EASTERN SHORE MPO

BALDWIN COUNTY SATELLITE COURTHOUSE
1100 FAIRHOPE AVENUE
FAIRHOPE, ALABAMA 36532
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WWW.EASTERNSHOREMPO.ORG

COMBINED MEETING AGENDA

Policy Board Work Session:	Wednesday, January 9, 2019; 10:00 AM Baldwin County Satellite Courthouse (Fairhope) 1100 Fairhope Ave. Fairhope, AL 36532
Bike/Pedestrian Advisory Committee:	Tuesday, January 15, 2019; 9:00 AM Baldwin County Satellite Courthouse (Fairhope) 1100 Fairhope Ave. Fairhope, AL 36532
Citizens Advisory Committee:	Tuesday, January 15, 2019; 1:00 PM Baldwin County Satellite Courthouse (Fairhope) 1100 Fairhope Ave. Fairhope, AL 36532
Technical Advisory Committee:	Wednesday, January 16, 2019; 10:00 AM Baldwin County Satellite Courthouse (Fairhope) 1100 Fairhope Ave. Fairhope, AL 36532
Policy Board:	Wednesday, January 23, 2019; 10:00 AM Baldwin County Satellite Courthouse (Fairhope) 1100 Fairhope Ave. Fairhope, AL 36532

CALL TO ORDER/INVOCATION/PLEDGE

ROLL CALL

BRATS PRESENTATION (POLICY BOARD WORK SESSSION)

APPROVAL OF MINUTES

NEW BUSINESS

1. **Action** – Amending the Long Range Transportation Plan for the Mobile River Bridge Bayway Widening Project (**All**)

2. **Action** – State Requested Amendments to the Transportation Improvement Plan (TIP) **(All)**
    - State initiated projects within the Planning Area – Require no ESMPO funds.

3. **Action** – MPO Amendment to the Transportation Improvement Plan (**All**)
    - Design of Roundabout at CR 64/Rigsby Rd and Widening of CR 64 from SR 181 to CR 54 East (additional funding)

4. **Action** – Resolution Adopting the Public Transit Plan (**All**)

5. **Informational** – MPO Coordinator's Report

    - Project Update
        - Adaptive Signal
        - SR 181 Widening
        - US 31
        - SR 181 and I-10, Diverging Diamond
    - 2019 ATPA Conference – Sponsorship Interest
    - Planning and Development Update (K. Taylor)

NEXT MPO MEETINGS **(All)**

- **Policy Board Work Session:** Wednesday, April 10, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, April 16, 2019; 9:00 AM; Spanish Fort City Hall, Meeting Classroom
- **CAC Meeting:** Tuesday, April 16, 2019; 1:00 PM; Spanish Fort City Hall, Meeting Classroom
- **TAC Meeting:** Wednesday, April 17, 2019; 10:00 AM; Spanish Fort City Hall, Council Chambers
- **Policy Board Meeting:** Wednesday, April 24, 2019; 10:00 AM; Spanish Fort City Hall, Council Chambers
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PUBLIC FORUM **(All)**

- **Members of the Public:**
- **Members of the Press:**
- **Board/Committee Members:**

ADJOURNMENT **(All)**

Eastern Shore MPO

AGENDA ACTION FORM

Policy Board Work Session – January 9, 2019
Bicycle and Pedestrian Advisory Committee – January 15, 2019
Citizens Advisory Committee – January 15, 2019
Technical Advisory Committee – January 16, 2019
Policy Board – January 23, 2019

SUMMARY

Approval of Meeting Minutes:

- Bicycle and Pedestrian Advisory Committee (BPAC)
- Citizens Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Policy Board

ATTACHMENT(S)

1.) October BPAC Meeting Minutes
2.) October CAC Meeting Minutes
3.) October TAC Meeting Minutes
4.) October Policy Board Meeting Minutes

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)
DAPHNE, ALABAMA
OCTOBER 16, 2018
9:00 AM

CALL TO ORDER/PLEDGE/INVOCATION.

- Chairperson Jeff Hudson called the meeting to order at 9:09 A.M.
- Invocation was led by Mr. Jeff Sheldon.
- Pledge was led by Ms. Gail Yongue.

ROLL CALL

Mrs. Sarah Hart Sislak, MPO Coordinator, did not call the roll due to lack of attendees.

- **Members present:** Mr. Jeff Hudson, City of Fairhope; Mrs. Katie Bolton, City of Fairhope; Mr. Payton Rogers, City of Daphne; Mr. Jeff Sheldon, City of Spanish Fort; Ms. Molly Peterson, City of Fairhope (phoned in at 9:23 AM); Mr. David Wells, City of Fairhope; Ms. Kathie LaRose, City of Spanish Fort; Ms. Gayle Yongue, Baldwin County.
- **Members absent:** Mr. Mark Wetzel, City of Daphne; Mr. David Ringler, City of Daphne; Phil Wilbourn, City of Daphne; Mrs. Karen Dees, Baldwin County; Mr. Dewane Hayes, Baldwin County; Mr. Mike Henriksen, Baldwin County: Mr. Raymond Lovell, Town of Loxley.
- **Others present:** Mrs. Sarah Hart Sislak, ESMPO Coordinator; Mrs. Katrina Taylor, Baldwin County Highway Department
- There were not enough members present for a quorum. It was decided to go over the informational items, in hopes that another member would attend to facilitate a quorum. Ms. Molly Peterson then phone conferenced in to establish a quorum at 9:23 A.M.

1. **Informational** – MPO's Coordinator's Report

- Project Update
    - Adaptive Signal - The adaptive signal system on US 98 has been collecting data that the contractor is using to calibrate the intersections. At last month's progress meeting, they were 30% complete with the calibration. \They will be completely done by the end of November and the system will be fully operational by December.
    - Public Transit Projects - Fairhope put out an RFQ for the design of the Downtown Transit Shelter/Parking Deck project. Spanish Fort is working with Cypress to acquire the property at Spanish Fort Town Center. However, in 2016 the property owners backed out, therefore FTA wants the MPO to finish the Fairhope project

before we move onto the next transit project. Daphne is working on agreements to designate specific transit stops.
    - SR 181 Widening – The contractor is working on utility relocation.
    - US 31 – The contractor is almost done with the utility relocations, and is laying the piping for drainage.
    - SR 181 and I-10 Diverging Diamond – The project has been let and has gone out for bid, but has not been awarded. Construction is expected to begin in November.
- TAP Grants FY 19: No TAP grants were awarded in the MPO area.
- 2019 ATPA Conference – Mrs. Sislak stated she is chairing the 2019 Alabama Transportation Planners Conference this year and is looking for sponsors and speakers. She asked if anyone knew of any companies willing to be a sponsor or any speakers.
- HSIP Projects – Mrs. Sislak stated that the Highway Safety Improvement Program is a funding sources through the state that is a 90/10 match. A roundabout at CR 13 and CR 44 was recently awarded funding. Fairhope's HSIP Project for a roundabout at SR 104 at Veterans Road application was misplaced at the state level and has been resubmitted.
- Traffic Incident Management Initiative – FHWA and ALDOT have created ways to improve traffic flow following accidents to improve first responder's response time. Mrs. Sislak will be sending out resources to the Policy Board regarding traffic incident management.
- Mobile River Bridge – The MPO's Long-Range Plan and Transportation Improvement Program will be approved in January including a new cost estimate, the tolling and how it will affect our local roads. The Policy Board will be approving this in January and the Federal Highway will approve the project in February of 2019.
- Planning and Development – Mrs. Katrina Taylor gave an update on the developments and building permits per government in the planning area. This included the third quarter (calendar year) along with the year to date of preliminary plats, final plats and building permits for single-family residential homes in the Metropolitan Planning Area.

2. Informational – Public Transit Plan (**All**)

Mrs. Sislak presented a draft version of the Public Transit Plan that Mrs. Jennifer Fidler has been working on. The draft version will be sent out electronically to all members for feedback before the January meetings to allow board members time to review and input feedback before the final version is presented in January. Mrs. Fidler will be retiring on October 31, 2018.

Mrs. Sislak explain the informational items were complete and now it was on to the action items. Mr. Hudson requested a non-present board member to be phone conferenced in so a quorum would be established. Ms. Yongue had a concern regarding a traffic installation on CR 64 by Rigsby Road. She stated that during the Baldwin County Planning and Zoning approval of a subdivision, the installation of a traffic light was included in the cost. The project is finished and a traffic signal was not installed. Ms. Yongue asked if those funds could be added to the Roundabout Project at CR 64 and Rigsby Road. She would go back through the minutes to inform Mrs. Sislak along with the name of the development.

Ms. Peterson was phone conferenced in to establish a quorum at 9:23 A.M.

ELECTION OF OFFICERS
Mrs. Sislak explained first is the election of Chairman for FY2019.
MOTION: By Mr. Payton Rogers to nominate Mr. Jeff Hudson to serve as Chairman. The motion was seconded by all members.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

APPROVAL OF MINUTES
MOTION: By Mr. Payton Rogers to approve the January 2018 minutes. The motion was seconded by Mrs. Katie Bolton.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Adding Projects to the Visionary List **(All)**
Mrs. Sislak stated that three (3) projects had been submitted by Baldwin County to be added to the Visionary List of the Long Range Transportation Plan. She reminder members that by adding a project to the Visionary List does not commit funding through the MPO or any other source. Mrs. Sislak explained that the widening of CR 64 was previously approved but it was from SR 181 to Austin/Rigsby Road. This is now adding the widening of CR 64 from Austin/Rigsby to CR 54 East. She described the projects to be added to the Visionary List as follows:

- Widening – CR 64 between Rigsby/Austin Road and CR 54 East
  Engineers Estimated Cost: $5,175,000
- Various ADA Compliance Projects
  Engineers Estimated Cost: $450,000
- CR 32 Bridge Replacement
  Engineers Estimated Cost: $15,000,000

MOTION: By Mrs. Bolton to add the projects to the Visionary List. The motion was seconded by Mr. Jeff Sheldon.

- Discussion: The BPAC board members requested that a 3-foot shoulder be included on the CR 64 widening and the shoulder of CR 32 be widened.
- Abstain: None
- In favor: All

- Opposed: None
- Result: Passed

4. Action – State Amendments to the Transportation Improvement Program (TIP) (**All**)
Mrs. Sislak explained that the State had requested projects to be included in the TIP**.** She reminded the committee that no MPO dollars are involved in the following projects:

- Project: 100062414 (RW) I-10/SR-181 I-10 BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT – DELETION
- Project: 100062416 (CN) Federal aid number: DPI I010 I-10. BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT. Old Engineers Estimate: $266,320,798.00; New Engineers Estimate: $806,000,000.00
- Project: 100068892 Federal aid number: ST-002-042-026 SIGNAL INSTALLATION ON SR-42 (US-98) AT SOUTH DRIVE (CN). Target Start Date: 8/15/2018. Engineers Estimate: $170,000.00
- Project: 100068893 Federal aid number: ST-002-059-027 (CN). SIGNAL INSTALLATION ON SR-59 AT THE EASTBOUND I-10 OFF RAMP. Target Start Date: 9/15/2018. Engineers Estimate: $150,000.00
- Project: 100066184 (FM) Federal aid number: NH 0042 (534) RESURFACING SR-42 (US-98) FROM D'OLIVE CREEK TO JUST NORTH OF SR-104. Old Target start date: May 31, 2019. New Target start date: November 08, 2019. Engineers Estimate: $2,564,760.

Mrs. Sislak explained that Project: 100062416 (CN) Federal aid number: DPI I010 I-10. BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT had a cost increase from $266,320,798.00 to $806,000,000.00. This is due to the old estimate being configured off the current Bayway structure where the new estimate is based on a new elevated structure.

MOTION: By Mr. Rogers to add the state requested amendments to the TIP. The motion was seconded by Mr. David Wells.

- Discussion: Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Revised Resolution Regarding CR34/US98 Signal Installation (**All**)
Mrs. Sislak explained that. the Policy Board approved the funding of a signal installation at CR34 and US 98 at a previous meeting. She explained that the installation was initially planned to be included in the on-going Adaptive Signal Installation project, however Baldwin County and the City of Fairhope are requesting to separate this from the Adaptive Signal Installation to receive lower bids. The resolution presented would update the cost of the project, and change the project sponsor to the City of Fairhope.

Total Cost:	$350,000
MPO:	$280,000

City of Fairhope: $70,000

MOTION: By Mr. Rogers to approve the updated resolution of MPO funding of CR34/US 98 Traffic Signal Installation. The motion was seconded by Mr. Sheldon.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Amendment of FY 2016-2019 Transportation Improvement Program (**All**)
Mrs. Sislak explained the MPO amendment to the TIP includes the cost of designing a roundabout at CR 64/Rigsby Rd and designing the widening of CR 64 from SR 181 to CR 54 East. The county requested that the design be funded with MPO funds while HSIP or other possible funds are pursued for the construction. The Baldwin County Commission will be providing the 20% local match required for the design.

Total Cost:	$260,000
MPO:	$208,000
County:	$52,000

MOTION: By Mrs. Bolton to approve the use of MPO Surface Funds for the design of a roundabout at CR 64 and Rigsby Road and to design the widening of CR 64 from SR 181 to CR 54 East. The motion was seconded by Mr. Wells.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

7. Action – Performance Measures PM2 (**All**)
Mrs. Sislak explained that this is the last of the Statewide Performance Measures and Targets for pavement and bridges. This is required by the FAST Act to receive transportation funds. Mrs. Sislak reviewed the performance measures and targets and stated that MPO staff suggests the MPO support the statewide targets.
MOTION: By Ms. LaRose to adopt the Statewide Bridge and Pavement Performance Measurement Targets. The motion was seconded by Mrs. Bolton.

- Discussion:
- Abstain: None
- In favor: All
- Opposed: None

- Result: Passed

8. **Action** – Resolutions of Appreciation (**All**)
Mrs. Sislak stated that MPO staff has prepared two resolutions recognizing and thanking Commissioner Chris Elliott and Commissioner Tucker Dorsey for their contribution and participation on the Eastern Shore MPO Policy Board
MOTION: By Ms. LaRose to adopt the resolutions of appreciation for Commissioner Elliott and Commissioner Dorsey. The motion was seconded by Mrs. Bolton.

- Discussion: The BCAP members appreciate the contribution from Commissioner Elliott and Commissioner Dorsey.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

9. Action - Authorization of ESMPO Coordinator's Pay Increase (**All**)
Mrs. Sislak explained that her current salary is well below the national and state averages for MPO Coordinators. A 10% pay increase was requested by her supervisor and approved by the Baldwin County Commission in its FY 2019 budget.
MOTION: By Mrs. Bolton to approve the authorization of the ESMPO Coordinator's Pay Increase. The motion was seconded by Ms. LaRose.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

OTHER DISCUSSION:
Mrs. Sislak is interested in offering video or phone conferences to all board members that cannot physically attend the quarterly meetings. This was brought to her attention from a quorum not being formed since January's meeting due to lack of attendees.

NEXT MPO MEETINGS **(All)**

- **Policy Board Work Session:** Wednesday, January 9, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
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- **CAC Meeting:** Tuesday, January 15, 2019; 1:00 PM; Baldwin County Satellite Courthouse (Fairhope)

- **TAC Meeting:** Wednesday, January 16, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **Policy Board Meeting:** Wednesday, January 23, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)

PUBLIC FORUM **(All)**

- **Members of the Public:** There were no other members of the public present.
- **Members of the Press:** There were no members of the press present.
- **Board/Committee Members:**

ADJOURNMENT **(All)**

Motion to adjourn was made by Mr. Hudson. Meeting adjourned at 11:14 A.M.

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
DAPHNE, ALABAMA
OCTOBER 16, 2018
1:00 PM

CALL TO ORDER/PLEDGE/INVOCATION

- Chairperson Mr. Andrew James called the meeting to order at 1:07 P.M.
- Invocation was said by Mr. Greg Walker.
- Pledge was led by Ms. Sherry Sullivan.

ROLL CALL

Mrs. Sarah Hart Sislak, MPO Coordinator, called the roll.

- **Members present:** Mr. Donald Ouellette, City of Daphne; Mr. David Stejskal, City of Fairhope; Mr. Tom Granger, City of Fairhope; Ms. Sherry Sullivan, City of Fairhope; Mr. Tedson Meyers, City of Fairhope; Mr. Greg Walker, Baldwin County; Mr. Andrew James, Baldwin County; Mr. Kevin Morgan, City of Spanish Fort.
- **Members absent:** Mr. Stephen Pierce, City of Daphne; Mr. Rick Davis, City of Daphne; Mr. Richard Jaehne, City of Daphne; Mr. Johnny Chaney, Baldwin County; Mr. Lawrence Wilson, Baldwin County; Mr. Richard Ullo, City of Spanish Fort; Ms. Diane Burnett, Town of Loxley; Ms. Bethany Johnston, Town of Loxley.
- **Others present:** Mrs. Sarah Hart Sislak, ESMPO; Mrs. Katrina Taylor, Baldwin County Highway Department

ELECTION OF OFFICERS

Mrs. Sislak explained first is the election of Chairman for FY2019.

