

**Mobile Area Transportation Study  
Metropolitan Planning Organization (MPO)  
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting  
August 19th, 2020 10:00 am  
Virtual Meeting via GoToMeeting**

**MPO Members Present**

Mayor David Baker  
Bryan Kegley  
Jennifer White rep. Councilmember John Williams  
Mayor Tom Williams  
Mayor Byron Pittman  
Logan Anderson rep Mayor Howard Rubenstein  
Edwin Perry for Matt Ericksen  
Nick Amberger rep. Councilmember Fred Richardson  
Damon Dash  
Commissioner Jerry Carl  
John F. Rhodes  
Mayor Sandy Stimpson  
Fernando Billups rep Mayor Jimmy Gardner  
Mayor Byron Pittman

**MPO Members Absent**

Mayor William Criswell  
Ed Phillips  
Councilmember Lorenzo Martin  
Mayor Terry Downey  
Mark Bartlett  
Rob Middleton

**TCC/CAC Members Present**

John Murphy  
Gerald Alfred  
Nick Amberger  
Richard Spraggins  
Rep. Margie Wilcox  
Fernando Billups  
Mr. Dennis Sullivan  
Shilo Miller  
John Blanton  
Laura Cepeda  
Shayla Beaco  
Ricky Mitchell  
Mary Beth Begin  
Nancy Hewston  
Logan Anderson  
Jennifer White  
Dr. Laura Cepeda

**TCC/CAC Members Absent**

Kim Sanderson  
Essie Montgomery Johnson  
Jim DeLapp  
Jeff Zoghby  
Brian Harold  
Jennifer Denson  
Casi Callaway  
Bob Harris  
Mr. Tom Briand  
Donald Watson  
Jason Wilson  
Jason Franklin  
Merrill Thomas  
James Jacobs  
  
Christienne Gibson  
Donald Watson  
Frank Williams

**Guests:**

Darryl Russell  
Guy O’Conner  
Glenn Moseley  
Cathal O’Gorman  
Daniel Berkovitz

**Staff:**

Kevin Harrison  
Tom Piper  
Anthony Johnson  
Monica Williamson

The meeting was called to order by Mayor Stimpson.

The second item on the agenda was to approve the minutes of the April 22, 2020 MPO meeting. Motion was made by Commissioner Jerry Carl with a second by Nick Amberger. Motion passed.

The third item on the agenda was to approve the minutes of the July 29th, 2020 TCC/CAC meeting. Motion was made by John Murphy with a second by Gerald Alfred. Motion passed.

The next item on the agenda was to approve the ALDOT requested modification to the 2020-2023 Transportation Improvement Program; National Highway Funds; Resolution 20-009.

Mr. Harrison said the first resolution that was emailed I placed in your packet is from National Highway Funds. These two projects, each time there's a project that the cost estimate increase or decrease is over \$5 million, that requires resolution from a Metropolitan Planning Organization. In this case, these two projects US98 Eastbound lanes from the Mississippi State line to east of Glenwood road, the old estimate was \$18,200,000, the new estimate is almost \$24 million. The second project that had a large increase was additional lanes from I 10 from County Road 39 to Carroll Plantation. The old estimate was \$33 million, the new estimate is over \$41 million. Those are the cost increases. ALDOT is here for questions concerning those costs increases. The TCC met and recommended this for approval.

Motion to approve was by Commissioner Jerry Carl with a second by Mayor Byron Pittman. Motion approved.

The next item on the agenda was to approve the ALDOT requested modification to the 2020-2023 Transportation Program; STP Any Area Funds; Resolution 20-010.

Mr. Harrison said the next resolution in your folder is STP Any Area funds and these are funds spent at the state's discretion. These are two new projects. The first one is engineering for independent review of Austal's proposed road improvements over the Wallace and Bankhead tunnel. It's for \$170,000. The second one is SP which I'll let ALDOT explain what SP is. The five year regional Traffic Operations Plan for 30 signalized, intersections along 59 in Baldwin County, 90 in Mobile County, and US 98 in both counties. This is a multi county project. The Eastern Shore MPO has the same resolution for the same dollar amount. So instead of splitting that amount into two urban areas, this is one project two different MPOs, two MPOs adopting the same thing. So, these are new projects. Neither of them have a construction phase in the TIP. As I understand it, they're more operation. The TCC recommended this for approval in their July 29 meeting and ALDOT I don't know if you want to explain the SP is, the Regional Traffic Operations Plan.

