

**Mobile Area Transportation Study  
Metropolitan Planning Organization and  
Technical Citizens Committee Meeting  
August 12, 2009, 10:00 a.m.  
SARPC Boardroom**

**MPO Members Present**

Mr. Russell J. Wimberly  
Mr. Vince Calametti  
Comm. Mike Dean  
Mayor Sam Jones  
Mr. Tyrone Parker  
Councilman William Carroll  
Ms. Betty Donald (Rep. Mayor Ken Williams)  
Mr. Joe Ruffer  
Mayor Byron Pittman  
Mr. Norman Walton  
Mayor Ron Davis

**TCC Members Present**

Ms. Tywanda Jackson  
Mr. Russell J. Wimberly  
Mr. Jackie Glasgow  
Ms. Ginny Russell  
Ms. Betty Donald  
Mr. Steve Perry  
Mr. Joseph Threadcraft  
Mr. Nick Amberger  
Ms. Margie Wilcox  
Mr. John Bell  
Ms. Jennifer White  
Mr. Gerald Alfred  
Mr. John Murphy  
Mr. Bill Metzger  
Mr. James Foster  
Mr. Ricky Mitchell  
Mr. Randy Delchamps  
Mr. Bryan Kegley

**Guests:**

Mr. David Yarbrough  
Mr. Chris Miller  
Mr. Don Powell  
Mr. Edwin Perry

**Staff:**

Mr. Kevin Harrison  
Ms. Monica Williamson  
Mr. Thomas Michie  
Mr. Tom Piper

**MPO Members Absent**

Mayor Don Nelson  
Mayor Stan Wright  
Councilman William Carroll  
Councilman Reggie Copeland  
Mr. Mark Bartlett  
Mr. Robert Jilla  
Mayor William Stewart  
Councilman William Troy Ephraim

**TCC Members Absent**

Ms. Sandra Forbus  
Ms. Jennifer Denson  
Mr. Donald Watson  
Ms. Lindsay Hutchission  
Mr. George Crozier  
Mr. Bert Hoffman  
Mr. Thomas Hughes  
Mr. James Jacobs  
Mr. Bryan Kegley  
Ms. Casi Callaway  
Mr. Janic Terry

**Advisory Members Absent**

Ms. Alfredo Acoff  
Mr. Craig Thomas  
Mr. Cornell L. Tatum  
Mr. Dave Harris

## MPO TCC CAC 8/12/2009

The meeting was called to order by Mayor Sam Jones.

The second order of business was to approve the minutes from the TCC/CAC meeting on July 22, 2009. Motion was made by Mr. John Murphy and seconded by Ms. Tywanda Jackson. Minutes were approved with a correction that Gerald Alfred was present, not absent at the meeting.

The third order of business was to approve the minutes from the April 1, 2009 MPO meeting. Motion was made by Mayor Ron Davis with a second by Vince Calametti. Minutes were approved.

The fourth item on the agenda was discussion on International Ship Holdings (ISC) withdrawal to submit TIGER grant application.

Mr. Harrison said as ya'll are aware the American Recovery Reinvestment Act, \$787 billion, there is a small part of that money, \$1.5 billion called TIGER. It is Transportation Investments Generating Economic Recovery. It is a competitive grant that only states, local and public agencies are eligible to receive the monies which includes MPOs. International Ship Holding approached the Mobile MPO, approached us to submit an application on their behalf to build cargo vessels. They came to the TCC meeting. The TCC deliberated and didn't really come to a conclusion on it. As of yesterday, they were still on the agenda for the MPO to submit an application for the TIGER money to build these cargo vessels. As of yesterday, the first item in your folder is a letter from them saying that they are not applying for the TIGER money so I left them on the agenda and Sheila and Mike Cameron are here from International Ship Holding if there are any questions. No resolution is needed at this time.

The fifth item on the agenda is to consider the Modification to the FY 2008-2012 Transportation Improvement Program as proposed by the Alabama State Port Authority for TIGER Application to construct an Intermodal Container Transfer Facility.

Mr. Harrison said the next two items in your folder do to pertain to the TIGER application. We'll have two applications come from the Mobile Area. The TIGER applications requires that the project be covered under the governors 1511 Certification which means that the project has to be in the STP, that's the State Transportation Improvement Program. What we are asking today is that even though this is a competitive pot of money, it's an application, it's due September 15, we are asking the MPO to include the project into the transportation improvement program in the year 2010. In your folders, the amount says for 65 million. That amount has been changed to 67.3 million and it is for the Alabama State Port Authority Intermodal Container Transfer Facility. There are members from the state docks here if anybody has any questions pertaining to this project.

