

**Mobile Area Transportation Study
Metropolitan Planning Organization (MPO)
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting
April 22nd, 2020 10:00 am
Virtual Meeting via GoToMeeting**

MPO Members Present

Mayor David Baker
Mr. Bryan Kegley
Councilmember John Williams
Mayor Tom Williams
Councilmember Lorenzo Martin
Mayor Howard Rubenstein
Mr. Matt Ericksen
Councilmember Fred Richardson
Mr. Damon Dash
Commissioner Jerry Carl
Mr. John F. Rhodes
Mayor Sandy Stimpson
Mayor Jimmy Gardner
Mayor Byron Pittman
Mayor Terry Downey
Ms. Lian Li rep. Mr. Mark Bartlett
Mr. Rob Middleton

TCC/CAC Members Present

Mr. John Murphy
Mr. Gerald Alfred
Mr. Nick Amberger
Mr. Jim DeLapp
Ms. Margie Wilcox
Dr. Ted Flotte
Mr. Dennis Sullivan
Mr. Jeff Zoghby
Mr. John Blanton
Mr. Merrill Thomas
Ms. Shayla Beaco
Mr. Ricky Mitchell
Ms. Mary Beth Begin
Ms. Nancy Hewston
Mr. Logan Anderson

MPO Members Absent

Mayor William Criswell
Mr. Ed Phillips

TCC/CAC Members Absent

Ms. Kim Sanderson
Ms. Essie Montgomery Johnson
Mr. Richard Spraggins
Mr. Fernando Billups
Mr. Brian Harold
Ms. Jennifer Denson
Ms. Casi Callaway
Mr. Bob Harris
Mr. Tom Briand
Mr. Donald Watson
Mr. Jason Wilson
Ms. Shilo Miller
Ms. Jennifer White
Mr. James Jacobs
Ms. Christienne Gibson
Mr. Donald Watson
Mr. Frank Williams
Mr. Jason Franklin

Guests:

Dr. Bert Eichold
Stephanie Crawford
Tim Heisler
Steve Alexander
Chad Niblett
Ed Elam
Brooks Miller
Robert Harris

Staff:

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

The meeting was called to order by Mayor Stimpson.

The second item on the agenda was to approve the minutes of the March 4th, 2020 TCC/CAC meeting. Motion was made by Ms. Margie Wilcox with a second by Mr. Gerald Alfred. Motion passed.

The third item on the agenda was to approve the minutes of the January 22nd, 2020 MPO meeting. Motion was made by Councilmember John Williams with a second by Mayor Terry Downey. Motion passed.

The next item on the agenda was to approve the SARPC requested modification to the 2020-2023 Transportation Improvement Program; FTA 5310 Funds; Resolution 20-006.

Mr. Harrison said Resolution 20-006 is next. This is for the FTA 5310 for Seniors and Individuals with disabilities. We are the designated recipient for these funds. We had a call for projects in September. The committee met in October. We do have a 5310 selection committee. They met in October and awarded these projects with the FTA 5310 funds. We get about \$317,000 a year. This is what's awarded with 2020\ . This is federal funding. The operating is a 50/50 match and capital is a 80/20 match. The federal funds were awarded to the Independent Living Center for a 14-passenger bus and one ADA compliant mini-van with \$81,000 in federal funds; AltaPointe was awarded four 14 passenger ADA compliant buses for \$149,844 in federal funds; Via Health, Fitness and Enrichment Center was awarded one small ADA compliant bus with \$45,600 in federal funds; the City of Satsuma was awarded operating funds of \$31,675; and SARPC program administration is \$31,736 in federal funds. We spent all of our annual allocation for 2020\ . That's the resolution. We will have another call for projects in September for this pot of money.

Motion to approve Resolution 20-006 was made by Mayor Howard Rubenstein with a second by Councilmember Lorenzo Martin.

Mayor Downey asked about the City of Satsuma operating funds.

Mr. Harrison said the operating funds with the FTA 5310, since we are the designated recipient, the federal register allows for 30% of those funds to be used for what used to be 5317 New Freedom funds. When the State has their call for projects for FTA 5310, they don't allow for operating, but SARPC does. It's a hot commodity. Two years ago, we had a \$100,000 available, and it's a third of what we have available and we had about \$400,000 applied for. The City of Satsuma was awarded operating funds this year by the committee. We had a lot more applied for than what we had, but we did spend all that we had.

