

**Mobile Area Transportation Study  
Metropolitan Planning Organization (MPO)  
Technical Coordinating/Citizens Advisory Committee (TCC/CAC) Meeting  
August 21<sup>st</sup>, 2019 10:00 am  
SARPC Boardroom**

**MPO Members Present**

Mayor David Baker  
Mr. Bryan Kegley  
Councilmember John Williams  
Mayor Tom Williams  
Councilmember Lorenzo Martin  
Mayor Howard Rubenstein  
Mr. Matt Ericksen  
Councilmember Fred Richardson  
Mr. Damon Dash  
Commissioner Jerry Carl  
Mr. John F. Rhodes  
Mayor Sandy Stimpson  
Mayor Jimmy Gardner  
Mr. Dennis Sullivan rep. Mayor Byron Pittman  
Mayor Terry Downey  
Mr. Clint Andrews rep. Mr. Mark Bartlett  
Mr. Ed Phillips

**MPO Members Absent**

Mayor William Criswell

**TCC/CAC Members Present**

Mr. Gerald Alfred  
Mr. Nick Amberger  
Ms. Margie Wilcox  
Ms. Kim Sanderson  
Ms. Essie Montgomery Johnson  
Ms. Jennifer White  
Ms. Mary Beth Bergin  
Mr. James Foster  
Mr. James Jacobs  
Mr. Dennis Sullivan  
Mr. Logan Anderson

**TCC/CAC Members Absent**

Mr. Bert Hoffman  
Ms. Kina Andrews  
Mr. Donye Woodard  
Mr. Brian Harold  
Ms. Jennifer Denson  
Ms. Casi Callaway  
Mr. Bob Harris  
Mr. Tom Briand  
Mr. Troy Wayman  
Ms. Kellie Hope  
Mr. Donald Watson  
Mr. David Rodgers  
Mr. Carl Butler  
Ms. Katherine Pitman  
Mr. Jason Wilson  
Mr. Merrill Thomas  
Mr. John Murphy  
Mr. Ricky Mitchell  
Mr. Fernando Billups  
Mr. Jeff Zoghby

**Guests:**

See attached list

**Staff:**

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

The meeting was called to order by Mayor Stimpson.

Following the Pledge of Allegiance and a prayer, there was confirmation of a quorum.

The next item on the agenda was to approve the minutes of the May 8<sup>th</sup>, 2019 MPO Meeting. Motion was made by Councilmember John Williams with a second by Mr. Dennis Sullivan. Motion was approved.

The next item on the agenda was to approve the minutes of the July 31<sup>st</sup>, 2019 TCC/CAC meeting. Motion was made by Ms. Margie Wilcox with a second by Mr. Nick Amberger. Motion was approved.

The next item on the agenda was to consider approval of the 2020-2023 Transportation Improvement Program (TIP), Resolution 19-025.

Mayor Stimpson said for the next item I want to explain how the MPO has done public comment periods in the past. This is following our bylaws, but we are required to have a public comment period for two weeks. This particular issue having to do with the bridge, we actually advertised and had the comment period for four weeks. It started July 23<sup>rd</sup> and the comment sheets were picked up yesterday and additionally, we allowed for public comments online for six weeks so we have exceeded the public comment requirements according to our bylaws. Just for those who don't understand or don't know, the TIP document was available for review in 43 locations; all city hall's, all public libraries and all public housing locations in the Mobile Urban Area. The way the comments were received was by filling out the form that was either with the document or filling out the form online. As I said, today we have an unprecedented number of people here who are very interested in the direction of this meeting and also want to express themselves having to do with the issue. We want your comments too. A lot of you went to some trouble to be here and although the public comment is over, the chair is going to extend to cover all forms that are filled out this morning and put in the box that is outside the door. If you feel like you have not had the opportunity during the public comment period to comment and you still want to comment, please write it on the form that is outside the door and there is a really expensive pasteboard box other there that we found in the supply closet that you can put your form in and we will them up and we will disseminate those forms to the committee at a later date. Yesterday after the comments were picked up and meeting with the staff and knowing that they had been mailed to the committee for review, a summary of those received and reviewed, there were approximately 88 comments received. According to the staff, one person said we just don't need a bridge. Generally speaking, the others said they opposed the toll and want to find some other funding source. Of the online comments, the large majority came in since last Friday after there was encouragement on social media by the no toll coalition to express opposition so that's where we are up until this point. Knowing some people who came and probably uncertain as to whether they could make public comments here, we're going to allow two people to speak for and against the bridge and they will have a minute and a half to speak and I will ask that they please stand at the end of the table facing the Chair. The first speaker that I would like to call upon is Jim Zeigler.

Mr. Zeigler said thank you Mr. Chairmen, and members of the MPO Board. We, meaning the 52,000 members of our group on Facebook against the toll, the majority of who are in Mobile County are asking that you not take any action that would go forward with the toll plan. We have about half of our members who are for no bridge at all. They believe we can fix the Wallace Tunnels, the existing Bayway and the entrance and exit to both and that the congestion

is time sensitive. The other half are for a bridge but want alternative financing. To tell you the truth, ALDOT has not done a good job at looking at alternative financing that is available. There is federal. On July 30<sup>th</sup>, the Senate Committee passed 21 to 0 a \$287 billion infrastructure plan designed for things such as this including infrastructure that is for hurricane evacuation. That's I-10 and for traffic congestion problems. That arguably is I-10. On a State level, State Senator Greg Albritton who represents North Baldwin County and five other counties, has found the money in the state budget. He has a plan that he has presented to the Governor and ALDOT. He's pushing for that and so far, they are not listening. If you will forgo pushing this TIP forward and hold it back, ask ALDOT to listen to the alternative funding, then they will have to listen. They may not listen to these 52,000 people, but they will listen to you, the elected servant leaders of our people. Thank you very much and we hope that you will vote not to go forward with the I-10 Toll project. If that costs money, so be it.

