

**Mobile Area Transportation Study  
TCC/CAC Meeting  
Wednesday, July 31st, 2019 10:00 a.m.  
SARPC Transportation Department Office**

**TCC/CAC Members Present**

Mr. John Murphy  
Ms. Kim Sanderson  
Mr. Nick Amberger  
Ms. Jennifer White  
Ms. Kellie Hope  
Mr. Kevin Harrison rep. Ms. Jennifer Denson  
Mr. Gerald Alfred  
Mr. John F. Rhodes  
Mr. Logan Anderson  
Mr. Tom Briand  
Mr. Jeff Zoghby  
Ms. Mary Beth Bergin  
Mr. Vince Beebe  
Mr. Dennis Sullivan  
Mr. Jeff Zoghby  
Ms. Margie Wilcox  
Mr. James Foster  
Ms. Essie Montgomery Johnson  
Ms. Christine Gibson

**TCC/CAC Members Absent**

Mr. Donald Watson  
Ms. Kina Andrews  
Ms. Casi Callaway  
Mr. James Jacobs  
Mr. Merrill Thomas  
Mr. Jason Wilson  
Mr. Bob Harris  
Mr. Quesi Jones  
Mr. Troy Wayman  
Mr. John Blanton

**GUESTS:**

Mr. Edwin Perry  
Ms. Michele Rumpf – Alta Pointe  
Ms. Jessica Esker – Alta Pointe  
Ms. Vickery Jones  
Mr. Brian Fair  
Mr. Carl Gosline

**STAFF:**

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

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

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

Mr. Harrison said I've been through this; it seems like every other meeting we are doing performance measures targets. Y'all adopted in February of 2008, highway safety performance improvement targets. These change every year. I've got Brian Fair with ALDOT to back me up on any questions today. This stuff is complicated but as you may remember, all the MPO's of the state adopted ALDOT's performance measures for safety, travel time reliability, what are the other ones? Transit and bridge and pavement. Every year, these performance measures change because they are based on a five-year rolling average. Every year we have to adopt new resolutions saying we support the new rolling average. That's what we

are doing today. These numbers did change from last year slightly. I think the 932 was 898 or something like that. All these numbers slightly changed because it was 2014 to 2018 five-year average. Now these are based on 2015 to 2019. Brian, I did have one question. Did Alabama meet all these targets this year? Do you know?

Mr. Fair said I haven't heard the results yet.

Mr. Harrison said the purpose of all these performance measures is to make sure that the state meets the rolling average. As I understand it, if we don't meet these averages then the Alabama Department of Transportation is going to have to spend all the safety money on safety projects.

Someone said wouldn't it be better if we reduced the average, then get more money instead of keeping up with the amount of people who die. It's kind of like the railroad crossing. If you get so many deaths, your eligible for a crossing, but if you don't have any, you can't have a crossing.

Mr. Harrison said that's an ALDOT question. As I understand it, 60% of safety funds is right now spent on safety projects. They are allowed to flex up to 40%.

Mr. Fair said we are allowed to flex about 50%, but if the state doesn't meet those criteria, you would pretty much be locked in with HSIP or safety funds would be spent on safety projects.

Mr. Harrison said as an MPO, we would actually want more stringent safety measures because if they don't meet their targets then that opens up a good amount of money for safety projects which is 90/10. It's a 10% match on safety projects so we would actually want more stringent for the state and we've adopted the state's performance measures. At any rate, I'm not sure if they met these, but the criteria is based on a five-year rolling average and we will come back to you every year with a new five-year rolling average. That's really what this resolution is for. It's been advertised and it will go before the MPO on August 21<sup>st</sup>.

Motion was made by Mr. Nick Amberger to recommend approval to the MPO with a second by Ms. Jennifer White. Motion was approved.

