

**Mobile Area Transportation Study
Metropolitan Planning Organization (MPO)
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting
Wednesday, January 30, 2019 10:00 am
SARPC Boardroom**

MPO Members Present

Mr. Bryan Kegley
Mr. Nick Amberger rep. Hon. Bess Rich
Mayor Tom Williams
Mayor Terry Downey
Mayor Howard Rubenstein
Mr. Brian Aaron rep. Mr. Vince Calametti
Hon. Fred Richardson
Mr. Michael Chinn
Mr. Ricky Mitchell rep. Hon. Jerry Carl
Mr. John F. Rhodes
Mayor Sandy Stimpson
Mayor David Baker
Mr. Dennis Sullivan rep. Hon. Byron Pittman

MPO Members Absent

Mayor William Criswell
Hon. Lorenzo Martin
Mayor Jimmy Gardner

TCC/CAC Members Present

Mr. Gerald Alfred
Mr. Nick Amberger
Mr. Tom Briand
Mr. Jeff Zoghby
Mr. Jason Wilson
Ms. Jennifer White
Mr. Merrill Thomas
Mr. James Foster
Mr. John Murphy
Mr. Ricky Mitchell
Ms. Margie Wilcox
Mr. Dennis Sullivan

TCC/CAC Members Absent

Mr. Bert Hoffman
Ms. Kina Andrews
Ms. Mary Beth Bergin
Mr. Brian Harold
Ms. Jennifer Denson
Ms. Casi Callaway
Mr. Bob Harris
Ms. Kim Sanderson
Mr. Troy Wayman
Mr. Fernando Billups
Mr. Donald Watson
Mr. David Rodgers
Mr. Carl Butler
Ms. Katherine Pitman
Ms. Kellie Hope
Mr. Donye Woodard

Guests:	Staff:
Ms. Edith Louden	Mr. Kevin Harrison
Ms. Lula Albert	Mr. Tom Piper
	Mr. Anthony Johnson
	Ms. Monica Williamson

The meeting was called to order by Mayor Stimpson.

The second item on the agenda was to approve the minutes of the October 31st, 2018 MPO Meeting. Motion was made by Mayor Williams with a second by Mayor Downey. Motion was approved.

The next item on the agenda was to approve the minutes of the January 9th, 2019 TCC/CAC meeting. Motion was made by Mr. Jeff Zoghby with a second by Mr. Nick Amberger. Motion was approved.

The fourth item on the agenda was the approval of the FTA 5310 Program of Projects, Resolution 19-008.

Mr. Harrison said the first resolution in your folder is 19-008. This is the FTA 5310 funding. This is Enhanced Mobility of Seniors and Individuals with Disabilities. As y'all know, SARPC or I guess the Mobile MPO through SARPC, we are the designated recipient of these funds. We get about \$317,000 a year. Ten percent of that comes to us for administration, a 100% funds. That leaves about \$285,000 annually for this pot of money, Enhanced Mobility of Seniors and Individuals with Disabilities. We had our call for projects ended in September and even though we have that little bit amount, we had over \$800,000 applied for this year. We have a committee that met and this is the ranking of the committee and they are now hitting the Transportation Improvement Program. The first two is the Mobile Association of Retarded Citizens capital for a vehicle and paving. Those are both 80% federal and 20% match. One if for \$48,000 total and the other is \$12,500. The other one is operating which is 50/50 match for \$100,000 to the Independent Living Center. City of Creola capital for a small bus, \$57,000. That's 80% federal, 20% match. Alta Pointe for a couple of vehicles for \$114,000, 80% federal/20% match. Then, the Learning Tree for a vehicle, \$84,000, that's 80/20 match as well. Then we've got our administration that is 100% federal for \$31,000. This is actually called a Program of Projects when we have this series of transit projects hitting the TIP and this really is what is up for adoption today. We reviewed this with the TCC on January 9th and it was probably advertised.

