. So, I think there's probably other conversations happening as well.

**Mr. Zoghby**

I mean, the rest of the people in the state don't care about it. Do they?

**Ms. Wilcox**

Not much.

**Tom Piper**

Well Aderhold and Sewell were the representatives that got several earmarks already.

**Mr. Harrison**

The next item on the agenda was Resolution 21-017, amending the 2020-2023 TIP concerning phase one of the I-10 Mobile River Bridge and Bayway Project. This is to add the actual PE and construction of phase one into the 2020 2023 TIP. FAUPS, that's kind of a combination of funds which I laid out to you in the document on page number six. PE, \$44.5 million and for the construction for \$665 million. The timeline, June for the PE in the TIP and construction in December of 2022.

*Motion was made by Ricky Mitchell with a second by Nick Amberger to recommend the resolution to the MPO. Motion was approved.*

*The next item on the agenda was to recommend amendment to the TIP for bicycle and pedestrian shared use paths along SR-16 from I-165 to East Cochrane Service Road, Resolution 21-018.*

**Mr. Harrison**

The next resolution your folder is 21-018. This is for the PE and construction of ALDOT's commitment of a bicycle pedestrian facility. It's part of the bridge project. This is a shared use path along Baybridge across Cochrane Bridge to the East Cochrane Service Road. The PE is \$75,000 and construction is \$7 million. Motion was made by Margie Wilcox with a second by Nick Amberger. Motion was approved.

**Mr. Zoghby**

Does this go over Cochrane Bridge or no?

**Mr. Perry**

it does.

**Mr. Harrison**

these are not federal funds, and specifically exempt from this process. These are state funds, but it is certainly a project of regional significance.

**Mr. Amberger**

This is just a general observation and comment. I mean, the City of Mobile, we have spent a lot of money on bike lanes and trying to accommodate them where we can, with obviously with our Broad Street TIGER grant that's going to tie some pieces together. But even the ones that we have built, you know, it hadn't been a built it and they will come yet. So, I certainly hope as these various bodies allocate monies towards these efforts, that at some point, the bicycles show up because they're not. They're just not doing. You know, granted, we have some places that have some missing links in them. So, when the TIGER grant, Broad Street comes online, and when ALDOT finishes, the piece that they're going to do, there'll be a loop almost around downtown Mobile, almost 360 degrees around it. And So, I'm very hopeful that bicycles community will start embracing that and start using it because those were very painful, heavy, expensive lifts for those involved in it.

**Mr. Zoghby**

How are you measuring usage? Because as I see them used.

**Mr. Amberger**

I don't see them used and I am out on the road all the time, but at some point, that might be a use of some of the extra monies to do a study to see how many are being used.

**Mr. Harrison**

The Meridian, is that full now? It's pretty full. We got the American Siemens building right here. We got the other building downtown, that's gonna be all for residential. Residential is moving downtown and I have a pretty good feeling that the bike paths are going to start to be used.

**Mr. Amberger**

I'm hopeful that's the case but I wanted to kind of formally you know, say hey, can we do a lot of effort to make those things reality and where they had been made a reality, there just haven't been an excessive amount of use on them relative to the vehicular traffic.

**Ms. White**

It's not a constant, but you see your peaks early morning. And then after five and the weekends kind of thing. You see it more as an off peak.

**Ms. Bergin**

The thing I think I hear Nick saying is, you know, those entities or organizations, people who have biking clubs and all that need to really probably we need to market it a little better of what's been done, what's going to be done So, that people are aware that that connections are going to be complete, there's going to be a way to go across, you know, the river, I mean, there's going to be all these different, you know, opportunities for them.

**Mr. Harrison**

We have bicycle pedestrian Advisory Committee tomorrow to go over really this resolution and what the amendment to the bridge to the Long Range Planning is.

**Ms. White**

Is that enough Preliminary Engineering for a \$7 million project?

**Mr. Perry**

What we're doing is just supplying the basic path it and having handled mainly through construction.