Mr. Perry said well, it's a special project where we're going to get the PE authorization to where we can get a consultant on board to start to inventory signals throughout the area and put together a plan to upgrade and make improvements to those signalized intersection.

Motion to approve Resolution 20-010 was made by Bryan Kegley with a second by Commissioner Jerry Carl. Motion approved.

The next item on the agenda was to approve the FY2021 Unified Planning Work Program; Resolution 20-011.

Mr. Harrison said this is our annual budget. It's called the Unified Planning Work Program or UPWP. This was reviewed with the TCC on July 29, we've had a little bit of difficult problem adopting this. And those of you that are not familiar with the MPO program and the Public Participation Plan, when we adopt a program, our public involvement has it, we take the document to 40 different places around the county. A lot of those places are closed; libraries, some city halls have accessibility issues. Our office, for example, is closed to the public. So it presents a challenge to get public involvement on this. What we did is actually put it out there and anybody that wants a copy of this will, we'll mail it to them free, free of charge. We do not have any comments on it from the public. We had comments on it from the Federal Highway Administration and ALDOT. And y'all seen this before, this is basically a funding schedule. I want to review this with everybody. This is really what the MPO staff intends on doing in the next fiscal year, level of the funding has not changed since 2020. We're getting the same amount of federal funds, as we did in 2020. Basically, it is the same budget. I did change education and training. And our travel, I'm sure it will be reduced a lot this year, as compared to previous years, in terms of going to the Transportation Research Board, or any other conferences or even training in Montgomery for that matter. I'm anticipating that to be a lot less, so that dollar amount has been reduced. I've increased the Long Range Plan amount in terms of if we have to change the Long Range Plan in 2021, we'll be able to do that. One thing I do want to point out is these are our carryover funds, everybody can see this, these are MPO planning dollars that have not been spent. And some of this has not been matched. Not all of our MPO members are paying their dues so some of of the federal funding is not spent because the dues are not being paid. It's not matched. In the next year or two, we may have enough funding to do a call for projects or for any type of planning studies that a member government would want to match, which is what happened here. And these two projects that were done last year, the City of Mobile and ALDOT was awarded, these are planning studies. This was in the current 2020 UPWP but as far as I know, neither of them have been authorized yet or they have not started the study yet. Jennifer, you may be able to speak on the City of Mobile planning study for USA and Edwin, I don't know. That's Daniel Driscoll's project for US 90 access management and signal operations. Have any of those projects been given notice to proceed yet?

Ms. White said this is Jennifer. We just received authorization from ALDOT to begin the selection for the consultant. The issue of course what we're running across is unusual traffic numbers especially since our study was around the University of South Alabama and having to do with their special events. A lot of those things are not even going on, so we're having to look at alternatives to even capture traffic information to use in these studies, or use very old stuff that we just have in house or using data that was captured through cell phone data before COVID. I don't know if ALDOT is experiencing the same thing, since there's an access management and signal operations study if they're experienced the same thing we are in gathering data.

Mr. Perry said I believe our 90 access management is ongoing right now. What we're relying on is just past accident history. And that's what we're using to kind of justify some of the access management issues and median openings and stuff like that with this project.

Mr. Harrison said I'm glad we're carrying that project over, it looks like the billing cycle will be in 2021, not 2020. And that's essentially the UPWP. The Wave Transit, it has 5307 funding that's allowed for planning, the majority of that is obviously in public transportation. So I don't have any third party contracts scheduled for 2021. But perhaps in 2022, there will be. This has been online for a couple months. Hopefully, everybody's got a chance to review it.

Motion to approve Resolution 20-011 was made by Commissioner Jerry Carl with a second by Jennifer White. Motion approved.

Mr. Harrison said I'm gonna switch my screen over to allow Cathal O'Gorman to share his screen. As y'all know this current year, we do have a third party study in which we contracted Via, Goodwyn, Mills and Caewood to do the Mobile Area Demand Response Transit Feasibility Study. We've heard for the past 20 years that Mobile County needs some kind of transit system. Our original intent was to get some commuter routes possibly to help finance the local match for the transit system. That's how the scope of work was written. We've come to a couple revelations and I'm going to let Via go over the study and give their recommendations to you.

Mr. O'Gorman said I'm Cathal O'Gorman from Via. I'm here with my colleague, Daniel Berkovitz, who's also on the line. I'm just going to quickly present sort of the high level findings from the Mobile Area Demand Response Transit Feasibility Study, there is a full report. Hopefully, some of you have had a chance to read it.