Mayor Stimpson asked, Mr. Ziegler would you want to appoint someone else to maybe speak against out of your group.

Mr. Ziegler asked Michael Clay to speak.

Mr. Michael Clay said thanks for having me today. My name is Michael Clay. I'm a property owner in Mobile as well as Baldwin County. I want to read a letter that I wrote to Governor Ivey and have also distributed to other individuals as well including members of this committee. Governor Ivey, my wife and I voted for you to represent us and Mayor, we voted for you, too, to represent us. We are on a fixed income and enjoy properties both in Mobile and Baldwin County. We are not affluent by any means and have worked hard to provide for our family here on the coast where our expenses seem to grow as we grow older. We simply have to come up with better options for financing and/or fixing our tunnel bridge situation. Tolls are not acceptable. Tolls are regressive and are an unnecessary burden on everyone but especially the people of Mobile and Baldwin Counties. Something as simple as a free weekly ukulele class becomes \$20. A visit with a sister and you understand that the toll tax will also be passed through to consumers through goods and services and that will only increase over time. We may need an upgrade in our roadway, bridge, and/or tunnel, but need to shrink this project down and rethink ways to better finance it. I do not see a toll tax as a viable option and I also want American companies owning and profiting our ports and projects, not a P3. Whatever the solution is, we need to show leadership and work together for a better Alabama. This is not just a Mobile issue by either reconstruction of current infrastructure and/or simplifying the overall project but without a regressive and unsustainable tax. Thank you. Michael and Karen Clay.

Mayor Stimpson said at this time I will invite Bill Sission, the President of the Chamber of Commerce, to come forward.

Mr. Sission said good morning. My request is really simple and that is to continue this process. The approval of the TIP by the MPO, gets us to a next step. We need to continue to move this process forward. I think everybody is aware that we have a congestion problem on I-10 and this is a situation that we've been dealing with for over 20 years. A tremendous amount of work has been put into this for over 20 years and we cannot afford to have this process stalled at this point. We need to continue to explore funding options. We need to continue to have these kind of conversations, but today the step is to continue this process. That is my request. The Chamber for over 20 years has been in support of the I-10 Bridge. The reason is simple; economic development. The reason why we have been successful in economic development in this region and the jobs that have been created here and the foreign direct investment that we've seen, AirBus, Austal, the list goes on and on is because of our infrastructure and we have a major clog point and we cannot afford for that, for our citizens and to move commerce, we cannot afford for that to come to a congestive halt. Again, my request is that we look at this as a step in the process and we all work together to identify as many sources of funding as we can to make this project happen. Again, we can't allow for our infrastructure to become a problem for us and we have to continue with economic development so once again, that is the request today. Thank you very much.

Mayor Stimpson said I would ask County Commissioner Connie Hudson to speak.

Commissioner Hudson said thank you for this opportunity. A minute and a half is not long so I will summarize. I agree with a lot of points that have been made by all the speakers. I think we are really a lot closer together. We are really all on the same page here. We know, the majority of the people know, we need that bridge in the future. We are looking at gridlock on weekends now. Within 20 years, we will see gridlock every single day that will affect everything about our community; the quality of life, economic development, everything. We really have to understand that is a consequence. When we heard that the tolls could be up to \$6, we were shocked. That was a surprise. I think we all agree, we don't want tolls. We need the bridge. We don't want tolls. What can we do? I think we need to give an opportunity for the Governor and for ALDOT to go back and value engineering this project. I've been in public office for 18 years. I'm not an engineer, but I've worked on a lot of capital projects. I know there's always ways to value engineer projects. One thing that is a sticking point for me, I don't understand why the discussion is to raise the Bayway. That's over a billion dollars right there. What I would ask today of the committee is to please don't vote to eliminate the project from the TIP, table it, delay it or whatever you need to do to give the State Administration time to step in and reduce those costs because what I would like to see is we reduce it to a point where a toll is not even necessary.

Mayor Stimpson said that ends the public comment period. Any other comments from this point will only be accepted from committee members at the table. At this time, we will move to item number 7 which is to consider approval of the 2020-2023 Transportation Improvement Program. What we do as far as our procedure and protocol is that Kevin always goes through and explains what the resolution and this particular resolution is 19-025, and Kevin gives us an explanation of it. Kevin, I would ask at this time for you to please do that.