MOTION: By Mr. Tedson Meyers to nominate Mr. Andrew James to serve as Chairman. The motion was seconded by Mr. Greg Walker.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

Mrs. Sislak explained second nomination is the election of Vice Chairman for FY2019.

MOTION: By Mr. Donald Ouellette to nominate Mr. Tedson Meyers to serve as Vice Chairman. The motion was seconded by Mr. Walker.

- Discussion: None
- Abstain: Mr. James
- In favor: All

- Opposed: None
- Result: Passed

APPROVAL OF MINUTES

MOTION: By Mr. Meyers to approve the minutes. The motion was seconded by Mr. Ouellette.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

NEW BUSINESS

1. Action – Adding Projects to the Visionary List **(All)**

Mrs. Sislak stated that three (3) projects had been submitted by Baldwin County to be added to the Visionary List of the Long Range Transportation Plan. She reminder members that by adding a project to the Visionary List does not commit funding through the MPO or any other source. Mrs. Sislak explained that the widening of CR 64 was previously approved but it was from SR 181 to Austin/Rigsby Road. This is now adding the widening of CR 64 from Austin/Rigsby to CR 54 East. She described the projects to be added to the Visionary List as follows:

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  Engineers Estimated Cost: $5,175,000
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  Engineers Estimated Cost: $450,000
- CR 32 Bridge Replacement
  Engineers Estimated Cost: $15,000,000

MOTION: By Mr. Ouellette to add the projects to the Visionary List. The motion was seconded by Mr. Meyers.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

2. Action –State Amendments to the Transportation Improvement Program (TIP) (**All**)

Mrs. Sislak explained that the State had requested projects to be included in the TIP**.** She reminded the committee that no MPO dollars are involved in the following projects:

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MOTION: By Mr. Walker to add the state requested amendments to the TIP. The motion was seconded by Mr. Ouellette.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Revised Resolution Regarding CR34/US98 Signal Installation (**All**)
Revised Resolution Regarding CR34/US98 Signal Installation (**All**)
Mrs. Sislak explained that. the Policy Board approved the funding of a signal installation at CR34 and US 98 at a previous meeting. She explained that the installation was initially planned to be included in the on-going Adaptive Signal Installation project, however Baldwin County and the City of Fairhope are requesting to separate this from the Adaptive Signal Installation to receive lower bids. The resolution presented would update the cost of the project, and change the project sponsor to the City of Fairhope.

Total Cost:	$350,000
MPO:	$280,000
City of Fairhope:	$70,000

MOTION: No motion

- Discussion: Members did not feel that there are enough traffic counts to confirm the need of a traffic signal. Mrs. Sislak informed them that the residents in nearby neighborhoods initiated the warrant study, and it was then performed by ALDOT. The Citizen's Advisory Board Members took no motion until they receive and review the traffic warrant study.
- Abstain: N/A
- In favor: N/A
- Opposed: N/A
- Result: No Motion

4. Action –Amendment of FY 2016-2019 Transportation Improvement Program (**All**)

Mrs. Sislak explained the MPO amendment to the TIP includes the cost of designing a roundabout at CR 64/Rigsby Rd and designing the widening of CR 64 from SR 181 to CR 54 East. The county requested that the design be funded with MPO funds while HSIP or other possible funds are pursued for the construction. The Baldwin County Commission will be providing the 20% local match required for the design.

Total Cost:	$260,000
MPO:	$208,000
County:	$52,000

MOTION: By Mr. Ouellette to add the state requested amendments to the TIP. The motion was seconded by Ms. Sullivan.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Performance Measures PM2 (**All**)

Mrs. Sislak explained that this is the last of the Statewide Performance Measures and Targets for pavement and bridges. This is required by the FAST Act to receive transportation funds. Mrs. Sislak reviewed the performance measures and targets and stated that MPO staff suggests the MPO support the statewide targets.

MOTION: By Mr. Walker to adopt the Statewide Bridge and Pavement Performance Measurement Targets. The motion was seconded by Mr. Ouellette.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Resolutions of Appreciation (**All**)

Mrs. Sislak stated that MPO staff has prepared two resolutions recognizing and thanking Commissioner Chris Elliott and Commissioner Tucker Dorsey for their contribution and participation on the Eastern Shore MPO Policy Board

MOTION: By Mr. Meyers to adopt the resolutions of appreciation for Commissioner Elliott and Commissioner Dorsey. The motion was seconded by Mr. Ouellette.

- Discussion: Mr. Ouellette stated," to let the record show that motion came from a Democrat".
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

7. Action - Authorization of ESMPO Coordinator's Pay Increase (**All**)

Mrs. Sislak explained that her current salary is well below the national and state averages for MPO Coordinators. A 10% pay increase was requested by her supervisor and approved by the Baldwin County Commission in its FY 2019 budget.

MOTION: By Mr. Ouellette to approve the authorization of the ESMPO Coordinator's Pay Increase. The motion was seconded by Ms. Sullivan.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

8. Informational – Public Transit Plan (**All**)

Mrs. Sislak presented a draft version of the Public Transit Plan that Mrs. Jennifer Fidler has been working on. The draft version will be sent out electronically to all members for feedback before the January meetings to allow board members time to review and input feedback before the final version is presented in January. Mrs. Fidler will be retiring on October 31, 2018.

9. Informational – MPO Coordinator's Report

Project Update

- Adaptive Signal - The adaptive signal system on US 98 has been collecting data that the contractor is using to calibrate the intersections. At last month's progress meeting, they were 30% complete with the calibration. \They will be completely done by the end of November and the system will be fully operational by December.
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- SR 181 Widening – The contractor is working on utility relocation.
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- TAP Grants FY 19: No TAP grants were awarded in the MPO area.
- 2019 ATPA Conference – Mrs. Sislak stated she is chairing the 2019 Alabama Transportation Planners Conference this year and is looking for sponsors and speakers. She asked if anyone knew of any companies willing to be a sponsor or any speakers.

- HSIP Projects – Mrs. Sislak stated that the Highway Safety Improvement Program is a funding sources through the state that is a 90/10 match. A roundabout at CR 13 and CR 44 was recently awarded funding. Fairhope's HSIP Project for a roundabout at SR 104 at Veterans Road application was misplaced at the state level and has been resubmitted.
- Traffic Incident Management Initiative – FHWA and ALDOT have created ways to improve traffic flow following accidents to improve first responder's response time. Mrs. Sislak will be sending out resources to the Policy Board regarding traffic incident management.
- Mobile River Bridge – The MPO's Long-Range Plan and Transportation Improvement Program will be approved in January including a new cost estimate, the tolling and how it will affect our local roads. The Policy Board will be approving this in January and the Federal Highway will approve the project in February of 2019.
- Planning and Development – Mrs. Katrina Taylor gave an update on the developments and building permits per government in the planning area. This included the third quarter (calendar year) along with the year to date of preliminary plats, final plats and building permits for single-family residential homes in the Metropolitan Planning Area.

OTHER DISCUSSION: Members had concerns of the Daphne Transit Hub being considered behind the Home Depot. Mrs. Sislak informed them she let the Policy Board know their concerns from the July meetings. They suggested the Jubilee Center parking lot as a good location for a transit hub.

NEXT MPO MEETINGS **(All)**

- **Policy Board Work Session:** Wednesday, January 9, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
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- **Policy Board Meeting:** Wednesday, January 23, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)

PUBLIC FORUM **(All)**

- **Members of the Public:** There were no other members of the public present.
- **Members of the Press:** There were no members of the press present.
- **Board/Committee Members:**

ADJOURNMENT **(All)**

Motion to adjourn was made by Mr. James. Meeting adjourned at 1:58 P.M.

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING (TAC)
DAPHNE, ALABAMA
OCTOBER 17, 2018
10:00 AM

CALL TO ORDER/PLEDGE/INVOCATION

- Chairperson Mr. Richard Johnson called the meeting to order at 10:10 A.M.
- Invocation was said by Mrs. Adrienne Jones.
- Pledge was led by Mr. Wayne Dyess.

ROLL CALL

Mrs. Sarah Hart Sislak, MPO Coordinator, called the roll.

- **Members present:** Mr. Jeremy Sasser, City of Daphne; Mrs. Adrienne Jones, City of Daphne; Mr. Richard Johnson, City of Fairhope; Mr. Wayne Dyess, City of Fairhope; Mr. Taylor Rider, Baldwin Regional Area Transit System; Mr. Frank Lundy, Baldwin County Highway; Mr. Bill Harbour, Baldwin County Board of Education; Lian Li, Federal Highway Administration (for Clint Andrews).
- **Members absent:** Mr. Robert Cummings, City of Spanish Fort; Mrs. Casey Gay Williams, Eastern Shore Chamber of Commerce; Mr. Robert Davis, Town of Loxley; Mr. Vince Bebee, ALDOT; Mrs. Pam Caudill, Fairhope Airport Authority; Mr. Patrick Northcutt, Central Baldwin Chamber of Commerce; Greg Smith, City of Robertsdale.
- **Others present:** Mrs. Sarah Hart Sislak, ESMPO; Mrs. Katrina Taylor, Baldwin County Highway Department.

ELECTION OF OFFICERS

Mrs. Sislak explained first is the election of Chairman for FY2019.

MOTION: By Mr. Wayne Dyess to nominate Mr. Richard Johnson to serve as Chairman. The motion was seconded by Mrs. Adrienne Jones.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

Mrs. Sislak explained second nomination is the election of Vice Chairman for FY2019.

MOTION: By Mr. Dyess to nominate Mrs. Jones to serve as Vice Chairman. The motion was seconded by Mr. Jeremy Sasser.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None

- Result: Passed

APPROVAL OF MINUTES

MOTION: By Mr. Dyess to approve the April minutes. The motion was seconded by Mrs. Jones.

- Discussion: Mrs. Jones gave the MPO staff some typos that needed to be corrected in the minutes for approval.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

APPROVAL OF MINUTES

MOTION: By Mr. Bill Harbour to approve the July minutes. The motion was seconded by Mr. Sasser.

- Discussion: Mrs. Jones found grammatical errors in the minutes that needed to be corrected.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

NEW BUSINESS

1. Action – Adding Projects to the Visionary List **(All)**

Mrs. Sislak stated that three (3) projects had been submitted by Baldwin County to be added to the Visionary List of the Long Range Transportation Plan. She reminder members that by adding a project to the Visionary List does not commit funding through the MPO or any other source. Mrs. Sislak explained that the widening of CR 64 was previously approved but it was from SR 181 to Austin/Rigsby Road. This is now adding the widening of CR 64 from Austin/Rigsby to CR 54 East. She described the projects to be added to the Visionary List as follows:

- Widening – CR 64 between Rigsby/Austin Road and CR 54 East
  Engineers Estimated Cost: $5,175,000
- Various ADA Compliance Projects
  Engineers Estimated Cost: $450,000
- CR 32 Bridge Replacement
  Engineers Estimated Cost: $15,000,000

MOTION: By Mr. Dyess to add the projects to the Visionary List. The motion was seconded by Mrs. Jones.

- Discussion: Mr. Lundy informed the board members that the design of CR 32 bridge and the widening of CR 64 is not complete, to give specifics on the projects. The members suggested sidewalks along CR 64 to reduce the traffic congestion from school pick-up/drop off. The walking school bus program was recommended if sidewalks are installed within walking distance to Baldwin County schools.

- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

2. Action –State Amendments to the Transportation Improvement Program (TIP) (**All**)

Mrs. Sislak explained that the State had requested projects to be included in the TIP**.** She reminded the committee that no MPO dollars are involved in the following projects:

- Project: 100062414 (RW) I-10/SR-181 I-10 BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT – DELETION
- Project: 100062416 (CN) Federal aid number: DPI I010 I-10. BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT. Old Engineers Estimate: $266,320,798.00; New Engineers Estimate: $806,000,000.00
- Project: 100068892 Federal aid number: ST-002-042-026 SIGNAL INSTALLATION ON SR-42 (US-98) AT SOUTH DRIVE (CN). Target Start Date: 8/15/2018. Engineers Estimate: $170,000.00
- Project: 100068893 Federal aid number: ST-002-059-027 (CN). SIGNAL INSTALLATION ON SR-59 AT THE EASTBOUND I-10 OFF RAMP. Target Start Date: 9/15/2018. Engineers Estimate: $150,000.00
- Project: 100066184 (FM) Federal aid number: NH 0042 (534) RESURFACING SR-42 (US-98) FROM D'OLIVE CREEK TO JUST NORTH OF SR-104. Old Target start date: May 31, 2019. New Target start date: November 08, 2019. Engineers Estimate: $2,564,760.

Mrs. Sislak explained that Project: 100062416 (CN) Federal aid number: DPI I010 I-10. BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT had a cost increase from $266,320,798.00 to $806,000,000.00. This is due to the old estimate being configured off the current Bayway structure where the new estimate is based on a new elevated structure.

MOTION: By Mr. Dyess to add the state requested amendments to the TIP. The motion was seconded by Mr. Sasser.

- Discussion: It was commented that ALDOT resurfaces roads around every ten years.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Revised Resolution Regarding CR34/US98 Signal Installation (**All**)

Revised Resolution Regarding CR34/US98 Signal Installation (**All**)

Mrs. Sislak explained that. the Policy Board approved the funding of a signal installation at CR34 and US 98 at a previous meeting. She explained that the installation was initially planned to be included in the on-going Adaptive Signal Installation project, however Baldwin County and the City of Fairhope are requesting to separate this from the Adaptive Signal Installation to receive lower bids. The resolution presented would update the cost of the project, and change the project sponsor to the City of Fairhope.

Total Cost: $350,000
MPO: $280,000
City of Fairhope: $70,000

MOTION: By Mr. Sasser to add the state requested amendments to the TIP. The motion was seconded by Mr. Taylor Rider.

- Discussion: Fairhope Council meets Monday to approve the 20% match.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

4. Action – **Action** – Amendment of FY 2016-2019 Transportation Improvement Program (**All**)
Mrs. Sislak explained the MPO amendment to the TIP includes the cost of designing a roundabout at CR 64/Rigsby Rd and designing the widening of CR 64 from SR 181 to CR 54 East. The county requested that the design be funded with MPO funds while HSIP or other possible funds are pursued for the construction. The Baldwin County Commission will be providing the 20% local match required for the design.

Total Cost: $260,000
MPO: $208,000
County: $52,000

MOTION: By Mrs. Jones to add the state requested amendments to the TIP. The motion was seconded by Mr. Harbour.

- Discussion: The proposed design finish date is unknown at this time. The roundabout capacity will be known after the design is complete. The design is being planned to capacitate future growth.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Performance Measures PM2 (**All**)
Mrs. Sislak explained that this is the last of the Statewide Performance Measures and Targets for pavement and bridges. This is required by the FAST Act to receive transportation funds. Mrs. Sislak reviewed the performance measures and targets and stated that MPO staff suggests the MPO support the statewide targets.
MOTION: By Mr. Dyess to adopt the Statewide Bridge and Pavement Performance Measurement Targets with the reservation to revisit this action within the next two years to revise different standards. The motion was seconded by Mrs. Jones.

- Discussion: Board members were concerned with the decrease in performance measures from Baldwin County's current pavement and bridge standards. These measures were based off ALDOT's Planning Department on the state wide's pavement and bridge measurements, that is a state wide average, not reflecting Baldwin County's pavement and bridge performance measures. MPO has the option to adopt these measures or create their own. Performance Measures should show improvement and therefore the board members would like to develop new standards. Due to the cost and time of evaluate our current pavement and bridge performance standards, this will be revisited within the next two years.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Resolutions of Appreciation (**All**)

Mrs. Sislak stated that MPO staff has prepared two resolutions recognizing and thanking Commissioner Chris Elliott and Commissioner Tucker Dorsey for their contribution and participation on the Eastern Shore MPO Policy Board

MOTION: By Mr. Sasser to adopt the resolutions of appreciation for Commissioner Elliott and Commissioner Dorsey. The motion was seconded by Mr. Harbour.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

7. Action - Authorization of ESMPO Coordinator's Pay Increase (**All**)

Mrs. Sislak explained that her current salary is well below the national and state averages for MPO Coordinators. A 10% pay increase was requested by her supervisor and approved by the Baldwin County Commission in its FY 2019 budget.

MOTION: By Mr. Taylor to approve the authorization of the ESMPO Coordinator's Pay Increase. The motion was seconded by Mr. Dyess.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

8. Informational – Public Transit Plan (**All**)

Mrs. Sislak presented a draft version of the Public Transit Plan that Mrs. Jennifer Fidler has been working on. The draft version will be sent out electronically to all members for feedback before the January meetings to allow board members time to review and input feedback before the final version is presented in January. Mrs. Fidler will be retiring on October 31, 2018.