The motion to approve Resolution 20-006 was approved.

The next item on the agenda was to approve the Envision 2045 Long Range Transportation Plan; Resolution 20-007.

Mr. Harrison said the next item is the Long-Range Transportation Plan. The last plan was adopted in March of 2015. We had a five-year deadline. It had to be in approved in March of 2020. The MPO meeting was scheduled for March the 25th but had to be rescheduled due to Covid-19. I got an extension from Federal Highway Administration to do that. By law, we are required to have an adopted Long-Range Transportation Plan before any other Federal Transportation Projects can be authorized. We need to adopt this plan. It has been advertised on social media, online, in the newspaper. It's at 41 locations around the County and has been since March 1st at all the libraries, the Housing Board sites, online and through social media. I sent you the link several times and the Executive Summary. I am going to review the Executive Summary rather than flip through the entire 300-page document which is online. I send you the soft copy of the Executive Summary yesterday.

The Executive Summary starts with an introduction. If you can see where Grand Bay is where I-10 goes into Mississippi. Our study area boundary is what we expect to Urban in the next 25 years. Grand Bay is an urban cluster as defined by the US Census and is separated that the gray area on the map in very short proximity. It is my opinion that the 2020 Census will include Grand Bay as a part of the Mobile Urban area. I will be surprised if that is not the case. Our public involvement, in 2019, we had a long-range plan survey questionnaire. We had a lot of input from this survey. There were 27 questions that were asked. At the TCC meeting, I think I handed out the survey results. There were 146 respondents. This is a separate document. It is in the appendices. This is word cloud of those 2019 surveys. I-10, the Wallace Tunnel were a big part of the comments, but most of the other comments were what I like to call unshielded routes; Cottage Hill, Old Shell, Cody, Zeigler, Snow, Schillinger. They are all local City and County routes. US 45 is on there as is 158. A lot of the comments were about the I-10 Mobile River Bridge. It is not in this long-range plan. It is on what we call a Visionary Element, so it's kind of still on a wish list. There is not a current funding scenario for the bridge in order for us to put it into a fiscally constrained plan. What that means is, for every project that we put into this plan, we have to have an identified funding source for it. Right now, that's not available. This plan is adopted every five years. However, it can be modified and I can assure you that if there is a cost estimate with a funding source, we can add it to the Long-Range Plan within a couple of weeks of having a public comment period, a TCC meeting, it would probably take a couple of months. We would have the public comment period, the TCC meeting and then the MPO meeting. The whole document would have to be re-written to include the bridge, but if that happens, I can assure you we would do that immediately. Are there any questions about the bridge?

Mr. Harrison said we can get to those questions later. There are some environmental concerns about the plan that went through. This is a layout of the plan. Performance measures, we have to adopt performance measures and I have been over these with you and we've adopted all the states performance measures and we are monitoring safety, collision record, bridge pavement and transit assessments as well. Title VI in the Long-Range Plan, we assure that there is no travel time disparity between low income and minority communities and everyone else. We do that through the travel demand forecast model. We take pockets of low income, minority communities and we take trip generators, trip attractors, the mall, hospitals and by adding these projects to the long-range plan, we make sure there is no added travel time for those low-income minority communities. This Long-Range Plan assures there is no adverse effects to those communities. Bicycle/pedestrian, there is a rather lengthy chapter in the long-range plan about the bike/ped. Tom will talk about this.

Mr. Piper said the Bike/Ped plan is divided into four basic categories. There's an inventory of existing facilities, recommendations for new facilities, design and development standards recommendations and then educational and promotional activities. Five years ago, when we did this plan, there weren't very many bike/ped facilities in our area, but over the last five years, we've seen the cities and the county do a lot to address this. In Mobile, we have the Three Mile Creek Trail, we have the Hank Aaron Loop projects like Water Street, Beaugard, Broad and MLK. We have the DIP bike path. We have Montlimar Creek from Government to Azalea. In Prichard, we have the Whistler Trail that has opened up. There's new bike/ped lanes and sidewalks on US 43 in Chickasaw, Saraland and Satsuma and there's new facilities in Semmes. In this current plan that we are talking about today, we've tried to focus on

connecting all of these things so we have a network of bike/ped facilities throughout our area and there's actually if you look at the full plan, there's a couple of maps on pages 69 and 71 that show existing facilities and then the proposed facilities that would connect this all together. We also did an analysis of where all the bus stops are and tried to connect those to the bike routes where feasible. There's a map on page 70 that shows that.