Mr. Harrison said what you have before is the Fiscal Year 2020 – 2023 Transportation Improvement Program. Those MPO members with the blue folders, I emailed this to you last week. I sent you the link a month ago. If you don't have a copy of it. I have copies of it here. Does any member of the MPO require a copy of the TIP? This is the document. This is a listing of the federal transportation projects for the next four years. It's actually 2019 to 2023. We included the 2019 projects to be approved in here to be approved today because it's already August if they happen to roll over into October, it's already been approved. These projects are born out of the Long-Range Transportation Planning process. We have a 25-year Long Range Transportation Plan. It was adopted March 2015. It's done every five years. We will adopt another one in March 2020. We will have another public involvement process for those projects in the 25-year Long Range Plan. That's going to come out in the next month or so. We'll have a public meeting probably in January or February concerning those projects. That's the 25-year Long Range Plan. Projects are born out of the Long-Range Plan. They move into the short-range plan in order to be funded. That's what the TIP is. It's like a checkbook of all of your federally funded projects. I emailed this to you last week. Your Technical and Citizens Committee met on July 31<sup>st</sup>. They reviewed this document. They recommended to the board to approve as is. As the mayor said, we've followed our adopted public involvement procedures. It went out to 43 locations around the Mobile Urbanized Area and I sent all of you the comments yesterday and I know all of you have received them. In order for a project to be authorized for federal funds, it has to be in this document. With that, I'm going to briefly explain the document for those MPO members and guests. Page 18 is the scoring of the projects. Right now, this is done for the Attributable projects and I will get to what attributable is in just a minute. We ranked all the projects in terms of objective and subjective factors. Our next long-range plan, we are going to be ranking all of the projects of the Long-Range Plan. Moving on, I want to go to page 29. This talks about the various funding categories that are in the Transportation Improvement Program. The majority of these funding categories are spent at the State's discretion. However, it needs your approval to spend that money in the urbanized area. That's why we're here today. That's the purpose of the MPO planning process. Some of these funding categories are not available in the Mobile Urbanized Area. The Appalachian Highway System Projects, we are not a part of that. The Congestion Management, CMAQ money, we are not a part of that. I want you to pay attention to other federal and state aid projects. That particular pot

of money says that is a category for miscellaneous projects that do not fit easily into other funding categories. The STP Attributable Projects, that's y'all money. The MPO gets about \$8.2 federal which means we can program about \$10 million a year which is also in this document. Starting on page 36, is a listing of the STP Attributable Projects, the MPO projects. Some projects of note are Zeigler Boulevard projects. All of Ziegler Boulevard is included in this document over the next four years. The construction for Forest Hill to Athey I think has a January authorization date. Several other projects, Dauphin Street, McGregor, Zeigler from Cody to Schillinger. That's 2019. That's scheduled for this September. Additional lanes on Zeigler are scheduled for 2022 from Tanner Williams Road to Schillinger. New alignment, this is a county project, from McFarland Road from Old Pascagoula to Three Notch. That's \$13 million. Airport Boulevard from Eliza Jordan Road to Snow Road and we do have Saraland's Celeste Road. PE is authorized now. Right of way and utilities is included in this document. The construction, we have \$13.5 million in actually 2024. We're already thinking in the future for the next TIP. If you look on page 38, we have \$55 million worth of projects over the next four years. Our budget is actually, we've reduced that amount, we have \$76,000 left over. We are spending every dollar that is attributed to Mobile. Out of \$55 million, we have \$76,000 left over. Part of that is that the Zeigler Boulevard Project from Schillinger to Cody has had a recent increase this past week. It went from \$9 million to \$11 million. That increase of \$2 million was an administrative modification and that is the resulting \$76,000. Those are the MPO projects under STP Attributable. Moving on to other funding categories, projects of note, under other surface transportation projects is replacing the bridge on the Causeway over Tensaw River for \$24.8 million. All of the 158 extension projects are in here under this document. Under NHS, Interstate Maintenance and NHS projects as well as construction for I-10 from 39, McDonald Road to Carol Plantation Road for \$33 million. Transportation Alternative, that's your sidewalk money. There's no call for projects this year. The MPO receives about \$550,000 that we're apportioned. Those MPO members with the blue folders know the process. It's a competitive grant for sidewalk money. Those that are in there, the City of Prichard has projects awarded to it as does the City of Mobile and the City of Satsuma. Moving on to other funding categories, transit projects. SARPC is the designated recipient of 5310 which is Enhanced Mobility for Seniors and Individuals with Disabilities. We receive about \$320,000 a year for those type of projects. It's competitive in nature and a call for projects for that will be out very soon. All of the Wave's Transit 5307 projects are listed in this document for the next four years. System Maintenance projects, Safety projects and finally on page 58, we have other federal and state aid projects. If you recall, it's a miscellaneous category for projects that do not fit easily into other categories. The first four projects are of note. The interchange is part of the tolling also. That's got a P3 in the code as does the 5011 family projects. As the Mayor said, I received 88 comments for this. The construction project for \$1.1 Billion, that's the Mobile Urban Area portion of it. The Eastern Shore MPO has another dollar amount and they will have to do that at their MPO meeting as well. What we get is one construction project. As I understand it, this will be authorized as one construction project and it's got a very complex funding scenario. That's why the funding scenario is not actually in here. It's got an INFRA grant that was recently awarded. It's got a TIFIA loan, private activity bonds and concessionaires that ALDOT presented to us that will be paid back with tolls. It also as I understand might have some regularly apportioned Interstate Maintenance and National Highway Funds. Prior to the bridge, prior to this 1.2, there's \$278 million over the next four years to be spent in the Mobile Urbanized Area in this document. This document needs approval for those projects to be authorized in the next fiscal year. The comments I received, 88, before the deadline, I forwarded them to y'all yesterday and as the Mayor said, the majority of the comments were to remove the toll plan from family id 5011. They were against the toll. We had one comment concerning motorcycles and the cost of the toll concerning motorcycles and most of the comments were to delay the project to seek other funding.