9. Informational – MPO Coordinator's Report

Project Update

- Adaptive Signal - The adaptive signal system on US 98 has been collecting data that the contractor is using to calibrate the intersections. At last month's progress meeting, they were 30% complete with the calibration. \They will be completely done by the end of November and the system will be fully operational by December.
- Public Transit Projects - Fairhope put out an RFQ for the design of the Downtown Transit Shelter/Parking Deck project. Spanish Fort is working with Cypress to acquire the property at Spanish Fort Town Center. However, in 2016 the property owners backed out, therefore FTA wants the MPO to finish the Fairhope project before we move onto the next transit project. Daphne is working on agreements to designate specific transit stops.
    - SR 181 Widening – The contractor is working on utility relocation.
    - US 31 – The contractor is almost done with the utility relocations, and is laying the piping for drainage.
    - SR 181 and I-10 Diverging Diamond – The project has been let and has gone out for bid, but has not been awarded. Construction is expected to begin in November.
    - TAP Grants FY 19: No TAP grants were awarded in the MPO area.
    - 2019 ATPA Conference – Mrs. Sislak stated she is chairing the 2019 Alabama Transportation Planners Conference this year and is looking for sponsors and speakers. She asked if anyone knew of any companies willing to be a sponsor or any speakers.
    - HSIP Projects – Mrs. Sislak stated that the Highway Safety Improvement Program is a funding sources through the state that is a 90/10 match. A roundabout at CR 13 and CR 44 was recently awarded funding. Fairhope's HSIP Project for a roundabout at SR 104 at Veterans Road application was misplaced at the state level and has been resubmitted.
    - Traffic Incident Management Initiative – FHWA and ALDOT have created ways to improve traffic flow following accidents to improve first responder's response time. Mrs. Sislak will be sending out resources to the Policy Board regarding traffic incident management.
    - Mobile River Bridge – The MPO's Long-Range Plan and Transportation Improvement Program will be approved in January including a new cost estimate, the tolling and how it will affect our local roads. The Policy Board will be approving this in January and the Federal Highway will approve the project in February of 2019.
    - Planning and Development – Mrs. Katrina Taylor gave an update on the developments and building permits per government in the planning area. This included the third quarter (calendar year) along with the year to date

of preliminary plats, final plats and building permits for single-family residential homes in the Metropolitan Planning Area.

OTHER DISCUSSION: Members wanted to also add a Resolution of Appreciation for Mrs. Jennifer Fidler upon her retirement.

NEXT MPO MEETINGS **(All)**

- **Policy Board Work Session:** Wednesday, January 9, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, January 15, 2019; 9:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **CAC Meeting:** Tuesday, January 15, 2019; 1:00 PM; Baldwin County Satellite Courthouse (Fairhope)
- **TAC Meeting:** Wednesday, January 16, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **Policy Board Meeting:** Wednesday, January 23, 2019; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)

PUBLIC FORUM **(All)**

- **Members of the Public:** There were no other members of the public present.
- **Members of the Press:** There were no members of the press present.
- **Board/Committee Members:**

ADJOURNMENT **(All)**

Motion to adjourn was made by Mrs. Jones. Meeting adjourned at 11:31 A.M.

PROCEEDINGS HELD BEFORE THE

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

(Quarterly Meeting)

Wednesday, October 24, 2018

The following proceedings were held on this the 24th day of October, 2018, at the Daphne City Hall, Council Chambers, 1705 Main Street, Daphne, Alabama, before Susan C. Andrews, Certified Court Reporter Number 287.

A P P E A R A N C E

POLICY BOARD MEMBERS PRESENT:

Chris Elliott, MPO Chairman, Commissioner, Baldwin County

Dane Haygood, Mayor, City of Daphne

Tucker Dorsey, Commissioner, Baldwin County

Jack Burrell, Councilman, City of Fairhope

Brian Aaron, Proxy for Vince Calametti, Southwest Region, ALDOT

Richard Johnson, Proxy for Mayor Karin Wilson, City of Fairhope

Joe Davis, Proxy for Ron Scott, Councilman, City of Daphne

Chester Patterson, Proxy for Mike McMillan, Mayor, City of Spanish Fort

Richard Teal, Councilman, Town of Loxley

ALSO PRESENT:

Sarah Hart Sislak, Coordinator, Metropolitan Planning Organization

Jennifer Fiddler, MPO Technician, Metropolitan Planning Organization

Joey Nunnally, County Engineer, Baldwin County

Robert Davis

Katrina Taylor, Baldwin County Highway Department

I N D E X

CALL TO ORDER/INVOCATION/PLEDGE..... 6

ROLL CALL..... 6

ELECTION OF OFFICERS..... 8

APPROVAL OF MINUTES..... 11

NEW BUSINESS..... 12

1. Action - Adding Projects to the Visionary List of the Long Range Transportation Plan (All)..... 12

2. Action - State Requested Amendments to the Transpiration Improvement Plan (Tip)(All)... 23

3. Action - Revised Resolution Regarding CR34/US98 Signal Installation (All)..... 26

4. Action - Amendment of FY 2016-2019 Transportation Improvement Plan (All)..... 28

5. Action - Performance Measures PM2 (All)..... 31

6. Action - Resolutions of Appreciation (All).. 37

Action - Resolutions of Appreciation (All)(Revisited)..... 75

7. Action - Authorization of ESMPO Coordinator's Pay Increase (All)..... 38

8. Informational - Public Transit Plan (All)... 39

9. Informational - MPO Coordinator's Report.... 61

Project Update..... 62

Adaptive Signal..... 62

Public Transit Projects - Fairhope, Spanish Fort, Daphne.... 62

SR 181 Widening..... 63

I N D E X (cont.)

9. Informational - MPO Coordinator's Report (cont.)
US 31 63
SR 181 and I-10, Diverging Diamond 63
2019 ATPA Conference - Sponsorship Interest 64
HSIP Projects 64
State TSMO Plan 64
Traffic Incident Management Initiative. 65
Planning and Development Update (J. Fidler) 66
Letter of Appreciation to Mrs. Jennifer Fidler 73

PUBLIC FORUM (ALL)
Members of the Press 79
Members of the Public 79
Board/Committee Members 79

ADJOURNMENT (ALL) 86

P R O C E E D I N G S

CALL TO ORDER/INVOCATION/PLEDGE

MPO CHAIRMAN CHRIS ELLIOTT: Good morning, everybody. Welcome to this meeting of the Eastern Shore Metropolitan Planning Organization. I have asked Commissioner Dorsey to lead us in invocation this morning and Mayor Haygood to lead us in the Pledge.

(Commissioner Tucker Dorsey led in prayer.)

(The Pledge of Allegiance was recited.)

MPO CHAIRMAN CHRIS ELLIOTT: Thank you, gentlemen.

ROLL CALL

MPO CHAIRMAN CHRIS ELLIOTT: Sarah, if you'll do roll call, please.

MS. SARAH HART SISLAK: Mr. Richard Johnson as proxy of Mayor Karin Wilson.

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: Here.

MS. SARAH HART SISLAK: Councilman Jack Burrell.

POLICY BOARD MEMBER JACK BURRELL: Here.

MS. SARAH HART SISLAK: Proxy Joe Davis, proxy for Councilman Ron Scott.

POLICY BOARD MEMBER PROXY JOE DAVIS: Here.

MS. SARAH HART SISLAK: Mayor Dane Haygood.

MAYOR DANE HAYGOOD: Present.

MS. SARAH HART SISLAK: Chester Patterson as proxy for Mayor McMillan.

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: Here.

MS. SARAH HART SISLAK: Councilman Richard Teal.

POLICY BOARD MEMBER RICHARD TEAL: Here.

MS. SARAH HART SISLAK: Commissioner Chris Elliott.

MPO CHAIRMAN CHRIS ELLIOTT: Here.

MS. SARAH HART SISLAK: Commissioner Tucker Dorsey.

COMMISSIONER TUCKER DORSEY: Here.

MS. SARAH HART SISLAK: And Mr. Brain Aaron as proxy for Mr. Vince Calametti.

POLICY BOARD MEMBER BRIAN AARON: Here.

MS. SARAH HART SISLAK: You have a full board today, Mr. Chairman.

MPO CHAIRMAN CHRIS ELLIOTT: Very good. Thank you.

(Policy Board Member Dane Haygood indicating.)

MPO CHAIRMAN CHRIS ELLIOTT: You have a question already?

POLICY BOARD MEMBER DANE HAYGOOD: Well, if I could, just one quick point today. We have some upgraded electronics here in the City of Daphne.

So each one of your mics has a little button. If it's red, that means that it's off. There's a little gray button beside it. You can toggle it. And it needs to be on green for when you're speaking.

MPO CHAIRMAN CHRIS ELLIOTT: Fancy.

MS. SARAH HART SISLAK: Yes. Okay.

MPO CHAIRMAN CHRIS ELLIOTT: Okay.

ELECTION OF OFFICERS

MPO CHAIRMAN CHRIS ELLIOTT: Very good. Okay. Sarah, first order of business is election of officers.

MS. SARAH HART SISLAK: Yes. We have Chair and Vice-Chair.

MPO CHAIRMAN CHRIS ELLIOTT: Okay, guys. I'm out. And we will entertain a nomination for a new Chairman.

POLICY BOARD MEMBER RICHARD TEAL: I'd like to nominate Dane Haygood, Mayor of Daphne.

POLICY BOARD MEMBER JACK BURRELL: I will

second that.

MPO CHAIRMAN CHRIS ELLIOTT: A motion and a second for Mayor Haygood. Are there any other nominations?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: Okay. Then we're going to close nominations and we're going to vote on that.

All in favor of Mayor Haygood, say aye.

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
****

MPO CHAIRMAN CHRIS ELLIOTT: Congratulations, Dane.

POLICY BOARD MEMBER DANE HAYGOOD: Thank you very much, Commissioner.

MPO CHAIRMAN CHRIS ELLIOTT: Okay. We'll do nominations for Vice-Chair. It's a very important role. And I'll go ahead and open the floor for nominations.

POLICY BOARD MEMBER DANE HAYGOOD: I'd like to

nominate Councilman Jack Burrell as Vice-Chair for the Eastern Shore MPO.

MPO CHAIRMAN CHRIS ELLIOTT: I have a motion. Is there a second?

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Motion and a second. Are there any further nominations for Vice-Chair?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: Hearing none, we'll go ahead and close nominations.

All in favor of Mr. Jack Burrell serving as Vice-Chairman of the MPO, say aye.

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
****

MPO CHAIRMAN CHRIS ELLIOTT: Very good. Congratulations, Jack. Y'all have got your new slate.

MS. SARAH HART SISLAK: All right.

MPO CHAIRMAN CHRIS ELLIOTT: Next.

APPROVAL OF MINUTES

MS. SARAH HART SISLAK: All right. Okay. First I have approval of minutes. You can see those on Page 28 of your agenda packet.

MPO CHAIRMAN CHRIS ELLIOTT: Hey, Sarah, is that effective now or next time? Can I let him run it now?

MS. SARAH HART SISLAK: Next meeting.

MPO CHAIRMAN CHRIS ELLIOTT: All right. Okay. We'll keep going then.

MS. SARAH HART SISLAK: I mean, if you want to, you're welcome to now, but officially it will start in January.

MPO CHAIRMAN CHRIS ELLIOTT: Fair enough. Fair enough. Thank y'all. It's been a -- it's been a pleasure.

Okay. Gentlemen, first order of business then is to approve the minutes.

POLICY BOARD MEMBER DANE HAYGOOD: Mr. Chairman, I'd like to make a motion we approve the minutes as presented in the packet.

POLICY BOARD MEMBER JACK BURRELL: I'll second it.

MPO CHAIRMAN CHRIS ELLIOTT: Motion and a second. Any further discussion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
****

MPO CHAIRMAN CHRIS ELLIOTT: Carries. Thank you very much.

NEW BUSINESS

MPO CHAIRMAN CHRIS ELLIOTT: Okay. New business.

ACTION - ADDING PROJECTS TO THE VISIONARY LIST OF THE LONG RANGE TRANSPORTATION PLAN (ALL)

MS. SARAH HART SISLAK: First item of the new business is adding projects to the Visionary List of the Long Range Transportation Plan.

All of these projects were submitted by Baldwin County. The first one is widening of County Road 64 between Rigsby and Austin Road and County Road 54 East.

And at the last meeting, y'all did all support the widening from 181 down to 54 East. However, the -- the way the motion was made, it only included from 181 to

-DRAFT-

Austin and Rigsby. So this will just carry that down to 54 East. And there will be a new elementary school going on the corner of 54 East.

The engineer's estimate is five million, one hundred seventy-five thousand ($5,175,000). And you can see that project submittal form on Page 52.

The next project is various ADA compliance projects. These are from the Transition Plan that was completed for the County. It's various locations thought the county but within the MPO, four hundred fifty thousand dollars ($450,000).

And then, lastly, a bridge replacement on County Road 32 over Fish River. And that has a cost estimate of fifteen million dollars ($15,000,000).

And just as a reminder, by placing items on the Visionary List does not commit funding in any way. It's just visionary, just kind of a wish list.

And this was -- all three committees recommended approval for this. And you have your resolution on Page 59.

POLICY BOARD MEMBER TUCKER DORSEY: I don't know if I'm bold enough to recommend from the floor, but, Joey, you ought to recommend we ought to add the extension of 48 through to Robertsdale at some point on the Visionary List.

There is no way that 104 is getting four-laned in our lifetime. 32, you're not going to four-lane it. It costs too much, too long of a run. The only way to relieve traffic east and west and increase capacity is getting 48 through there.

And I think we have an estimate. Y'all's estimate is roughly ninety-nine and a half million dollars ($9,500,000), which is achievable in the next four or five years. But it's got to be -- it's got to be done, because east and west through Baldwin County is getting tougher and tougher.

MR. JOEY NUNNALLY: Okay. Just for clarity, do you want to add that to the Visionary List today, or do you want to bring it up at the next meeting?

POLICY BOARD MEMBER TUCKER DORSEY: I'm glad to do it today, but I don't know if all these committees would have to recommend approval or not.

MPO CHAIRMAN CHRIS ELLIOTT: Sarah, do you need this to run back through the process in order to do it?

MS. SARAH HART SISLAK: Technically, no.

MPO CHAIRMAN CHRIS ELLIOTT: Okay.

POLICY BOARD MEMBER TUCKER DORSEY: All right. I'll make a motion that we adopt -- that we add these projects to the Visionary List for the Long Range Transportation Plan: Widening 64 between Rigsby and

Austin and County Road 54 East; the ADA compliance projects that have been mentioned; the 32 bridge replacement at an estimated fifteen million ($15,000,000); and the extension of County Road 48 through to 59 somehow or another at a cost estimate roughly of ninety-nine and a half million dollars ($9,500,000).

MPO CHAIRMAN CHRIS ELLIOTT: I have a motion from Commissioner Dorsey.

POLICY BOARD MEMBER DANE HAYGOOD: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Second, Mayor Haygood. Discussion?

POLICY BOARD MEMBER TUCKER DORSEY: Again, this is just a visionary item. It's got to be on the list for -- for the County to be able to pursue additional funding, if we decide to do an outside bond issue or something of that nature. We just need it on there so we can go pursue it.

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: Mr. Chairman, I'd like to make some comments that the Mayor asked me to discuss.

We have quite a few projects as well that we would like to see on the Visionary List. Because we understand that it has to go through with these processes now.

We don't have necessarily estimates on some of

those, but some of those are Causeway projects that align with our Causeway Master Plan as well as Highway 31 from Rockwell Elementary to 59.

Also, 225 to Bay Minette Creek, I know that was talked about prior to me, but we would like to see that put back on there.

And then just a general question. You have ADA compliance measures on there. Is there any ability to put in there for existing sidewalks and things of that nature to bring them up to ADA compliance, or is that separate from this?

MS. SARAH HART SISLAK: They can be added.

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: We would like to see ADA compliance measures within our locations as well.

POLICY BOARD MEMBER TUCKER DORSEY: What was the first one?

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: Causeway Master Plan projects.

MS. SARAH HART SISLAK: We do have several of the Bicycle and Pedestrian elements from the Spanish Fort Causeway Master Plan already, but if there's some other projects -- And, you know, those others that you mentioned, if you can just fill out one of those project submittal forms and get it to me --

DRAFT

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: Okay.

MS. SARAH HART SISLAK: -- we'd be glad to get it on the next meeting's agenda.

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: Okay. Sounds good.

MS. SARAH HART SISLAK: Okay.

POLICY BOARD MEMBER PROXY JOE DAVIS: Mr. Chairman.

MPO CHAIRMAN CHRIS ELLIOTT: Yes.

POLICY BOARD MEMBER PROXY JOE DAVIS: The current Visionary List consists of how many projects? These are ones we're adding. Roughly how many do we currently have? Ballpark will be fine in terms of the Visionary List.

POLICY BOARD MEMBER DANE HAYGOOD: It's on the attached handout.