Mr. Harrison asked if there were any questions for Tom about the Bicycle/Pedestrian of the Plan? Hearing none, the Public Transportation part of the Long-Range Plan, I appreciate Gerald Alfred and Damon Dash taking the reins on this. They've added quite a few things to the transit part of it. One of the changes in an Intermodal Transportation Center. They've done route implementation. Damon or Gerald, do you want to talk briefly about what the Long-Range Plan is for the Wave Transit?

Mr. Alfred said the plan is actually broken into two sections; short term which will be one to five years and long term which will go from five to twenty years. Under the short-term goals, the overall goal is to improve the current fixed route and paratransit services. The objectives to accomplish that will be to continue cooperative efforts between the Wave Transit, First Transit, the City of Mobile and the Mobile MPO. The next objective will be to continue planning efforts between through the Transportation Development Plan and continue improvements to passenger amenities. Within the short-term goals, there were some immediate needs that we've already begun to work on at the Wave which would include Route 1 which is the Airport Route. We've modified services to include the Shoppes of Bel Air, Providence Hospital and Schillingers Road. We're excited about the services that we now provide from Mobile Regional Airport. On Route 7 which is Dauphin Street, we've modified the inbound route to include the Midtown Wal-Mart. Route 10 which is the Crosstown Route, we've modified the route to include services to the new Department of Human Resources Building which is on Broadcast Drive. Route 11 which is the DIP route, we now have continual service up and down DIP. First is the triple services that we have. Route 12 which is the Highway 90 Tillman's Corner Route, we now provide services to the Shoppes at Bel Air. Another immediate need that we addressed already is the modification of the Moda route which traditionally provided services downtown, it has now been extended to the GM&O building. Other things that we are looking to do within the one to five years will be additional Moda routes, triple services and increase frequencies to 30-minute headways. Long term goals which will span from 5 to 20 years, the goals will include improve infrastructure, continue to review and improve existing routes targeting employment centers, City of Mobile shifting demographics to persons with disabilities. Next will be make annual adjustments based on annual performance on transit performance statistics and next will be to explore alternative fuel program options. Next would be route frequency modifications to include expansion, triple service and flex routes. Next would be to continue to work with the City of Mobile and the Federal Transit Administration on sustainable funding opportunities and finally, develop more education materials on existing demand response services. Future capital improvement projects will include intermodal transportation hub which will be called the Rosa Parks Intermodal Center. It will be centrally located within the City of Mobile and will serve as a hub for the feeder services, express service by the interstate and the main trunk routes. Shelter from the elements will also be provided at this facility to include upscale passenger amenities, lobby waiting area, restrooms and administrative offices. Along with that, other future projects will be additional rolling stock, park and rides, technology enhancements and additional passenger amenities and capital improvement projects. Those are just a summary of the projects and you can find the complete document in the plan. It's about 23 pages long.

Mr. Harrison said I think the big item in there is the Rosa Parks Intermodal Transportation Hub. That is essentially moving the hub from the GM&O to more centrally located in Mobile. Is that correct?

Mr. Alfred said that's correct and Mr. Dash can elaborate a little more on it. We're going to centralize everything for the most part.

Mr. Harrison said there will still be a stop at the GM&O Building and y'all will still have staff here at the GM&O Building.

Mr. Alfred said yes.

Mr. Harrison asked for any questions for the Wave Transit.

Mayor Baker said I have one. You mentioned Schillinger Road as part of the conversation. Can you elaborate a little on Schillinger Road?

Mr. Alfred said what I mentioned about Schillinger Road is a circulator route that is over there right now that we actually have. Within that circulator route, you can call and make a reservation for a pickup so that's what that was.

Mayor Baker asked where's the pickup?

Mr. Alfred said the area from Zeigler Boulevard going east toward Airport Boulevard. It's that direction.

Mayor Baker said okay, it doesn't help us any. It's good for a Mobile and I understand they are paying the majority of the funds, but that doesn't help Semmes any.