Mayor Stimpson said we recognize that there are a lot of people here who do not want a toll. My guess is that nobody really wants to pay one, but ever since the no toll coalition formed, there have been all sorts of ideas floated out there. One and I'm just going to list some of them, was to reduce the cost by lowering the bridge from 215 feet. Reduce the cost by not raising the Bayway. Find additional funding sources like GOMESA. Reduce the number of lanes on the bridge and Bayway. Don't toll the Wallace Tunnels. Move the location, and the list goes on. There are lots of opinions about what the Governor should do. Some think that just cart blanche, she can make these decisions, but I can tell

you that with 100% certainty, that she can't make decisions to change anything impacting the toll without the concurrence and approval of DOT and FHWA. Please pay close attention to what I'm going to say next. In discussions with the Governor's office, the number one thing that they need from us, that is the MPO members, is more time to determine what the real options are. She will only know those by visiting with officials from Washington, D.C. that are engaged in this project. After hours of conversation, trying to create a scenario giving her the time she is required, the best way that we know of to do this is for the Chair to entertain a motion to approve the TIP, Resolution 19-025, subject to the tabling of Project Family ID 5011 on page 58 to be brought back up before the MPO for further action at a special called meeting in October after the Governor's Tolling Committee meet.

Motion was made by Councilmember John Williams with a second by Councilmember Lorenzo Martin.

Mayor Stimpson said we have a motion and a second. Is there any discussion?

Commissioner Carl said I have a question. You are going to pull this 5011 and we are going to vote on it again in October. That's what you're saying?

Mayor Stimpson said that's correct. Technically, we are tabling it.

Commissioner Carl asked we are pulling it out of this document?

Mayor Stimpson said yes, you will approve everything else in the TIP except for on page 58, the project family id 5011. Then, it will come back up at another special called MPO meeting which will be held after the tolling meeting that the Governor will have in October.

Councilmember Williams said just for clarification, I think it's important, but will actually come out of the document and go to a separate document or will it remain as tabled?

Mr. Harrison said this document that I have to submit to the state, actually, the state takes this and builds a State Transportation Improvement Program. The document that I submit to the state for this resolution, as it pleases the Board, can omit that 5011. Those in this process know we have projects all the time, that if it's tabled that's what is required to get it back.

Commissioner Carl said so if we come up with an option that we agree on, we can put it back in October?

Mayor Stimpson said we will have another MPO meeting after the tolling meeting to discuss what happens to Project Family Id 5011.

Commissioner Carl said Mayor, I commend you because I stayed on the phone with the Governor for two days and got zero so good job.

Mr. Harrison said I need clarification from ALDOT that project 100055753 on page 58. Is tolling a revenue for that project and should that be included with this tabling?

Mr. Ericksen asked the description.

Mr. Harrison said I-10 Interchange Modification from Texas Street to West Tunnel Interchange. It's got a P3 tied to it. The motion was made from 5011. That's not a family id, but it is included on page 58. I don't want to confuse the issue.

Councilmember John Williams said I would like to modify the motion to include 100055753.

Mayor Stimpson said the motion was to table, as everyone heard, by Councilmember Williams, but he is willing to modify it to include project 100055753.

Mr. Harrison said to include project 100055753 which is I-10 Interchange Modification from Texas Street to West Tunnel Entrance.

Councilmember Williams said it's the first on page 58. It's also project family 3077.

Mr. Harrison said correct. It has a P3 in its id number and the revenue...

Mr. Dennis Sullivan gave a second to the modification.

Mayor Stimpson called for any more discussion.

Councilmember Richardson said all projects that are scheduled to have a toll will be included in this?

Mr. Harrison said the motion that has been made is to remove those four projects.

Councilmember Richardson asked so there's no more toll projects left out that?

Mr. Harrison said can ALDOT make that verification?

Councilmember Richardson said if we vote for the rest, will be voting on anything with a toll on it?

Mr. Ericksen said that are no other projects with a toll after those four projects are removed.

Mayor Stimpson asked are there any other questions?

Mayor Rubenstein said question and discussion. One thing that's bothered me about this whole process is that it's been set up and I want to thank Mayor Stimpson for what he is doing. This has been set up as a binary decision. You are either for the toll or you're against the bridge and this is not a simple binary decision. I think we're all intelligent ladies and gentlemen. I think there are other options to fixing the problem and I fully agree the problem needs to be fixed. I would like some mechanism, if possible, where we as an MPO, can just let ALDOT and the Governor's office know that we are not happy about the tolling option. I just think that it's a little bit of a disconnect right now between us and the Governor's office. I thank Mayor Stimpson for reaching out and opening that line of communication. I think it's important, but I think, it'd be nice if we could just express our concern that we are looking for other alternatives and giving the Governor other viable alternatives other than a tolling methodology.

Mayor Stimpson said I think the message will be received by them loud and clear and they have asked for more time specifically so they can do those things to see what the options are. I don't think there's any miscommunication at this point. Any other points?

Commissioner Carl said Mayor, I appreciate your efforts on this and I think I'm with everybody at this table when I say we've got to build a bridge. We want to build a bridge. We just got to figure the tolling portion out. I think most everyone in here that's quote-unquote against the bridge project, they're actually against the toll and how the toll is set up. It's not the building of the bridge, it's the actual toll and the options. Using Cochrane Bridge and using Bankhead Tunnel is not a good option for locals and that is the real pushback. It's not building the bridge. If anybody understands the commerce value of it, I do. I've been the biggest fan of the Chamber from day one and I will continue to be, but we've got to come up with a better plan quickly and the Governor can't do it and the Governor's staff can't do it without sitting down and talking to some us and understanding where we're coming from. No one's asked that question. I'm sure there is some in here that they have, but no one has bothered to ask us questions.

Mayor Downey said when I left home this home, I represent Bayou La Batre and the Seafood Association also, that does the trucking across the Bayway. I've not found anyone in town that's for a toll. I want to go on record, I'm against tolling. I don't think there should be a toll and I think the Mayor's done a good job for getting more time and looking at the options. I'm for that. I'm for compromise, but I'm not for tolling whatsoever.