Motion to approve Resolution 19-008 was made by Councilmember Fred Richardson with a second by Mr. Bryan Kegley. Motion was approved.

The next item on the agenda was approval of ALDOT requested projects and modifications in the 2016-2019 Transportation Improvement Program with National Highway Funds, Resolution 19-009.

Mr. Harrison said the next item in your folder is Resolution 19-009. This is National Highway Funds. This is money that's spent at the state's discretion. There's a project here with a sense of urgency which is the new generator to replace the existing generator for the Bankhead Tunnel and its devices. The PE actually has a January 1st and it's I think waiting on this resolution; \$75,000 for the PE, the construction is \$750,000. Another project and the next two projects is really kind of a shuffling around of the new US 98 project. The first one is they're deleting the bridge over Big Creek East for \$10 million. I think some of that was replaced by BP money and the 158 extension over Lott Road Overpass with the Jug Handle for \$20 million, that's actually not getting deleted, but just moving to 2020 so November 2019 is actually and new fiscal year and 2019 is the end of this Transportation Improvement Program. Anytime we have a project that moves from 2019 to 2020, it requires a resolution from y'all. Brian, I don't if you have anything to add on that from ALDOT.

Mr. Aaron said no, not really. The existing generator, they are currently functioning. We are just trying to get ahead of this, but it is a main generator so the need to go ahead and get that quickly as possible. The other, as you indicated, are correct. We're just shuffling things around.

Motion was made by Mr. Nick Amberger to approved Resolution 19-009 with a second by Mr. Bryan Kegley.

Mayor Stimpson called for further questions or discussion.

Mayor Williams said let me just ask you a question about the eastbound bridge. You said some of the money has been replaced by BP money?

Mr. Aaron said all of it.

Mayor Williams said all of it so the project is ongoing?

Mr. Aaron said it is actually complete. That bridge is finished.

Mayor Williams said okay. It's a done deal.

Councilmember Richardson said I would like to amend the motion to move the money to the St. Stephen's Road project.

Mr. Harrison said well, it's being deleted because it's just deleted on the books. That project is actually paid for with BP money. We're only deleting the project in terms of what's in the CPMS. We're not deleting the project, but that money was replaced with BP funds. Now, that National Highway Funds is spent at the state's discretion. I can almost assure you that it is already spent. That \$10 million.

Councilmember Richardson said [inaudible] it's not there.

Mr. Harrison said it most likely went into this 20 million for the overpass.

Mr. Aaron said yes it did. It's getting funded in the \$20 million overpass as well as the final base and pave project that will come to actually open the road.

Mayor Stimpson said so it's not available then?

Mr. Aaron said correct. It is not available.

Mayor Stimpson said if it's not available, are you okay to withdraw?

Councilmember Richardson said yes.

With no further discussion, the Resolution 19-009 was approved.

The next item on the agenda was the approval of ALDOT requested projects and modification in the 2016-2019 TIP with Bridge Funds, Resolution 19-010.

Mr. Harrison said the next resolution in your folder is 19-010. This is Bridge Funds again spent at the state's discretion. Those of y'all who were at the TCC/CAC meeting, you might remember we had a whole slew of projects under bridge funds. To replace the bridge on Hall's Mill Creek on US 90. There was the US 43, replace the bridge over Cold Creek and there was a project to paint a variety of different bridges. Those were reviewed with y'all at the TCC, but those have since instead of being added to the system, they were pushed back to 2020 so even though we reviewed them at that committee meeting, they are not here today. They will

be in the next TIP in the 2020 to 2023 TIP. The only project that is in here an existing project that was scheduled to start in June. It is now scheduled to start in November. That's a new fiscal year, a new TIP so it does require a resolution from y'all. This is replacing the bridge on 90 over Tensaw-Spanish River for \$24.8 million.

Mayor Stimpson said so really all you are doing is moving the money from one year to the next year?

Mr. Harrison said correct.

