

**Mobile Area Transportation Study
TCC/CAC Meeting
Wednesday, October 17, 2018 10:00 a.m.
SARPC Transportation Department Office**

TCC/CAC Members Present

Mr. Merrill Thomas
Ms. Kim Sanderson
Ms. Tammy Olivero rep. Mr. Nick Amberger
Mr. Tom Briand
Mr. Bob Harris
Mr. Kevin Harrison rep. Ms. Jennifer Denson
Mr. Gerald Alfred
Mr. John F. Rhodes
Mr. James Foster
Mr. Ricky Mitchell
Ms. Kina Andrews rep. Ms. Dianne Irby
Ms. Mary Beth Bergin
Ms. Michele Rumpf
Mr. Vince Beebe
Mr. Dennis Sullivan
Ms. Christine Sullivan, City of Saraland
Mr. John Murphy
Ms. Margie Wilcox

TCC/CAC Members Absent

Mr. Donald Watson
Ms. Kellie Hope
Ms. Casi Callaway
Mr. Fernando Billups
Mr. John Blanton
Ms. Jennifer White
Mr. Brian Harold
Mr. Jeff Zoghby
Mr. Troy Wayman
Mr. Bert Hoffman
Mr. Donye Woodard
Mr. James Jacobs

GUESTS:

Mr. Richard Spraggins
Mr. Adam Spence
Ms. Stephanie Alexander

STAFF:

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

The meeting was called to order by Mr. Rickey Rhodes.

The second item on the agenda was to recommend approval of Bridge and Pavement Performance Measurement (PM2) Targets, Resolution 19-001.

Mr. Harrison said our MPO meeting will be October 31st. The MPO Policy Board is a 16-member policy board. Mayor Stimpson is our chairman. All of the mayors in the urban area plus Commissioner Carl, ALDOT, the Wave Transit and a SARPC member makes up the 16-member voting policy board They will meet on October 31st. The recommendations that we make today will go before them on the 31st. This is basically the same agenda that we have. The first item on your

agenda is more performance measures. This is the last one. If you recall, we've adopted the safety performance measures which we will get to in just a minute with the Long-Range Plan. We've adopted the Transit Performance Measures. We've adopted the System Performance Measures which is the travel time reliability. Y'all may recall that was at the last meeting. This is the final set of performance measures. These performance measures are a part of the FAST Act which is the new transportation law. These particular performance measures are pavement and bridge deck conditions and these are going to be done by the State. The data will be compiled by the State. They'll do the inspections. What we have to do as the MPO is approve the performance measures and the targets set forth by the State. All the MPOs in the state have to do with this is agree to their targets. I don't think that there is a penalty for not meeting your targets. The only penalty of the four performance measures for not meeting them is safety. The safety performance measures, if we don't meet those, then the State of Alabama will have to use all of the safety money on safety projects. Right now, I think the State of Alabama is spending 60% of the safety money on safety projects. As a penalty for not meeting their safety targets, they will have to use a 100%. There are three categories: NHS Bridge condition; interstate pavement condition; and non-interstate NHS pavement condition. These came straight from ALDOT and they are for the NHS Bridges in good condition, the percentages of good condition bridge deck area for 2017 was 28.4 so the targets that they are setting for the two years is no less than 27% and the four year also no less the 27%.

Ms. Andrews said I had a quick question about the paving conditions. Right now, the city is working on a street condition assessment. We are having a company come in with one of those special trucks and do an in-depth assessment of all of our streets. Will that data be incorporated into this or will this be a separate initiative all together?

Mr. Spence said I know we do pavement condition ratings yearly on NHS and OSH and interstate routes, but that is just routes maintained by the state, not city roads.

Mr. Harrison said and that's what these targets pertain to. The MPO has the option of doing our own pavement and bridge test, I opt that we don't do that. We can adopt the state or we can do our own. I am recommending to the board that we adopt the State's. These are the targets set forth by the state for the NHS bridges, the interstate pavement in good condition, and the interstate pavement in poor condition, the non-interstate NHS pavement in good condition and likewise on the poor condition. There's really a deadline of November for us to adopt this and I don't see any reason why we can't adopt something that ALDOT will be compiling the data, ALDOT will be doing and ALDOT will be reporting on. We as the MPO just have to agree to it. If the Technical Coordinating/Citizens Advisory Committee recommends to the MPO, then we can bring it to the MPO on October 31st. Actually, any long-range plan or TIP amendment or change after May of 2018, these all had to be included into the documents. That's actually the next item on the agenda, another regulation.