Mayor Tom Williams said Mayor, I'd just like to say that I appreciate what you've done. The effort you've put into this to delay this vote. I agree with my colleague, Mayor Rubenstein and Mayor Downey. I think the tolling is morally wrong for the citizens of Mobile and Baldwin County to have to on a federal interstate to have to bear the burden that we've been talking about. I am totally opposed to the tolling, but for the bridge and I appreciate what you've done in delaying this.

Mayor Stimpson said unless there's any other comments, we are going to call for a voice vote and if it's too close to discern whether we are for the motion or against, then we'll go to a recall. Only the people who have this blue folder are able to vote. This vote is to table that part of the document. Kevin is going to read the motion to what part we are tabling.

Mr. Harrison said the Chair entertains a motion to approve the TIP, Resolution 19-025, subject to the tabling of Project Family ID 5011 with amended motion to table Project 100055753 from the TIP to be brought up before the MPO for further action at a special called meeting in October after the Governor's Tolling Committee meeting.

Mayor Stimpson said we are voting to approve the TIP subject to tabling that one piece so this will approve everything else in the TIP.

Mr. Harrison said the document that will be submitted to ALDOT and Federal Highway, will have these projects removed, their tabled, until the October meeting and they can be included back into the document once approved.

Mayor Stimpson said we have a motion and second so all in favor signify by saying, "I."

All were in favor and no one was opposed.

Mayor Stimpson said as y'all know, this is a very contentious item and I appreciate the decorum of everybody in here and how you came. I think with open hearts and open minds. We all know that we've got to have a bridge and we're just praying that between ALDOT, DOT, FHWA, the Governor's office and those that can make these decisions, can find that pathway forward for us. Thank you for your participation. At this time, we will take a short break because I'm not sure that a lot of y'all want to sit around and listen to the rest of this meeting. This will be a 10-minute break, but I will ask that every MPO member still stay here because we have several items on the agenda that we need to vote on.

The meeting was called back into order after a short break.

The next item on the agenda was to consider approval of the Highway Safety Improvement (PM1) Targets, Resolution 19-021.

Mr. Harrison said what you have, Resolution 19-021, this is something that we do. It's required every two to four years. Y'all have already adopted these performance targets before. These are the new ones. It's a four-year rolling target so these targets are from 2015 to 2019. The Mobile MPO adopted the State's criteria for performance measures. We actually had the option of adopting our own and monitoring it. Every other MPO in the state has adopted the State's performance measures. We did the same, but it still requires approval from y'all. The number of fatalities, to maintain the rolling average of 932 by December 2019, rate of fatality per 100 million, maintain that five year rolling average of 1.33 by December, number of serious injuries to maintain that five year rolling average to 8,469 in the state. Rate of serious injuries, to maintain that five year rolling average of 12.08 for 100 million vehicles mile traveled

and number of nonmotorized fatalities and serious injuries of 349 for the state. These are the state targets and it requires us to approve it every time it changes and it's a rolling average. As I understand from the state, we have met these criteria for 2018. This was reviewed with the TCC on July 31<sup>st</sup> and they recommended approval of these safety targets.

Motion to approve Resolution 19-021 was made by Mayor Tom Williams with a second by Mayor Downey. Motion passed.

The next item on the agenda was to consider approval of the System Performance Measurement (PM3) Targets, Resolution 19-022.

Mr. Harrison said this is the PM3 targets. Again, these targets change and will have to be re-adopted periodically. This is actually system reliability. This was brought up at the TCC meeting and recommended unanimously. It's whether the system is reliable. It's not whether the network has congestion, but whether that congestion is reliable. That's really what this number 96.4% actually means. There's a lot of data that goes with it.

Someone from ALDOT said we call it predictable.

Mr. Harrison said predictable. It still doesn't make sense to me and Federal Highway is here and it doesn't make sense to them either and they are the one's that wrote it.

Someone said it just means that it's bad and you know it's going to be bad every time.

Mr. Harrison said that's right. That's exactly right.

Someone said if you know your normal commute takes 45 minutes, you can plan accordingly, but if one day a week it's an hour and a half, one day a week it's 45 minutes, that's what the predictability means. You know it's bad, but at least it is consistent.

Mr. Harrison said that's right so these are monitored by the state. We have already approved that we will adopt the state targets. These are the state's targets. Although I will note Anthony Johnson with our staff did this for our urban area. It was a lot of work. I think there were 14 million records that we downloaded in order to do this data. It was a lot of work, but we have adopted the State's targets. These are the new targets the two year and four-year performance for person's miles traveled on interstate. The next one is the person miles traveled on non-interstate at 93.73% and 93.6% and then the truck travel time reliability index as well are the new targets. As I understand it from the state, we have met these targets, the state has met these targets on the performance measures, but the Mobile MPO needs to approve these targets as well.

Motion was made by Commissioner Carl with a second by Mr. Dennis Sullivan to approve Resolution 19-022. The motion was approved.

The next item on the agenda was to consider approval of the FY 2020 Unified Planning Work Program (UPWP), Resolution 19-023.