Mayor Stimpson said or the project, I guess?

Mr. Harrison said correct. This Transportation Improvement Program is for 2016 to 2019. The next one is 2020 to 2023. Anytime a project moves in between those, it requires action from the MPO.

Motion made by Mr. Nick Amberger with a second by Mr. Ricky Mitchell to approve Resolution 19-010. Motion was approved.

The next item on the agenda was to approve ALDOT requested projects and modifications in the 2016-2019 Transportation Improvement Program with TAP Funds, Resolution 19-011.

Mr. Harrison said the next resolution in your folder is 19-011. This is the Transportation Alternatives Program which most of you know that the Mobile MPO through SARPC, we are the designated recipient of the urban TAP funds. We get about \$600,000 a year for sidewalk money. We had applications due in 2018 and we only had two applied for. These were the two that were applied for. Sidewalks along Easterling Street from W Clark Avenue to Garrison in Prichard and then ADA compliant curb ramps for unincorporated areas in Mobile County. They both have the funding agreements and I think both are executed. What that does mean is that we will have, generally we try to have three projects per application, but it looks like we will have an extra project. We have almost a million now.

Mr. Piper said not quite, but close.

Mr. Harrison said this next round of TAP funds which will be in May. The state's application is due in May. Our application will be due in May also, but we will have close to a million dollars for sidewalk funds. Right now, these are the two that were 2018 to be funded with 2019 funds to enter the TIP today. These were both reviewed with the TCC on January 9th and properly advertised.

Motion to approve Resolution 19-011 was made by Mr. Nick Amberger with a second by Mr. Rickey Mitchell. Motion was approved.

The next item on the agenda was to approve the Mobile MPO requested project modifications in the 2016-2019 TIP with STP Attributable Funds, Resolution 19-012.

Mr. Harrison said the next resolution in your folder is 19-012. This is the STP Attributable Funds. This is y'all's money and we will get to the next item on the agenda is actually review the funding schedule, but we are shuffling around a bunch of projects because it is the end of this TIP and almost the beginning of the next TIP. With that, this first project, we're not really quite sure what happened, but there was \$800,000 for the PE for Zeigler Boulevard from Tanner Williams to Schillingers Road. As I understand it, some of the work had stopped. ALDOT took some of that money and brought it back. There's still \$800,000 there for that project. The County has spent, I think, \$380,000, but for some reason ALDOT had borrowed that money. I'm not sure exactly what happened. Did we ever find out exactly what happened there? Because this project has

such a large cost estimate increase, it does require resolution from y'all. That's the first project. Any questions on that?

Mr. Kegley said keep in mind that the total of 380 and 420 is back to the original 800,000.

Councilmember Richardson said I have a question, Dauphin and Sage, it says delete.

Mr. Harrison said I am getting to that project. The next project is McDonald Road additional lanes from North of I-10 to Old Pascagoula Road. It was scheduled in June. It's got a new start date. We are not deleting that. We are moving that back. That's the construction for \$4.8 million. The next two projects, Dauphin Street from Sage to Springhill and Airport Boulevard from University to Hillcrest, these are, the preliminary engineering for the Congestion Management Process projects. We are deleting it on paper, but the actual money that went to this PE is going to the construction of these projects. There's no additional money there. The City of Mobile is going to do these engineering projects in house and they are going to utilize all the federal funds to do the construction on these projects. On the books, we have a PE project so that's what we are doing today. We are deleting those projects on the books, but all of the federal funds are going towards the construction which is \$500,000 each project. The next project is utilities on Zeigler Boulevard from Schillinger to Cody. They're deleting this project. As I understand there's an issue with reimbursement. Brian, you may want to explain. I don't understand exactly.

Mr. Aaron said there still will be utility relocation required. However, the utility companies don't qualify to be reimbursed with federal funds. They're too large so we no longer have any reimbursable utilities with the latest transition from I believe Mobile Gas being taken over by Spire. They do not qualify for reimbursement so that is why that is being requested to be deleted.

