

**Mobile Area Transportation Study
Metropolitan Planning Organization (MPO)
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting
Wednesday, February 14, 2:00 pm
SARPC Boardroom**

MPO Members Present

Ms. Kim Sanderson rep. Mr. Bryan Kegley
Ms. Jennifer White rep. Hon. Bess Rich
Mayor Tom Williams
Mr. James Jacobs rep Mayor Jimmy Gardner
Mayor David Baker
Mr. TO Crane rep. Mayor Terry Downey
Mr. Vince Calametti
Mr. Dennis Sullivan rep. Mayor Byron Pittman
Mr. Tyrone Parker
Mr. Ricky Mitchell rep. Hon. Jerry Carl
Mr. John F. Rhodes
Mayor Sandy Stimpson
Mr. Norman Walton
Mr. Nick Amberger rep. Hon. Fred Richardson

MPO Members Absent

Mayor Howard Rubenstein
Mayor William Criswell
Hon. Lorenzo Martin

TCC/CAC Members Present

Mr. Gerald Alfred
Mr. Nick Amberger
Mr. Richard Spraggins rep. James Foster
Mr. Thomas Hughes
Mr. James Jacobs
Ms. Jennifer White
Mr. Merrill Thomas
Mr. Dennis Sullivan
Ms. Kim Sanderson
Mr. Ricky Mitchell
Ms. Melanie Baldwin rep. Donye Woodard
Ms. Mary Beth Bergin
Ms. Dianne Irby

TCC/CAC Members Absent

Mr. Bert Hoffman
Mr. Tom Briand
Mr. Matthew Lambert
Mr. Brian Harold
Ms. Jennifer Denson
Ms. Casi Callaway
Mr. Bob Harris
Ms. Margie Wilcox
Mr. Troy Wayman
Mr. Fernando Billups
Mr. Donald Watson
Mr. John Murphy
Mr. Carl Butler
Ms. Katherine Pitman
Ms. Kellie Hope
Mr. Jeff Zoghby

Guests:

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 December 13th, 2017 MPO Meeting.

Motion was made by Mr. Norman Walton with a second by Mayor Tom Williams to approve the minutes. Motion passed.

The third item on the agenda was to approve the minutes of the January 31st, 2018 TCC/CAC meeting.

Motion was made by Mr. Dennis Sullivan to approve the minutes with a second by Mr. Ricky Mitchell. Motion was approved.

The fourth item on the agenda was to approve an ALDOT requested project and modification in the 2016-2019 TIP with National Highway Funds, Resolution 18-006.

Mr. Harrison said the first resolution in your folder is Resolution 18-006. Any time that there is federal funding to be spent in the Mobile Urbanized Area, it requires the approval of the MPO. These items actually went before the Advisory Committee on January 31st. That is about a 35 member committee that the agenda was reviewed with. The first item is for utilities for \$200,000 for State Route 158 Extension from 0.5 mile east of Glenwood Road to west of Lott Road. With the same pot of money, National Highway Funding, this is money that is spent at the State's discretion, is the same project for \$30 million. This is a new cost estimate. This project has been before ya'll several times. The previous cost estimate was \$17 million. The new cost estimate is \$30. It is a reshuffling of funds; it is not a new cost estimate. I think BP funds were involved.

Mr. Calametti said no. Years ago, we tried to get 98 moving but due to a limitation of funds, we grouped the projects into \$20 million increments because that was an amount that we thought we could get funded. Now, we have new funding sources through the BP and those \$20 million increments were basically a grade and drain, just do the dirt work. This is a longer project that includes grade, drain, base and pave. This is one of the first seven projects and it has the base and pave in it. Shortly, it will be a usable project. We know we have a project that has been sitting there quite some time and hasn't been used. These will be usable projects. As Kevin said, this is National Highway Funds, so these are funds that can be used anywhere across the state on National Highway System Roads. For us to convince Montgomery that they need to be spent here, that is a good thing. We still have our BP funds to keep this thing moving, but I am willing to spend federal funds as quick as I can get them.

Mr. Harrison said is there any chance that this project will be built with four lanes, two in each direction or how is this going to be.

Mr. Calametti said we are going to drain and grade four. We are paving two. If I can kept enough federal funds coming this way, then that our BP funds can go further. That is overall goal, to get four lanes, but I can't tell you that I have the funds to that today. The primary goal is to get drain and grade for four all the

way from Mississippi to the interstate to get the through truck traffic off of existing 98. It will improve safety a great deal.

Mr. Walton asked when it is scheduled.

Mr. Harrison said utilities is March 1st and then May 25th is construction.