Mr. Harrison said just as the TIP, we just approved, this our budget, the Unified Planning Work Program. I reviewed this with the TCC prior to the May MPO meeting. I reviewed this with you. If I recall, I reviewed the funding sheets of the document for Fiscal Year 2020. This is essentially our budget. This is the line items that the MPO staff will have in the year 2020. This was mailed to you hard copy last week. The link was emailed to you several weeks ago. It was put out for public comment at 43 locations around the county. The deadline for its public comment was at noon yesterday. Staff went out and picked up all the documents for comment. We did not receive one written comment on the UPWP. Of note, does anybody want a copy of the Unified Planning, does anybody want a copy? Hand that

Margie. Gerald, do you have one? Hand that to Gerald please. Dennis and Lorenzo. On page 46 is essentially the budget. As I mentioned at the May meeting, I bumped up the Long-Range Transportation Plan, line item for tasks. Our Long-Range Plan is due March of 2020. Staff is already working on updating that plan. We already have an online survey that's a pull-down menu and people can comment on transportation issues in the next 25 years. The bridge will be on there. Unless I hear otherwise from ALDOT, the bridge will be on there and if it's a tolling scenario for the next 25 years, that project most likely will be in there. It's going to have to have approval from y'all. That's the 25-year long range plan. Y'all get my newsletter. I am going to keep you very aware of all of this.

Someone asked, that's in October?

Mr. Harrison said no sir. It's due in March, but probably in September, we're going to have the public involvement for the Long-Range Plan. Normally, we have early public involvement meeting, but we would have been overrun with the bridge. We have other projects that we need to get done. We have Snow Road, McFarland Road, we have Dauphin Street, Celeste Road, we have the connection to the new 158. We have a lot of other projects that we are building the long-range plan for. There's \$10 million a year that is y'all's money. It's 25 years. It's \$250 million. That sounds like a lot of money. It's not. We already have \$55 million in the TIP. That doesn't include Celeste road and the other projects that we have online. With that, we have increased the Long-Range Plan portion of the UPWP for Fiscal Year 2020. Now, 3.8.1, Demand Response Transit Feasibility Study, this is a third-party study that we had shortlisted, we had a consultant selection committee meet, the scope of work went out, consultant selection committee met. Mott McDonald, Burke-Kleinpeter and Via Mobility with Goodwin Mills and Cawood, were shortlisted. Last Friday, we had the presentations from those three firms to produce the work. The consultant selection committee met and picked the highest ranking on was Via Mobility with Goodwin, Mills and Cawood to perform the work. Our next step in the process is to negotiate a contract. If everything is done, I should be able to give them notice to proceed come October 1<sup>st</sup> which is the new fiscal year. That study, I would like them to figure out transit in the Mobile area. Prichard right now doesn't have transit. I've heard from Saraland. We've heard from other communities. We need transit. We need to figure out transit so that ultimately is the goal of that study is to figure out transit to connect with the Wave Transit, to connect with the fixed route system in the city. I have a pretty good feeling that if we get Airbus, Wal-Mart, Austal, some of these large corporations that are willing to provide vanpools or shuttles for their service or contracts or subscriptions, that money can be used as the local match for federal funds. We've hired somebody to figure it out. They may come back and say it's not possible. They may come back and say, right now it's not feasible for transit outside of the fixed route transit in the City of Mobile. The intent is to not cost the City of Mobile any extra money. The other cities in North Mobile and Bayou la Batre, you're included in this. You may be approached as a financial commitment in terms of transit. This is not fixed route. I don't know what it's going to be. The consultant is going to give us recommendations, but most likely a demand response type system.

Mayor Baker said I have a question. When will that be finished?

Mr. Harrison said I am giving them six months.

Mayor Baker said so we can't do anything to change the routes or add stops until that's finished? That's what I was told by the Wave.

Mr. Harrison said this is exclusive of the Wave Transit. The Wave Transit is not involved in this project at all. This is not the Wave Transit. This is exclusive of the Wave Transit. This is another means of getting people to connect to the Wave. This is a recommendation. Now when it comes time to operations, that will have to be put out. The Wave could operate it. A private party could operate it. We don't know who's going to operate it. What we're hiring a consultant to do is figure it out, give us a recipe, give us a guideline on how we can get transit to people outside of the City of Mobile without costing the City of Mobile any money. That's what the ultimate goal of the project is. That's your budget for year 2020.

Motion was by Mayor Rubenstein to approve Resolution 19-023 with a second by Councilmember Richardson. Motion was approved.

The next item on the agenda was to consider approval of Mobile MPO Self Certification to be signed, Resolution 19-024.

Mr. Harrison said those of y'all familiar with the process may remember several years ago, four years ago to be exact, we presented this to you and y'all were very honest when we did these questions and some of you committee members when brought up in the TCC, one of the questions was 'does all of the member governments have an ADA transition plan in place.' The TCC was very honest and said you know, we can't with good faith agree to that. That actually was the impotence to the movement that we funded all the ADA transition plans for the member governments in the MPO. We hired Neel Schaefer to do it. They inventoried every crack in every sidewalk in the MPO area and now every municipality and the county has an ADA transition plan with that. That was a result of this process. That was a result from having an honest committee look at what's required and due diligence.

Mayor Rubenstein asked if other MPO's around the state did this as well.

Mr. Harrison said it started a movement. At the time, I was the president of the Association, we had a state ADA day in Birmingham. It's important that all municipalities have an ADA Transition Plan. I don't think other MPO's funded it. I think we're the only ones who afforded that to our members.

Ms. Wilcox said can you please give me deference. Am I not an MPO member, but would like to speak to this point?

Mayor Simpson said yes you may.

Ms. Wilcox said I don't think y'all know what Kevin Harrison did throughout this state. With the honest discussion, the very uncomfortable discussion we had four years ago and then we made this change and we reported ourselves to the federal government. That was a stepping stone and then he took it statewide. He went all across the state and made people examine themselves honestly. That document that was being signed was just a matter of formality and no it wasn't. I think we should give him a round of applause for that.

Mayor Stimpson said thank you Margie for bringing that up.