Mr. Harrison said the next project is PE for additional lanes on Celeste Road from 65 to Forest Avenue. That's this fiscal year for \$1.3 million. When we had over the summer in preparation of the 2020 to 2023 TIP, I had called a committee and I opened it up to all the TCC/CAC members and we had a pretty good crowd, to build the 2020 to 2023 TIP. Saraland had said they wanted to do this project. This is a project that has been in a long time in the long-range plan. Additional lanes for Celeste Road from 65 to Forest Avenue and our project ranking which we will get to on the next one, it scored a 55 which is a pretty average project ranking in terms of project priority. I think the construction for that project is actually scheduled for probably 2025, but the PE has I understand it, Mayor, Saraland wants to get this project going and started.

Mayor Rubenstein said yes and if I could be recognized. This is a extremely crucial to the City of Saraland. This is our main connector between the east side and west side of our city. It's the major commuting road for all traffic patterns on the west side of the city and right now it is a very narrow two-lane road. It is absolutely essential with all of the new growth and new subdivisions that we've had develop in Saraland that we get this. I also think it's overdue out of a question of fairness. Saraland to my knowledge has never gotten any TIP money in this last 20 years so I think it's about time. We are a member of this group and I think it's about time for Saraland and we are asking for our fair share to address what's a very acute problem. Assuming this is approved, anything that we can do to move up the actual construction would be greatly appreciated. Our city council has authorized us to put a match to get this project going. We don't expect this to pay for 100% of it, but this is an absolute crucial project for our city right now.

Mr. Harrison said these funds are 80% federal and 20% match. There'll have to be some agreement with ALDOT on whether y'all take the lead or ALDOT takes the lead on the project.

Mayor Rubenstein said we're still discussing that.

Motion was made by Mr. Bryan Kegley with a second by Mayor Williams.

Mayor Stimpson asked if there was any further discussion.

Councilmember Richardson said I have a comment. I take a look at, Zeigler Road, County Road, Schillingers Road, McDonald Road, Pascagoula Road, Hillcrest, Airport, Schillinger. There's one street only that is possibly east of I-65. All things are going west. All I am saying is that on behalf of the citizens of the City of Mobile that live east of I-65, the criteria for scoring these projects, the criteria is antiquated and [inaudible]. We got streets crumbling and we keep going on and on and on. I think it's time to look at the criteria we use for scoring these projects so all of the city and all of the roadways that are in trouble in the City of Mobile can be considered. Sage Avenue is crumbling. I comment and so then we said what about traffic. Sure, if we build all these new roads. Who is going to get on a two-lane road when you can get on a four lane? Of course, we are going to see the cars going down new roads. I say that at some point, we need to look at the criteria we use and see how old it is because the criteria we use is outdated. I'm ready to vote.

With no further discussion, Resolution 19-012 was approved.

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

Mr. Harrison said the 11 by 17 that you have in your folder, this is the STP Attributable Funds. This kind of shows the tail end of the current TIP which is year 2018 and 2019 and the next TIP, 2020 to 2023. In 2018, we've got a balance of \$50 million and you might think that's a lot of money, but look in 2022. We're negative. We're negative \$50,000 in 2022. This was a lot more until recently, about five minutes ago when the utilities were deleted for Zeigler, Cody to Schillinger. That was \$380,000 that we were negative in 2020, but because that project was deleted, we are now, instead of 400,000, we are negative 47,000. Even though that project was deleted, that money still isn't there. We're still negative in 2022. This is something that may correct itself. We're only \$47,000 negative. There may be another utility project that gets deleted, but there may be another construction project that costs estimates go up. We may have a construction project underway that is under or overestimated so we may get an increase in our carryover funds from prior years. There's a lot that might happen before we do this next TIP probably in May it will be due to the state. We met over the summer and this is kind of what we laid out. Project 10 is the new project that was added over the summer and that scored a 55 with construction in 2024, but I want you to look at, we get \$9.6 million in 2024, we're at least 13 million over. Our next TIP, the 2024 to 2027 TIP, we may even want to start thinking about that in terms of long-range transportation planning. The Dauphin Street, under the Congestion Management Process, Dauphin Street, Sage to Springhill Hospital, CMP is now the total, 625, that's 500 federal plus the 20% match for the construction of that. Airport Boulevard from University to Hillcrest, same thing. Those engineering projects have been deleted and all the federal funds will be used for the construction of that project. One last change, last week, Schillinger from Three Notch to McDonald, the PE for that got authorized, \$280,000 in this fiscal year. We do have Dauphin Street, Sage Avenue to Springhill. We have \$7 million for that project in 2021.