POLICY BOARD MEMBER PROXY JOE DAVIS: Oh, it's on this one.

POLICY BOARD MEMBER DANE HAYGOOD: Uh-huh. (Indicates affirmatively.)

POLICY BOARD MEMBER PROXY JOE DAVIS: Okay.

POLICY BOARD MEMBER DANE HAYGOOD: You'll see it back on the back. The three new projects we're considering now are in red, B-9, B-10, and B-11.

POLICY BOARD MEMBER PROXY JOE DAVIS: Very good. That answers my question. Thank you. Should have done my homework.

POLICY BOARD MEMBER JACK BURRELL: Mr. Chairman, I have some questions.

MPO CHAIRMAN CHRIS ELLIOTT: Yes, sir.

POLICY BOARD MEMBER JACK BURRELL: I'd like some clarification. Just more for curiosity, the Highway 32 bridge, why does it need to be replaced? I mean, I guess we're not four-laning it. So what is the --

POLICY BOARD MEMBER TUCKER DORSEY: Structure.

MPO CHAIRMAN CHRIS ELLIOTT: It's a --

POLICY BOARD MEMBER TUCKER DORSEY: Lifespan.

MPO CHAIRMAN CHRIS ELLIOTT: It's a lifespan issue. And, again, it's one of the things that certain -- inside the MPO, certain projects have got to be on the Visionary List, whether they're funded from MPO or not.

But, Joey, if you would, grab a mic there and see if you can --

POLICY BOARD MEMBER JACK BURRELL: And before you answer that, just so I get a quick answer, is it the same for 48 extension as well; it needs to be on the Visionary List? Because I don't know that the extension would necessary fall within the MPO's jurisdiction in our

area.

POLICY BOARD MEMBER TUCKER DORSEY: It's in that additional range. And so I just wanted to put it on there so it's there. But it's -- it's not for the MPO to fund it. There's no way the MPO would fund that.

POLICY BOARD MEMBER JACK BURRELL: Well, I didn't think so. And I didn't want, you know, us to put a lot of time into it if it has no chance. But if it has a chance of succeeding outside the MPO by it being on the Visionary List, I certainly support that.

MPO CHAIRMAN CHRIS ELLIOTT: Sure.

POLICY BOARD MEMBER TUCKER DORSEY: Same for the 32 bridge. It's got about ten (10) mores years of good out of it. It's a -- it's a fifteen ($15,000,000) or twenty million dollar ($20,000,000) rebuild.

POLICY BOARD MEMBER JACK BURRELL: Right.

MR. JOEY NUNNALLY: So the sufficiency rating on that bridge is like eight (8). And that's an eight (8) out of a hundred (100). So it's actually currently posted.

It's -- so, you know, legal loads can't go across it. It's a steel beamed girder bridge. We've got pitting that's -- that's occurring on the rust. And -- and it's just -- And normally when that rust start happening on those steel beams, they go down in a hurry.

All right. We did paint a few years ago. The paint seems to be performing. But it's not going to be long before that's going to start to give us a lot of problems.

POLICY BOARD MEMBER JACK BURRELL: Thank you. I just travel it a lot. But, you know, you don't see the flaws, you know, going over it at -- at 45. What's the speed limit there, 45 miles an hour?

MR. JOEY NUNNALLY: It's 45. Yeah. The detour around there, as you well know if you travel that road, it's going to be a long way.

POLICY BOARD MEMBER JACK BURRELL: Okay.

POLICY BOARD MEMBER TUCKER DORSEY: Just don't drive over it at more than forty-five thousand pounds (45,000), please.

POLICY BOARD MEMBER JACK BURRELL: All right.

POLICY BOARD MEMBER DANE HAYGOOD: Mr. Chairman, if I could ask one --

MPO CHAIRMAN CHRIS ELLIOTT: Yeah.

POLICY BOARD MEMBER DANE HAYGOOD: -- question or one point. You know, one -- one point.

You know, one of the things that gets to be difficult, as the Visionary List list grows, we understand the necessity of adding these projects to the Visionary List to obtain Federal funds or under State

grant processes to apply for those; and for it to be awarded, it needs to be on the list.

But we're not really tracking a feel on the Visionary List kind of whether it's an independent request or rather it's really seeking MPO funds. It might be a good idea to figure out how to add that just so there's more clarity.

But then, also, just as time rolls on, some of these have been on here two years. I forget the discussions we've had. I know we have the minutes. But just to have a little more official field that lets us know it's just on there to seek funding or whether it's really a high -- a critical MPO project, or whether it's maybe just something that if -- that would be beneficial, if funds were available from MPO. Just trying to classify the request for funding.

MS. SARAH HART SISLAK: Certainly. We can do that.

MPO CHAIRMAN CHRIS ELLIOTT: Color coded might be an easy way to do that.

MS. SARAH HART SISLAK: Yes, sir.

MPO CHAIRMAN CHRIS ELLIOTT: Further comments on that motion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: Okay. I have a

motion is a second to approve the -- the adding of some projects to the Visionary List.

POLICY BOARD MEMBER JACK BURRELL: I've got one question --

MPO CHAIRMAN CHRIS ELLIOTT: Yes, sir.

POLICY BOARD MEMBER JACK BURRELL: -- Mr. Chairman. So are we amending this to add the Spanish Fort items yet or --

MPO CHAIRMAN CHRIS ELLIOTT: No.

POLICY BOARD MEMBER JACK BURRELL: -- make another motion, or is that --

MPO CHAIRMAN CHRIS ELLIOTT: No, sir. I -- would envision -- I would -- envision. I would expect y'all would probably add that at a subsequent meeting.

POLICY BOARD MEMBER JACK BURRELL: Okay.

MPO CHAIRMAN CHRIS ELLIOTT: Chester and them, they're going to need some more time to put some estimates together.

And I think our estimate on the 48 project is pretty -- pretty good to go ahead and do that from the floor. But I think y'all probably would need more details on numbers for the other projects. Although I'm very supportive of them, and the Policy Board would be as well. We just need some numbers.

POLICY BOARD MEMBER JACK BURRELL: Thank you.

POLICY BOARD MEMBER TUCKER DORSEY: The 48 estimate was prepared for me this year. And your projects, not knowing what you sidewalk stuff is, all that is important.

MPO CHAIRMAN CHRIS ELLIOTT: Please report that back to Mayor McMillan.

MS. SARAH HART SISLAK: Okay.

MPO CHAIRMAN CHRIS ELLIOTT: All in favor, signify by saying aye?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

MPO CHAIRMAN CHRIS ELLIOTT: Opposed?

(No response.)

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Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED

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MPO CHAIRMAN CHRIS ELLIOTT: Motion carries unanimously. Thank you.

ACTION - STATE REQUESTED AMENDMENTS TO THE TRANSPIRATION IMPROVEMENT PLAN (TIP)(ALL)

MS. SARAH HART SISLAK: Next item is State

amendments to the Transportation Improvement Program. These are handed down by the State and are required to be added to our TIP, which is your four-year plan list.

None of these projects are funded from MPO funds. They're from other funding sources. I'll just run through them quickly.

The deletion of the right-of-way for the Bayway widening. We have construction of the Bayway widening from Mobile County Line to 98 at Spanish Fort.

Old engineer's estimate is two hundred sixty-six million ($266,000,000), to the new engineer's estimate of eight hundred and six million ($806,000,000), and that is due to the fact that initially ALDOT planned to add on to the existing structure; whereas, now it will be a completely new structure.

Signal installation on US 98 at South Drive, a signal installation on 59 at the eastbound I-10 off ramp there at Loxley, the resurfacing of US 98 from D'Olive Creek just north of 104, resurfacing I-10 from 59 to point-three (.3) miles east of the Wilcox Road. That is construction and PE. And then we have the design of the Bayway widening as well on there.

And we did have some questions about the resurfacing of 98 from D'Olive Creek to just north of 104. I did speak with Brian about that. It was last surfaced in

-DRAFT-

2012. And it is showing areas with cracks and areas of wear and tear that they feel needs to be addressed. And it's kind of coming around into their normal cycle of resurfacing.

Would you like to add anything to that, Brian?

POLICY BOARD MEMBER PROXY BRIAN AARON: No. So other than just adding to there was some question regarding the adaptive signal work that's happened out there.

And I expressed to Sarah that a lot of those components that are in the actual roadway can be actually pulled back up and reused in the new asphalt. So we're not, you know, having to incur additional cost as a result of that.

So those -- those units have 10-year battery lives on them, so they should be good for quite a while.

MPO CHAIRMAN CHRIS ELLIOTT: Good.

MS. SARAH HART SISLAK: And all three committees did recommend approval for these items. And you can see the resolution on Page 51.

POLICY BOARD MEMBER JACK BURRELL: I make a motion that we approve the requested amendments to the 2016/2019 TIP program.

MPO CHAIRMAN CHRIS ELLIOTT: Motion from Councilman Burrell.

POLICY BOARD MEMBER PROXY JOE DAVIS: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Second from Councilman Davis. Any further discussion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
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MPO CHAIRMAN CHRIS ELLIOTT: Motion carries. Thank you.

ACTION - REVISED RESOLUTION REGARDING CR34/US98 SIGNAL INSTALLATION (ALL)

MS. SARAH HART SISLAK: Okay. The next item is a resolution. This a revised resolution of a project that you-all approved a couple months ago. And this is the signal installation at County Road 34 an US 98.

Initially we had tried to get this project let under the adaptive signal contract. However, that brought back some very high estimates from the contractor.

So the City of Fairhope, Baldwin County Commission, and ALDOT have gotten together and feel that it is better to let this as a separate project, go out for bid, and get some better numbers, more competitive numbers.

So this is just revising the cost and the -- who will provide the match, which will now be the City of Fairhope. And you can see that resolution on Page 66.

All of the committee -- Well, the Bicycle/Pedestrian and Technical Committee recommended the approval. The Citizens Advisory Committee did not make a motion. They requested to see the signal warrant study.

Richard, did you want to add anything? I know you've been involved in the discussions. Did you want to add anything about --

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: No. I mean, you know, there was a signal warrant study done. So I'm assuming y'all did it, correct, or ALDOT?

MR. JOEY NUNNALLY: Yes. ALDOT did the signal warrant study. It did warrant. And, from my understanding, the City actually had this on its agenda Monday night, Richard; Correct?

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: Correct.

MS. SARAH HART SISLAK: Okay.

MR. JOEY NUNNALLY: So -- so they did pass the

funding resolution to match the grant.

MPO CHAIRMAN CHRIS ELLIOTT: Okay. Very good. So a motion is in order for 2019-03.

POLICY BOARD MEMBER JACK BURRELL: I make a motion for signal installation at County Road 34 and Highway 98.

MPO CHAIRMAN CHRIS ELLIOTT: Motion by Councilman Burrell.

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: Second.

MPO CHAIRMAN CHRIS ELLIOTT: I have a second. All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
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MPO CHAIRMAN CHRIS ELLIOTT: Motion carries. Thank you.

ACTION - AMENDMENT OF FY 2016-2019 TRANSPORTATION IMPROVEMENT PLAN (ALL)

DRAFT

MS. SARAH HART SISLAK: The next item is amendment to the Transportation Improvement Program using MPO dollars.

This is going to be for the design of the construction of a roundabout at County Road 64 and Rigsby Road, and the widening of County Road 64 from 181 to County Road 54 East.

This comes in at two hundred and sixty thousand ($260,000). And you have the Federal funds spreadsheet in your packet on Page 70 that just kind of gives you an overview of how -- what we have in our bank account. We have plenty of money to cover this, obviously.

All three committees recommended for approval. And you can see that resolution on Page 72. And this is just for the design.

POLICY BOARD MEMBER DANE HAYGOOD: Can I ask one question? What's the widening -- how many lanes are we talking about adding -- adding there, Joey?

MR. JOEY NUNNALLY: To be completely honest, I mean, the design hasn't began yet. I mean, that's what we want to do. So when we get into the numbers and volumes and stuff, we'll -- we'll look at that.

It's probably going to be exactly what you have on the -- on the west side, which is, I guess, that's a -- that's a three-lane section.

POLICY BOARD MEMBER DANE HAYGOOD: And that was my question. If we became disjointed and had more capacity on the east side, certainly we're going to need it with the new elementary, that that would cause pressures on the municipal side to match that.

So if we -- as that progresses, keep us in the loop. But I know there's some drainage problems over there. I imagine that would have to be resolved as part of that project.

MR. JOEY NUNNALLY: There is a lot of drainage there that's going to -- that's going to be an issue for us to deal with. But I -- I -- I fully expect for it to be a three-lane section. So if something comes back other than that, I will be surprised.

POLICY BOARD MEMBER DANE HAYGOOD: Thank you.

I'd like to make a -- a motion that we adopt Resolution 2019-04, authorizing the use of MPO surface transportation funds for the design of a roundabout on County Road 64 and Rigsby Road and the design of the widening from County Road 64 from 181 to 54 East.

POLICY BOARD MEMBER TUCKER DORSEY: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Motion and a second. Further discussion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: When you get the

right-of-way, get enough to make it wider if you need to.

MR. JOEY NUNNALLY: Yes, sir.

MPO CHAIRMAN CHRIS ELLIOTT: Because it'll be there one day.

Okay. Further discussion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****

Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED

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MPO CHAIRMAN CHRIS ELLIOTT: Motion carries unanimously. Thank you.

ACTION - PERFORMANCE MEASURES PM2 (ALL)

MS. SARAH HART SISLAK: The next item is bridge and pavement performance measures. This is the last of the performance measures that you-all will be required to approve and adopt.

These do relate to bridge and pavement conditions. These are -- we have opted to adopt the statewide targets

instead of setting our own. You can see those on Page 74.

I will say the BPAC and the Citizens Committee did recommend approval. The TAC did recommend approval, but they would like to revisit this item in two years.

They felt like the numbers were low and not very good targets. They felt like we were not really setting goals, I guess you could say. So that was the recommendation from the Technical Committee. You can see that resolution on Page 74.

MPO CHAIRMAN CHRIS ELLIOTT: Okay, gentlemen. I understand that this includes Mayor Haygood's request that we delineate just whose performance standards these are. So a motion is in order.

POLICY BOARD MEMBER JACK BURRELL: I move that we approve the performance management measures and targets for the urbanized area as required by the FAST Act.

MPO CHAIRMAN CHRIS ELLIOTT: Okay. I have a motion.

POLICY BOARD MEMBER DANE HAYGOOD: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Motion and a second. Very good. Any further discussion?

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: Mr. Chairman, I -- I will report from the Technical

-DRAFT-

Advisory Committee. When you see the word "performance," usually that's an indication that you're trying to do better.

And, for example, if you look at the -- the standard right now statewide is non-interstate pavement in good, we're at sixty-six-point-two-three percent (66.23%). Our two-year target is not to be less than forty percent (40%).

Now, and my comment was if our school system announced that 6th grade math scores were at seventy-eight percent (78%) and our performance target was not to be below fifty percent (50%) two years in the future, I think a lot of folks would have grief with that. And that's just a concern.

And -- and the other question that maybe Mr. Aaron can explain, the question was we did not know what the implication of adopting these performance standards were like for the local jurisdictions.

As the City of Fairhope, being a member of the MPO, you know, is there a requirement eventually that we're going to have to evaluate our roadways that are non-interstate and rank those as good or poor and -- and -- and -- and -- and meet this?

And this if that's the case, maybe these lower performance standards in the future are a benefit. But

that was a concern that we had and would like to next time, I think, in two years, if we have to readopt something of this nature, to have that better vetted out. And if it is a performance standard, it's our goal to be better. And that's kind of the concern.

MPO CHAIRMAN CHRIS ELLIOTT: Got you. Brian?

POLICY BOARD MEMBER PROXY BRIAN AARON: I am unprepared to be able to answer those questions. I will have to do some homework.

POLICY BOARD MEMBER JACK BURRELL: So, I understand -- Mr. Chairman, may I speak?

MPO CHAIRMAN CHRIS ELLIOTT: Yes, sir.

POLICY BOARD MEMBER JACK BURRELL: So that I understand that, Richard, is there are -- we are -- we're required to adopt the standards. I mean, the FAST Act requires us to. So we're going to just go ahead and adopt the statewide standards now.

But the Technical Advisory Committee is saying that we need to stay on top of this and possibly have better minimum standards. I think that's what you're saying?

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: I -- I think that would be worth --

POLICY BOARD MEMBER JACK BURRELL: And that's okay. We can -- we can -- We have to adopt standards.

They could be whatever standards we decide that they are.

MS. SARAH HART SISLAK: Right. That's correct.

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: I understand. Yes, sir.

POLICY BOARD MEMBER JACK BURRELL: So for the sake of the meeting requirement, we're just adopting these for now.

POLICY BOARD MEMBER PROXY RICHARD JOHNSON: Yes, sir.

MS. SARAH HART SISLAK: Every --

MPO CHAIRMAN CHRIS ELLIOTT: Mayor, if you can kind of share some of your initial concerns. Because you've had concerns over this from the beginning.