Mr. Foster said the dates you have here for two-year performance is 2019 and four years is 2021. Is that two years after the 19 where the targets will come in?

Mr. Harrison said the targets were based on previous data, on 2017.

Mr. Foster said okay 17 plus two or 17 plus four.

Mr. Harrison said the safety, not necessarily the transit because the transit is based on the percentage of vehicles that have met their usual life, but the system performance and they safety, their targets are based on all historical data.

Mr. Briand said the engineering firms who do these reports, like we did our own, they use these numbers.

Mr. Harrison said ALDOT is going to compile all these reports.

Mr. Spence said it is my understanding that the NHS routes, INT routes and the Non-Interstate routes that we OHS, other state highways, these are all the routes that the state maintains, not city and county.

Motion was made by Mr. Dennis Sullivan with a second by Mr. James Foster to recommend Resolution 19-001 for approval to the MPO was approved.

The third item on the agenda was to recommend approval of Amendment to the Destination 2040, Long Range Transportation Plan, Resolution 19-002.

Mr. Harrison said what you have before you is a resolution and the actual amendment. Before we get into this, I want to read an excerpt from the AASHTO Practitioners Handbook for Managing the NEPA Process for Toll Lanes and Toll Roads. It says under fiscal constraint, Federal Highway will not issue a NEPA decision or document for a project in a metropolitan area unless that project is included in the fiscally constrained Metropolitan Transportation Plan, the long-range plan. Fiscal constraint in essence is a finding that the projected revenues are sufficient to cover the projected costs of the project in the plan. Federal Highway's fiscal constraint guidance recognizes that toll revenues can be considered as one source of revenue to satisfy fiscal constraint requirements. The need to make fiscal constraint determinations may require projections to be made regarding anticipated toll revenues well before any final decisions have been made regarding tolls. I read that to you because when we adopted the long-range plan in March of 2015, tolling was not a financial commitment for the bridge. It looks like the Federal Highway will not issue the NEPA decision unless tolling is actually considered in the fiscally constrained plan as a funding commitment. That's the reason that we have to do this today. What we've done, we've had amendments to the long-range plan in the past. Those of you that are familiar with this process know that the long-range plan is a very thick document. The amendments and model documentation is an even thicker document. This is the amendment. I mailed this to y'all. That was draft. This has been vetted by the Federal Highway Administration and they chopped it up a pretty good bit. I want to go over this with you, the one in your folder, not the one that was mailed to you. The one that says draft, y'all can discard that. First is on page 5. This is really under the funding scenario. The I-10 Mobile River Bridge urban area, the PE, utilities and construction, these are all new estimates. The PE is \$51 million, utilities is \$10 million and the construction for the Mobile County side is \$1.1 billion. These will be done with toll revenues as pointed out in 1.2.1, Public-Private Partnership. The concessionaire will lease the project for 55 years. Section 1.6 on page 7, this is something because of the previous resolution for performance measures. As of May 2018, anytime there is an amendment to a long-range plan, our performance measures have to be included into the amendment. That's what we've done here. Page 8, actually goes over the performance measures for all of them, safety, transit, the assets is the one we just recommended to be adopted for NHS bridges, interstate and NHS non-interstate and then system performance, so that is actually a new section. There will be a systems performance report. Further on the Highway facilities, this is kind of the same. Let's go to page 13, table 2-2. Our travel demand model, our network, really hasn't changed. The bridge was there in the long-range plan, the Bayway was there in the long-range plan, the Cochrane bridge was on the long-range plan so the number of lane miles and configuration has not changed. What has changed is on page 14 and 15. By imposing the toll on the new bridge, shifts traffic from, and we don't have street names on the map, but you can kinda tell where everything is, the Cochrane Causeway will be over capacity with the toll. That actually shifts traffic down 65 as well. You can see the portion of 65 is over capacity. In the model, between Government and Springhill is actually over capacity, but the Beltline shows the green, so you can't really see it. South of 65 with the toll is expected to be over capacity. That changes on page 15. Our analysis, and again this is not coming from ALDOT's bridge document that CDM Smith did, this is our analysis from our travel demand forecast model. By imposing the toll, there is a shift of the mileage of the level of service D. I-10 with the toll is actually less because it takes some of that traffic off of the I-10 Bayway. Principal arterials that actually take some of the traffic to the Cochrane Causeway, more miles at a Level of Service D. Actually, it is interesting that from ALDOT's analysis, the travel demand across the Bayway was reduced a little bit. That certainly can be explained by people carpooling, people taking public transit, people telecommuting, really to avoid the toll. The actual volume crossing the bay went down slightly as well. These are all reflected in the change. On page 17 is actual new cost estimates. Again the \$1.1 billion, the \$10 million utilities and PE for \$51 million. The right of way actually is in the long-range plan, but I think it has already been authorized and we don't have that actually in the TIP which is coming up in the next several resolutions. That's the highway section. On page 21, this is the Title VI. Because we had changes to travel time, what our Title VI does, it ensures the travel time to and from