To kind of summarize the goals of this study. So, we were asked by Kevin to basically answer the question, does Mobile County require a county wide transit service? Who would use this service? What type of service would it be and how would it be funded? to set some context so as many of you know, there is the Wave Transit service, but it is, as it's shown on the map on the right in the dark blue lines, it is limited to the most dense parts of the county, which are essentially the City of Mobile and some small areas of other communities like Prichard. 94% of trips in Mobile County are by private vehicle and only a very small less than a percent by public transportation. And one kind of important piece of context is that no agency, there is no sub recipient for FTA Section 5311 rural area funding in Mobile County. So normally there's one recipient per County, no one is claiming this money in Mobile County right now. So, I'll just walk you through the four tasks of the project. So, the first task was basically to understand whether there was a need for countywide transit service. To do this, we engaged with over 40 stakeholders, we reviewed a lot of the existing transit options, census data, and some of the previous reports that Kevin and his team have carried out. And the main conclusions were that the majority of Mobile County is not accessible using public transit. And there are a significant number of individuals who would benefit from a service like this, particularly those who can't drive. So, they may be seniors, they may be low income individuals, youth, or people who are trying to get back into the job market, but basically don't have their own private vehicle in the short term to kind of access job training and sort of the first few weeks of the job. Also, access to healthcare came up over and over again, as a really critical use case. So, people are struggling to get to dialysis people are struggling to the doctor. Right now, for many of them there are for a private taxi, which is usually in many cases too expensive. There are some sort of nonprofits and other agencies throughout Mobile County who are trying to fill the gaps in the transportation system. But they're usually focused on a specific group of individuals or a specific area. So, the majority of trips even still, even if every individual knew about every option within the county, there still really isn't enough options that most people can get where they need to go. Only about just for reference, only about 15% of trips in Mobile County could be completed using wave transit, just due to the fact that most people don't live within walking distance of a bus stop. The second task, we looked at all the different transportation options how this would work and where people could travel. And we concluded that a county wide service is desirable. But with the goal that you cannot take a trip that would be completed using Wave Transit. So, if your trip starts and ends in the City of Mobile, near a bus stop, this is not the service for you. The Wave Transit works well in those areas, there is a paratransit service for those with disabilities. So, this is really about people who are traveling far away from bus stops. Given the low density, it doesn't make sense to run fixed route buses in the majority of the county. So, we are recommending a demand response service, which basically means shared bands driving round up probably small shed vans, they only need to have six seats. So, given the low density of riders, and for the majority of riders, there would be limited to no walking required, because many of the areas that people would be requesting trips from do not have good pedestrian facilities are in very rural areas. And we estimated demand is somewhere between 205 100 trips per day. We then looked into what a service like this would cost. One of the kinds of good and bad things about a demand response service is it can essentially cost as much as you have available because the more vehicles you add, the more trips you can do.

If you only have very limited number of vehicles, people will either have to wait longer or people will not be able to get a trip on certain days. We think for a decent sized fleet that would meet the initial levels of demand, we think that a total budget of one to \$2 million per year is about require what's required for Mobile County. And as the service grows, and if there is demand, we think probably moving toward the upper end of that range. And this cost is mainly driven by driver wages. So, the majority of the cost would be paying the drivers to operate the vehicles. The vehicles themselves are relatively cheap and the operating costs of those vehicles are not that significant. In terms of how to fund it. As I mentioned earlier, the majority of counties in Alabama already do something like this. So, this is not there is a federal grant called the rural and small area grant that almost every other county in fact in the US claims, and this grant is designed for exactly this providing transportation in rural and small areas. So, in Mobile County, no one has claimed this funding. The reason for that is because it requires a local match. So, you must provide some local funding to claim the county funding through it. It would typically cover somewhere between 50 and 70% of the cost of the service. Throughout this process, we know the funding is there. And we know that depending on the exact contracting model, they will, they can cover a very significant chunk of the cost of the service, then with fares, advertising and other sources, we think after all of that, you're probably going to need somewhere around \$300 to \$500,000 in local funding.

Mr. Harrison said I just want to mention while you're here, even though no local counties apply for this funding, that the South Alabama Regional Planning Commission is actually eligible to be the recipient of that money, there can only be one recipient of the 5311 money in a county. And then that 5311 money can be actually used for several different things and, and SARPC is eligible for that money. It doesn't have to be Mobile County or a municipality.