POLICY BOARD MEMBER DANE HAYGOOD: Well, and, really, it dates back to some safety standards we had that really quantified number of deaths. And it was unclear maybe when you read the resolution that we previously adopted for those safety standards, the amount of deaths that we found acceptable.

And it didn't really indicate that that was a statewide number. And I thought that was sort of alarming. So I wanted to make sure we incorporated either by -- by reference or -- or stating at least where those safety standards were derived from.

And I think the same thing here. I think the

Technical Advisory Committee and Richard's comments are very valid. And maybe the approach is to say that, you know, we want to establish the fact that we want our roads within our county within our urbanized area to be to a higher standard. And we establish our goal and an aim, and here is what we're shooting for. But in no event will they be less than the -- the State standards.

And that way you kind of have a twofold approach; something to shoot for, but it gives you some latitude. And certainly adopting something to move forward, but then tweaking that as we move forward would be the approach.

POLICY BOARD MEMBER TUCKER DORSEY: Well, this only ensures that we are able to continue to get Federal funding; right?

MS. SARAH HART SISLAK: Correct.

POLICY BOARD MEMBER TUCKER DORSEY: So we can -- you can set whatever goal you want to in Fairhope. Go for it. But as far as Federal funding goes, it's the same -- it is the same as education. They're requirements that you have minimum standards.

And the goal for the State of Alabama, the goal for Baldwin County Board of Education, the goal for Baldwin County for road safety and infrastructure quality should be much higher than the requirements.

But don't raise the requirements in here and find ourselves in a spot where we're exempting ourselves from Federal funding.

MPO CHAIRMAN CHRIS ELLIOTT: Further discussion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: I have a motion and a second. All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
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MPO CHAIRMAN CHRIS ELLIOTT: Motion carries. Thank you very much.

ACTION - RESOLUTIONS OF APPRECIATION (ALL)

MPO CHAIRMAN CHRIS ELLIOTT: Let's skip Item 6 for now, Sarah, and get through with business anyway.

MS. SARAH HART SISLAK: This is business.

MPO CHAIRMAN CHRIS ELLIOTT: We'll skip it and come back to it.

MS. SARAH HART SISLAK: Okay.

MPO CHAIRMAN CHRIS ELLIOTT: I figure you want to get to Item 7.

MS. SARAH HART SISLAK: Yes, that's fine, too.

MPO CHAIRMAN CHRIS ELLIOTT: Okay.

ACTION - AUTHORIZATION OF ESMPO COORDINATOR'S PAY INCREASE (ALL)

MS. SARAH HART SISLAK: Okay. Item 7, this is authorization of a pay increase for the ESMPO Coordinator, me.

My salary was well -- yeah, was well below the State and national averages, compared to other coordinators. So my supervisor, my boss, recommended me for a raise.

POLICY BOARD MEMBER TUCKER DORSEY: So moved.

POLICY BOARD MEMBER DANE HAYGOOD: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Motion and a second. Any discussion?

(No response.)

MPO CHAIRMAN CHRIS ELLIOTT: All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****
Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED
****

MS. SARAH HART SISLAK: Thank you.

MPO CHAIRMAN CHRIS ELLIOTT: Sarah, you have done a very good job. We really appreciate it. You've picked up the ball and ran with it.

MS. SARAH HART SISLAK: Thank you.

MPO CHAIRMAN CHRIS ELLIOTT: And anything that got through budget this year was a small miracle, from an increase standpoint.

MS. SARAH HART SISLAK: Thank y'all. I appreciate it.

MPO CHAIRMAN CHRIS ELLIOTT: Absolutely.

POLICY BOARD MEMBER TUCKER DORSEY: You do an outstanding job.

INFORMATIONAL - PUBLIC TRANSIT PLAN (ALL)

MPO CHAIRMAN CHRIS ELLIOTT: Item 8, if you would, please.

MS. SARAH HART SISLAK: Okay. Item 8 is a Public Transit Plan presentation. So Jennifer has worked really hard on putting this Public Transit Plan together. So she's going to give a short presentation to you-all about the Transit Plan.

MS. JENNIFER FIDLER: So, you know, in the beginning, we talked about this Public Transit Plan. And this is one of the requirements -- It's not really a requirement, but it's something that -- one of the objectives of the -- the Metropolitan Planning Organization.

So in the beginning, we had several goals and objectives. And these include to help provide some relief to traffic congestion, to provide a means of transportation for disabled or for those that are in temporary or permanent need of transportation, to help move people conveniently, efficiently, reliably, and safely, to develop short- an long-term goals, and to meet and follow guidelines set forth by the Federal Highway Administration.

The objectives were to increase ridership. This is Section 1.2 on the board. Part of those was to identify factors and reasons why riders are not using public transit; to identify ways to encourage ridership; to identify transportation needs of the ESMPO; to solicit and provide participation for transportation planning; and then consider ideas for the public input, to have their input concerning transportation improvement.

So the goals and objectives forced us or made us look into how can we consider input. The first page of

this is the table of contents, which includes the main parts of the plan, is to look at existing the transportation system, to look at what our needs are, and to look at possible suggestions and possible solutions.

So I'll just go over this real quickly so you can get an overview of the plan. And I'm not going to go into detail.

But the first -- one of the first parts is to look at the existing routes. So each part of Section 2 is looking at each existing route that we have and putting each route in this section.

It also talks about the funding and budget that's available, the 5307 funds, 5311 funds, funds that we use through private means, fund that we use through the County, Baldwin County.

We talk about our existing route ridership, and for each route what our ridership is. We have a table that goes from FY -- Fiscal Year 11 -- 2011 to 2018.

In this section, we really -- I really wanted to have how much the cost of services were for each route. We do have -- BRATS does have a breakdown for the entire services, how much the cost of service is for the entire countywide, all routes, but we do not have it broken down per route.

So that may be something we might be able to add to

the plan through this draft version. But right now it's not in there.

The survey results came in. We did a transit survey, trying to solicit the public's input. So we do have a detailed version of all survey results. And every time someone said anything, it's in this plan. It's in a printed version in the plan in Section 3.

We interviewed -- In Section 3.5, we did an interview of the BRATS Director and the staff to get their opinion and what they thought needed to happen. And we basically asked some of the same survey questions, just in a little bit more detail.

The short -- we suggested short-term possibilities. And then in section 4.2, we also suggested long-term suggestions.

We looked at, in Section 5.5, existing transit-related surveys and studies. We even included a couple of these in the back. Most notable is the last one that was made, the last study that was done, a very comprehensive study that BRATS is using today.

There is -- 5.1 has a list of resources, additional resources we used. And then we have a list of appendixes. This goes over the acronyms and the abbreviations that we use, the function of the ESMPO, laws, lots of different things. It also includes

budgetary information that BRATS is using.

It includes the Eastern Shore Chamber of Commerce Public Transportation Plan Outreach Survey done in 2008, the -- our transit needs survey that we just completed with a detailed version.

We also included -- What was one of the most interesting things about the survey was that in the first nine (9) or ten (10) days, we received a hundred and ninety-three (193) surveys electronically. And some of those were vastly different from the end of the survey.

So I did include those, several of the questions just so you can see the difference of the people who electronically submitted in those first ten (10) days versus at the very end of the survey, when we included a lot of BRATS riders. Also, the survey includes the bicycle and pedestrian concept that was done in 2015.

And that's a summary of the plan. It's a hundred and forty-eight (148) pages long. So it's a great reading material for bedtime. And maybe we'll gain a little bit of information for what we might be able to do with BRATS in the future.

MPO CHAIRMAN CHRIS ELLIOTT: Thanks, Jennifer. I know you put a lot of work into that.

I -- I would encourage the Policy Board to really take the time to look through this thing. The -- the

Commission struggled this year, really, I would say, not just with funding for BRATS, but, really, for what the future and the direction for our rural transit service is.

I think it's incumbent on this MPO to really help the County decide what it is you want out of the public transit system. It obviously works a whole lot better and more efficiently in an urban area or semi-urban area than it does in a rural area.

Currently, it's not unusual to see a large bus traveling around with one person on it, you know, point to point, you know, almost --

POLICY BOARD MEMBER DANE HAYGOOD: Taxi.

MPO CHAIRMAN CHRIS ELLIOTT: Well, sure -- in an Uber-esk fashion, which I find very inefficient and frustrating.

But I think that, you know, if -- if this is going to ever change from being an on-call, you know, demand-response type of route where you have somebody who doesn't have a vehicle, who is unable to drive, something like that where they need to go to the grocery store, where they have to go to a senior center or go to a doctor's appointment, et cetera, if we want to ever see this grow beyond that, then it's really going to take the leadership, I think, from this organization to try and

DRAFT

decide what it is Fairhope City, what it is Daphne City, what it is Spanish Fort City and Loxley City has as your need and where you want the transit system to go.

We're spending approximate five and a half million dollars ($5,500,000) a year on this system. The lion's share of that is Federal money, which I know everybody is more inclined to use, but it's still an awful lot of taxpayer money going for something that is -- that I think could be more efficient with -- with some better direction and leadership.

So I just would encourage -- you know, my parting challenge, I guess, would be to encourage y'all to look at what it is you want out of this and -- and really grab hold of it and -- and give the Commission some direction on how we can better serve the municipalities.

POLICY BOARD MEMBER JACK BURRELL: Mr. Chairman, do you -- you don't envision it going away, though, do you, just maybe changing?

MPO CHAIRMAN CHRIS ELLIOTT: I don't envision --

POLICY BOARD MEMBER JACK BURRELL: Any threat of it going away?

MPO CHAIRMAN CHRIS ELLIOTT: I don't envision it going away. And -- and, again, that's largely because of the significant amount of the -- the Federal funding

that's received for the -- for the service.

But, Councilman, what strikes me is -- I mean, it -- it is amazing to me just how unbelievably inefficient it is.

POLICY BOARD MEMBER JACK BURRELL: Oh, yeah.

MPO CHAIRMAN CHRIS ELLIOTT: And -- and -- and for the -- the purpose that is there, which it's currently being used for, I think there are much more efficient options out there.

The -- the question is, in its current iteration, is there -- is there a way for that to be -- to be better utilized by the municipalities or with some vision for it.

You know, the County's got the service. But I don't know that the County is the right -- the right visionary for an urbanized transit system. We don't -- we don't think in urban, you know -- we just don't think urban.

We are -- we think sixty (60), eighty (80) foot right-of-way and, you know -- and get traffic moving down the road. And -- and long-range, our -- our -- our vision is different than what y'all have in Fairhope and Daphne and Spanish Fort and Loxley.

POLICY BOARD MEMBER JACK BURRELL: So the -- And -- and forgive me, because I have not read that plan. And I'm assuming that the information may be in there, or

the facts from this past year, the previous year.

Are there some efficient routes in there, though, that are --

MS. JENNIFER FIDLER: Well, from --

POLICY BOARD MEMBER JACK BURRELL: -- utilized maybe as is hoped for? I mean, like, say, the Fairhope to Mobile, you know, the -- the station that we have there --

MS. JENNIFER FIDLER: You're going to see the numbers in there that --

POLICY BOARD MEMBER JACK BURRELL: From Fairhope Avenue to --

MS. JENNIFER FIDLER: You're going to see --

POLICY BOARD MEMBER JACK BURRELL: I see a lot of cars there.

MS. JENNIFER FIDLER: You will see the readership per route.

POLICY BOARD MEMBER JACK BURRELL: Okay.

MS. JENNIFER FIDLER: And when you look at your funding and your revenues, which is also in there, the revenues for contract routes, which there is a description of all the routes, you know, what they're classified as, you're going to start -- it's going to make sense to you.

Because I would say -- And it's not black and

white -- that our cost per rider is less in that bus if we're on a contract route or a festival route.

And it's going to be more cost per rider -- And talking cost for us, Federal Government, the County Government. It's going to be more on the demand-response route like Baylinc, Northlinc.

And it's going to -- you're going to see that when you read the plan. I mean, you'll -- but I do not have it broken out in a way -- and that's because I haven't been able to get that from BRATS, because they don't -- they don't keep those numbers that way.

POLICY BOARD MEMBER TUCKER DORSEY: They're going to start.

MS. JENNIFER FIDLER: They don't collect --

POLICY BOARD MEMBER TUCKER DORSEY: BRATS' numbers are not exactly accurate, especially under contract routes. We've got a major, major malfunction going on out there with personnel and leadership.

But we've -- BRATS is complicated. It's not just a bus system running a route. We are a rural -- rural bus system, but we do have two urban areas that we've got to satisfy; one being the Eastern Shore, which is more commuter-based than a more traditional bus system. The beach is a little bit different with its -- with its influx of people in the summer.

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We, BRATS, have not done a good job of managing the south end very well. We have not taken advantage of some opportunities.

But when you look at the different types of things, festivals -- the festivals that we run, Arts and Crafts, Shrimp Festival, those things, people are getting on, paying two bucks ($2), going two (2) miles. Those are -- that's a great weekend for us, and us being BRATS.

The commuter routes, Baylinc has done well in the past. Ridership across all sectors has fallen off. Baylinc has not been as reliable as people had wanted it to be. So they just decided to drive themselves.

That's an operational problem. When I say folks, it's leadership at the BRATS level is a challenge that Joey and that Commission have.

The demand-response is a service that is an Uber service that we are required to give. Is it never going to pay for itself. It is part of what the rural transportation requirements are for us to receive Federal money to stand it up.

The private school routes has been grossly overestimated with ridership. The cost for those routes has not been borne by the -- the schools.

They're in the process of reconfiguring that to make sure that, you know, that the County Government, the

Federal Government aren't pays -- and the State Government aren't paying to send private school kids to school, which we have been. Because it's been -- it has been inaccurately reported, is the -- is the best way to say it.

So we're in the process of fixing that. We have the infrastructure. We have the equipment and the people in place to be able to facilitate those routes. But the schools need to completely pay for those routes. I mean, we're coming to figuring out the cost of those.

And then contract work has been okay. We lost our biggest contract this year with the ARC, which is the mentally handicap route. And that's a big influx that caused us to relook at our budget systems.

Because we lose a three hundred thousand dollar ($300,000) contract, but at the same time, they're asking us to supplement another almost twenty percent (20%) for the operation of the -- of the BRATS system is what set all the alarm bells going off.

So we're not -- we've got to rethink the way this is. And when you talk about vision, currently the leadership is just following the rules and doing what we've always done. I -- I hate it as much as anybody else does in government.

But I think the conversation has started. Joey has

done a great job getting involved with that. And you guys on the new Commission understands what some of the challenges are there.

And it -- everybody is motivated to see it do better and -- and move forward. There's no -- there's no interest in shutting it down and saying, thanks very much.

Our community is going to continue to grow, especially on the Eastern Shore, exponentially. We've got to figure out how to make a public transit system work. It will not be same level of Atlanta or New York, but it can help relieve traffic and help commuter routes be more efficient.

And I'm sorry for carrying on about that, but it's important. It's something that we are -- that we've been working on very hard this year.

POLICY BOARD MEMBER JACK BURRELL: I'm going to go ahead, if I may, Mr. Chairman, and extend the conversation. I'm sorry for taking everybody's time. But if you're saying we're going to have to take the lead in this, I want to ask a couple questions.

MPO CHAIRMAN CHRIS ELLIOTT: Sure.

POLICY BOARD MEMBER JACK BURRELL: So we are basically an -- an on-call, on-demand service as well. Is there a minimum requirement for somebody that utilizes

that and -- and because of the Federal funding, can you implement some kind of minimum requirements, such as a -- I don't know. Kind of thinking of a -- of a -- of a card that somebody has to obtain before they can get on there. And they have to have minimum income or age or handicap or some kind of requirement. Is there anything like that?

POLICY BOARD MEMBER TUCKER DORSEY: Federal funding for transportation is for everybody. And if you -- and we do have customers that have to go to dialyses once a week. We pick them up every week and take them to dialyses. We are their transportation.

MS. SARAH HART SISLAK: Yes.

POLICY BOARD MEMBER JACK BURRELL: If I want to get a ride from Fairhope and Orange Beach, can I call BRATS and have them take me down there?

POLICY BOARD MEMBER TUCKER DORSEY: They will work within their schedule. It will not be pick me up at two and --

POLICY BOARD MEMBER JACK BURRELL: Okay.

POLICY BOARD MEMBER TUCKER DORSEY: It's not --

MPO CHAIRMAN CHRIS ELLIOTT: The short answer is yes. It may not be, you know, pick me up at 10:15 and I need to be there by 11. But -- but and there are certain routes that they run fairly frequently. And I --

Joey, if you could, the demand-response side of this, I mean, it's pretty à la carte, isn't it?

MR. JOEY NUNNALLY: Yes. It's à la carte. I mean, now, again, there's designated route that we run, whether that be Baylinc or Northlinc or, you know, these different lincs that we run constantly on a daily basis, educational routes. We serve mental health, Council on Aging. We serve all these routes daily.