low to moderate income minority zones does not have a disparaging affect based on the project. The travel times, because the capacity changed on the Cochrane Causeway, on 65, those travel times did change. We had to do the analysis all over again based on these travel times. Anthony actually spent a lot of time and did about 30 pages of the update here. Federal Highway cut it to three pages. You miss all the maps and graphics and everything we did to show there is a negligible travel time increase to the low and moderate, what we call target zones, to the trip generators which is hospitals, malls, retail, employment centers. We actually looked at the travel time from the target zones to all those other trip generators zones before the toll and after the toll. That's really what it was and it discusses in here in the summary that there is a negligible effect. In the environmental justice. Does anybody have any questions on that before we move on?

Ms. Andrews said can we get the full report?

Mr. Harrison said actually the long-range plan is due in March of 2020 so it will be done in probably the next 9 to 10 months for public review so all of that will be done. If you want it, you can have it.

Ms. Bergin asked the maps on 14, did you say that was from the MPO model of the ALDOT model?

Mr. Harrison said that is from the MPO model.

Ms. Bergin said the red that looks like it is going across the bay, is that the Bayway or the causeway?

Mr. Harrison said that is the causeway. Anthony the bridge isn't on here.

Mr. Johnson said I will get that updated.

Mr. Harrison said the bridge will be a green line. The bike ped will be presented by Tom.

Mr. Piper said the bike ped section; we've been through this a few times. Initial there was actually a lot more written in here that has been cut out, mostly about public meetings and things like that. That was all mailed out a couple of weeks ago. Basically, what's proposed is that ALDOT has committed to doing upgrades to the Cochrane Bridge to include a bike path on the Cochrane from 165 down to the end of the bridge on the east side and then with future extensions from Broad Street up to Baybridge Road and then on the east side from the end of the project down to the Battleship. The map you see on page 27, those are the things in yellow, the future extensions. The green section on the Cochrane, ALDOT is going to do that as part of the bridge project, but it is not going to be done by concessionaires. It is going to be done by ALDOT.

Mr. Harrison said they have committed \$8.5 million to do that project in green.

Mr. Piper said and then the yellow, they are committed to do, but not at the same time. It will come later. They're going to work with the MPO to come up with funding the project. Then, also, as part of the bid for the bridge, it has a belvedere in red, is committed also as part of the base bid. There will be an elevator in the western side and a belvedere, but there are value added options to extend the belvedere which is that option 2 and also the value-added option to include bike/ped facilities on the bridge itself all the way across. That's basically how it breaks down and that is all explained here in this bike/ped section.

Mr. Harrison said and we actually have a bicycle pedestrian advisory committee. We met on October 3rd and the bicycle pedestrian advisory committee recommended and adopted this plan.

Mr. Piper said they were happy with what's proposed here.

Mr. Harrison said on a side note on the future extension of the Cochrane Causeway, I think it will be a great idea and right now it is just an idea because we don't know the particulars about it, but if this extension from Baybridge connecting from the Battleship connecting to the Cochrane Bridge, instead of on 90 because we know what the toll is going to do to the traffic on the Cochrane Causeway. It is going to be over capacity and probably an unsafe route. You've got such a

resource right here of the Delta and there is actually levees here, east of 90. If there is a way that we can get the separated path up on the levee, we could actually create a destination bike path which was the whole intent really to put it on the bridge to have a destination bike path to Mobile. I think that would be an absolutely incredible destination to be able to all the way down from Fairhope connect to Spanish Fort, go across the Causeway, go through the Delta up on the Cochrane Bridge to Mobile. That is an idea that we have that we think it would be a good future project.

Mr. Piper said we think the state owns all that property. Maybe the port.