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

Mr. Harrison said the second resolution in your folder, 19-022, is along the same lines as the first resolution but instead of safety performance measure, this is what's called PM3. It's the system performance and it's basically measured in person-miles traveled on the interstate that is reliable, on non-interstate that's reliable, and the travel time truck reliability index. Now, and y'all may remember, we adopted these last year also so these are newer...actually, we adopted these as part of the TIP. I'm not sure that we actually adopted this.

Mr. Fair said you adopted a resolution putting it into the document, but you didn't adopt the targets themselves.

Mr. Harrison said but these have all been in front of you before because prior to us adopting ALDOT's performance measures, Anthony went through and calculated all these performance measures to see if there would be any benefit for the Mobile MPO to adopt our own performance measures. There really was no benefit to that. The clarification of whether the interstate is reliable or not, which is I found this is not a very good performance measure, but if a road is congested regularly between a regular time, then it's reliable. If it's reliably congested, it is considered reliable by that measure.

Mr. Fair said and that was the measure that the bill, the FAST Act, provided to us.

Mr. Harrison said not if the road was congested. That's not what we're measuring here. We're measuring if it's reliably congested. It's a huge amount of work to calculate that for all of our roads. At any rate, this also has new targets. It has a two-year target and a four-year target. These will be brought to you every year. Is that right?

Mr. Fair said this is the last time that you'll do this for about four years. The safety targets are the only ones you will see on an annual basis.

Mr. Harrison said so we are meeting all of our targets. Our roads are reliably congested.

Motion was made by Nick Amber to recommend approval of Resolution 19-022 to the MPO with a second by Ms. Jennifer White. Motion was approved.

The next item on the agendas was to recommend approval of the FY 2020 Unified Planning Work Program, Resolution 19-023.

Mr. Harrison said the next resolution in your folder is 19-023. This is for our Unified Planning Work Program. This is our budget. I've reviewed this with y'all at the last MPO meeting. It was just the scheduling, the funding. It is as you can see a rather thick document. Those of you who are familiar with our program, I normally mail this out to you. I did not mail it out to you. I sent you the link electronically that is environmentally friendly. It saved us money plus our copier broke that day. Actually, both the UPWP and TIP are thick documents. I didn't mail them out to you, but I did send you the link. Who looked at the link? We may be doing that in the future because these documents did change since I sent you the link. This is our budget. One thing that has changed and as I reviewed at the last meeting, we are bumping up our Long-Range Transportation Plan this fiscal year 2020. It's actually due in March. We're working on it now so that is an item we bumped up. Task 3.8.1.1 on page 45, that is a demand response transit feasibility study for Mobile Area. It's really a feasibility study to determine if a demand response transit system to connect with the current fixed route system is feasible. The committee actually shortlisted the three firms yesterday. We'll have presentations on August 16<sup>th</sup> of the three firms. Hopefully, I'll be able to give the chosen consultant notice to proceed come October 1<sup>st</sup>. This is all part of that. I'm using carryover funds from 2017 and 2018 and estimating 2019 carryover funds from this fiscal year. Page 46 and 47 is actually where the PL funds go. The Wave Transit does have section 5307 planning funds as part of the UPWP also. This document, if you look back on page 45, 3.8.1, Fiscal Year 2020 federally funded transportation studies. August 5<sup>th</sup> is the deadline for PL funding projects that ALDOT Montgomery has put out a call for projects. I know some of y'all in this room are applying for that money. We're applying for that money. If y'all are funded with the PL funds that are being offered by ALDOT, then most likely, it's a pretty good bet that project is going to have to go in here, in this document. What I might do at the MPO is adopt this document, then we get work on August 16<sup>th</sup> on who got funded, we'll be able to list those projects in 3.8.1. Does everybody understand that? Is there any questions? I have a pretty good feeling talking to some of y'all that we're going to have about five or six projects applied for with that money from our urban area. If we get five projects with the ALDOT PL funds, all PL funds have to be in this document so they will have to be included in this document. We're applying for those funds as well and I'll get into that I guess under new business. Each one of those projects, if you are applying for that money, the PL money, it's 80/20, I'm going to need a write up from you just 3.8.1.1 for the Mobile County Demand Response. If you are going to do a third-party consulting, I'm going to need to know the staffing and you are going to have to follow ALDOT's consultant selection procedures in order to hire a consultant to do this type of work. Y'all are going to need to get with us before you do that because we want to make sure that everything is done correctly. Is there any questions on that? If anybody has any questions, they can call me. That's basically the UPWP. I will probably have, since the announcement is supposed to be August 16<sup>th</sup>, what we will probably do at the MPO is have two documents; this one and then I'll have another one with the projects in the back. That still has to go out for public review, but I think what I can probably do is have it adopted by the MPO subsequent a public comment period. If I get one public comment, then I'm not going to be able to that. We're going to have to go back and modify the UPWP based on that one public comment. If I don't get any public comments which is typical of these UPWP's, then I'll be able to submit to ALDOT two weeks after the MPO meeting, here's the updated UPWP with the planning projects in the back. That way, if you did get awarded some of this