But if you call BRATS and say, hey, I want to go from Point A to Point B, they'll schedule you in. If you call ahead of time, enough ahead of time, they can work with you a lot better on your times. That's what the dialysis piece --

POLICY BOARD MEMBER JACK BURRELL: But the expense is if I'm the only one who calls, they required to take me, you know, subject to maybe some time limitations. But I may be the only passenger; whereas, they're not going to make that route if I don't call.

MR. JOEY NUNNALLY: That's correct.

MPO CHAIRMAN CHRIS ELLIOTT: That's correct. And that's one of the things we've been pushing, is to -- to find a way to meet that goal, but to do so much more efficiently --

POLICY BOARD MEMBER JACK BURRELL: That's real smart.

MPO CHAIRMAN CHRIS ELLIOTT -- than driving a 30-passenger bus around. You can imagine, you've been around Commissioner Dorsey and I enough to know that that just flies all over us.

POLICY BOARD MEMBER JACK BURRELL: Well, as a taxpayer, that's just absurd.

MPO CHAIRMAN CHRIS ELLIOTT: It is. It is. So we've been pushing for some efficiencies there.

I guess my point to the MPO as -- as a whole and -- and to the Municipalities, is there is a -- there is an organization there that is underutilized, in -- in my view.

And to the extent to which y'all can -- coop may be the wrong word -- but can really try to put your brand on it, what you need from it, and to -- to the use of your urbanized transit, then please do so.

We -- we'd like for it to be better utilized than it is, and for a purpose that serves this -- this MPO better than what we've currently got.

POLICY BOARD MEMBER DANE HAYGOOD: Can I ask one quick followup question on that? So is the -- the standard that if the point of origination and point of destination or within the service area of the rural transportation service, then we're required to -- to transport even on just a single user making that request?

MR. JOEY NUNNALLY: That is correct. And -- and one of the requirements is that the origination point has to be in Baldwin County, not necessarily the destination point, but the origination point has to be in Baldwin County.

POLICY BOARD MEMBER DANE HAYGOOD: I mean, I can see a whole work session on this topic so we can understand this better. I think this is alarming to some of us.

It's Federal -- it's Federal regulations, you know, coming down. But I don't think it meets the common-sense test. And hopefully there's some things that can be tweaked.

But -- but I will tell you we've had some good conversations just with trying to establish drop-off locations in the past.

I think there is certainly a desire, longer term, you know, to try to get us to a -- what I'd call a semi-fixed route, you know, move around between the main points of interest where the public is congregating. You know, your parks are great hubs of activity, your shopping centers, your grocery stores and other public areas.

And, certainly, it's got to be throughout the, you know, the urbanized areas for the Eastern Shore MPO. If

you've got somebody who wants to get from, you know, Eastern Shore Centre in Spanish Fort and go down and have lunch or, you know, go see the bay in Fairhope, you know, we've got to be able -- And that would be great to enable some ridership to do that and other points along the way.

But it's got to be reliable. And if it's not reliable, it won't get utilized. So I hope we can move to that.

You know, that's a -- that's a change and maybe a paradigm to depart from, a paradigm shift that we've got to figure out how to hit enough points where you can hop on and hop off and make sure, though, that the route isn't too long so you can move around the -- the entire Eastern Shore.

I think there's support from everybody to do that. But I think we'll have to learn as we go, because we're not experts in the subject matter. And I think there'll be some -- some gains and some misses along the way.

MPO CHAIRMAN CHRIS ELLIOTT: Well, as Commissioner Dorsey alluded to this earlier, there was -- there was a study done in the south end of the county between Gulf Shores and Orange Beach and Foley, which we thought might be a better place to start with the fixed route systems, especially given the tourists that were there and didn't want to move their car out of the

DRAFT

parking lot, you know, the condo to get to the next place, et cetera.

Ultimately, that didn't bear any fruit. I think that was a lack of -- a lack of, frankly, leadership on the County's part and then, you know, some frustration on the -- on the side of the Municipalities.

But that might be a good place to start, a good template to start with for -- for the Eastern Shore to start looking at it again.

And -- and it may be something that we're just not ready for yet. But I think that y'all have a better vision for the needs of your respective, you know, communities than -- than we do at the County level.

We just -- we're meeting the needs of a rural transit organization. There is an opportunity to make this something for your municipalities, to serve y'all better. You've just got to grab it by the horns.

POLICY BOARD MEMBER PROXY JOE DAVIS: Mr. Chairman, if I could, having sat in on a number of these since January -- The County Commission, existing Commission, has been very helpful in letting up potential new people be involved along the way.

What I think, as a citizen, I currently don't need BRATS, so I'm frequenting BRATS, communicating with the people that do need the service. I'm not real sure we're

doing that as well as we can. And I think that's where the Municipalities and all of us have got to talk to our people.

It's also about being able -- if you go from A to B, it would be nice to be able to pick up some people at B and carry them back to A.

And so we need to include people that do that for a living and have those kind of experiences, where we can tell the people if you're here and need to go there, that's a possibility. Communicate it early enough.

And then the other thing is make sure that our drivers realize that they're not bankers. And you don't drive from nine in the morning to five.

I mean, there might be something on a Sunday afternoon. There might be something on a Saturday morning where citizens need to be able to move about.

So, being able to include technology and communication to the people that need this service and want to use it. They may think they're not eligible or they don't know a lot about it.

And I think part of our job is to communicate it to our people that these things are out here. And if they can possibly help you, please be in touch with us. Thank you.

POLICY BOARD MEMBER JACK BURRELL: Can we --

Mr. Chairman, can we ask -- and maybe we've been given this in the five years I've been on this organization, this board, just some information that sets out requirements, you know, what's allowed and what's not allowed so we can be formulating some thoughts, provide some input.

I'd really like to -- to scour that. I don't want to make a suggestion that, you know, you come back, that's not allowed, or you can't do that through Federal Regulations.

MPO CHAIRMAN CHRIS ELLIOTT: I think that's a great idea. And I heard Commissioner Dorsey earlier talking about understanding this little bit better. I know it's taken me four years to really get my arms around it.

But it's -- it is complex. And I think that would be a good idea for a future work session, to have somebody from our -- from the Commission to come over and kind of brief the MPO on exactly what the requirements are, what the mission is, really.

POLICY BOARD MEMBER JACK BURRELL: I'm talking for BRATS.

MPO CHAIRMAN CHRIS ELLIOTT: Yes, sir.

POLICY BOARD MEMBER JACK BURRELL: For BRATS and the MPO. We going to have some new members.

MS. SARAH HART SISLAK: Sure.

MPO CHAIRMAN CHRIS ELLIOTT: It's a good place to start.

POLICY BOARD MEMBER RICHARD TEAL: Need to ask a question. I was going to see if we can get somebody to explain to us what all -- This is my have first --

MPO CHAIRMAN CHRIS ELLIOTT: Sure.

POLICY BOARD MEMBER RICHARD TEAL: -- dealings with BRATS. And -- and I really never thought of it. And the first thing that popped into my mind is they're a 24-hour service for people just to be picked up? I was like I don't see that very profitable at all. Somebody just come in and explain it to us.

MS. SARAH HART SISLAK: Sure. I will be glad to facilitate that.

MPO CHAIRMAN CHRIS ELLIOTT: I may come back for that meeting.

MS. SARAH HART SISLAK: And this plan will be presented electronically for y'all to review. We didn't want to print all hundred and sixty (160) something pages. But it will be sent out this afternoon to y'all to kind of start reviewing.

But I will get that -- a meeting set up so y'all can -- Because it is very complex, what you're allowed to do and what you're not allowed to do and what we offer,

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what BRATS offers right now. So --

MPO CHAIRMAN CHRIS ELLIOTT: And I encourage y'all to ask questions and dig a little bit. The more I -- you know, the more we dug, the more we found. So I'd encourage you to continue to ask questions. Okay?

MS. SARAH HART SISLAK: Okay.

MPO CHAIRMAN CHRIS ELLIOTT: And that'll be up for y'all's approval later -- I guess next year, first of next year.

MS. SARAH HART SISLAK: Correct. This is still draft stage. So we will bring it back probably in January or April for final adoption. But, obviously, we want feedback and recommendations from y'all.

MPO CHAIRMAN CHRIS ELLIOTT: Okay.

POLICY BOARD MEMBER DANE HAYGOOD: Could you possibly send us a link so we can access the draft?

MS. SARAH HART SISLAK: Yes.

MPO CHAIRMAN CHRIS ELLIOTT: Okay. Any further comments on that?

(No response.)

INFORMATIONAL - MPO COORDINATOR'S REPORT

MPO CHAIRMAN CHRIS ELLIOTT: Next up, MPO Coordinator's report.

ROJECT UPDATE

MS. SARAH HART SISLAK: Okay. First we have the project update.

ADAPTIVE SIGNAL

MS. SARAH HART SISLAK: The adaptive signal system, construction is complete. They have been calibrating the system. The system has been collecting data. And they are now using that data to calibrate the timings and things.

And I actually saw them out there this morning. They're expected to have that complete by the end of November. So it should be fully operational by December.

PUBLIC TRANSIT PROJECTS - FAIRHOPE, SPANISH FORT, DAPHNE

MS. SARAH HART SISLAK: Public transit projects, Fairhope has been awarded their grant. We're working on a lease right now. But they have been approval to move forward with selecting a design engineer.

Spanish Fort, after speaking with FTA, they told us they kind of -- they'd like us to get Fairhope going, because of what happened with Spanish Fort last time. So we're going to get Fairhope on their way, and then we will be working with Spanish Fort.

And as far as I know, Daphne is still reviewing environmental documents and requirements, kind of getting that together for what -- for moving their stops forward.

SR 181 WIDENING

MS. SARAH HART SISLAK: The 181, the widening, they're still working on utilities on that. But as far as I know, they're still on schedule.

US 31

MS. SARAH HART SISLAK: 31, still working on utilities, but they are laying the drainage pipes as utilities are relocated.

SR 181 AND I-10, DIVERGING DIAMOND

MS. SARAH HART SISLAK: And 181, the diverging diamond, this was let in August. The project has gone out for bid. But as far as I have been told, it has not been awarded.

MPO CHAIRMAN CHRIS ELLIOTT: Yeah, it has.

POLICY BOARD MEMBER PROXY BRIAN AARON: We did get an -- we did get an award letter on that, so --

MS. SARAH HART SISLAK: Okay.

POLICY BOARD MEMBER PROXY BRIAN AARON: -- that is moving forward. So we can expect construction to

start probably somewhere after Thanksgiving, start seeing some signs go up.

2019 ATPA CONFERENCE - SPONSORSHIP INTEREST

MS. SARAH HART SISLAK: Okay. And no one was awarded FY19 TAP grant award in our member governments. So we'll try again in 2020.

HSIP PROJECTS

MS. SARAH HART SISLAK: The highway safety projects, the County was awarded two million dollars ($2,000,000) for highway safety improvement funds for a roundabout at County Road 13 and County Road 44.

The City of Fairhope, we had a meeting on Monday about their application for the roundabout at Veterans Memorial on 104 and 98 right there at the floral clock.

They are going to work on design. As far as we know, that should be moving along with no problem. Their application had gotten lost in the change of safety engineers at the State and Federal level.

But now they're moving that along, as far as I know. And I will followup on that to make sure it doesn't get lost again.

STATE TSMO PLAN

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MS. SARAH HART SISLAK: The state TSMO Plan, this is the Transportation Management Operation Plan. ALDOT has asked us -- me -- to get with you all and your team members and encourage y'all to get involved in this plan.

There hasn't been much involvement and cooperation. So they just asked that you please give feedback on things that are working in your operations.

It is going to be a technology-based solution, is what they're focusing on. They e-mailed and said, please have staff -- if they get e-mails from Daniel Driskell, to try and participate in any way that they can with that plan.

TRAFFIC INCIDENT MANAGEMENT INITIATIVE

MS. SARAH HART SISLAK: Traffic incident management, I can show you right now what those are, placing emphasis on working together with all entities to kind of improvement traffic incident management, getting those incidents cleared quicker, so disabled vehicles, crashes, and things like.

So I will be sending out -- this afternoon, I'll be sending out some resources for you to share with first responders and other entities that are involved in traffic incidents to try to decrease the delay time

associated with accidents, basically.

The Mobile River bridge update, we did meet with Federal Highway and ALDOT and the Mobile MPO a couple weeks ago. And we do know what we need to do on our end to make sure we get the bridge in our plans.

We have to do some modelling updating. We'll be working on that. We'll be bringing that back in January for approval. And we expecting to sign off on that on February the 24th.

PLANNING AND DEVELOPMENT UPDATE (J. FIDLER)

MS. SARAH HART SISLAK: And then Ms. Jennifer Fidler is going to give her planning and development update.

MS. JENNIFER FIDLER: While she's -- while she's getting that up, you should all have the spreadsheet in front of you. Okay. So in the third quarter, July, August, and September, we're going to start with the City of Daphne.

Okay. Daphne had Winged Foot, Phase II-A, come in; Winged Foot, Phase II-B, come in. Those are both final plats, twenty-five (25) lots on six-point-eight-five (6.85) acre and twenty-eight (28) lots to ten-point-three-six (10.36) acres.

They had Riverwood Estate come in, sixteen (16) lots

on one-fourteen-point-eight (114.8) acres as a preliminary plat. Riverwood is located off Highway 90. It's actually in the county, but the City of Daphne permitted it.

Diamante, Phase I, came in. Sixty-one (61) lots on thirty-seven-point-four-five (37.45) acres came in as a final. Saint Augustine, Phase IV, twenty-five (25) lots on sixteen-point-eight (16.8) acres as a preliminary plat. Saint Augustine is also located in the county, but the City of Daphne permitted it.

Old Field, Phase 3-B, ninety (90) lots on twenty-five-point-seven-seven (25.77) acres. And it came in as a final. So, altogether, Daphne had a hundred and thirty-one (131) preliminary plats and a hundred and fourteen (114) final plats.

Fairhope had Twin Beech Estates, Phase II, come in. Seventy-two (72) lots on twenty-two-point-six-eight (22.68) acres as a preliminary. Twin Beech Estates is located off Twin Beech near Highway 181.

They had Old Battles Place, Phase V, come in, which is ninety-four (94) units on forty-point-eight-nine (40.89) acres as final. That's a big apartment complex on the corner of Battles and Highway 3.

And then Reid Mixed Used Development, twenty-one (21) units came in as a final. This is located in

downtown Fairhope off Magnolia Avenue near Church Street.

In Robertsdale, Aventura, a hundred and thirty (130) lots on two hundred and twenty-nine (229) acres. This is located near the Central Baldwin Middle School.

Alexander Court, which is thirty-eight (38) lots on ten-point-fifteen (10.15) acres. It's a preliminary plat. And Ridgewood, Phase I and II, which is twenty (20) lots on nine-point-seven-six (9.76) acres, a final plat.

So Robertsdale had the most preliminary plats that came in for the quarter at a hundred and forty-one (141) lots.

Loxley had Biltmore at Stonebridge, a hundred and four (104) lots on sixty-three-point-seventy-two (63.72) acres came in as preliminary. And Osprey Ridge, Phase II, twenty (20) lots on eight-point-nine-seven (8.97) acres came in as final. Both of these are located off Highway 31 in that golden triangle area.

Okay. So Spanish Fort, Baldwin County, and Silverhill did not have any preliminary or final plats over ten (10) lots or ten (10) units located in the Metropolitan Planning Area. But, like I said, Saint Augustine and Riverwood are both located in Baldwin County but were permitted by the City of Daphne.

I failed to mention that Fairhope had most -- the

DRAFT

most final plats that came in at a hundred and fifteen (115). Daphne had a hundred and fourteen (114), and Fairhope had a hundred and fifteen (115).

So this is the spreadsheet. You have this in your hand. It is a comprehensive look at all of them and how they compare with each other.

And then the last -- the last slide is going to be just a different spreadsheet. And you have that in your hand as well.

So there's -- there was two hundred and seventy-four (274) residential permits that came in, building permits that came in for third quarter for everyone. That's down about seventeen percent (17%) from last quarter.

And then you'll be able to see the -- the number of preliminary plats online and final plats online and building permits online on that second spreadsheet. We're having a hard time getting it up, but you have that spreadsheet in your hand.

POLICY BOARD MEMBER TUCKER DORSEY: Jennifer, I appreciate the work on that. I think you've done an outstanding job compiling this and figuring out how you get your data. May I make a couple suggestions?

MS. JENNIFER FIDLER: Sure.

POLICY BOARD MEMBER TUCKER DORSEY: On this spreadsheet right here, if we could change the word

"density" to "area" and if we were to add a column that is truly density, which would be the number of units divided by area.

MS. JENNIFER FIDLER: The number of units divided by area.

POLICY BOARD MEMBER TUCKER DORSEY: So some of the subdivisions -- what Baldwin County has generally experienced over the last twenty (20) something years is two-point-four (2.4) to two-point-six (2.6) units per acre.