Mr. Harrison said that is not included in this plan.

Mr. Piper said but that is something we are going to try to look at maybe the next fiscal year, studying that a little bit.

Mr. Harrison said in essence, that's the amendment to the plan. Y'all have it in your folders. It is different from what had been mailed out because this has been vetted with Federal Highway and they approved this amendment.

Motion was made by Ms. Michelle Rumpf to recommend approval to the MPO with a second by Mr. Dennis Sullivan. Motion was approved.

The next item on the agenda was to recommend for approval ALDOT requested projects in the 2016-2019 TIP with Demonstration, I-10 Mobile River Bridge, Resolution 19-003.

Mr. Harrison said this is really, we just added these to the Long-Range Plan. Now it is time to add it to the TIP. We can do that this fiscal year. This is a recommendation from the Federal Highway Administration to include the \$1.1 billion construction of the bridge in Mobile County to the 2019 TIP and likewise utilities for \$10 million in 2019. These will be funded not with the tolling revenue, but there's state funds, there's federal funds, TIFIA loan and then the tolling revenue from the concessionaire. We are recommending that it be put in 2019.

Motion for approval to recommend Resolution 19-003 to the MPO for approval was made by Mr. Vince Beebe with a second by Mr. Ricky Mitchell. Motion passed.

The next item on the agenda was to recommend approval of ALDOT requested projects and modification in the 2016-2019 TIP with Interstate Maintenance Funds, Resolution 19-004.

Mr. Harrison said if we can go back to that project, this doesn't mean that construction is going to start next year. I think everybody realizes that. Vince, what is the timeline? The record of decision and the FEIS will be?

Mr. Beebe said that is early 19.

Mr. Harrison said early 19 and then the engineering will take a couple of years and it is expected 5 years to build. Is that right?

Mr. Beebe said somewhere in that timeframe.

Mr. Harrison said so possibly 2025 the bridge will be done. Really, possibly 2020, the construction could be started.

Mr. Beebe said yes, I don't know all of the specifics, but they are doing as much as they can now to get to that point.

Mr. Harrison said but in order to start spending any of the money, it has to be in the TIP which is what we just did. The next item in your folder, as y'all know it is October, the beginning of a new fiscal year. The next couple of resolutions are a shuffling of funds. Our current Transportation Improvement Program is 2016 to 2019. Anytime there is a project that crosses the 2019 to 2020 year, it requires a recommendation from the TCC and approval from the MPO. Likewise, with

deleting a project. This resolution, 19-004, is interstate maintenance funds. The first two projects are the deletion of the I-10 East Tunnel Interchange Bridge Bearing Rehab. I remember this project, is it not done? Did y'all not do it?

Mr. Beebe said we had plans and basically it came back that everybody just wants to delete it. At one time, it was hot and heavy, let's go do that, now it's not.

Mr. Harrison said the next project there is 67507. That's a new project for \$3.2 million resurfacing of 65 north of 43 to 225. The PE for 65, 1.1 miles north of State Route 13 for \$49,504. That is not a typo. At least I don't think it is, Vince. September 2017, is that an older project? I double checked that number. That is the number I got, 2017, is that right?

Mr. Beebe said I don't know. We can go back and check that.

Mr. Harrison said and the last one is the deletion of the lighting rehab along the Bayway Bridge there on I-10. Did y'all start that.

Mr. Beebe said that was another one a lot like that bridge rehab. It was started but I think with the Mobile River Bridge coming in they said we need to delete that one.

Ms. Wilcox asked does the lighting currently work?

Mr. Beebe said yes.

Motion was made to recommend approval of Resolution 19-004 to the MPO by Mr. Dennis Sullivan with a second by Mr. James Foster. Motion was approved.

The next item on the agenda was to recommend approval of ALDOT request projects and modifications to the 2016-2019 TIP with National Highway Funds, Resolution 19-005.

Mr. Harrison said Resolution 19-005. This is the National Highway Funds. The first one is the bridge project, the \$51 million for the PE that we've added to the Long-Range Plan set for November. The construction, this is a new cost estimate. It was \$32 million now it is \$20 million. Anytime that there is a change in the cost estimate over \$5 million, we are recommended to have approval from the MPO. We've actually seen a lot on this particular project here in the past several MPO meetings. We keep going back and forth as ALDOT continues going back and forth on how to pay for that with their BP funds which is actually in the next resolution. That project has a change of cost estimate for the National Highway Funds from \$32 million to \$20 million. The other two are the inclusion of resurfacing on 98 and 163 for this fiscal year and next fiscal year.