Mayor Jones said if there are no questions, we need a motion to approve the resolution.

Motion was made by Mayor Ron Davis with a second by Mr. Vince Calametti. The motion was approved.

The sixth item on the agenda was to consider the modification of the FY 2008-2012 Transportation Improvement Program as proposed by the City of Mobile for TIGER Application to construct an Intermodal Passenger Terminal Complex.

Mr. Harrison said the next item in your folder is just like the resolution prior to that except this is for a TIGER application on behalf of the City of Mobile. South Alabama Regional Planning Commission is writing the grant on behalf of the City of Mobile and it's for the intermodal passenger terminal complex. The amount is \$19 million which includes a pedestrian bridge for \$4 million, a parking garage for \$10 million, a visitors square for \$2 million and the ferry terminal for \$3 million. Again, we are asking that this be put in the Transportation Improvement Program under a pot of money ARRA in Fiscal Year 2010 which would automatically put it into the STP and then be covered under the governor's 1511 certification.

Mr. Walton asked where is this going to be located.

Mayor Jones said it is on the waterfront, right on the water.

Mr. Bell said back over there by the Riverside Park

Mayor Jones said yes, Cooper Riverside Park.

Mayor Jones said if there are no other questions, we need a motion to approve this TIGER application. Motion made by John Bell with a second by Mike Dean. Motion passed.

The seventh item on the agenda was to consider modification to FY2008-2012 Transportation Improvement Program as Proposed by ALDOT for a reassignment of MPO ARRA Funds for Springhill Avenue resurfacing.

Mr. Harrison said as you may recall April 1<sup>st</sup>, we had \$11 million of ARRA funds, the TCC met and the MPO approved the projects. This is one of the projects; it's actually two of the projects on behalf of the City of Mobile. We will review the status of the MPO stimulus projects under old business. The agreement with the State and the City of Mobile is for a specific amount. Every time these funding amounts change it requires a resolution from the MPO. What we are doing is taking \$46,817, taking it from the section of Springhill Avenue from 65 to Moffett Road and adding it to the section of resurfacing, Springhill Avenue from McGregor to 65. Because it's stimulus money, we have to have a resolution from the MPO.

With no questions, motion made by Mr. John Bell to approve with a second by Commissioner Dean. Motion passed.

The eighth item on the agenda was to consider modification to FY2008-2012 Transportation Improvement Program as Proposed by ALDOT Projects relating to NHS, Transportation Enhancements and STP Any Area Funds.

Mr. Harrison said again these are modifications to the Transportation Improvement Program. The first two projects are National Highway System Funds, construction of 98, partial base and pave from Walter Tanner Road to Cliffwood Road. That's for this fiscal year, \$409,000. The second one is preliminary engineering for US45 adding lanes from the end of the four lane in north Prichard that's Crystal Springs Road to West State Road in Citronelle for 2010. That PE is \$1,750,000. If there's any questions on that project, there are members of ALDOT here that can

answer those questions. The second set of projects is Transportation Enhancement Stimulus Projects. If ya'll receive emails from us from MATS about level of effort, these are actually those types of projects, but because they are stimulus they require resolution from the MPO. The first one is on behalf of the City of Mobile for sidewalks from University Boulevard for \$100395. The second one is for the City of Saraland US 43 for \$394,885. This last project is the state's discretionary funds, STP Any Area. It's for division wide spot repairs, planning and resurfacing in this fiscal year for \$760,611. If there are any questions on these projects, again, members of ALDOT are here.

Ms. Wilcox asked where is the sidewalk on University going to be?

Mr. John Bell said University is our project. It goes to Zeigler on the West side.

Someone asked what about Saraland. Where is that going to be?

The answer was inaudible.

Mayor Jones said if there are no additional questions we need a motion to approve this resolution.

Motion made by Mayor Davis with a second by Mr. John Bell. Motion passed.

The ninth item on the agenda was to consider modification to FY2008-2012 Transportation Improvement Program proposed by the Mobile MPO TCC/CAC for realignment of MPO Attributable Funds.