**Ms. Bergin**

The five lane section is on the east side of the Cochrane. Is that going to accommodate anything? Is that a widened shoulder? I'm just curious, because I think that's the comment that people are going to get as we discuss the bridge.

**Mr. Perry**

Well, I think what we had listed in the environmental document was when the section would get five lane, we would widen the shoulders to provide the continuing bike path. I think there was also a thought of using the old railroad road bed. But I think there would be difficulty putting in the bike path from the bridge back over there. But the railroad is on the west side. Baybridge, the path from 165 to Cochrane, that'll be on the south side. And then when we get to that intersection, it would split go on each side of Cochrane Bridge.

**Ms. Sanders**

There were some further questions about the path on the Cochrane causeway.

**Mr. Perry**

I mean, right now it is just a line on a map.

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

**Mr. Harrison**

I want to bring y'all up to date on the Mobile attributable funds. Number six, Zeigler the utilities for Tanner Williams, that right of way had been authorized. It actually moved down couple \$100,000 to 918,000. The utilities for that project was scheduled in 2021. Now it is scheduled in 2022. The right of way for project number eight Airport from Snow Road to Eliza Jordan, that project was scheduled in 2021 is now scheduled in 2022. So, this is your money. And looks like we've got a lot of money in 2023, \$19 million, but we're negative in 2024 when we do the next TIP.

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

*The next item on the agenda was new business.*

**Mr. Piper**

So, we had our TAP application. The deadline was last Friday. we received one application from the county. we have about a million dollars, we can't we're not getting any applications from anybody. We upped the amount you can apply for to \$400,000, but we're still we're just not getting any applications. And I'm not sure what we need to do with this money.

**Ms. Wilcox**

What, you know, the City of Mobile has So, many people in West Mobile, how does a person say at Azalea Road get to one of these bike paths to ride other than loading up your car with your bike? I mean, when you talk about nobody being on there, you just can't get on your bike and go somewhere. I mean without being killed.

**Mr. Amberger**

Point well taken. But where we do have one, we just haven't seen the ridership.

**Ms. White**

The Three Mile Creek is going to connect all the way out to the USA. That will get some of the people that connect to that into downtown through a bike path. Or, you know, a combination of bike path, on street lanes, whatever. And then I think the Montelimar Creek plan is still in the book,

**Ms. Wilcox**

But Highway 90 has the ability in the real estate to do something and that is a corridor that could pick up So, much residential.

**Mr. Amberger**

You mentioned what is the obstacle with either projects that are already in the pipeline or why I think most folks have steered away from the TAP grants is the real estate component of it. That's very, when you have that component in there, there's no offense to our ALDOT friends but that is a very very difficult process to go through to acquire the real estate that you need. That is difficult to navigate that in the built right of way where the city's taken all these projects, we have council members that are constantly upset with us because of the time it takes to deliver these projects. Because we are having to go through a complicated process to acquire real estate.

**Ms. Wilcox**

Can I show my total ignorance and just as I learned small amounts of stuff, didn't Cottage Hill Road have like a service road built into that you got the real estate all down?

**Mr. Amberger**

Well, Cottage Hill does have a service road there. So, it just kind of depends on what the project is.

**Ms. Wilcox**

That's what I'm saying. Highway 90 is loaded with real estate, I swear to goodness.

**Mr. Amberger**

Cottage Hill is also, loaded with oak trees that are planted in those medians. Unfortunately, there ends up being a lot of obstacles in trying to construct these paths or sidewalks in that built right of way whether it be the lack of real estate. In the case of the City of Mobile, oftentimes the oak trees that you just can't mow them down and when there's a big oak tree in the middle of a path...

**Ms. Wilcox**

You split the path I've seen it done.

**Mr. Amberger**

When you can, we do. I can attest to Jennifer's group. I think y'all got six of them that they've been working on and most of them have taken

**Ms. White**

We got one that's on purpose of being lost because we have one easement we need to get from a church and They get mad and shut down and cut off all communication with the city, but I got them backed talking to us and there's supposed to vote on it this Sunday.