Mr. Spraggins asked if you have a date on the \$20 million on?

Mr. Harrison said I do not.

Mr. Spence said the letting is June 2019 right now.

Mr. Harrison said I remember the jug handle. We increased it to \$32 million at the last MPO meeting, but because it is over \$5 million, we are required to get y'all's recommendation.

Motion was made by Ms. Michelle Rumpf to recommend approval for Resolution 19-005 to the MPO with a second by Mr. Dennis Sullivan.

The next item on the agenda was to recommend approval of ALDOT requested project modification in the 2016-2019 TIP with BP Funds, Resolution 19-006.

Mr. Harrison said the next resolution 19-006 pertains to the same project. This is now a funding category, BP Funds, for \$30 million from ½ mile east of Glenwood Road to west of Lott Road. I guess this also goes back to the reshuffling of funds between NHS and BP funds. We'd like to thank our local legislator for providing BP funds for our 158 extension. This is for \$30 million for September of this year. When is this expected to let?

Someone said it was let on the 14th of September.

Mr. Harrison said okay. It still requires MPO approval.

Motion was made by Ms. Margie Wilcox to recommend Resolution 19-006 for approval to the MPO with a second by Mr. Ricky Mitchell. Motion was approved.

The next item on the agenda was to recommend approval of Mobile MPO requested project modifications in the 2016-2019 TIP with STP Attributable Funds, Resolution 19-007.

Mr. Harrison said the next resolution 19-007, this is the attributable funds. Again, this is a new year and we are shuffling around funds. We're going to get to the schedule behind here in a minute. This has to do with, it is a new fiscal year and the first two projects are new cost estimates. The Zeigler Boulevard, Forest Hill to Athey came in a new cost estimate of \$17,650,000. It was \$13 million. The Zeigler Boulevard, Cody to Schillinger was at \$4.2 million. Now it is \$9.4 million. Those are relatively large cost increases and I would like the recommendation from y'all to approve those projects. Utilities and construction for Dauphin Street, they are crossing that 2019 to 2020 mark. They are being pushed out to 2021. These cost estimates are slightly different than what I had and I will need to ask the city the correct cost estimates for that Dauphin Street project. Three Notch, the right of way and utilities for Three Notch from Schillingers to McDonald are both being pushed out from 2019 to 2021 and 2022 respectively. The new alignment for McFarland Road, the right of way, was in 2019 and now is being pushed back to 2020. It was at \$6 million. It got moved. When things get moved from year to year it is supposed to add a percent so now it is at \$6,060,000. The utilities for McGregor has been pushed back, \$1.5 million and the McGregor widening for construction, the new target start date is November 1, 2019 which is fiscal year 2020 for \$3.3 million. Those are the changes to the STP attributable funds. There might be some cost estimate changes from the resolution between now and the MPO meeting. Dauphin Street we have to get squared away and I think there might some errors with the 1% moving from year to year. It was not put on here.

Mr. Foster said I was wondering about the Three Notch one. The numbers you have here are different from the sheet. It has gone down actually.

Mr. Harrison said right.

Motion to recommend Resolution 19-007 to the MPO for approval was made by Mr. Dennis Sullivan with a second by Mr. James Foster. Motion was approved.

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

Mr. Harrison said some of this is going to change because of the 1% moving and then \$6 million is actually \$6,060,000. A couple of things that I want you to pay attention to is project 1 and the second project. Both had new cost estimate increases. This, we have scheduled out to year 2023. We met in July, those that were interested in compiling the next TIP which is from 2020 to 2023 and this is kinda what we came up with. However, let's see I think Dauphin Street got moved back because of these cost estimate increases on Zeigler Boulevard. I want you to pay attention to fiscal year 2018 annual allocation. You will notice we had a revenue increase. Typically, our apportionment is \$9.6 million. We have \$11.4 in 2018. That was added to the pot which is actually pretty close to the amount left over in 2023. That is mere coincidence or very good transportation planning. That increase is because of President Trump's Appropriation Act of 2018. The state of Alabama actually got \$7.6 million. The distribution to the Mobile MPO was \$1.38 million. That was added to 2018. That