Mr. Harrison said as you may recall at April's MPO meeting, we rebalanced the TIP and had a balance, if you look at this schedule of funds behind that resolution, the second page under 2011, we have to be fiscally constrained and balanced. We have to have a positive balance for the 4 years; you see that number \$473,084, so we are in positive balance. After the April 1<sup>st</sup> MPO meeting, we had a positive balance of \$63,000 which is pretty good because we are spending all of our money. Then ALDOT, Montgomery, decided to reduce our attributable funds. We had \$6.7 million a year federal funds that you all get to decide on how to spend. It's the MPO's money. They reduced that amount to \$6.2 million per year. That extra money that they took away for a couple of years, gave us a negative balance in FY2011. The TCC met on July 22<sup>nd</sup>, hashed it out and these are the projects and you schedule of projects. It only requires a resolution when your project moves in or out of FY2011. As a result of that TCC meeting, Zeigler Boulevard, Forrest Hill to Cody Road, would move back to 2010, the right of way, utilities, and construction for each one of those projects. Now when they move back, you have to add 4% to the cost estimate. The next projects were Schillinger Road, US 98 to Lott Road. Each of those projects were moved back a year and added 4%. The next project that was moved was #7, Airport Boulevard, Signal Interconnection to Cody Road that was moved back to Fiscal Year 2010. The next set of projects, McDonald Road, North of I10 to Old Pascagoula. The PE was moved back to 2011, but the utilities and construction were moved from 2012 to 2011 which is first projects on the resolution. Dauphin Street, Sage Hill to Springdale Memorial Hospital, the PE was moved up from 2011 to 2010. The right of way was moved up from 2012 to 2011 which is included in the resolution. Utilities were moved back from 2011 to 2012. It is included in the resolution. Construction is set for 2013 off the schedule. Three Notch Road, the PE from Schillinger to McDonald was moved from 2011 to 2009. The utilities were moved up from 2012 to 2011. The construction was moved from 2011 to 2012 and they are included on the

resolution. Three Notch Road from McDonald to Ben Hamilton Road, the PE was moved up from 2011 to 2010 and the final movement that the TCC/CAC is recommending is McGregor Avenue, Dauphin St to Eslava Creek, PE from 2011 to 2010 and the right of way for the project is being moved from 2011 to 2012. Making all these modifications in the Attributable Schedule of Funds gives us a balance of \$473,084.

Mayor Jones said if you remember what Kevin said, we need a motion to approve. Are there any questions? We need a motion to approve that from someone that was at the TCC meeting.

Motion was made by Commissioner Dean with a second by Mr. Calametti. Motion passed.

The tenth item on the agenda was to consider adoption of the FY2010 Unified Planning Work Program.

Mr. Harrison said the next item in your folder is this resolution and attached to it is the funding tables. Each one of you should have been mailed a copy of the UPWP, the full document. We have extra copies here if somebody wants an extra copy of it. It is our budget for next year. It has been reviewed by ALDOT, it has been reviewed by the Federal Highway Administration, If you look on the second page of the resolution which is actually page 45 of the UPWP, table two, task number 8, federal funds \$120,000. That's a total project of \$150,000. That's the only third party contract that we will have this year and that's Mobile ITS Interstate Routing Study which was carryover funds from 2008. We are taking our carryover funds and have a planned study, starting in probably October. If there is a crash on any link on the interstate, this study will be able to tell the most logical rerouting system for state troopers and emergency personnel.

Someone asked is this on I10 and 65.

Mr. Harrison said it will be I10, 65 and 165.

Mr. Walton said I have a concern about that second paragraph where you are basically advocating what the next generation of transportation is going to be and I speak specifically to light rail. I think that ought to be modified.

Mr. Harrison said okay, that's the next item on the agenda.

Mayor Jones said if there are no other question on the Unified Work Program, we need a motion to approve.

Mr. Harrison said I have one quick thing before we vote these final numbers at the bottom as I've been told by ALDOT Montgomery, these are estimates only. We do not have a Transportation Funding Bill or a continuing resolution yet so these numbers are subject to change.

Someone said, they are always subject to change from Montgomery.

Motion was made by Mayor Davis with a second by Mr. Calametti. Motion passed.

The eleventh item on the agenda was to adopt a resolution for Mobile MPO to support passenger rail and high speed rail options.