Mayor Gardner said I have a question as well. One, short term as well as long term, there's nothing I heard in reference to any other cities in Mobile County so there's not been any discussion as it relates to that, at least I'm hearing that from you. Can you tell me why is that?

Mr. Harrison said if I can proceed to the next paragraph, the Demand Response Transit Feasibility Study that is underway right now. We've contracted with Via out of New York and Godwin, Mills and Cawood. That study is underway in this fiscal year. It's my intent to try and find other subsidizing agencies to match these federal transportation funds. We have met with the Lemoyne Citizens Advisory Panel, the LCAP, up US43. Some of those large manufacturing companies up 43 could assist with providing commuter routes for their employees which would then go back to match the count for matching funds throughout the county. There is a pot of money called 5311 that is rural transit that right now has never been spent in Mobile County and it can be upwards of a million dollars of funding for a rural type system outside of the urban area. It is the intent of this study that we are doing is to connect a smaller system outside the urban area, outside of Mobile. We've met with the Mayors to understand what their needs are to go into this feasibility study in hopes to do a smaller system to connect with the Wave Transit. The Wave Transit is a fixed route system and when you have fixed route, you have 3/4-mile ADA compliance for the paratransit that makes it extremely expensive, but if we can have a smaller system to connect to the Wave Transit for everywhere else in Mobile County, that's the intent of the study. Unfortunately, this virus has changed how people are viewing transit in terms of not only using transit, but providing assistance for transit. Nonetheless, in a year or two years when this thing is gone, we will have an instruction manual or guidebook on how to create a successful demand response transit type system to connect all of the municipalities in the county to the Wave Transit. Does that answer your question?

Mayor Gardner said Kevin, you and I have had a number of conversations as it relates to that you just shared, but I'm still concerned and I will list my concerns and share it once again with you, but I do want to go on record that I have great concerns about the whole operation particularly when it's federal dollars that are coming in that I do believe was inclusive to all the other cities aside from the City of Mobile and I don't think we've quite met that threshold where we are covering all these other cities as it relates to the funding that has been given to the Wave or the City of Mobile when it comes to other transportation, but I'll leave that for a later date so we can continue on with the information that is being provided by you guys.

Mr. Harrison said Mayor, your concerns are valid and are heard, and the Wave Transit does receive 5307 for the entire urban area. If there's a smaller system to connect Prichard, Saraland, Chickasaw, Bayou La Batre, that smaller system would be afforded 5307 funds.

Mayor Gardner said understood. Just for record, I've done that.

Mr. Harrison asked for any other questions concerning transit? Moving on to Highway facilities, this is kind of the big item of the Long-Range Plan. Anthony does this through a travel demand forecast model. Those of you that are familiar with this process understand the basics being the model. We have households and employment. We have 312 traffic zones. That's the input into the model. The output is volume and in order to do that we've got to project the numbers of household and employment. We did this in something called the SLEUTH which uses aerial photography. We met with all the mayors and the county commissioners and the planners and the engineering departments and vetted our projections. We got a lot of valuable input in those meetings to kind of steer where the growth is going to be in Mobile County in the next 25 years. That kind of determined the future trips in the next 25 years. This is how we break it down by trip purpose. In the next 25 years, the overall VMT has increased from 9.9 million vehicle miles traveled to almost 12.5 million by year 2025. This is the funding scenario. The funding scenario of the Long-Range Plan is in the next 25 years. You see the MPO dedicated funding is \$276 million. That is our annual allocation times 25 plus 1% per year. Those are federal funds. That's not total. That's the 80% federal. Transit funding is \$100 million. That's a variety, not just 5307, but other allocated transit funds like 5310 as well. The capacity funding in operations and maintenance, those numbers came straight from ALDOT so that's what ALDOT intends to spend in the Mobile Urbanized Area in the next 25 years. All in all, the next 25 years, is almost a billion dollars. It adds up and we will get into where that money is being spent here shortly. When we run our travel demand forecast model, this is where the capacity issues are as determined by the model in the next 25 years. You can see Snow Road, Ziegler Boulevard, 158 in Saraland. The interstate I-10 even at 2% per year which is what some of the models are is going to require capacity in the next 25 years. Obviously, I-10 Wallace Tunnels as well. From the travel demand forecast model, these are the projects over the next 25 years. Project 11, 158 is a state project. Project 5, I-10 is a state project and 21 is actually, it looks like the Causeway, but that's an asset managing project on the Causeway. The rest of these projects are MPO funded projects. Snow Road, Zeigler Boulevard, the light green projects are the local projects done through the pay-as-you-go program. I want you to compare this if you look at where the problems are and where the current road projects are, you can see a correlation of where capacity is needed. We're trying to add capacity to those road projects. This is a listing of all the road projects in the plan with cost estimates and the funding mechanism for the project. The total down here is \$669 million. That includes \$332 million of the MPO projects, that \$276 federal money, the state and other funded projects if \$254 and then county pay as you go is \$822,700. The bridge is not there. We need a dedicated funding source for the bridge. Are there any questions on the highway element of the Long-Range Plan?