\$1.3 million I guess could have been used for another purpose or added to the pot. Given that we have \$1.3 million leftover in the TIP, we just added it to the pot. It is y'all's money. That's where it went in 2018, just added to the STP attributable pot. You will notice and I don't have the figure on here, but in 2024, we are going to be very negative. That's \$24 million right there for construction of Airport from Snow to Eliza Jordan Road and Celeste Road widening from 65 to Forrest Avenue. Those projects are not going to be able to both be done in 2024. In fact, some of them are going to have to be moved out. In the meantime, we have another long-range plan that we are going to develop in the next year to determine capacity demands throughout the network and I am pretty certain that Cody Road, if that new USA football stadium gets put in, that's going to have some additional capacity demand issues that Cody Road at least the preliminary engineering may need to be added to the next TIP at some point, somewhere. Hopefully we will get a funding increase somewhere over the next four or five years to allow for that. Cody Road will be in the next long-range plan and most likely a portion of it, if it pleases the board, this is y'all's money, under your recommendation, to be in the 2020-2023 TIP. It's gotta be in the long-range plan before it is in the TIP. Our timeline for the next long-range plan is it is due March of 2020. We are working on it now. A lot of what went into this update that we adopted earlier goes into that. I would like to see probably over the summer, we will be hitting the public with this, public meetings and public participation. Right now, we are working on the future socio-economic forecast which we are going to have to come out and meet with the county and all the cities to vet what our year 2045 socio economic projections are in terms of households, where the households are and employment in terms of retail, service employees and manufacturing employees and where they are around the county. We are working on that now and we are going to have to vet that with y'all in the next couple of months. I wanted to review this with y'all. This is your money. This is the funding schedule. The tentative 2020 to 2023 Tip. You will notice we don't have any projects under the Congestion Management Process. The first three were the Government Street Corridor, Dauphin Street and then Airport Boulevard. Those are all capacity added projects but they are through adaptive signals or other projects like that that don't actually require a bulldozer and adding lanes. We still have 2020 and 2021, the next TIP to identify those projects. Those projects will be identified in the long-range plan.

Ms. Andrews asked will you do like a cost comparison in the modeling that you run like invest in congestion management program dollars versus the bulldozer dollars to kind of see how that models over time?

Mr. Harrison said yes, but it will be based on delay and I can tell you when you do a midblock delay analysis, you have 60,000 cars being tied to that travel time cost compared to an intersection delay, you're dealing with a smaller amount of traffic so the benefit cost is going to be somewhat skewed. It is going to be tough to do that. We will have a benefit cost analysis. I don't need a motion. I just wanted to review it with you. Are there any questions on this? This will be updated for the MPO meeting.

The next item on the agenda was old business.

Mr. Spraggins asked Kevin, did you forget that TAP project, the one for the city?

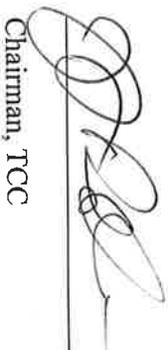
Mr. Harrison said the one for the City of Prichard. I have omitted a TAP project from the agenda. If you recall in 2019, we awarded the City of Prichard funds. We awarded Mobile County TAP Funds. We had the Mobile County pre-agreement meeting. Your contract is on its way to being executed. I didn't think it would be prudent to include projects to the TIP without an executed agreement. We didn't have the County's project and the City of Prichard, we haven't had the pre-agreement meeting yet. That's actually on Monday. We held off on having Prichard's pre-agreement meeting until they had a consultant under contract for their award for last year. That is probably going to change in our TAP requirements. In order to be eligible for a TAP project, if you are awarded a previous year's TAP award, your engineering must be under contract in order to be eligible to apply. That's probably going to be a change that we are going to have in the TAP grants. Prichard in 2014, they were awarded Whistler Street. They never acted on hiring a consultant for the engineering so they actually lost that project. They applied for the very same project for the 2017-2018 funds, the TAP committee felt that it was a needed project for Prichard. They were awarded that project. It has been a year. They have not hired a consultant. Last Monday, they did. We weren't going to have the pre-agreement meeting on any of the other projects until they had a

consultant under contract doing the work. Now, they have that so we will have a pre-agreement meeting on Monday. The Ella Grant School is actually the project that was awarded to Prichard. We did omit those from this agenda. That will probably be in the February, March MPO meeting. I just don't think it would be prudent to include something in the TIP until there is a final executed sign by the governor agreement.

The next item on the agenda was new business.

The was no new business. Meeting was adjourned.

ATTEST:



Chairman, TCC

Date 10/31/18