PL money, you can start your consultant selection process as soon as possible. Maybe even by October 1<sup>st</sup>, give your consultant the notice to proceed. We're going to try not to hold it up. Is that confusing? Does everybody understand that? Brian, is that okay with ALDOT?

Mr. Fair said we've already talked about most of that.

Motion to recommend approval to the MPO of resolution 19-023 was made by Mr. Nick Amberger with a second Ms. Kim Sanderson. Motion was approved.

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

Mr. Harrison said the next resolution in your folder is our self-certification, 19-024. Some of you all were here four years ago when we brought this to the table. This is a self-certification saying we are doing everything we are supposed to be doing. We are required to do it. I went through the list of all this stuff and there's a list of questions that has to do with ADA and I'm going to point you to the TIP which is this thick document in your folder. On page 86 of this document, is our self-certification requirements. This requires a signature showing we made a resolution out of it, but it also has to be included in the TIP which is the next item on the agenda. If y'all remember four years ago, we went through all of these questions. We answered them in blue. We answered them correctly to the best of our ability. In particular, the question last time, what caught everybody's eye was question 13 on page 93 of the TIP, 'have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plan.' That caught us off guard last time and we funded everybody's ADA Transition Plan and now all of our MPO members do in fact have an ADA Transition Plan. This is really a self-certification. Do y'all have any questions about the answers in blue. We have answered them to the best of our ability. This is really self-certifying we are doing everything we are supposed to be doing. We do get certified by the Federal Highway Administration and Federal Transit Administration. That is later on the agenda.

Motion to recommend approval Resolution 19-024 to the MPO was made by Ms. Mary Beth Bergin with a second by Ms. Kim Sanderson. Motion was approved.

The next item on the agenda was recommend approval of the 2020-2023 Transportation Improvement Program, Resolution 19-025.

Mr. Harrison said the next item in your folder is Resolution 19-025. This is the 2020-2023 Transportation Improvement Program or the TIP. The TIP, all the MPO's in the state produce a TIP. It goes to the state and they have the statewide transportation improvement program which is called the STIP. All the TIP's produce the STIP. This is basically a four-year schedule of all of the federally funded projects over the next four years. Most of these pots of money which are listed in the beginning of the document are spent at the state's discretion. The STP Attributable projects are spent at the MPO's discretion. The project listing, the funding categories start on page 29. Most of these funding categories are spent at the State's discretion. The Appalachian Highway System, that's a geographic boundary. Birmingham is part of the Appalachian Highway System. We are not. Birmingham gets the majority of that money which has funded projects like the Northern Beltline and I think part of the new 59 bridge is funded with that money. Everybody's complaining that Birmingham gets all the money. They have extra pots of money like the Congestion Management CMAQ money which is not in the STIP. Birmingham gets other pots of money from other funding categories that we do not have. The STP Attributable projects starts on page 77 of the TIP. This document I emailed to you and it's changed since then. It changes every day. As a matter of fact, it changed yesterday. On page 77 is y'all's money. It was changed yesterday. McDonald Road Construction, Project 100052450, moved from Fiscal Year 2020 to November 2020 which puts it in 2021. With all these projects with all these different funding categories, this document is dynamic, it's fluid, it changes. Just another reason that we don't print it out and mail it to everybody. We'll probably have to put it in your folders on the 21<sup>st</sup> though because there's no other way to