Commissioner Carl said I've got one of the bridge. I know I've personally talked to Bradley, but have we talked to Bradley and maybe Shelby about getting this bridge put in on the infrastructure package that the feds are talking about, the \$2 trillion package.

Mr. Harrison said as far as I know, there have been some discussions.

Commissioner Carl said okay. I know I've talked to Bradley about it. I was in hopes that all of us have.

Mayor Stimpson said I've talked to Senator Shelby's Chief of Staff just to run the flag up the pole.

Councilmember Richardson said does Lott Road and US 45 have nothing taking place?

Mr. Harrison said not at this time. We do have a visionary list of projects that is not included in the Executive Summary. It's included in the Long-Range Plan, the big document, and 45 is on the visionary projects. As you know,

we did a feasibility study for 45. It is on our radar. In the list of projects that the State plans on funding in the next 25 years, it is not included on that list.

Councilmember Martin said do we know why.

Mr. Harrison said the state doesn't have enough money. That's the ultimate reason. there're only certain projects that the state can fund with the money that they have.

Councilmember Martin said the majority of these projects are located in one area of one city for the most part. I'm kind of confused of how that's really working.

Mr. Harrison said if you look at our capacity in the next 25 years and this is the result of the travel demand forecast model. Not only did the survey results but the travel demand forecast model steered where those projects are going. 45 and Lott in the next 25 years appears to not be capacity deficient as compared to other roads in the network.

Councilmember Martin said okay Kevin, go ahead.

Mr. Harrison said the Congestion Management Process, as y'all recall, several years ago we carved out \$500,000 federal per year to go towards non-right of way capacity issues. There are things that we can do to improve our capacity without having to buy right of way and widen lanes. Adaptive signal technology, this is the type of stuff that we can do with this money. We survey all the intersections and corridors in the study area. The first one is peak speed to free flow speed. We have NPRSD data on all of our roads that are major arterials. We've got through GPS and cell phones and travel speed, the average travel speed for all these roads. From that, we can determine the actual free flow speed and the actual peak period speeds and we can get a ratio of peak to free flow speeds. For example, if Airport Boulevard has a free flow regular 2 in the morning speed of 45 miles per hour, yet the 5 pm speed is 30 miles per hour, that's 75% less than the free flow so we've flagged that. That's a flag. Another flag is volume to capacity.

If the volume of the road is over the capacity, that's a flag. Another flag is a high rate of rear end collisions per miles. We're not allowed to show the accident data, but these are the flagged segments. These are the corridors that are eligible for the Congestion Management Process money. Mayor Gardner, US45, from the Interstate to Wolf Ridge is eligible for that money. It's eligible for the Congestion Management Process, but that's not right of way type projects. It's signal type projects. At the last MPO meeting, we added Moffett Road, we added Old Shell, University and another Airport Boulevard Project. The next round of this money will be in 2024.

Councilmember Richardson said on Moffett Road and Old Shell Road that you are adding, is all of that west of I-65?

Mr. Harrison said that is correct.

Councilmember Richardson said that's my whole problem with the MPO. We have criteria set that would eliminate half of the people living in the City of Mobile. We've got close to 200,000, but 100,000 of them live east of I-65 so what we do, we keep widening these roads where the citizens automatically take the routes that are widened automatically before they take the two-lane road.