MS. JENNIFER FIDLER: Uh-huh. (Indicates affirmatively.)

POLICY BOARD MEMBER TUCKER DORSEY: And, now, that's to help you keep an eye on whether or not there's any change in the fluctuation of those densities. Because that density stuff is really what our biggest impacts are going to be in all of our communities.

MS. JENNIFER FIDLER: Okay.

POLICY BOARD MEMBER TUCKER DORSEY: Thank you.

MS. JENNIFER FIDLER: Any other comments?

MPO CHAIRMAN CHRIS ELLIOTT: Any other questions or comments?

POLICY BOARD MEMBER DANE HAYGOOD: Just a quick observation, if I could. Following up with Commissioner Dorsey, Daphne's had some high-profile projects lately

with some density questions and concerns. But it was really odd. And I'm glad to see this data. It really helps keep your eye on the county as a whole and what's going on around you.

But, you know, with a couple of their subdivisions, a hundred and three (103) lots on twenty-nine (29) acres, a little over three (3) units an acre, you know, comparing a couple of these that were in the ETJ in Daphne, sixteen (16) units on a hundred and fourteen (114) acres.

It's just interesting to see the different flavors of development, but also to see how -- how things relate in terms of what projects get attention and what's really happening within -- within the whole urbanized area.

So it is great data. And kudos to you really taking the horns on that one and to pull it all together.

I know it's difficult. But it's a -- it's a great tool. If you weren't doing it, we wouldn't have this data. So thank you.

MS. JENNIFER FIDLER: Thank you. I did want to bring your attention to one spot. The last slide, I just pulled the preliminary plats together for the first quarter and the second quarter and the third quarter and how they compared to each other.

So there was one thousand, two hundred and

twenty-one (1,221) preliminary lots approved in 2018 so far. So if you think, you know, two to four years out and say times that times two, the number of cars. And then the final plats, five eighty-four (584) final plats for 2018 so far.

POLICY BOARD MEMBER TUCKER DORSEY: Lots of final plats.

MS. JENNIFER FIDLER: Lots. Yes, sir. And the number of building permits, nine hundred ninety-five (995) building permits in 2018, for the first nine (9) months.

POLICY BOARD MEMBER TUCKER DORSEY: I think that's probably pretty consistent.

And, Dane, you made a good point. This shows the market that we have. So Riverwood Estates, I'm involved in that project. We had a hundred and fifteen (115) acres with a "FOR SALE BY OWNER" sign it for two years. Not one person ever called for the whole thing.

When they called, you say, well, what are you looking for? I'm looking for three (3) to five (5) acre lots. I mean, there's a market for that, for people that want a little breathing room.

And then you look the subdivision in Robertsdale, which is a little bit different economic demographic, where to make site-built housing affordable, you've got

DRAFT

to be able to make those tighter. And we've just got to pay attention to those things.

I will say that the building market has seen a significant halt in new home sales. Something's hit -- something blipped the radar in the last five or six weeks. So there will be a slowdown.

As this -- as this stuff goes through, you'll see a slowdown on the lots being developed in the next little bit. Because there's -- something has happened.

I don't know if the people finally realized the rates are going up or what, but this is a -- it's not alarming, but it's a noticeable slowdown in home sales.

MS. JENNIFER FIDLER: Thank you. Is there any other questions I can answer on that?

POLICY BOARD MEMBER TUCKER DORSEY: Great job.

MPO CHAIRMAN CHRIS ELLIOTT: It is. It is very good data for this body to have to try to plan for the future and understand what's coming up and really a good warehouse source for the data for a lot of different areas out there so we can make decisions.

Okay. What's next Sarah?

LETTER OF APPRECIATION TO MRS. JENNIFER FIDLER

MS. SARAH HART SISLAK: Lastly, on my coordinator's report, I have a letter of appreciation for

Jennifer. She will be retiring on the 31st of this month, so this will be the last meeting that she will be here with us.

So we just drafted up on the request of the -- of what the Technical Advisory Committee requested. So that is that last page of your agenda packet.

And then we still have Item Number 6.

POLICY BOARD MEMBER TUCKER DORSEY: Hey, Sarah, will you let me go Dane Haygood on your letter?

MS. SARAH HART SISLAK: Sure.

POLICY BOARD MEMBER TUCKER DORSEY: I would like to add a couple changes. Because of your outstanding work, after the word "involvement" I would like to add "and outstanding performance." And rather than "participation with," I would like to change that to "contribution to."

Wordsmith, right, Mayor Haygood?

POLICY BOARD MEMBER DANE HAYGOOD: Absolutely, Commissioner.

MS. SARAH HART SISLAK: Thank you.

POLICY BOARD MEMBER DANE HAYGOOD: Which, Mr. Chairman, would you mind if I took a moment of executive privilege, being Vice-Chair?

MPO CHAIRMAN CHRIS ELLIOTT: Not -- not at all. But can we do unanimous consent on the changes we've had

from Commissioner Dorsey real quick? And that will be very good.

(Policy Board Members and Policy Board Member Proxies indicate affirmatively.)

MPO CHAIRMAN CHRIS ELLIOTT: Fine. Okay. Go ahead.

ACTION - RESOLUTIONS OF APPRECIATION (ALL) (REVISITED)

POLICY BOARD MEMBER DANE HAYGOOD: Well, I just want to maybe come back and bring up Agenda Item 6, as Vice-Chair. I know we want to say thank you to two long-serving members, and one of those is you. So I think that makes it a little maybe uncomfortable to -- to toot your own horn.

But I wanted the Policy Board to make sure we did touch on Agenda Item 6 and -- and recognize Commissioner Elliott for his leadership on this board, as well as Commissioner Dorsey.

You know, Commissioner Dorsey has been here since the inception of this. I look around this policy board, and there's I don't think any other faces, other than Commission Dorsey, that's really been here since day one. And, you know, certainly the seats have remained, you know, the same, but the faces have changed.

And your efforts on -- especially those early days, doing all the groundwork to get this to the point it's at is much appreciated. Your service and insight and your tenacity towards these issues is -- is much appreciated as well as the service to our community as a whole.

And then, Commissioner Elliott, for your leadership as well, services as the Chairman of this body. Appreciate all the work that y'all have done in the county as a whole.

And I know you couldn't do it without staff. But -- but certainly your -- your leadership and your commitment to this is much appreciated.

And I would love for somebody to consider making a motion to adopt Resolution 2019-06 in support of --

POLICY BOARD MEMBER RICHARD TEAL: So moved.

POLICY BOARD MEMBER DANE HAYGOOD: -- recognition.

POLICY BOARD MEMBER JACK BURRELL: Second.

POLICY BOARD MEMBER PROXY JOE DAVIS: Second.

POLICY BOARD MEMBER DANE HAYGOOD: All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****

Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED

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POLICY BOARD MEMBER DANE HAYGOOD: Motion passes, despite the -- some of the little things. But we appreciate all that you have done. We really do. And sorry that may not be consistent with Robert's Rules, Commissioner, but --

MPO CHAIRMAN CHRIS ELLIOTT: That's fine.

POLICY BOARD MEMBER DANE HAYGOOD: -- I certainly wanted to take a moment of personal privilege to thank the two of you.

MPO CHAIRMAN CHRIS ELLIOTT: Thank you. I appreciate it very much.

If -- if you would, get Resolution 2019-07 as well.

POLICY BOARD MEMBER JACK BURRELL: I move to approve Resolution 2019-07.

POLICY BOARD MEMBER RICHARD TEALE: Second.

POLICY BOARD MEMBER PROXY CHESTER PATTERSON: Second.

POLICY BOARD MEMBER DANE HAYGOOD: All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****

Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED

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POLICY BOARD MEMBER DANE HAYGOOD: All right. Motion passes.

MPO CHAIRMAN CHRIS ELLIOTT: Y'all are kind.

POLICY BOARD MEMBER JACK BURRELL: Thank you.

MPO CHAIRMAN CHRIS ELLIOTT: Where was that taken, Tucker? Was it Paris or London?

POLICY BOARD MEMBER TUCKER DORSEY: Yes.

MPO CHAIRMAN CHRIS ELLIOTT: Okay. That's what I thought.

POLICY BOARD MEMBER TUCKER DORSEY: I've got to tell you that picture on the right is in the courthouses, has been. That was taken at 7 a.m. on November 10, 2010. I absolutely hate that picture, and I am so ready for it to be gone.

MPO CHAIRMAN CHRIS ELLIOTT: They will take it down quickly. I promise you, they will move it quickly.

MS. SARAH HART SISLAK: I like the picture in the middle. I think it's really good.

MPO CHAIRMAN CHRIS ELLIOTT: Joe, you need a

dark suit and a red tie, apparently, before you get you picture taken. Tell Norma how to dress you.

POLICY BOARD MEMBER PROXY JOE DAVIS: That's right.

MPO CHAIRMAN CHRIS ELLIOTT: I didn't realize they -- that was the uniform.

MS. SARAH HART SISLAK: Thank you very much, Mayor Haygood, for doing that.

Thank you, Commissioner Elliott and Commissioner Dorsey, for everything you've done for the MPO. It's been a pleasure working with you.

MPO CHAIRMAN CHRIS ELLIOTT: Thanks.

MS. SARAH HART SISLAK: And that is all I have for you today.

MEMBERS OF THE PRESS

MPO CHAIRMAN CHRIS ELLIOTT: Very good. We don't have any press here.

MEMBERS OF THE PUBLIC

MPO CHAIRMAN CHRIS ELLIOTT: We don't have any public here.

BOARD/COMMITTEE MEMBERS

MPO CHAIRMAN CHRIS ELLIOTT: Any comments from

the Policy Board?

POLICY BOARD MEMBER TUCKER DORSEY: I do.

MPO CHAIRMAN CHRIS ELLIOTT: Okay.

POLICY BOARD MEMBER TUCKER DORSEY: Yeah. So I am grateful for the resolution. And I appreciate the kind words, Dane.

When we started this organization, the one thing -- first of all, it was put on us by our population, and then there's the Federal targets that caused this to happen.

And one of the biggest concerns that I had was that we were just going to sit here and divide it up by four and call it a day. And we wouldn't do anything of any impact.

This group has made great strides in making sure that we use the resources available to us and the influence this policy board has to make an impact regionally for things that affect all of us. I'm very proud of that, of this group doing that.

When you look at the project list -- Now, we didn't fund these things, but we certainly had a purpose in seeing these through.

And these are regional projects of significance to the Eastern Shore and metropolitan -- or the area that -- that will last beyond our lifetimes. And I'm proud of

that. I'm proud of the work we've all done together. I thank you for your -- your work for our community.

MPO CHAIRMAN CHRIS ELLIOTT: Thank you, sir.

Any other comments?

POLICY BOARD MEMBER DANE HAYGOOD: If I could, I'll be short. But I did want to make sure that the policy board was aware that Daphne is going to have some meetings tonight and over the next two days in conjunction with utilizing some of the planning grant funds that have been made available to the City through the -- through the Eastern Shore MPO.

So there is a work session tonight in these council chambers at 6:30 p.m. related to Olde Town Daphne transportation and within the main street corridor. And there's a series of workshops tomorrow and Friday. I think that we've got six with the consultant that we're using out of Louisiana. So if anybody's interested in attending those, we'd certainly encourage you to do so.

And then I also just wanted to say, you know, thank you, Jennifer Fidler, for all your hard work and efforts. I'm sad to see you go.

And then, Sarah, that's a much earned raise. Looks like you might have another mouth to feed here pretty soon. So I'm sure you'll put that hard earned income to -- to good work.

But I also just wanted say thank you to the -- to the County. You know, the policy board, before I was involved, really looked at where to house the Eastern Shore MPO. And I think, beyond any reasonable doubt, we certainly made the right decision allowing the County to do that.

And Sarah's done a great job in that role. And it's facilitated things outside of just getting the projects done. It's fostered more communication. It's enabled us to look at what's happening regionally.

And we've having great conversations about transportation and about development. And these are key issues that are facing the area that we live, our community. And -- and so it's brought us together. And I think that's been great.

And you've also done a really good job with managing those budgets, the Federal funds that come in. You know, there are personnel costs that are allocated for -- and y'all have always been there to help the Municipality as well. And it has not been a financial burden for us.

So I'm really appreciative and just want to say thank y'all for enabling that to happen and continuing to improve it.

And thank you for serving our community, Commissioner Dorsey and Commissioner Elliott. I know

y'all will continue to do so, because it is a passion for you. Thank you.

MPO CHAIRMAN CHRIS ELLIOTT: Thanks, Mayor.

Councilman Burrell.

POLICY BOARD MEMBER JACK BURRELL: Yes, sir. I want to echo Mayor Haygood's comments. Congratulations on retirement. Congratulations also, Sarah, on your raise.

But also a big thank you to the two Commissioners that have not -- not only served this MPO, but served the county, a sincere thank you. You guys have been great leaders on the MPO.

You know, it's Federally mandated. And -- and like you said, Commissioner Dorsey, I came on this board a short time after it was founded. And I want to say we were -- Did we meet at Bass Pro Shop, in a meeting room one time? Didn't we meet there?

POLICY BOARD MEMBER TUCKER DORSEY: Yes, sir.

POLICY BOARD MEMBER JACK BURRELL: And we sat around the table and really didn't know what the direction was going to be. And it was like you said, Commissioner Dorsey, are we just going to be, you know all for ourselves and say split the money up? And then are we going to split it up, divide it on population or area and all that?

And I think that we had agreed to work together to do what's best for the region. And I think we've done that. I think we continue to do that. And I hope that legacy lives on. So thank y'all.

MPO CHAIRMAN CHRIS ELLIOTT: Thanks, Jack.

Okay. Yeah, Richard.

POLICY BOARD MEMBER RICHARD TEAL: I'm the newest on the board. I'd like to say thank you to Jennifer. She's helped the Town of Loxley tremendously. Sarah, congratulations on your raise.

And like it reach out to Tucker and Chris. Because the Town of Loxley, we work very close with the County. There was -- they have helped us in the past with resources that Loxley couldn't do. And I'd like to say thank y'all for that.

POLICY BOARD MEMBER TUCKER DORSEY: Yes, sir.

MPO CHAIRMAN CHRIS ELLIOTT: Absolutely.

Councilman Davis.

POLICY BOARD MEMBER PROXY JOE DAVIS: Yes. I feel like I'm in a very unique situation.

MPO CHAIRMAN CHRIS ELLIOTT: You have no idea.

POLICY BOARD MEMBER PROXY JOE DAVIS: And I'm going into a unique situation. I understand that.

But in recent travels around this county, I've had the opportunity and have decided and -- and have asked

DRAFT

people, when you did you discover paradise?

And there are a lot of people that are born and raised here. But then there are a lot more, like myself, I was born in Mobile and grew up in Thomasville. Came to Gulf Shores at 4:30 in the morning, put baby oil and iodine on and got burned up. You do get to --

POLICY BOARD MEMBER TUCKER DORSEY: Campaign speech.

POLICY BOARD MEMBER PROXY JOE DAVIS: No, I'm not doing that. But I want to tell you that what we have a chance to do as this body and as our cities -- cities and as our county for the next generation and the little one that you'll be bringing into the world pretty soon, it's phenomenal.

And our county is so unique. Every community has it's uniqueness. And we want to keep that. And we want to get connected. And it's organizations like this that our citizens need to realize and how we work together.

Because we've all seen situations where that hasn't been the case. And nobody prospers. So I am honored and privileged to be on Daphne City Counsel. And I love very much the opportunity to be on this and be sure and do this. Thank y'all.

MPO CHAIRMAN CHRIS ELLIOTT: Thanks, Joe.

Well, this -- this organization's funding will

increase over time. And we'll have more ability to fund some of these projects as opposed to just coordinating them.

But I -- I think, you know, really -- and y'all touched on this already -- the ability to understand what's going on in your neighboring municipality, what's going on in the county just outside your municipality really puts us in a good position, a supportive position to plan for the future.

Having the data Jennifer's putting together allows us and affords us the opportunity to understand how -- how our -- this place, our home, is growing, so that we can make sure that we accommodate the transportation needs in the future.

ADJOURNMENT

MPO CHAIRMAN CHRIS ELLIOTT: So, with that, I'll entertain a motion to adjourn.

POLICY BOARD MEMBER TUCKER DORSEY: Got it.

POLICY BOARD MEMBER JACK BURRELL: Second.

MPO CHAIRMAN CHRIS ELLIOTT: Motion and a second. All in favor?

(Policy Board Members and Policy Board Member Proxies say "aye" in unison.)

****

Ayes: 5 POLICY BOARD MEMBERS: Dane Haygood, J. Tucker Dorsey, Chris Elliott, Richard Teal, Jack Burrell

4 POLICY BOARD MEMBER PROXIES: Richard Johnson, Brian Aaron, Chester Patterson, Joe Davis

No: 0 Board Members: (None)

MOTION CARRIED

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SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

MPO CHAIRMAN CHRIS ELLIOTT: Thank y'all.