Mr. Harrison said on July 22, at the TCC/CAC meeting, it was brought up that we might want to have some type of resolution from the MPO supporting rail service now that we have had some recent Amtrak enthusiasm. The City of Mobile's application for the TIGER funds includes a rail component, a rail terminal at the building and the City of Montgomery is also applying for, actually ADECA on the behalf of City of Montgomery, is actually applying for some of this rail money as part of the stimulus money. That being said, it was brought up at the TCC meeting that the Mobile MPO pass some type of resolution just supporting, a general resolution supporting rail activity so I drafted this resolution. We are open to discuss it.

Mr. Walton said I don't have a problem about passenger rail, but I do, we are fighting all the time to get highway funds, not to worry about transit. Unfortunately our secretary of transportation is from Chicago where there is nothing but rapid rail. I still think that light rail needs to be taken out. I support passenger rail, but not light rail that would go into any type of competition to get more of the pie as we go along here. That's evidenced by what's going on nationally.

Mayor Jones said presently, in Alabama, rail gets none of the pie, at all. One of the issues that we have is we're one of the only major cities in Alabama that does not have any rail service, whatsoever, which is really an impediment to us as a community. You can't get anywhere from here on rail and that's a real problem. The problem is that we don't have the best air service in the world and you're only other option is the greyhound bus in Mobile. One of the issues that we are having now is that we are talking to the Amtrak representatives that have been here several times. If you remember the Sunset Limited use to run from here, you could connect to almost anywhere from the Sunset Limited whether you go over to Jacksonville or to New Orleans, you could go to the West Coast or East Coast. We don't have that option at all right now. We have been talking to them to make sure we get some rail service. Today there is a meeting in Montgomery about a train from Montgomery, Birmingham area to Mobile. That's the one that went from here to Atmore to Evergreen and went up to Mobile. Those we think are very, very important to the future growth and development of the community as a whole. That's why we are so strong on rail. For the whole region, not just the city of Mobile, but for the entire region. It's at a point where Amtrak is really not that enthusiastic about having in Mobile. We are very enthusiastic about it because we are the only major city in the whole state that doesn't have access to rail in any form that's why we've been pushing that. As far as the rapid rail is concerned, I don't that any of us at this point are situated to do rapid rail. We probably wouldn't have the ridership for it anyway.

Mr. Walton said, again, I'm not opposed to anything on passenger rail. I'm talking about light rail. Local, light rail. I am opposed to that because we keep building this and if you look at, Amtrak hasn't made a profit since it started and all we are doing is subsidizing that. It's a great thing for the tourism. I understand that, but light rail is what I'm talking about. I don't think we should be advocating light rail in the resolution. You can write it supporting all the passengers you want, but light rail needs to come out. That's my opinion.

Mayor Jones said I think the light rail is more, the only city I know of in the state that probably has an opportunity for light rail is Birmingham. We haven't filled our buses yet. As far as the idea is concerned as far as a city like Birmingham, that's something that they probably need. They have almost 700,000 people so they probably do need that, but I don't know that we are saying that we are going to have rapid rail in Mobile. I don't think there's an opportunity for that.

Mr. Walton said then it's not a problem. Let's take it out and rewrite that sentence that supports passenger and freight, but leaves light rail out.

Mayor Jones said does this come from the TCC?

Mr. Harrison said this was a recommendation to have a resolution supporting rail period.

Mr. Wimberly said the actual wording was not specified.

Mr. Harrison said now in 2004, we did have a light rail study as far as the passenger ferry study. We looked at light rail from downtown to the airport and it was determined that at this time, light rail was not feasible, but a BRT was, a bus rapid transit system.

Mr. Walton said, right. I have no qualms about any of that. I'm just talking about light rail.

Mayor Jones said what are your qualms with light rail.

Mr. Walton said I think with light rail, we try to put people into light rail that really don't want to be there. They're still in the cars and they want to stay in their cars. We fight this battle on the national scene all the time. You get advocates that come in every once in a while and they are transit people, not highway people and I think that is where we are now. I just think light rail, might be good, but I don't think we should advocate it for Mobile, Alabama at this time. Maybe some highway guys or DOT guys might have ideas about that too. I don't know.

Mayor Jones said ok DOT guys what's your ideas.

Mr. Calametti said I went back and read the studies from 2003, 2004 and it's definitely not feasible at this time. It wasn't feasible in that study. I'm not sure exactly when it would be feasible. But at the time that it is feasible, I think the DOT would probably not have any objection when it is feasible, but I agree with Norman right now, it's outside what we need.