Mr. Harrison said so the certification request is there with our answer. This was reviewed with the TCC. They're back of the TIP. It's actually a part of the TIP document. It does require self-certification to be authorized by y'all and included in the big document that we've approved.

Motion to approve Resolution 19-024 was made by Mayor Downey with a second by Mr. John Williams. Motion was approved.

The next item on the agenda was modification of FY 2020 Unified Planning Work Program (UPWP), Resolution 19-026.

Mr. Harrison said this resolution was added this morning. I sent a notification, a call for projects to all of the MPO members, it was in my newsletter, the State of Alabama has some carryover, leftover PL funds. That's actually the funding category that funds this planning document. Those PL funds can only be used for planning studies. It can't be used for capital. It can't be used for operating. It can only be used for planning and it's actually what's funding the Transit Demand Response in here. The State of Alabama, Ed Phillips' office, they have a certain amount of carryover. We're fearful of a congressional rescission with the FAST Act and they responded to that to try and spend some of this PL money that they had leftover that categorically can only be used for that purpose. I put a call for projects out. Every MPO in the state had a call for projects for those types of projects. We had several submitted from

our area. Not all of them got funded. Two of them that did get funded was the City of Mobile, Game Day and Special Events Study at USA for \$160,000 federal and then the State got awarded Access Management and Signal Operation Study on US 90. That was a state project. Is that right, for \$116,000? Just like any of the other federal funds, they can't be spent unless it goes through the public process, but we just got this. What I am asking the board today is that we approve this resolution and it says in the resolution, subsequent public comment period. If y'all approve this resolution, I hold it in my office for two weeks and put it out for public comment. If we get no public comments then the consultant can move forward with these if we don't get public comment. If I do receive public comment, I have to bring that comment back to the board at another MPO meeting, but this will go out for public comment for these two particular projects. I was going to submit for funds, but I didn't want to compete with my member governments. I've got a pretty good project that I want to do that this particular pot of money is perfect for but we're going to figure out another way to do that.

Motion was made by Commissioner Carl to approve Resolution 19-026, with a second by Councilmember John Williams. Motion was approved.

The next item on the agenda was old business.

Mr. Harrison said last week, we had Mobile MPO 101 class. It was a joint effort between the Eastern Shore MPO and the Mobile MPO. It was very well attended. Mayor Haygood, I appreciate your group being there and it was well received. I think we'll probably do it every two years. We had a lot of great questions. The AC at 5 Rivers was not very cooperative, but everybody else was and it was a pretty good session. I want to thank you and your MPO for being there for that.

The next item on the agenda was new business.

Mr. Harrison said really, I've already mentioned it, but that Long Range Plan public online survey is coming out. The bridge is going to be a hot topic. It may be tabled today for the TIP, but it will be included in the Long-Range Plan if the board pleases.

Mayor Stimpson said we'll let you know.

Mr. Harrison said it's in the current long-range plan.

Councilmember Williams said most of us are going to be faced with some very detailed questions as we leave this. Can we ask Kevin to just go over page 58 and that is the funding that is laid out? I have a better understanding than I had yesterday, but I don't know if it's the complete understanding that we all need. What's the funding that is in place? What's the complete funding that is necessary to complete the project?

Mr. Harrison said page 58 and all other projects in this document that is spent at the State's discretion are submitted to us, this is how the State would like to do the project, this is the State's cost estimate, this is the State's funding scenario. That's for all the projects in here minus y'all's projects that are STP Attributable. This particular project on page 58 is one project and as I understand it has the intention of being let and authorized as one project. That one project has a very large cost estimate that has multiple federal sources to it. It has the INFRA grant that was awarded. It has the TIFIA loan that should be applied for. That's a loan. It's federal. It's a federal loan. It'll have private activity bonds as well, both the TIFIA and the loan, the private activity bond will be paid back with the toll is the scenario that was presented to us. The TIFIA loan can only pay for a third of the project if they get awarded. It's a competitive pot of money. A TIFIA loan has a lower interest rate than the bonds.

Councilmember Williams said do the numbers that are setting here, have a loan that is still in competition?

Mr. Harrison asked have y'all applied for TIFIA?

Mr. Erickson said that's in progress now. We're working through getting it funded. If the project is not in the TIP in October, we don't have any federal funds. The INFRA grant, and we lose the option of getting federal.

Mayor Stimpson said so that's at the tolling authority meeting is the next step depending on Mayor Haygood and them do over in Baldwin County, but if they are so inclined to follow our lead to where it's after the tolling meeting in Montgomery, it all comes to a head right after that when we meet again. John, I think to answer your question, what we've done is we've put off to the side everything that has to do with the bridge. That's what will come back by up. That's what's been tabled.

Councilmember Williams said I understand what's been tabled, but actually, we've tabled something that's not even approved yet. Am I right? In this \$1.2 billion.

Mr. Harrison said it's actually just the construction, \$1.113.

Councilmember Williams said okay, \$1.1 billion, that's all these numbers that are sitting in front of us. Some of them, we hope we have, because we don't have approval on the one loan.

Mr. Harrison said that's my understanding that the TIFIA loan has been applied for, but has a determination been made yet?

Mr. Erickson said no.

Councilmember Williams asked how much is that total?

Mr. Erickson said 33% of the overall cost.

Councilmember Williams said \$708 million.

Mr. Harrison said but it's a requirement for that to be in this document. Is it a requirement to get awarded to be in the document? That's a Federal highway question. Would the TIFIA loan have to be in this document as a requirement to be awarded or would it be after the fact?

Someone said the project will have to be in the TIP to use any federal money.

Mr. Piper asked applied for, it doesn't necessarily have to be identified in the TIP before it can be applied for?