do it. If anybody asks a question about any of the projects. Celeste Road, number 8, that project is actually the construction is in 2024 for that and I think by the time we printed this, that does not match what was in the system. What's in the blue in the previous pages, we are querying the state's system. That's the only place that does not match on page 38. Additional lanes on Celeste Road, from Forest Avenue to just west of 65, that says 2023 for \$13.6 million. That actually will be in 2024. As projects enter the STP Attributable funding schedule, they have to be ranked. That starts on page 18. If you go back to the beginning of the document, each one of the projects that are funded with the MPO's money, has to go through a committee and it's given a score in terms of objective factors and subjective factors. Some of y'all in this room were on that committee. We're one of the only MPO's that do that.

Mr. Harrison said this is the listing of projects. It's about \$1.5 billion over the next four years to be spent in the Urban Area. A very interesting spread sheet is on page 80 and if y'all have any comments between now and the MPO meeting, please feel free to contact me about that. This is a spreadsheet of what funding goes to the State of Alabama and what is spent in the Mobile Area. It's pretty interesting in terms of federal funding. This is just federal funds. This is just the 80%. It does not include the match. Other funding categories in terms of Mobile Area estimated cost on page 81, that's 4,138% of the state's apportionment coming to Mobile. I think that has to do with the bridge. I don't know if there's another billion-dollar project that we have. Now that other funding category is probably not all federal funds, but the TIFIA loan for the bridge is actual federal money that they would be borrowing that I think at 2% compared to if they bonded it, it would be 5% so it is actual federal money on that. The bridge is included in this document under other federal funding on page 58. The bridge is in here for \$1.1 billion on utilities, construction and PE. Are y'all voting on the bridge today? Not necessarily because you are voting on whether you're recommending for federal funds to be used on the bridge. That's the MPO planning process. Interstate 10 is a federal road, a federal problem. That's what this document has. It doesn't necessarily have the funding mechanism and that's not your y'all's role, but we are voting to include the bridge to be funded with federal funds. Are there any questions about that? I know there's a lot in the social media right now about that.

Mr. Spraggins asked about the zero carried to the second line on totals amount.

Mr. Harrison said I see that now. Actually, Brian that is an ALDOT question.

Mr. Fair said is that a comment about the zero being carried to the second line?

Mr. Harrison said yes, we don't have any control over that. We would have to talk to Larry about that. All we do is query the system.

Mr. Fair said see if you print it on legal paper if it does the same thing, but we can look at that.

Mr. Harrison said I will get that changed before the MPO meeting. Are there any questions on the TIP? A lot to digest. We do this every four year. It's got other stuff in there; the livability index, livability principles, the performance measures that we mentioned before are included in the document. It's online. It's on our website. It does change. Like I said, it changed yesterday.

Ms. Sanderson said do you have the Mobile River Bridge and Bayway stopping at the Mobile County Line, is that because that is where the urban area ends?

Mr. Harrison said yes and then the Eastern Shore MPO has in their TIP, their part.

Ms. Sanderson said so that's why that number is low?

Mr. Harrison said they have the Bayway in their TIP.

Motion to recommend approval to the MPO for resolution 19-025 was made by Mr. Nick Amberger with a second by Ms. Jennifer White. Motion was approved.

The next item on the agenda was the Transportation Management Area Planning Certification Review Findings.