Mr. Walton said when we are going into Congressional offices, the House and the Senate, we are talking about highways. We are talking about getting people around in this city and around in this state. We are not talking about light rail. That subject never comes up. It's not even considered. I just think to put out a document that says you are kind of supporting it; no we're supporting passenger and freight. We need more freight than anything in this town right now with the terminal being developed. That kind of thing we are supporting, but not getting away from the basic idea of the transportation program which is highways.

Mr. Harrison said I don't have a problem taking light rail out because light rail is going to be covered under passenger rail in the resolution.

Mayor Jones said I think the resolution is to support rail service period.

Someone said when we talked about this in the TCC meeting a couple of weeks ago; I don't think light rail came into the discussion. We really thought that the MPO just needed to formally recognize rail on this part of the transportation system that we need in our community.

Mr. Walton said light rail just takes a little different connotation. You are exactly right and I support exactly what you are saying. Light rail brings in another

Mayor Jones said there are some conflicts with passenger rail and cargo rail. CSX owns all the tracks so there service takes preference that's why when we had passenger rail it was always 2 or 3 hours late because you had to let all the freight come in before passengers come in. There's a lot of work to do even if we get Amtrak to come back in because of the track alignment in Mobile. I do think it's important to us to try to advocate having passenger rail come through our community. We just, I think the resolution should be generally that we support passenger rail.

Mr. Walton said can we just say, that clause right there, say advocate passenger and freight rail transit.

Mr. Wimberly said what I suggest we do, if that's okay, we go ahead and put this motion for approval and we'll just sign it later.

Mayor Jones said Russ, I think it might be a good time for you to talk a little about the rapid rail being located here in Mobile now.

Mr. Wimberly said well, the South Alabama Regional Planning Commission now houses and manages the Southern High Speed Rail Commission. That's a three state compact. Right now, it's a three state compact consisting of Louisiana, Alabama and Mississippi. That's looking at high speed rail corridors in the three state region, particularly two corridors. The southern corridor is from New Orleans through Mobile, ultimately all the way over to Jacksonville, Florida, but right now through New Orleans, Mobile, Atmore area. And then the more northern route is from New Orleans through Meridian through the Tuscaloosa area and on into Birmingham. Hopefully looking at connecting with something over in Georgia. When I say house the Southern High Speed Rail Commission, that's exactly what we are doing. We are managing the logistics and administration for that Commission. They have bimonthly meetings of the three states where they looked at the priorities and legislation, the national legislation, federal legislation for high speed rail and they are currently looking at doing some corridor studies in Louisiana right now hiring Birk, Klein, Peter, the engineering firm.

Someone asked where's that Corridor.

Mr. Wimberly said New Orleans, Baton Rouge. There is a proposed corridor study being considered now that will look at the Birmingham to Atlanta corridor. It is proposed as a study. It hasn't been approved or contracted yet and it has not been funded. We're optimistic. I say we, the commission is optimistic that high speed rail will be something of consideration in the Southeast region. There are 11 total high speed rail corridors in the United States. Two of which are just in the southeast right now. And then there may be a third one considering the Birmingham to Atlanta corridor which will be an extension of the one that goes from New Orleans to Meridian. The state of Texas has just passed local legislation that will allow them to become a member of the Southern High Speed Commission. The governor has not designated who or what the representation will be. The next meeting of the commission will be in Hattiesburg on August 21<sup>st</sup> where a lot of things will be considered. The biggest thing to be considered is the dues for membership in the Commission by each state. Currently, the dues are \$70,000 paid by each state to be members. In the past, that has been the amount. It may change when the state of Texas comes on board whether it's 70,000 for Texas or more based on their number of corridors. I believe there are 5 corridors in the state of Texas that are to be considered. A lot of things are going to be considered on August 21<sup>st</sup> in respect to the fiscal year

2010 budget. Prior to this meeting, we started building the budget for the coming year that will be presented to the Commission for consideration.

Someone asked these corridors are they new?

Mr. Wimberly said if you are talking about tracks, they are existing.

Someone said their not going to lay any new tracks.

Mr. Wimberly said no, not at this point. There may be in that northern corridor that I was talking about from Birmingham to Atlanta, there may be something going on there that might include some construction, but at this juncture, no.

Mr. Harrison said if I can add that right now SAFETEA-LU, the current transportation funding bill ends September 30<sup>th</sup>, and the house version of it is a \$500 billion bill. \$50 billion of that is for high speed rail for those 11 corridors.

Mayor Jones said I thought it was significant that it is being housed and the administration is being handled here for the first time. Because we can kind of keep a handle on what's taking place.