Mr. Calametti said the length of this project is just east of Glenwood Road to Lott Road. You know where the existing project is? It is right from the existing project to Lott Road. Lott Road will be a big interchange project on itself. We have another project that was let last month; we will take it from Lott Road to where it stopped to begin with.

Mayor Stimpson said so is that three projects.

Mr. Calametti said that is three projects and then we have a couple of other smaller projects for Glenwood Road and an overpass at Glenwood Road, and a couple of other intersections throughout there so it is seven total, but these three big ones are right at probably a \$100 million.

Mayor Stimpson said if everything were to happen like you hoped it would, how long would it take to complete it all the way to Mississippi.

Mr. Calametti said we could probably get that done by 2021, 2022. Right now, we are well funded and we haven't touched BP funds so I think that is great thing.

Mr. Harrison said is there a chance they will take those BP funds back?

Mr. Calametti said no, that is by legislation.

Motion was made by Mayor Tom Williams to approve resolution 18-006 with a second by Mr. Norman Walton. The motion was approved.

The next item on the agenda was to approve ALDOT requested project deletion in the 2016-2019 TIP from Interstate Maintenance Funds.

Mr. Harrison said the next resolution in your folder is Resolution 18-007. This is actually to move these projects out, one is for deletion and the other is to move it out. This is for funds that are spent at the State's discretion. They are interstate maintenance funds. The Long Range Transportation Planning Process is that the projects are born out of the 25 year long range plan and as they get funded, they move into the short range plan called the TIP which is the Transportation Improvement Program. Any time there is project that moves into the TIP or moves out of the TIP requires approval from the MPO Board. What we are doing today is actually taking three of the projects off of the 2016 to 2019 Transportation Improvement Program or the short range program. The first one is for an I-10 Mobile River Bridge Load Test Program for \$100,000. That was a project that we introduced at the last MPO meeting. The other one is for an interchange at 43 South of Creola for \$17 million. That project is getting moved from fiscal year 2019 to fiscal year 2024. Does anyone have any questions?

Mr. Calametti said the first project is the load test program. This will enable us to establish pile lengths of the Mobile River Bridge Project and save us money by knowing exactly what the pile lengths are. The deletion of this project, it is a preliminary engineering project; it was done under the existing Mobile River Bridge Project, that is why it is deleted. The other projects are interstate maintenance projects and because of priorities, they have been moved out.

Mayor Williams said can you talk a little bit about what you expect to do at the interchange at 43 and I-65.

Mr. Calametti said we still have that same plan that we have been looking at for years but because of interstate maintenance funds are probably some of our hardest hit funds, it was a priority problem. The project is still a viable project but that is lacking funding.

Motion was made by Mayor Williams with a second by Mr. Nick Amberger to approve Resolution 18-007. Motion was approved.

The next item on the agenda was approved supporting the ALDOT Highway Safety Improvement Program Performance Measure Targets.

Mr. Harrison said the next resolution involves the performance measures that every MPO in America will have to adopt. The Fast ACT, the new federal transportation bill, has now required performance measures for safety, for pavement, for bridge, for system performance and freight. The MPO's will have the responsibility for safety, system performance and freight. Those last two are basically travel time from data we get from the Federal Highway Administration that we will compile ourselves in terms of performance measures and targets. The pavement and bridge performance measures will be the responsibility of ALDOT. I think at some point, the MPO will still have to review and adopt them. The safety right now is the performance measures that are due to be adopted by February 27th which is one of the reasons for the urgency of this meeting today. There are five performance measures that the State of Alabama has created for safety. I am making a recommendation to the board and we reviewed this with the TCC on January 31st in detail that if we adopt the State's performance measures and all we really have to do is say all of our projects support the State's safety targets. Those targets are: number of fatalities by December 2018 is project to be 1,010; the rate of fatalities per 100 million VMT is 1.49; the number of serious injuries for a five year rolling average is 8,369; the rate of serious injuries is 12.42; and the number of non-motorized fatalities and serious injuries is 390. To briefly explain all of that, in your folder, you have the draft safety performance target draft report. This was paid for by ALDOT. The University of Alabama and Cambridge Systematics helped put this together. MPO's have the option of adopting the State's performance measures or coming up with our own. Page 3, this is the actual five year rolling averages that the State came up with. These are the number of fatalities throughout the State. They had a baseline of 895 fatalities throughout the whole state. Anthony with our staff calculated all of this for our study area and we've got a number of fatalities, a baseline fatality of about 49 compared with that 895. In the past five years we have had a rolling average of about 50 fatalities in our study area. We have the option of adopting these or coming up with our own. The caveat is there is no consequences if we don't meet our targets. If there are no consequences, I don't see why we wouldn't support the State's targets. The consequences of the State is that if they don't meet these numbers right here, the performance targets, then they will have to use eventually, all of their safety money on safety projects. By law, states can use half of their money on safety projects and they can flex the other 50%. Right now, ALDOT is using 60% of their funds on safety projects. If they don't meet these targets, they will have to use all of their safety money on safety type projects. One interesting note on this is on page 4. The unemployment rate, there is a direct correlation to unemployment rate and fatalities. Since this is a five year rolling average, there is a lagging target. The red is the unemployment rate. The unemployment rate when it is low, the number of fatalities and incidents of injuries is high. The formula they use to come up with their targets is a five tier formula that they use to get the 2014-2018 numbers. Really what this means, we either adopt the State's performance targets which is on page 3 or we use the ones we developed ourselves with no consequence. We reviewed this at the TCC meeting on the 31st with some discussion and we recommended to approve the State's performance targets. What that means is that we will include it in our Long Range Plan and TIP. By every February 27, the MPO will have to produce a report with how the projects went towards the State's targets as part of the Highway Safety Improvement