Mr. Amberger said let me add that projects number 1 and 2 are very likely to be let for construction this fiscal year. We feel pretty good about the estimates that show up on the spreadsheet right now, but this market is just taking off. It wouldn't surprise me if it came in a little higher. The unit prices come in, it would seem very appropriate to take those unit prices and plug them into all of these estimates. I think that you are going to see these estimates all go up. I know the sponsors have adjusted them, but the construction market, everything has gone up. Right now, there is no end in sight.

Mr. Harrison said are they going to get let closer to the middle of the fiscal year? The problem we had and some of y'all may remember is obligation authority. Towards the end of the fiscal year, we may have the project ready to go, but we may not be able to get the project authorized. Congress only allows us, the State of Alabama, let's say they get \$800 million federal funds a year, Congress only allows ALDOT to authorize \$800 million a year.

Mr. Amberger said number 1 right now, we believe is probably toward the end of the fiscal year. Number 2, the Cody to Schillinger, the way it looks right now, more of the middle of the fiscal year. Brian may be able to add more, but those projects that are closing in on all the real estate being resolved, the last little bit of low hanging fruit to get in on the letting schedule.

Mr. Harrison said is there anything we can do to speed that up? I have a bad feeling.

Mr. Amberger said call the railroad. For instance, so that everybody knows, Forest Hill to Athey, we are waiting on a real estate document from the railroad. We sent them the document, we sent them money, we are waiting on signatures. That's one of the major hurdles there. On the Cody to Schillinger section, we are closing in on the city providing the necessary documents to ALDOT, the right of way certification acquiring all of the real estate. It's getting really close to the finish line. I think there's one Corp of Engineers permit that's being worked on and other than that, the Cody to Schillingers should go in that second or at least third quarter of 19.

Mr. Aaron said right now, we intend to let that if we get everything done in April. That should be early enough in the fiscal year where we shouldn't bind ourselves with that issue.

Mr. Harrison said I mean there's some years that we don't even authorize a project, but that doesn't matter. The state can only authorize as much federal funds as they get.

The next item on the agenda was to approve ALDOT requested projects and modifications in the 2016-2019 TIP with safety funds, Resolution 19-013.

Mr. Harrison said this resolution has actually not been reviewed with the TCC/CAC. This came in after that meeting. This is subsequent public involvement. We can approve it today, but I will not submit it to ALDOT until the public involvement period has ended. This is for engineering for a safety project to install a two way left turn lane. It's TWLTL is a two way left turn lane and bike ped friendly shoulders on the existing four lane on Cochrane Causeway for \$540,000. This I guess is part of the bridge project. Y'all remember at the last MPO meeting, we kind of modified our long-range plan. The state has agreed to spend \$8 million on retrofitting the Cochrane Bridge for a bicycle pedestrian. There needed to be some connection to the Cochrane Causeway and I guess this is satisfying this.