Mr. Wimberly said I think that's a good point. In the past it was managed out the New Orleans Regional Planning Commission and they elected, the Commission, elected not to do that anymore because there's a lot of things on their plate with recovery and things like that. I agree with the Mayor. I think it bodes well that the High Speed Rail Commission is housed here in Mobile given what's going to happen in Mobile in the far and near future in the respect to multi-modal transportation.

Someone asked when do we anticipate this Amtrak decision.

Mayor Jones said we really don't know. It's still in the congressional level. Congress had to decide what they are going to fund, and then which option they will fund. One of the options has a train coming from California all the way to Orlando. The option that is not the one that we would like to see because it puts the train in Mobile at 3 o'clock in the morning. The option that we would like to see is the one that originates in New Orleans and goes to Orlando that comes through here at like 8:00 or 9:00 in the morning and comes back through about 8:30 or 9:00 at night. That's the one we would like to see. They say that is the most expensive one, but all of them are expensive if you get Amtrak's numbers. I don't know how they do this, but I think they kind of do the study based on the ones that they want to run. The one that they did the study that is least expensive is the one that comes from California that goes to Orlando. Now Representative Corrine Brown in Jacksonville who chairs the committee has said that there will be a train that goes from New Orleans to Jacksonville, Florida. That was good news for us because they can't get there unless they come through here. We support her 100% on that, but we don't have any idea when they are going to make a decision. The thing is you have to be prepared to have a terminal when they come. That's one of the things that you are seeing us try to prepare for here. If they do announce a route that we can have our own terminal here in Mobile. You know we had one. It was demolished so we can actually build a terminal and have a stop in Mobile for any rail service that they might decide to put through here.

Mr. Wimberly said the rail route that the Mayor was referring to going to Jacksonville where Representative Brown is advocating for, actually will be extended past Jacksonville, south, down to Orlando into that area. It's going to marry up with the airport there. Again, multi-modal oriented to get people from plane to train to Disney World, what have you over there so there's a lot of pull for that. Also, the Mayor referenced the meeting that's taking place today in Montgomery. That's the Montgomery MPO meeting that's actually occurring today. Mr. Todd Stinnis who is the governmental affairs representative for Amtrak is making a presentation about the status of Amtrak to that MPO so there's interest in Alabama about rail corridor transportation. By the way, Todd Stinnis is also going to be at the August 21<sup>st</sup> meeting of the High Speed Rail Commission.

Mayor Jones said there's also been a meeting in Birmingham that was hosted by the City of Birmingham on rail services in the corridor from this area up to Birmingham. Most of those areas that have rail service are interested in actually covering some other areas. Everybody in the state has been involved with it so we want to stay involved and make ourselves aware of what was taking place. What we would like to do on this resolution with the correction that was made in the resolution in support of passenger rail service.

Motion made by Mr. Calametti with a second by Mr. Perry.

Mayor Jones said it has been moved and properly seconded that the resolution on passenger rail be approved with the necessary amendment.

Motion passed.

The twelfth item on the agenda was old business including the review of the status of MPO ARRA projects.

Mr. Harrison said as you recall as part of the ARRA Act, Mobile MPO got \$11 million, TCC met and you met and decided how to spend that money. We gave agency or each city that was going to do the preliminary engineering out of that money until August 1<sup>st</sup> to get a consultant under contract and all of the cities has met that deadline. We have Mr. Powell with the Alabama Department of Transportation; Ninth Division is going to give a brief status of all of our MPO stimulus projects.

Mr. Powell said I will just go city by city. Bayou La Batre's sidewalk work on 188, currently, plan work is ongoing, but have not yet held a formal plan review. City of Chickasaw, like Kevin said, they just got their notice to proceed late last month so plan work is just getting started. They are aware of the deadlines and the need to move along with the project. Creola same thing. They got their notice to proceed for the PE late last month. It's just a striping project. The work is ongoing. City of Mobile, install the LED traffic signals and pedestrian signals, plan work is ongoing. Plan review has not yet been held. City of Mobile, Michigan Avenue, the plans are about 85%. We have a supplemental PS&E review scheduled for next Tuesday. The two City of Mobile Springhill jobs have been let. They let the end of July with pretty good prices. The last one is the retiming of existing traffic signals. They are still in the preliminary engineering fees are still being reviewed. This however is a little bit different. There will not have to be plan work done. It is strictly getting the PE approved and authorized and then they will go to work. That doesn't fall into the same August 1<sup>st</sup> deadline. City of Prichard, resurface Main Street. They got their notice to proceed maybe midJuly. Plan work is ongoing. Again, they know the deadlines. City of Saraland, restriping Celeste Road, their plans are at about 95%. They were