Mr. Harrison said this isn't widening money. This is not capacity. This is additional lanes. This particular pot of money is only \$500,000 at a time and it is for non-right of way issues which is increased signal, adaptive signal technology, new signals. It can be safety projects. It's not adding lanes. That's not what this Congestion Management Process is. For example, our Government Street project was our number one project. It's under design right now and it is for Friday afternoons in the summer, I think we all experience Government Street going into the Bankhead Tunnel. Through this money, we are trying to update the signals so that's going to be a lot smoother transition to get through the Bankhead Tunnel.

Councilmember Richardson said yes, I can understand that, but Government Street is also US Highway 90, but US Highway 45 has many signals. I can't see how we can receive federal funding for the City of Mobile through the MPO and we can't use the money. We are 25 years out before we can do anything about US Highway 45. It doesn't make any sense. We're working on McGregor Avenue. We've got all kind of other streets in this city that we are working on, but somehow, we can't get to 45. Our criteria won't let us over there. We've got to push you out, way out, 25 years. We need to re-look at the criteria for selecting projects.

Mr. Harrison said Councilmen Richardson, if you recall, last year, we hired Volkert and they conducted a rather large study for US 45 and they came up with recommendations and cost estimates that are a lot of really good projects to not only improve traffic flow, but improve the roadway. We have projects, we have cost estimates for US 45, the biggest problem is how is it going to be funded. We have projects with the MPO that we don't have enough money for and I think the state is in the same situation. That is a US route and it is ultimately the State's responsibility or the City of Mobile or the City of Prichard to fund projects on US 45. City of Saraland took it upon themselves to do the ATRIP grant on 158 and got awarded for it. That's a possibility right there if the City of Mobile or the City of Prichard wanted to do an ATRIP project on US 45 to get some of those projects completed.

Mr. Richardson said I have asked for an ATRIP application for US 45 but so far, I haven't gotten anything. I'm just going to have to be the voice crying in the wilderness. I'm going to keep on saying it. I'm going to make my point known, Highway 45 can't keep being ignored. We're not talking about 1/3 of the streets in the City of Mobile. We are talking about one US Highway 45, but during my lifetime and in my tenure as an elected official, I want to see US 45 fixed.

Councilmember Martin said Kevin, I know we've had this conversation too, but we have applied for ATRIP, but denied. I understand what Volkert has done and I have told Kevin that I did not agree with a diet on US 45. If I knew we were going to spend that money only to just be able to speak about it and not but any action towards, I wouldn't have supported spending that money to only put a diet at the end of that study. Thank you.

Mr. Harrison said are there any more questions concerning Congestion Management?

There were no more questions.

Mr. Harrison said we do have a freight component in the Long-Range Plan. This ultimately came from the State Docks, but we also have a truck component to our Long-Range Plan. Every quarter, the APM Terminals and their container trucks as they wait to get inspected at the main gate, their given an iPad with eight questions we've developed and each one of the truckers answer the eight questions. It's more of an origin destination survey. If you came into Mobile County what road did you use? How many times a day do you do that? Do you leave the county on the same road and stuff like that? It was valuable information into our truck model. Some of the projects that are coming out of the Long-Range Plan, you can see. The container expansion, the RO/RO, the coal terminal replacement program. There's more cargo that the state docks want to do and then the dredge material beneficiary use project. Climate Change analysis, this is a regurgitation of the last long-range plan. I don't think it's changed in the last five years. We've identified our critical transportation assets and there were applied stressors, precipitations, wind, sea level rise, storm surge and then each one of our critical assets were given a ranking in terms of how vulnerable they are. Obviously, the Bayway and Causeway are ranked high in that level. That's ultimately the Long-Range Plan. There is an appendix. It's a large document. This whole document is online. Like I said, it's a 300-page document at least.

Councilmember Martin said let me ask one last question. These projects as it relates to the ones that have been shared, is there a Title VII requirement with these?

Mr. Harrison said there is a Title VI requirement.

Councilmember Martin said Title VI. Okay. Do we review that with this?

Mr. Harrison said yes. That was in the beginning when we talked about Environmental Justice. It has to do with the travel time from low and minority pockets. We make sure that there is no disparaging travel time effects to the low income, minority populations as it relates to trip attracters which is the employment centers, the malls, and stuff like that. We've run that analysis. It's all in the 300-page document. I will say that when there was a \$6 toll, there was a lot of traffic pushed onto 165 from the toll diversion. This is one thing that would have to change in the report if the bridge is added back to the Long-Range Plan with a \$6 toll. That amount of traffic that would have been toll divergence up 165, it would have added a small travel time from low income minority zones to certain trip attracters, but this Long-Range Plan doesn't have any of those disparaging affects in terms of travel time. Does that answer your question?