Mr. Aaron said this project is actually started out completely separate and really had nothing to do with Mobile River Bridge. This project came about two and half years ago because of the number of bad accidents we were seeing in that four-lane undivided section on the Causeway between Bankhead and Cochrane Bridge. We started that process of pursuing safety funds to add a center turn lane to get those heavy, industrial trucks along the river out of the main line and get them in a separate turn lane to improve safety. That was the intent of the project, while we were there the other culmination of the things tied to the bridge with the bike path, it just kind of made sense. There's no shoulders out there today. Let's go ahead and try to tack on five-foot-wide bicycle compliant shoulders while we are here. That's kind of the history of how we got here. Really not a MRB project. It ties to it a little bit, but it's really about safety and improving safety of that roadway.

Mr. Harrison said we had looked at even potential planning study for a bike planning study on the dredge spoils levee which I think would have been a great project. We spoke with the Corp of Engineers and we spoke with the State Docks and the State Docks doesn't think that's a feasible project. There's too many heavy trucks. There's too many, they put pipelines across those levees. There's too much disruption to put a bike path across those levees so that doesn't look like it's a project. This hopefully will satisfy the Federal Highway Administration in terms of connectivity to the Cochrane Bridge.

Mr. Aaron said we believe it will.

Motion was made by Mr. Brian Aaron with a second by Councilmember Fred Richardson. Motion to approve Resolution 19-003 passed.

The next item on the agenda was old business.

Mr. Harrison said I do have some old business. Y'all may remember a couple of years ago we had some major cost increases on some of our projects that hit our cost overruns. We wanted to stay up to date on those cost estimates and Schillingers Road from 98 to Lott is actually under construction and the projected cost estimate for that is now \$9.5 million which the contract was I think \$9 million. It looks like it might be over the contract amount. I don't think it's a problem. The MPO, we have \$7.5 million, the state has \$5 million so I think there's still 12.5 million for that project so even though the project is projected to go over the contract amount, we still have federal funds available for that project. Now if it goes over the 12 million then we will have to come back to it. We do get a report every month on the cost estimate for Schillingers Road. I want to thank ALDOT for that.

The next item on the agenda was the new business.

Mr. Harrison said under new business, March 26th and 27th, we will be having our federal certification review for the Mobile MPO by the Federal Highway Administration and the Federal Transit Administration. We will have a public meeting in this room Tuesday March 26th probably from 4 to 6 or from 4:30 to 7. The Federal Highway Administration and the FTA will be here for y'all to comment on our process. This year, their focal points are what was recommended from the last certification. Y'all may remember four years ago, they sat over there in the corner and gave us kudos on how good of a job we were doing so maybe they will do the same thing this year. Certification of Title VI, public outreach which includes visualization techniques, our transit plan, transit agency public involvement so Michael at Wave Transit will need to be involved, our bike ped planning activities, our MPO structure and agreements and some inactive projects. Those will be the focal points of that two-day certification meeting. Some of you MPO members, may be required to be at some of those meetings in March. Y'all put it on your calendars, we will have a public meeting in here on Tuesday afternoon/evening of March 26th. Brian, do you have any update on the bridge.

Mr. Aaron said no.

Mayor Williams said can I ask a question about the demolitions of the building adjacent to the interstate along Canal. How's that going and the cost?

Mr. Aaron said I don't have the actual cost figures in front of me. I know we've let several projects to do that demolition around those areas. Some of those have been completed. We are still overall, generally, a update. We're still working with our teams. We have actually got some good news from Federal Highway. We think we are going to be able to bump our schedule up by a couple of months and get this done a little bit quicker on our supplemental draft document. That was good news. Things are still moving, but we are getting a lot closer to the point to where we can actually solicit and receive those proposals in from the teams. We are still

going after our TIFIA loan and we are applying again for the BUILD grant. As you know, we did not get that so we are going after those funds again.

Mr. Harrison said the INFRA grant.

Mr. Aaron said sorry, the INFRA grant.

Mr. Harrison said the INFRA grant is due March.

With no other new business, the meeting was adjourned.

ATTEST:



Chairman, TCC



Chairman, MPQ

Date

5/8/19

Date