just submitted for a construction review. City of Satsuma, the PE again, notice to proceed has just been sent. Their plan work is ongoing. Mobile County, resurfacing of McCrary Road, plans are at about 85%. Resurfacing Howells Ferry, plans are at about 85% and resurfacing Irvington Bayou La Batre Highway the plans are at about 60-65%. The only other one is MARC to purchase the two vans. Kevin is working on the agreement with that. That one should not be an issue.

Mr. Harrison said and that agreement will be between the State of Alabama and the South Alabama Regional Planning Commission to purchase those vans for MARC.

Mr. Wimberly said which will be approved or submitted for approval by the Executive Committee, South Alabama Regional Planning Commission on September 10<sup>th</sup>.

Mr. Harrison said because these are stimulus projects, they all, construction, and everything has to be authorized by March 2010 and we're looking pretty good.

Mr. Powell said does anyone have any questions.

Mayor Jones said anything else under old business.

The thirteenth item on the agenda was new business.

Mr. Harrison said I have a couple of items under new business. We have to have a TIP adopted so we will probably have to have another MPO meeting next month. It's going to include all these changes and this is the current TIP right now. It will include all these changes and a couple of new projects. For example, preliminary engineering for the I10 Mobile River Bridge for \$1.1 million scheduled for next year. So that will be a project entered into the TIP at the next meeting.

Mr. Harrison continued also we've been monitoring air quality numbers and as you may realize we are close to becoming nonattainment for air quality. What they do is take the 4<sup>th</sup> highest number for each year and average those numbers. EPA lowered to .75 parts per billion ozone. The average for 06, 07 and 08 for Bay Bridge Road Monitor was 77, Chickasaw was 79 and for the Fairhope monitor it was 77. So far this year, in 2009, the 4<sup>th</sup> highest has actually been pretty low. It's lower numbers so the average for 07, 08 and 09, Bay Bridge is 74, Chickasaw is 73 and Fairhope is 73 parts per billion for ozone. Right now, as we stand, we are under 75 threshold so there's a possibility we may not become nonattainment. We may stay in attainment.

Someone asked do we have any pm problem here? Particulate Matter?

Mr. Harrison said not unless the EPA changes the standard.

Someone said I've seen things from EPA with the diesel retrofit, you are talking about expensive.

Mr. Harrison said right now, the only danger we are in is ozone and if Baldwin County goes nonattainment then Mobile goes nonattainment as well. Mississippi is going to become nonattainment. Their 4<sup>th</sup> highest average has made their 3 year average over the .75 limit.

Mr. Wimberly said I think Pensacola is going to be nonattainment as well based on the 75.

Mr. Bell said Kevin, I think you should comment on the consequences of becoming nonattainment.

Mr. Harrison said if we become nonattainment, there will be more regulations. We'll have to do more things in order to get this federal money and if we don't meet our budget which is what happens. The state has an emissions budget. If we don't meet that budget, there's a potential to not spend any of this federal money. That would be the end result.

Mr. Wimberly said what you need to consider is that if we become nonattainment, it transcends the MPO area. It becomes an air shed that you have to consider which could go outside the boundary of the MPO and actually bleed over to Mississippi for example. So there's going to have to be some cooperation between Alabama and Mississippi, local governments and so on about how to manage the air shed. That's the extra regulations that Kevin is referring to.

Mr. Piper said it also affects what type of projects you can do.

Mr. Harrison said our attributable money we may have to have more transit projects that are attributable money. It affects the amount of additional capacity projects that we can have.

Mr. Piper said so if you widen a lane, you can't increase capacities, overall vehicle miles traveled which is a very difficult thing to do.

Mr. Harrison said so hopefully, we will have a wet, windy August.

Mayor Jones said do we have a projected time of completion on the EIS of the bridge?

Mr. Powell said 16-18 months.

Mayor Jones said from now?

Mr. Powell said from now. That ties into as when that PE is supposedly authorized. Late 2010.

Mayor Jones said so everytime you add something you have to do an EIS? Or if you change something.

Mr. Powell said all the routes have to be brought up

Mayor Jones said so if you have a combination of two routes, you have to go and study that again.