**Ms. Wilcox**

And I wish the bike path people will take this up. You've got an unknown you've got that, because I heard one of my friends say, "I sold some property but still had that old property I had to give up in the deed. It was complicated because the City of Mobile reserved part of my property for a service road." I was like, are you kidding me? I had no idea that was designed and, in the books, and you're readily giving it up. Now when you say you don't have real estate.

**Mr. Amberger**

Which road are you talking about?

**Ms. Wilcox**

Cottage Hill.

**Mr. Amberger**

So, many of those properties as they've had developed over the years as property owners have come back to the Planning Commission and or the city council and had that reservation vacated So, that their properties...

**Ms. Wilcox**

Quit vacating them.

**Mr. Amberger**

Most of that was done years ago. There's very little of it left

**Ms. Wilcox**

If you got a bike path and somewhere to connect people on highway 90, Azalea and Cottage Hill, I think you'd see bicycles all around. I mean, I travel Cottage Hill. Those poor people have made a dirt path to try to walk places and get places which you'd kill yourself getting on a bicycle on Cottage Hill. If you wanted to commit suicide, that'd be pleased to go.

**Mr. Zoghby**

Can you use any of this money for the finishing up Three Mile Creek?

**Ms. White**

Yes.

**Mr. Amberger**

One of the places I've worked on Three Mile Creek has got a real estate, very big real estate challenge. And our real estate department has been working with a property owner, out of state property owner, for probably the better part of two years to try to grant us a walking path easement to parallel MAWSS's utility easement, that connects a big piece where there's already a rock trail there, big MAWSS, vehicles drive down it, but we can't direct people in put park benches and lights and all those things that would make a trail safe without having the appropriate real estate easement on top of that.

**Ms. White**

They may have gone for the state money to with Three Mile Creek because it's a larger chunk of money.

**Tom Piper**

The long range plan bike section in the long range plan, it has looked at connectivity throughout, you know, the entire county really, and it's all in there, and we tried to find the best routes possible and identify where they need to be. And then it's just a matter of funding a piece at a time.

**Ms. White**

Then you got the city capacity to deliver a project. You know, basically we can't sit another project on top of the guys that are doing Three Mile Creek. And because it's such a large project, we just don't have the capacity of people to deliver extra projects until we complete some of the ones we're working on.

**Ms. Wilcox**

So, when do we lose the money?

**Tom Piper**

In three years, if we don't spend it, we'll start losing it. And I think we're you know, I mean, we got a we got a project this time. So, you know, that's hopefully we won't lose any yet.

**Ms. White**

I think the smaller communities just don't have the match, because it's not just the matches, it is the match and the engineering, So, they don't have that.

**Ms. Wilcox**

I just want to make sure district 104 and my little south Mobile County area is given some.

**Tom Piper**

But yeah, I don't know what the what the solution is.

**Mr. Amberger**

It makes sense on those projects that are fully surveyed, fully engineered and the real estate is either minimal or substantially worked out. Because again, if you have a real estate acquisition, you're following a federal process to acquire, you're not sending your regular real estate person out there to go negotiate where somebody might actually give it to you or donate it. When the city takes on projects with city funds, often now we find property owners who actually donate the right of way to us, but when we follow that federal relocation act, we have to have it appraised, we have to make them aware of what the appraisal is, and their offer. And after all that, they will be offered money. So, it's just the process, but exponentially harder. It makes sense that it's in place. But it's very difficult when you have a scenario where you may have 15 or 20 property owners that have different life situations going on, estate, selling the property. I mean, it's the real estate part of what the cities do, and especially what ALDOT does. When ALDOT or the county or the city takes on these large widening projects, the engineering and the construction is actually pretty easy, in the grand scheme of things. The real estate piece of it is exponentially harder.

**Mr. Harrison**

So, real quick, just before we break up tonight is the eastern shore MPO meeting on their long range plan. The deadline for comments for the long range plan is the 26th. I will provide a listing, just like the listing, I provided everybody here today. I'll provide that in a new document as an appendix to this. I'll get it to all of you and the MPO on the 27th. on the 27th into the MPO members on the 27th number, and it will be voted on June 2nd.

*Meeting adjourned.*