Mr. O'Gorman said thanks. This is the last slide. We think about \$300 to \$500,000 local match required. Some of that may come from nonprofits and other kinds of contracts may be DHR and other agencies who want to help individuals get to jobs. But realistically, we don't think it's feasible for this service to get off the ground without local government support either at a county level or several municipalities. In all of the other peer counties we looked at they had some form of support from either the county commission or the local municipalities. And realistically, without that local match, it's unlikely that this service would get off the ground. We did try and engage with, as Kevin said, private employers to look at ways to get people to more places. And we essentially concluded that this service is unlikely to meet their needs. So, when people are traveling to and from a workplace they want, they want something that will compete with their private vehicle in terms of travel times. And while this service may, you could potentially set up with one or two big factories to kind of get people to or from a shift. For the majority of employers, it would be challenging to get there quickly enough and to provide a prompt enough service. And we understand in Mobile County driving is cheap. It's the dominant form of transportation and realistically as far as driving to a job is most likely going to continue to do that. This service is more as a gap for those who are not able to drive for one reason or another, whether that's age or disability or income. So, I'll pause there if you have any questions. And Dan Berkovitz, my colleague may have something to add that I missed.

Mr. Harrison said I'll note that the federal funds are there. The problem is, is the local funds. There's a gap, there's a need right now, I know for at least seniors to get to doctors' offices, our aging department gets about 80 calls a year, from seniors needing transportation to get to places. There is a need. And, you know, there's a way to do it, but it's gonna require that local match. So, when we first started this, as you know, I was charged by two mayors to try to figure out transit outside of the current Wave Transit. This was our attempt. Other's in the state have contracts and subscriptions. That then those contracts and subscriptions go towards providing local match for federal funds, that was my hope to get the commuter routes up and down 43. If we had those types of local funds provided to match the federal funds, then perhaps we could get a service going like Brats in Baldwin County, but through Prichard, and Saraland, throughout the county, it just doesn't look like that commuter route. We went out and canvassed quite a few people and that just doesn't look like a very popular option.

Mayor Stimpson asked are there any other comments? Kevin, following up what you're saying, you know, somebody, if there the interest of the highway 43 corridor, I searched, you know, it's going to be in coming, in my opinion upon those mayors to determine what is the feasibility of the match? I think back over the time, I've been on the MPO. Committee, that that has always been the challenge was just looking at what we call the enterprise funds for the city and Mobile. Looking at the Wave Transit, and last year, we subsidized the Wave Transit with our general fund and capital improvements fund to the tune of \$7.8 million. So, you know, I don't know exactly how the, a BRATS type service would interface with the Wave. But you know, obviously, we're open for discussion, and we'll help facilitate discussion. But it still comes down to can the smaller metropolitan areas come up with a match?

The next item on the agenda was discussion of the 2020-2023 Transportation Improvement Program.

Mr. Harrison said this is y'all's money. And this is kind of the current schedule, I always like to present this to you to let you know where we are. If I can zoom in. Things in italics have been changed. I want to highlight this right here. Zeigler Boulevard force Hill, he has been authorized for \$21 million project's been in the tip for years. And I'm just tickled pink that it is authorized and on its way. Utilities from McDonald has been moved from 2020 to 2021. Utilities for McGregor has been moved from 2021. Right away for Ziegler has been moved to 2021. We're obviously nearing the end of the fiscal year. Celeste Road has been moved to 2021. And I want to point out here, this. This was actually right before the last MPO meeting that came from the Appropriations Act in April, and it was decided that it just be go into the pot to fund the projects, we did have a slight increase on our annual allocation about \$180,000. And that's why this is in the talents here. So, we it looks like we have money. This this schedule has to be fiscally constrained. We're in a positive \$1.5 million in 2023. However, Celeste road construction in Three Notch Road construction is scheduled in 2024. And we're about \$10 million in the hole in the hole in 2024. So, it looks like we've got money, but we really don't know our next tip is already scheduled out. And we've almost filled up those spots. So, I was like, Is there any questions? concerning the tip, or least attributable funding schedule?

Mayor Stimpson asked does anybody have any comments about that?