Mr. Powell said yes sir.

Mayor Jones said so every time something changes, you are talking about 16 to 18 months more.

Mr. Powell said you don't have to start all the study over again, but you have to make sure that everything has the same level of study.

Mayor Jones said even at that, there is absolutely no funding for the project at all at this point.

Mr. Calametti said for the construction

Mayor Jones said yes.

Mr. Calametti said that is correct.

Mayor Jones said so even after you finish that, funding becomes the issue.

Mr. Calametti said yes sir.

Mr. Harrison said has the state requested that to be in the reauthorization of the transportation bill, do you know?

Mr. Powell said I don't know.

Mayor Jones asked how can we find out.

Mr. Harrison said how can we make sure that happens.

Mayor Jones said because if it's not, we'll still be studying about it in the next five years.

Mr. Powell said I know we are going through a revision of our five year plan.

Mayor Jones said what I am afraid of is that right now we are back to Michigan Avenue on Thursday afternoon. We'll be back at 65 shortly. That's going to be a real problem especially for the container terminal and especially for people trying to get in any direction because it also now, it's getting to the point where I can sit at my window and watch on Thursdays. It's getting to the point where it also blocks the Bankhead tunnel. People try to take a route off of Interstate 10, they come downtown and they actually block up the entire downtown on Government Street as well as Interstate 10. It's a real problem. All the cross streets are blocked because you can't get across Government Street. It's getting to be a real, real problem so one or the other we are going to have to find some solution for it. You just won't be able to get around period. At least trying to get across the Bayway in any form. Anything else under new business.

Someone asked about the Long Range Plan.

Mr. Harrison said we are currently updating our Long Range Plan. We have an almost validated future network, we have future socioeconomic data which I presented to the TCC and I also solicited projects to be tested for the next Transportation Long Range Plan. No, we have not received any other projects. The county submitted some projects to be tested in the Travel Demand Forecast Model for the next Long Range Plan.

Mayor Jones said was there any from the City.

Mr. Harrison said I've spoke with the City.

Mayor Jones said no, I mean did the County submit any in the City.

Mr. Harrison said no.

Mayor Jones said is there any other business.

Mr. Perry said in regards to the traffic backup, I think we really ought to encourage PE work on this ITS project, that \$150,000. I can see that not just being wrecks but also to help alleviate the weekend things. I can say, I came back from Florida, on a Sunday afternoon two weeks ago, I got off of the Loxley exit, took the Causeway, took Cochrane Africatown Bridge and was home in no time while all those automobiles were sitting on I-10.

Mayor Jones said I can assure you that you are the exception. There are a lot of people who know that route and just won't take it. I'm surprised by the number of people who are for some reason afraid of that bridge. Just won't go over it. I just hope that we can get something done about it. Most of the traffic that we see is actually going from West to East.

Mr. Perry Someone said that's because you don't work on Sunday afternoon.

Mayor Jones said the problem that we have on Thursdays and Fridays what we actually do is we can't get people out of town to get back home. Those folks who live in Baldwin County can't get home. That's a real, real issue and on Saturdays, I was downtown a couple of Saturday's ago and I was going West on 10 and I passed a line of traffic until I got to Michigan Avenue trying to go East on 10 and it was cluttered up. It wasn't an accident. I talked to one of the police officers to find out if we had an accident in the tunnel and they said no, it's not an accident. We've got some real issues with that. One way or the other. In any case, five or ten years from today, even with the Cochrane Africatown Bridge, we are going to have that issue in Mobile if we continue to grow. If our community continues to grow unless we come up with some alternative, we are going to have a real, real problem in the area here. Five years from now, then the bridge will take 6 or 7 years to build, we're talking about 12 years, I don't know if we can wait 12 years to do that and still operate as a community. I think we have a real, real issue that has to be dealt with and hopefully as a community we will deal with it before it gets to a crisis. I think it is headed to a crisis.

Someone said we also have to think about the 1,000 trucks coming up with the container terminal.

Mayor Jones said yes and we haven't seen that yet. The trucks coming out of the container terminal as well as if we are fortunate enough to get Northrop Grumman EADS factory at Brookley, that's another load of transportation corridor that is going to be used. That's going to raise a real issue for us. The entrance to Brookley is at Michigan Avenue and right now we are backing up to Michigan Avenue so we have a real issue with that.

There being no other business, the meeting was adjourned.

ATTEST:

---

Chairman, TCC

---

Chairman, MPO