Mr. Harrison said it just can't be authorized until it's in the document.

Someone said that's correct. It can't be used.

Councilmember Williams said so we have \$1.2 billion. Where is the additional money to pay for the bridge?

Mr. Harrison said you have the 150 INFRA Grant, private activity bonds and the concessionaires. It's a complex funding scheme.

Someone said the other \$800 million is in the Eastern Shore MPO TIP.

Councilmember Williams said they are going to pay the other \$800 million. Is that a correct statement?

Mr. Harrison said this is the Mobile Urban Area. This stops at the county line.

Councilmember Williams said all we pay, no matter what, is our side of the project?

Mr. Harrison said this is the Mobile Urban Area to be approved by y'all. Baldwin County has their Eastern Shore Urban Area.

Councilmember Williams said what's that amount going to be?

Mr. Harrison asked Mayor, is that \$830 million?

Mayor Haygood said I think it is \$836 million. I have a questions and we haven't had any discussions specifically for TIFIA, but we've been having a lot of these conversations lately to get some clarification on federal funding and what I understand in talking with some Federal Highway officials is that you don't have to have the project in the TIP to apply for the loans, but they do have to be added before they are moved to construction Based on that, that's the direction the Eastern Shore MPO is moving regarding the Mobile River Bridge Project.

Someone asked what's that deadline, March 2020?

Mr. Harrison said they've already applied for the TIFIA.

Someone asked when is it going to be granted?

Mr. Harrison said do y'all know when the TIFIA will be announced?

Mr. Erikson said the TIFIA loan will actually be executed when there is a successful concessionaire and the USDOT. We established a currency and the loan is actually with the concessionaire and they pay it off.

Mayor Rubenstein said what today, in Mobile and Baldwin, how much in federal funds is guaranteed today, money given to us, do we have in this family of projects?

Someone asked guaranteed?

Mayor Rubenstein said guaranteed.

Someone said we have the INFRA grant, but we have to go through the grant agreement process, go through the loan process. The other part of the funding and finance is paid by the concessionaire and the public subsidy, but we won't know until we get closer.

Mayor Rubenstein said and that's my concern. Right now, we don't have much in here at all. That concerns me.

Mr. Harrison said there's \$43 million authorized.

Mayor Rubenstein said \$43 million.

Mr. Harrison said and if the project doesn't happen, ALDOT will have to pay all that, plus a lot more back.

Mayor Rubenstein said I understand, but we're talking \$2.1 billion project. We need a plan to pay for this thing.

Mayor Stimpson said the thing for the plan is that a lot of this will fall in place. You've got the INFRA grant and the TIFIA. It's all lined up, but it's not a done deal so if something were to fall through, you wouldn't have a project. I'll say this, and I think I'm correct. Our friends at ALDOT and FHWA can correct me. The \$2.1 billion, that is the estimate of the project. You don't know the final cost of the project until the concessionaires come back and say I can build this for 1.8. Until you kind of know that, then you start looking at the pie of where the money is coming from. I'm sure there will be some moving around and negotiating of who is going to pay how much. It seems backwards, but that's how it is.

Mr. Andrews said as far as the federal rules go, all of this was spelled out in the Long-Range Plan so the finance plan was in there, but as Kevin said, this is the programming document, all of that planning is explained in the long-range plan. He has it all in there.

Mr. Harrison said and I've mentioned several times, we are updating it by March. If I don't hear otherwise from ALDOT, I'm going to have to hear from ALDOT, their project and how they plan on paying for it. If it comes back to us, we want to put the bridge in their and this is the funding mechanism, that's what we present to the public to put in the Long-Range Plan to be fiscally constrained.

Mayor Downey said I don't have a problem with the bridge being in the Long-Range Plan. I have a problem with how you're going to pay for. I hear a lot of numbers thrown around. My other question was, you said lose \$40 or \$50 million. What's been expended and it may not be out there, but thus far, what was that money spent for? Was it test pilons or engineering? We've got to have a bridge regardless. We've spent X amount so far, researching, test samples and a whole, surely not a lost item. If you're going to build a bridge, you've already moved this far and you don't have to spend that again. I don't have a problem with putting it in the Long-Range Plan. I got a problem with how are you going to pay for it.

Mr. Harrison said to your first point, SARPC spent the first federal dollars on the feasibility study in 1997. There's been some right of way plans, there's engineering done, there's actually been a lot done for that amount.

Mayor Stimpson said I appreciate everybody being here. Meeting is adjourned.

With no other business the 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

Joint MPO Policy Board TCC/CAC Meeting August 21, 2019  
Guest List

Steve Gordon  
Mayor Dane Haygood  
Bruce McGowin  
Judith Adams  
Edith Louden  
Alec Thigpen  
Karen Burton  
Grace Burks  
Gloria Pettis  
Cheryl Wison  
Cecilia Taylor  
Michael Taylor  
Cathy Odom  
Kay Day  
Linda Pitts  
Anrews Alley II  
JC Smith  
Sarah Sislak  
Edwin Perry  
Connie Hudson  
Bryan Fair  
Jeffrey English

Chris Pringle  
Barb Parker  
Julie Andrianpoulos  
Mary Ann Phillips  
Darlene Ong  
Stacey Crews Vaughan  
Joseph Snowden  
Tammy Lowe  
Kenneth Cooper  
Tammy Redmond  
Daniel Smith  
Michael Dominguez  
Michael Clay  
Christina Calloway  
David Harbin  
Ruth Harris  
Cheryl Hall  
Ryland Dixon  
Alec Thigpen  
Karen Burton  
Brad Wittman