Councilmember Martin's said I'm good. I will put those others in writing so that we can move on.

Motion was made by Councilmember John Williams to approve the Long-Range Plan with a second from Councilmember Lorenzo Martin. Motion to approve Resolution 20-007 was approved unanimously.

The next item on the agenda was discussion of the Human Coordinated Services Transportation Plan (HSCTP).

Mr. Harrison said actually the next item was for a highway funds project, but it has been stricken from the agenda. This was a project for the Causeway. It was \$15 million for construction and \$1.5 million for utilities. Last week, ALDOT decided to push that project past 2024 so this item, is being stricken from the agenda.

Mr. Harrison said we have one other item. The Human Services Coordinated Transportation plan is a plan that we author. It's due at the end of the fiscal year. Anyone who applies for transit funding has to be included in this plan. Their need has to be satisfied in the plan. This is something that we are working on now. Tom, do you want to elaborate on that, but we are going to have to have a series of public meetings concerning the Human Services Coordinated Transportation Plan.

Mr. Piper said we actually had a meeting scheduled but because of the quarantine we had to cancel it. We'll try to pick that up. The deadline for this plan is September so hopefully we'll be able to get that done before then. Basically, if you want to apply for 5310 then your project has to be derived from this plan. There is a section that identifies action items and strategies to meet those items and that's what you have to reference in your application.

Mr. Harrison said thank you.

The next item on the agenda on was old business.

Mr. Harrison said I would like to bring up that at the August meeting, we had tabled the I-10 Mobile River Bridge and that item is officially off the table. The bridge was tabled subsequent the governor's meeting which never happened and now that the bridge is not in the long-range plan, it's not eligible to be in the TIP. I would like to under old business, to say that even though it was tabled in August, it's now considered off the table.

Mayor Stimpson called for any questions.

The next item on the agenda was new business.

Mr. Harrison said under new business, I would like to go over real quick the MPO Attributable Funds. We have had an appropriation Act. We've had the \$705,000 which was part of what was considered the Appropriations Act of 2020. This happened yesterday so we have \$564,549 of Federal Funds. It requires an 80/20 match. We can deal with this later since it just happened yesterday in terms of just add it to the pot or a special project allocation. I would like

to stress that in 2023, it looks like we have \$2 million, we're actually in the hole by \$9.3 million in 2024. It looks like we have \$2 million, but Celeste Road construction is not here. It is in 2024. We are negative so that project may have to be pushed back to 2025 if we don't have enough money for it. We can deal with that at the next TCC meeting which will probably be in June and we can discuss at the subcommittee and make a recommendation on how to deal that \$700,000, but this is the current slate. McGregor got pushed back to 2021. I would like to say that on the previous project, Schillingers, 98 to Lott, if you recall, several years ago, we had no way to see how much money is being spent and if can expect a project overrun or project cost increase. ALDOT sends us a report every month on what the projected cost is going to be in particular to Schillinger. That project was bid at \$9 million. It's had a cost increase of about a million dollars and now I think it's up to \$10 million and that's good because the MPO has \$7.5 million for it and ALDOT through the TK project had \$5 million for it. Even though we had \$12.5 million for Schillinger, 98 to Lott, which is not on this sheet. It was authorized in 2016, looks like we still have plenty of money for that project. The good news is, as part of the process, we are now monitoring the MPO projects that are under construction now, how much federal funds are being spent and if there's any projected cost increases. Those of you that were part of that process several years ago with the Schillinger, Howells Ferry project, out of all that mess, this is what came out of that. Our annual allocation has slightly gone up by \$100,000. That happened this week also. What was \$10,300,000 is now \$10,400,000. TAP projects are due May 15th. There was not a call for projects last year for TAP so the state and the MPO both have a double amount. Some of the requirements have changed for the TAP projects, but it is on our website, the State and MPO guidelines and application.

With no other new business, the meeting was adjourned.

ATTEST:

Chairman, TCC

Chairman, MPO

Date

Date