Mr. Harrison said the next item, no resolution needed, our certification review findings. At the MPO meeting, the Federal Highway Administration will be there to present these to the MPO. I asked Federal Highway if I should present these to y'all. They said yes. Please attend the MPO meeting because you will hear it all over again from Federal Highway. The recommendations really start on page 4, page 3 has the previous findings and the corrective actions that we did to do it. The meat of this document is on page 4 and 5. The MPO's structure and agreements; our 3-C agreement which we update every time there is a new transportation bill. When MAP-21 came out, we updated the 3-C agreement. With the FAST Act, we had to update the 3-C agreement. It's difficult to do because it requires every mayor and every attestment from the city clerk to be signed and in order for the mayor to sign it, it has to go through the city council. It's a major ordeal to get this document signed. That finding by the federal highway is that there is no term, but the term actually is each federal transportation bill. That's the term of the bill. The next one is a lack of formalized process for dispersion of 5307 funds. Wave Transit is working on that right now. I'm sure in the next couple of months, we are going to have some kind of 5307 program of projects. SARPC is working on a vanpool program which we hope to have initiated this fiscal year through Enterprise with a subsidy from the 5307 funds. We are working on that now. The outdated information in the public participation procedures, that's already been updated and we've already updated our public participation plan to account for that. Self-certification, that was a commendation. We re-evaluated, I guess the process. I'm not exactly sure what they are talking about here. We are going to have to wait for Federal Highway to talk about this one. During our certification review, some of the city's drain problems came up as a possibility of funding with STP attributable funds. That might be what they are talking about. Gaps in the bicycle planning activities, Tom has already identified those. That's going to be in the next long-range transportation plan. Then, the final one is really the corrective action which ALDOT is working on now. We really have no way to find out where the status of the current projects are except for Schillingers. Schillingers Road, they meet every Tuesday and those that meet every Tuesday meet once a month and I get an email once a month that gives me how has been spent on Schillingers Road, how much is projected to be spent on Schillingers Road. Right now, we are still at or under budget for Schillingers Road, but there is no mechanism in place for the MPO's projects, for y'all and the MPO members to know how much has been spent on a project. Zeigler Boulevard, for example, when that project is going to be authorized, at what stage, how much money has been spent, we don't know. It's not in our system. That corrective action is really not geared towards Mobile. We kind of make a stink about it because we made a stink about Schillingers Road. Brian, I think ALDOT, y'all are working on it.

Mr. Fair said yes. I was going to mention for the regions, we had to go through this same kind of corrective action for the ALDOT STIP process, they did that about a week ago and that very same thing came out, so the MPO's portal which is y'all's viewer in our CPMS, we are looking at revising that so the MPO can print out that information from CPMS without much effort. The task is now fallen on the programmers at ALDOT to create that.

Mr. Harrison said in terms of our certification review, which is our federal audit to make sure we are doing everything we are supposed to be doing, everything came back as a recommendation except for this one corrective action which is an ALDOT issue. No resolution is needed on this. Y'all will hear this again from Federal Highway at the August 21<sup>st</sup> MPO meeting.

Ms. Wilcox asked can I make a comment, please? That's also an issue with the joint transportation committee because some of the things we passed into law when we passed the infrastructure funding was transparency and information to the voters. One of the critiques is also how do we have access to information on projects around the state. We did at our meeting last week ask ALDOT to come back so that not only MPO's have access to that information, that the public and contractors and everybody has information about how far along a project is.

Mr. Harrison said right and you may remember, I mean this whole thing started with Schillingers Road. We had a \$12 million increase.

Ms. Wilcox said I think most people in this room very well remember when all of this came up.

Mr. Harrison said right and Vince Calametti invited our staff to attend those Tuesday meetings at 7 am.

Ms. Wilcox said that was supposed to be the solution.

Mr. Harrison said why you have a meeting at 7 am on Tuesday is beyond me, but they do meet at 7 am on Tuesdays and it was eye opening. The stuff that goes wrong on some of these projects and the way that it is scrutinized, it was eye opening. It was good for us. If anybody ever wants to attend one of those meetings at 7 am on a Tuesday at ALDOT, should go because it opens your eyes to the amount of malarkey that goes on with some of these projects. The grass had grubs. There's \$20,000. It lists everything.