Mr. Amberger said I have just a general comment. This is Nick with the city of Mobile. You know, Kevin pointed out how long it's taken to get these projects for that Zeigler project to the to the table. And just, you know, I've got an observation after being associated with this for 11 years, almost all these projects, have been on this list for 11 years spending this type of money on these types of projects that have real estate and utility. I know that's generally the only has historically been the way a lot of these projects were done. But I really think there needs to be a conversation about is it the appropriate thing to do? It just these projects are just so exponentially hard to do with the federal funds with all the extra processes, what, what all the municipalities need to know, these really are not 80/20 projects, they're more like 65/35. Or even I could argue 60/40 because of the complexity of spending the money and the extra steps and extra layers and the extra bureaucracy that's on top of it. Yeah, I know that this is how these projects are getting done. But I'm of the opinion that we would be better off, if these projects were pursued these types of rebuild widenings were pursued with local funds be it pay as you go, or local municipality funds, because it's just the lift is tremendous. And he's probably should not take 25 or 30 years to get to the to the to the table. It's just, that's my opinion, I think probably by most that's just unacceptable, just general observation to share with everybody.

Mayor Stimpson said Nick, I think that's, you've probably spot on with that, because it shouldn't take that long. I'm not sure if I really understand how you would fund it with the concept of the pay go. But I'll be glad. You know, discuss it, let's say offline with you, and maybe come up with a small committee of people to really look at it and brainstorm and maybe come back with a recommendation. So at least we can air it out. Because it is crazy the way it is. So, if you would just remind me to let's have a discussion we'll get with Kevin. And we'll get with Bryan Kegley just because of his insight into everything. And then we'll see what we can what we can come up with

Mr. Harrison said keep in mind that these projects are born and drive that have a 25 year long range plan. You know, this is this is your money we can we can spend it however you want. But it's got to be derived from the 25 year long range plan before it enters the short range plan, which is the tip.

Mr. Amberger said the biggest concern is is maintaining what we've got I mean, we build new is wonderful. But everything else we've already got falling apart, not functioning, and what really good and we've done so many just terrible....

Mr. Harrison said and Nick we have to be careful about maintenance, because there are certain things that this money is not eligible for.

Mr. Amberger said yeah, got existing roads internally that need to be rebuilt as well. So yeah, I welcome an offline conversation with a with a with a larger group, because some Kevin and I have talked about, I mean, Brian and I have talked about for a little while and they're just different perspectives. It's just, you know, the perspective that some of these projects take as long as they take because of the obstacles. We just we got to do better. I know we can, and we need to.

The next item on the agenda was discussion of the TAP Projects. In the July 29 TCC CAC meeting, it was discussed, we had about \$1.3 million available for the transportation alternative program projects. As you all know, the sidewalk money. And we only had one agency apply for the money and we awarded two projects for a maximum of \$200,000 federal each. That left about \$900,000 on the table, we get our apportionment again, which is \$500-600,000. That puts us back at about \$1.3 million available in 2021 for TAP. So, what the TCC CAC discussed at their meeting, that we raise that maximum from \$200,000 to \$400,000. The state of Alabama has a max of \$800,000 on their tap projects. And we're gonna go ahead and put \$400,000 on the on the on the cap on the Mobile urban area TAP projects.

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

Mr. Harrison said Tom if you could briefly go over that.

Mr. Piper said the Human Services coordinated transportation plan is a federally required plan that we do that covers our entire region, the three counties, including the MPO area, and it deals with public transportation for the elderly, disabled, and low-income populations. It's the purpose is to, you know, inventory. existing services come up with, you know, where people need to get to where they're, you know, where they're going, where they're coming from, and then come up with a list of recommendations. The main takeaway from this is if you are applying for the 5310, program, that for funding for buses for elderly and disabled, whatever you're applying for, has to be derived from this plan. And there's in the back of the plan, there's a list of action items and in strategies, and that has to be referenced in the applications that are submitted to either to the state or to the MPO. There're two pots of money for 5310. And but they have to reference this plan. The plan, the draft is done. We just need to have a public meeting, we were hoping that all this situation with the pandemic would have gotten a little better before September, but it hasn't. So, I think we're just going to have to have a meeting like this your virtual meeting, to have the public outreach, and then from there, we'll go to adopting. So that's basically it.

The next item on the agenda was old business.

Mr. Harrison said I have a couple items. First, I'd like to welcome Dr. Laura Cepeda and Shilo Miller. Shilo is with the Saraland Chamber of Commerce. Dr. Cepeda is with Mobile County Health Department and their new TCC CAC members. Welcome. And I want to welcome them to the meeting. Also, I'd like to highlight Damon Dash with Wave Transit is listed as a 40 under 40 in mass transit magazine, those that you that get mass transit magazine. So congratulations Damon, for being recognized.

Mr. Dash said thank you, Kevin. I appreciate that.