Plan. That's really all that I have. We will have to do this for safety by February 27. It is really 180 days after the State has adopted this. The State has already adopted it and every MPO in the state had 180 days to either adopt our own or adopt the State's.

Motion was made by Mr. Norman Walton to adopt Resolution 18-008 with a second by Mayor Williams.

Mayor Williams said I was just going to say at the previous meeting that Kevin alluded to, it was discussed, and it was the opinion of the group that we would adopt the State plan. I have no problem with it.

Mr. Mitchell asked Vince if it affected the state either way, if we adopt theirs or our own.

Mr. Calametti said no.

Ms. Baldwin asked if there was going to be a balance throughout the Mobile area in the sense of people developing a grant, does it make a difference.

Mr. Harrison said if you applied to the State for the Highway Safety Improvement Program, you just say that this project works toward the ALDOT safety targets and performance measures. It is interesting that the state right now is only using 60% of their safety funds. If they don't meet these targets, there is probably going to be a lot more money for safety projects.

Resolution 18-008 was approved.

The next item on the agenda was old business.

Mr. Harrison said in your folders, I have included the STP attributable funds. This is the MPO money. There is about \$7.8 million federal a year. The annual allocation is the match plus the federal funds and is about \$9.6 million in 2018 that can be scheduled. We really have had no changes on this. The only recent change is Zeigler Boulevard, Project 1, the construction for that \$13.7 million has an authorization date of August this year that just got pushed back a month and the McDonald Road right-of-way, project 4, for \$1 million has had a slight cost increase of \$170,000 more. It is not on this form yet, but those are the only minor changes that have taken place in the schedule. You will see by the end of 2019, we really don't have that because we have \$13 million plus utilities \$2.5 million in 2020 for McFarland Road that we have to account for. I always like to bring this to your attention at every meeting. Does anyone have any questions on this? This is the STP attributable.

Mayor Stimpson said you said the Zeigler Boulevard got backed up, from September to August or July to August.

Mr. Harrison said from July to August. It got pushed back a month.

Mayor Stimpson said when will construction start on that.

Mr. Harrison said once it is authorized.

Mr. Calametti said if it is let in August, September, October, probably first of November.

Mr. Harrison said all of Zeigler; we have in this schedule of funds.

Mr. Amberger said on both of the Zeigler projects, the hold up is real estate. Zeigler from Forrest Hill to Athey is working out the section on the railroad and then on the other Zeigler project from Cody to Schillinger, we are going through those purchases now.


Mr. Harrison said the other item under old business is that this morning; we gave Volkert, the notice to proceed on the US 45 Feasibility Study. They will have until the end of September to develop that. Really, they are going to try and come up with recommendations for 45 from Springhill to Crystal Springs Road. If there is more potential safety money, they will include safety money for that also.

The next item on the agenda was new business.

Mr. Harrison said I do want to mention that as part of our Long Range 25 year plan, we are going to have a freight plan, like we have a freight element. Some of ya'll remember, we purchased some OD truck data not long ago. We now have Brian Harold with APM Terminals. We developed an onboard questionnaire so as the container trucks come in to get weighed there, they are going to take a questionnaire with the iPad, where the containers are coming from, where they are going, how many trips a day do you have the same type trip so it should be good information for our freight plan when it comes out. I'll keep ya'll posted on that.

With no other business, the meeting was adjourned.

ATTEST:



Chairman, TCC



Chairman, MPO

5/23/18

Date

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