Mr. Amberger said that happens on Florida Street every Monday morning also. The challenge is because this is what the city of Mobile has to do. You have different entities that have different perspectives about the information that they want and the tough part is, is that everybody, we generally think want to know real time financials, real time issues, they want to know all of this stuff because these things exist and everything else you get is real time, it's next to impossible for the people that are executing those jobs, for the engineer to have all the answers. The engineers might not have all of the engineering answers, all of the communication answers, and maybe all of the fiscal answers, all at one given time. An example of Florida Street, we've seen that play out in the media and you get the sound snippet of what one business owner said or one elected politician said. You don't get the sound snippet that says all of our paperwork shows the project is 20% ahead of schedule. There are issues that have been found in the ground that made the cost of things go up. You just miss pieces. Even with that statewide program, it's real challenging for the engineers who are delivering that information to know exactly what information is what's being asked. If we know that, it's very easy for us to turn that stuff into the system through program merger or through reports or this that and the other. That's a daily challenge.

Ms. Wilcox said I've heard that the State of Virginia's website is one to look to as an example for how it can be done for accessibility, but I don't know the particulars and I'm sure that programming and the state and other people on a different pay level than me, will look at that. Virginia's ALDOT website has been held as an example of transparency and a good mechanism of how to communicate that information taking what's going on behind the scene into consideration. How fast does the public need to know? I don't think there is any immediacy to know, but as opposed to getting no information or having a mechanism of getting information.

Mr. Amberger said we were figuring on coming up with a methodology, what kind of go-pro cameras we need to have based on the dollar amount of the job, putting a camera on the contractors head, on the equipment, on the engineer where you can watch these real time videos with all of things it takes because you have to have that to gain the complete perspective of a project.

Ms. Wilcox said that might not be so bad considering safety as well because they are killing people daily on the highways on not knowing how to operate their vehicles.

Mr. Harrison said the other part of this is having the project closed out on time which ALDOT's working on that also, but that's also the project sponsor to get these projects closed out.

Mr. Fair said I just wanted to mention the tools that are out there as far as what's on the ALDOT website. I don't know how many of you have been to the ALDOT main website, but on the right side we have a drop down for each different bureau. I'm in the local transportation bureau, but we have a bureau of office engineer and if you are able to get to their main page, you are able to find a wealth of information. Everything from our STIP to a bi-county project listing which the programmers are updating nightly to provide what's in our CPMS to the public in the form of an online viewer so you are getting some financial information out there already that you may not.

Ms. Wilcox said I would love to stay after the meeting and watch you get to me to that site. The only wording that caught me up there is 'if you are able to get to that.' That is the big, you know, maybe that's the difference between Virginia's and yours, but I'd love it if you would check into that and I'd love to look at what you got because I want to be informed.

Mr. Fair said a lot of websites have some really good front pages and ours, well, that's an opinion question.

Mr. Wilcox said anybody else that wants to stay after and let you look.

Mr. Spraggins said you have to go to helpful hints under the officer engineer to get to the listing of all the projects. It does give you dollar values.

Mr. Fair said and you can even go so far as to watch the letting live on that and you've probably done that to see the bids.

The next item on the agenda was old business.

Mr. Harrison said at the last TCC meeting, Anthony presented to y'all the Long-Range Transportation Plan Volume to Capacity map. We're updating the Long-Range Transportation Plan. I mentioned we were going to have a public meeting. We are not going to have a public meeting. We were scrutinized in the past for not having early public involvement. We're going to do a survey, an internet survey for early public involvement. I think the toll issue would just dominate if we had a public meeting for our long-range transportation plan. It would not be an effective public meeting, but I think a survey in terms of where people experience congestion, where people would like to see projects, that could be done relatively inexpensively and incorporate it into the Long-Range Transportation Plan. Does anybody have any questions on the Long-Range Plan? It's due in March.