The next item on the agenda was new business.

Mayor Williams said this is Mayor Williams with the City of Satsuma. Mr. Chairman, I did would like to bring up one thing I have. We have an appointment this afternoon here at city hall with Matt Erickson who is on this call and also a representative from the Pilot Corporation concerning the Pilot truck stop at exit 19. That exit coming out of the pilot onto US43. And given access back to the interstate is a continual problem with potholes and people are beginning to drive to other places to purchase fuel, sometimes even out of the city of Satsuma. And I was wanting to bring this up. Hopefully when we have this meeting at one o'clock, we'll be able to derive at some conclusion that we're all stakeholders in this as far as revenue goes in some form or matter that I was wanting to bring this up to see if there was some way that the MPO could be involved in the s for some type of rehabilitation or restoration or resurfacing or reconstruction of that exit. I had talked with Kevin earlier about it. And there are some STP attributable money that might be used for that and I just wanted to put that out and see what the comments are as far as putting a permanent fix to this. something on the order that share that was done on us 43 at the Shell Chemical Exit, not to that extent, this is much smaller than that was a pretty large project, it was two or 300 yards long, this is much smaller than that this is like 25 yards long. And just wanted to put that out that there is a possibility of permanently fixing the exit so that they're every five weeks, there's not a pothole issue somewhere around knee deep.

Mr. Harrison asked Mayor, is this on the state right away?

Mayor Williams said it's all of that, you know, US 43 is your state highway, and then it goes from the state highway into the property that pilot owns. And this, in my opinion, would be on the state highway.

Mr. Harrison said as you and I have discussed, you know, the MPO attributable funds, you know, have typically been for additional capacity on local roads. And that US43 is a state maintained road. And that pothole is certainly not an additional capacity project. And doing a little research into what's available for STP Attributable funds, that pothole is not actually on the highway and I'm not so sure federal funding is available for it, if it's not on the highway. ALDOT correct me if I'm wrong.

Mayor Williams said it is on the right of way. It's the exit onto the highway. It is on the highway. It is not on the driveway. I can tell you that.

Mr. Perry said Mayor, this is Edwin with ALDOT. I apologize. Matt is not on the call this morning. He is prepared to meet with you this afternoon and discuss this issue.

Mayor Williams said I'm looking forward to meeting this afternoon.

Mr. Harrison said if you can let me know what happens as a result of that.

Mr. Rhodes said Chairman, just wanted to mention that in one of the resolutions, it said that based upon the 2020 census, which we've all been involved with the census, but as we all know, and recognize, we're not doing the job we should do on the census in our region. Just want to emphasize how important that is. Let's all get together and make a last minute to push the census. And let's keep the things we've got and get more things coming down the pipe. Thank you.

Mayor Stimpson said Ricky, appreciate you bringing that up. Assume that by now everybody is aware that the census no longer runs to the end of October, it only runs to the end of September, which is going to create, you know, say some angst and necessity of trying to figure out how to ramp things up. I had a recommendation made yesterday that we are just now starting to get into. And that is a lot of the people that possibly would fill out the census forms would be doing so at our libraries. And our libraries are all closed. And so, we will start having a discussion today about

opening them for maybe for this what we're considering is opening for a couple hours in the afternoon, every afternoon, you know for the sole purpose of the specific purpose of allowing people to come in and fill out the census forms. That may be something that some of the smaller municipalities could do. Also, if you have a type of facility that's been shut down, that could be reopened for this. We will also not just our libraries will be looking at those recreation centers that we have that have been closed down also that we may I open them back up for the same purpose? so that hopefully would be give us an opportunity to get some people that otherwise we would miss. So, does anybody have any other comments?

Mayor Williams said one other comment, Mr. Chairman, is Mayor Williams there, Satsuma library is open three days a week. And we do have a kiosk set up, that people could come if they need assistance, their library staff would help them. On the election day of the 25th of next Tuesday, we will have a tent set up in front of the library. And there'll be a kiosk there all day for people to stop in and fill out the census with staff to help if anyone needs him. So our library is prepared. And I have to blow our horn that committee, we are leading Mobile County with 77.8% at the present time. And but our library is open and we will be helpful if need be.

Mayor Stimpson said well, that's excellent. Mayor Williams, I just shows that if you put your mind to it now the people willing to push the envelope that will happen. So, thanks for sharing that. Any other comments?

Hearing none, meeting was adjourned.

ATTEST:

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Chairman, TCC

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Chairman, MPO

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Date

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Date