Ms. Wilcox said if we've always had public hearings, why are we scared of it now?

Mr. Harrison said we're going to have a public meeting. We're not going to have it early. We're going to replace that with a survey.

Ms. Wilcox said have we always had early one's?

Mr. Harrison said no.

Ms. Wilcox said okay.

Mr. Harrison said we are going to have a public meeting prior to the adoption.

Ms. Wilcox said I don't think there is anything wrong with giving someone a form to express themselves. It might be painful, but it's what we should do. We've always died for anybody to come to these public hearings, now that we have people showing up...

Someone asked when the survey would be done.

Mr. Harrison said I anticipate it in August. We've kind of already done the 2045 traffic projections. The last meeting, Anthony presented where the over capacity problems are. Funding, this TIP, we've got \$100 million or so already in there. You figure, we get \$10 million a year, 25 years, that's \$250 million, it's already, most of its half gone. It's what's programmed in the system already. We will have projects derived from the process and from the public surveys. Any questions on that?

The next item on the agenda was new business.

Mr. Harrison said I mentioned earlier, August 5<sup>th</sup>, is the deadline for ALDOT's PL funds. It says 8 am, August 5<sup>th</sup> so if you are mailing it, I would make sure it gets there by Friday. I'm sure you can email it. Brian, I guess, we don't know. These are going to have to be in the UPWP, right?

Mr. Fair asked the projects? Yes, that's correct.

Mr. Harrison said also under new business, we have the Wave Transit is having some service modifications effective September 3<sup>rd</sup>. Gerald do you want to go into that?

Mr. Alfred said we started advertising today giving a 30-day notice. It's going to affect 5 routes actually. We're excited about the modifications, particularly the Airport bus that currently originates at the GM&O Building and ends at Providence Hospital. It's going to actually begin at the mall and we're excited to announce that we are going to start providing services to the Airport so that's real big for us. We're going to have buses so now you can fly into the city, get off, and out of demand response, and catch a bus right now that will bring downtown. The other thing will be the DIP route. We've been running triple services on that route for years. Basically, it's from 6 to 8 and from 3 to 5 primarily getting kids to school and then getting them home, beginning September 3<sup>rd</sup>, that route will run continuously down DIP to Boykin Boulevard. We've been getting a lot of calls about that. The other routes we are doing is just streamlining some routes for more efficiency.

Mr. Harrison said your public notice says the New Wave. Are y'all changing your name?

Mr. Alfred said that's an internal thing right now as far as the direction that we are going. There's a lot of things happening at the Wave right now. It's a soft branding campaign. If you notice right now, the supervisor vans are being wrapped and you see a different look with that. We are promoting safety more with the drivers. We are renovating Beltline Garage and there's going to be a big open house for that. We're getting ready to get new buses that's going to start rolling in next week. There's a lot of things going on right now as far as soft rebranding. We are just trying those non-traditional riders along with the mobile app that's going on right now that we are still trying to promote as well as these text next signs. If you take your cell phone, we have about 500 signs out around the city right now. You can take your cell phone and go to one of those locations, type that number in your phone, text it and it will give you real time information as far as what time that bus will come through your location, how many people is on the bus and if you missed it, the schedule real time. That's the Wave.

Mr. Harrison said Moda comes down here and I've got the app on my phone. You need to get Moda on that app so I can see where it's at. Something else, y'all get my newsletter, something to watch out for is that the Senate introduced America's Transportation Infrastructure Act, Senate Bill 2302. This, as I understand, takes the place of the FAST Act. It's 27% higher than the FAST Act. It's \$287 billion. As I understand, it has the support of the President. It should have money for a bridge. Those of y'all that get my newsletter, just keep an eye on this and hopefully, it passes.

With no other business, the meeting was adjourned.

ATTEST:

  
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Chairman, TCC

Date 8/21/19