(The Eastern Shore Metropolitan Policy Board meeting was adjourned at 11:23 a.m.)

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

C E R T I F I C A T E

STATE OF ALABAMA)

BALDWIN COUNTY)

I hereby certify that the above and foregoing transcript was taken down by me in stenotype and the proceedings were transcribed by means of computer-aided transcription, and that the foregoing represents a true and correct transcript of the meeting given by said parties upon said meeting.

I further certify that I am neither of counsel nor of kin to the parties, nor am I in anywise interested in the result of said proceedings.

Susan C. Andrews

SUSAN C. ANDREWS,
Certified Court Reporter,
Certification No. 287

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

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C E R T I F I C A T E

I, Dane Haygood, Chairman of the Eastern Shore Metropolitan Planning Organization, do hereby certify that the foregoing transcript of the minutes of the October 24, 2018, Monthly Meeting are a true and correct transcription of the minutes as prepared by Susan C. Andrews, Alabama Certified Court Reporter, License No. 287.

I, Dane Haygood, do hereby affix my signature on this, the _____ day of_____, 2019.

_____
Dane Haygood, Chairman,
Eastern Shore Metropolitan
Planning Organization

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$15,000,000 [2] - 15:4, 19:14
$15,000,000) [1] - 13:14
$2 [1] - 49:7
$2,000,000 [1] - 64:12
$20,000,000 [1] - 19:15
$260,000) [1] - 29:9
$266,000,000 [1] - 24:11
$300,000 [1] - 50:16
$450,000) [1] - 13:11
$5,175,000) [1] - 13:5
$5,500,000 [1] - 45:5
$806,000,000 [1] - 24:12
$9,500,000 [1] - 14:8
$9,500,000) [1] - 15:7

0

0 [12] - 9:15, 10:20, 12:10, 23:17, 26:11, 28:18, 31:13, 37:14, 39:1, 77:2, 78:4, 87:3

1

1 [1] - 4:8
1,221 [1] - 72:1
1.2 [1] - 40:17
10 [6] - 19:13, 43:8, 43:13, 68:21, 78:18
10-year [1] - 25:15
10.15 [1] - 68:6
10.36 [1] - 66:24
100) [1] - 19:19
103 [1] - 71:6
104 [5] - 14:1, 24:19, 24:24, 64:16, 68:14
10:15 [1] - 52:23
11 [3] - 4:6, 41:18, 52:24
114 [3] - 67:15, 69:2, 71:10
114.8 [1] - 67:1
115 [1] - 72:16
115) [2] - 69:2, 69:3
11:23 [1] - 87:9
12 [2] - 4:7, 4:9
13 [1] - 64:13
130 [1] - 68:2
131 [1] - 67:14
141 [1] - 68:11
148 [1] - 43:18
16 [2] - 66:25, 71:9
16.8 [1] - 67:8
160 [1] - 60:20
17% [1] - 69:13
1705 [1] - 1:14
181 [11] - 4:25, 5:4, 12:24, 12:25, 29:6, 30:20, 63:5, 63:6, 63:15, 63:16, 67:19
193 [1] - 43:9

2

2 [3] - 4:10, 41:9, 49:7
2.4 [1] - 70:9
2.6 [1] - 70:9
20 [3] - 68:8, 68:16, 70:8
20% [1] - 50:17
2008 [1] - 43:3
2010 [1] - 78:18
2011 [1] - 41:18
2012 [1] - 25:1
2015 [1] - 43:16
2016-2019 [2] - 4:13, 28:24
2016/2019 [1] - 25:23
2018 [7] - 1:5, 1:13, 41:18, 72:1, 72:5, 72:10, 89:6
2019 [3] - 5:5, 64:4, 89:11
2019-03 [1] - **28:3**
2019-04 [1] - **30:17**
2019-06 [1] - **76:14**
2019-07 [2] - **77:16, 77:18**
2020 [1] - **64:7**
21 [1] - **67:25**
22.68 [1] - **67:18**
225 [1] - **16:4**
229 [1] - **68:3**
23 [1] - 4:10
24 [2] - 1:5, 89:6
24-hour [1] - 60:11
24th [2] - 1:12, 66:9
25 [2] - 66:22, 67:7
25.77 [1] - 67:12
26 [1] - 4:12
274 [1] - 69:11
28 [3] - 4:13, 11:6, 66:23
287 [3] - 1:15, 88:23, 89:9
29 [1] - 71:6

3

3 [6] - 4:11, 24:20, 42:7, 67:23, 71:7, 72:20
3-B [1] - 67:11
3.5 [1] - 42:8
30-passenger [1] - 54:2
31 [5] - 4:14, 16:2, 63:10, 63:11, 68:18
31..... [1] - 5:3
31st [1] - 74:1
32 [5] - 13:13, 14:2, 15:2, 18:9, 19:13
34 [2] - 26:22, 28:5
37 [1] - 4:15
37.45 [1] - 67:6
38 [2] - 4:18, 68:5
39 [1] - 4:19

4

4 [13] - **4:13**, **9:14**, 10:19, **12:9**, **23:16**, 26:10, **28:17**, **31:12**, **37:13**, 38:25, **77:1**, **78:3**, **87:2**
4.2 [1] - 42:14
40%) [1] - **33:8**
40.89 [1] - **67:22**
44 [1] - **64:13**
45 [3] - 20:7, 20:8, **20:9**
45,000 [1] - 20:15
48 [6] - 13:24, 14:5, 15:4, 18:23, 22:19, 23:1
4:30 [1] - 85:5

5

5 [14] - 4:14, 9:12, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 72:20, 76:24, 78:1, 86:25
5.1 [1] - 42:21
5.5 [1] - 42:16
50% [1] - 33:12
51 [1] - 25:20
52 [1] - 13:6
5307 [1] - 41:13
5311 [1] - 41:13
54 [7] - 12:22, 12:24, 13:2, 13:3, 15:1, 29:7, 30:20
584 [1] - 72:4
59 [5] - 13:20, 15:5, 16:3, 24:17, 24:19

6

6 [7] - 4:3, 4:4, 4:15, 37:21, 74:7, 75:11, 75:17
6.85 [1] - 66:23
60 [1] - 46:18
61 [2] - 4:20, 67:5
62 [3] - 4:21, 4:22, 4:24
63 [3] - 4:25, 5:3, **5:4**
63.72 [1] - **68:14**
64 [9] - 5:5, **5:6**, **5:7**, 12:21, **14:25**, **29:5**, 29:6, **30:19**, **30:20**
65 [1] - **5:8**
66 [2] - 5:10, **27:7**
66.23%) [1] - **33:6**
6:30 [1] - **81:13**
6th [1] - **33:10**

7

7 [4] - 4:18, 38:3, 38:9, 78:18
70 [1] - 29:10
72 [2] - 29:14, 67:17
73 [1] - 5:11
74 [2] - 32:2, 32:10
75 [1] - 4:17
78% [1] - 33:11
79 [3] - 5:13, 5:14, 5:15

8

8 [5] - 4:5, 4:19, 19:19, 39:19, 39:21
8) [1] - 19:18
8.97 [1] - 68:17
80 [1] - 46:18
86 [1] - 5:16

9

9 [4] - 4:20, 5:2, 43:8, 72:10
9.76 [1] - 68:8
90 [2] - 67:2, 67:11
94 [1] - 67:21
98 [7] - 24:9, 24:16, 24:18, 24:24, 26:22, 28:6, 64:16
995 [1] - 72:10

A

a.m [2] - 78:18, 87:9
AARON [5] - 7:21, 25:6, 34:8, 63:21, 63:24
Aaron [15] - 2:9, 7:19, **9:14**, **10:19**, 12:9, **23:16**, **26:10**, 28:17, **31:12**, **33:15**, 37:13, **38:25**, **77:1**, **78:3**, **87:2**
abbreviations [1] - **42:24**
ability [3] - **16:8**, 86:1, **86:5**
able [14] - 15:15, 34:9, **36:14**, 41:25, 43:20, 48:10, 50:8, 56:4, 58:4, 58:5, 58:16, 58:17, 69:14, 73:1
absolutely [4] - 39:14, 74:18, 78:19, 84:17
absurd [1] - 54:6
acceptable [1] - 35:19
access [1] - 61:16
accidents [1] - 66:1
accommodate [1] - 86:13
account [1] - 29:11
accurate [1] - 48:16
achievable [1] - 14:8
acre [4] - 66:23, 70:10, 71:7, 72:20
acres [15] - 66:24, 67:1, 67:6, 67:8, 67:12, 67:18, 67:22, 68:3, 68:6, 68:8, 68:15, 68:17, 71:6, 71:10, 72:17
acronyms [1] - 42:23
Act [2] - 32:18, 34:16
ACTION [8] - 12:16, 23:23, 26:17, 28:24, 31:19, 37:20, 38:7, 75:9
Action [8] - 4:8, 4:10, 4:11, 4:13, 4:14, 4:15, 4:16, 4:18
activity [1] - 55:21
actual [1] - 25:11
ADA [5] - 13:7, 15:1, 16:7, 16:10, 16:14
Adaptive [1] - 4:22
ADAPTIVE [1] - 62:5
adaptive [3] - 25:8, 26:24, 62:6

add [14] - 13:23, 14:13, 14:23, 21:6, 22:7, 22:14, 24:13, 25:5, 27:12, 27:14, 41:25, 70:1, 74:12, 74:14
added [2] - 16:12, 24:3
ADDING [1] - 12:16
Adding [1] - 4:8
adding [7] - 12:18, 17:13, 20:24, 22:1, 25:7, 29:18
additional [4] - 15:15, 19:3, 25:13, 42:21
addressed [1] - 25:2
adjourn [1] - 86:18
adjourned [1] - 87:9
ADJOURNMENT [2] - 5:16, 86:16
Administration [1] - 40:15
adopt [8] - 14:23, 30:16, 31:23, 31:25, 34:16, 34:18, 34:25, 76:14
adopted [1] - 35:18
adopting [3] - 33:17, 35:6, 36:10
adoption [1] - 61:12
advantage [1] - 49:2
Advisory [5] - 27:10, 33:1, 34:19, 36:1, 74:5
affect [1] - 80:18
affirmatively [3] - 17:21, 70:12, 75:5
affix [1] - 89:10
affordable [1] - 72:25
affords [1] - 86:11
afternoon [3] - 58:15, 60:21, 65:22
age [1] - 52:5
agenda [4] - 11:6, 17:4, 27:20, 74:6
Agenda [2] - 75:11, 75:17
Aging [1] - 53:8
ago [3] - 20:1, 26:21, 66:4
agreed [1] - 84:1
ahead [8] - 9:24, 10:12, 22:20, 34:17, 51:18, 53:11, 75:7
aided [1] - 88:8
aim [1] - 36:6
ALABAMA [1] - 88:3
Alabama [3] - 1:14, 36:22, 89:8
alarm [1] - 50:19
alarming [3] - 35:22, 55:8, 73:12
ALDOT [7] - 2:10, 24:13, 27:2, 27:17, 27:18, 65:3, 66:3
Alexander [1] - 68:5
align [1] - 16:1
ALL [8] - 5:12, 12:16, 26:18, 28:25, 31:19, 37:20, 38:8, 39:18
ALL)(REVISITED [1] - 75:9
All)(Revisited)..... ..... [1] - 4:17
All)..[1] - 4:15
All)... [1] - 4:19
All)..... [1] - 4:14
All)..... [1] - 4:13
All)..... [1] - 4:12
All)..... [1] - 4:18
ALL)..... ..... [1] - 5:16
All)..... ..... [1] - 4:9
Allegiance [1] - 6:11
allocated [1] - 82:18
allowed [5] - 59:4, 59:5, 59:9, 60:24, 60:25
allowing [1] - 82:5
allows [1] - 86:10
alluded [1] - 56:20
almost [2] - **44:12**, 50:17
ALSO [1] - **2:18**
altogether [1] - **67:13**
amazing [1] - **46:3**
amending [1] - **22:7**
Amendment [1] - **4:13**
AMENDMENT [1] - **28:24**
amendment [1] - 29:2
AMENDMENTS [1] - **23:23**
Amendments [1] - 4:10
amendments [2] - 24:1, 25:22
amount [2] - 35:18, 45:25
AND [2] - 63:15, 66:11
Andrews [2] - 1:15, 89:8
ANDREWS [1] - 88:21
announced [1] - 33:10
answer [5] - 18:22, 34:9, 52:22, 73:14
answers [1] - 18:2
anyway [1] - 37:22
anywise [1] - 88:13
apartment [1] - 67:22
appendixes [1] - 42:23
application [2] - 64:15, 64:19
apply [1] - 21:1
appointment [1] - 44:23
appreciate [7] - 39:6, 39:13, 69:20, 76:8, 77:7, 77:15, 80:5
appreciated [3] - 76:3, 76:4, 76:12
APPRECIATION [3] - 37:20, 73:23, 75:9
appreciation [1] - 73:25
Appreciation [3] - 4:15, 4:16, 5:11
appreciative [1] - 82:21
approach [3] - 36:2, 36:8, 36:12
approval [11] - 11:5, 13:19, **14:17**, **25:19**, 27:9, **29:13**, **32:4**, 61:8, **62:19**, **66:8**
APPROVAL [2] - **4:6**, **11:3**
approve [7] - **11:20**, **11:22**, 22:1, 25:22, **31:23**, **32:16**, **77:18**
approved [2] - **26:21**, 72:1
approximate [1] - 45:4
April [1] - 61:12
ARC [1] - 50:12
area [15] - 19:1, 32:17, 36:4, 44:8, 44:9, 54:23, 68:18, 70:1, 70:3, 70:5, 71:14, 80:24, 82:13, 83:25
Area [1] - 68:22
areas [6] - 25:1, 48:21, 55:23, 55:25, 73:20
arms [1] - 59:14
Arts [1] - 49:5
asphalt [1] - 25:12
associated [1] - 66:1
assuming [2] - 27:17, 46:25
Atlanta [1] - 51:11
ATPA [2] - 5:5, 64:4
attached [1] - 17:17
attending [1] - 81:18
attention [3] - 71:13, 71:21, 73:2
August [2] - 63:17, 66:18
Augustine [3] - 67:7, 67:9, 68:23
Austin [3] - 12:22, 13:1, 15:1
AUTHORIZATION [1] - 38:7
authorization [1] - 38:10
Authorization [1] - 4:18
authorizing [1] - 30:17
available [4] - 21:15, 41:13, 80:16, 81:10
Aventura [1] - 68:2
Avenue [2] - 47:12, 68:1
averages [1] - **38:13**
award [2] - **63:22**, **64:8**
awarded [5] - **21:2**, 62:17, **63:19**, **64:8**, 64:11
aware [1] - **81:7**
awful [1] - **45:7**
aye [15] - 9:9, 9:10, 10:14, 10:15, 12:5, 23:9, 23:10, 26:6, 28:13, 31:8, 37:9, **38:21**, 76:22, 77:24, **86:23**
Ayes [12] - 9:12, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 76:24, 78:1, 86:25

B

B-10 [1] - 17:25
B-11 [1] - 17:25
B-9 [1] - 17:25
baby [1] - 85:5
BALDWIN [1] - 88:4
Baldwin [16] - 2:4, 2:7, 2:23, 2:25, 12:20, 14:10, 27:1, 36:23, 41:15, 55:3, 55:5, 68:4, 68:19, 68:23, 70:7
ball [1] - 39:7
ballpark [1] - 17:14
bank [1] - 29:11
bankers [1] - 58:12
based [2] - 48:23, 65:9
basis [1] - 53:6
Bass [1] - 83:16
battery [1] - 25:15
Battles [2] - 67:20, 67:23
Bay [1] - 16:4
bay [1] - 56:3
Baylinc [4] - 48:6, 49:9, 49:11, 53:5
Bayway [3] - 24:7, 24:8, 24:22
Beach [2] - 52:15, 56:22
beach [1] - 48:24
beamed [1] - 19:22
beams [1] - 19:25
bear [1] - **57:3**
became [1] - **30:2**
bedtime [1] - **43:19**
Beech [3] - **67:16**, **67:18**, **67:19**
BEFORE [1] - **1:2**
began [1] - **29:20**
beginning [3] - 35:13, 40:2, 40:7
bells [1] - 50:19
below [2] - 33:12, 38:12
beneficial [1] - 21:14
benefit [1] - 33:25
beside [1] - 8:9
best [2] - 50:4, 84:2
better [19] - 27:2, 27:4, 33:3, 34:3, 34:5, 34:20, 44:7, 45:9, 45:15, 46:11, 51:4, 53:12, 54:17, 54:18, 55:8, 56:23, 57:11, 57:17, 59:13
between [4] - 12:22, 14:25, 55:19, 56:22
beyond [3] - 44:24, 80:25, 82:4
bicycle [1] - 43:16
Bicycle [1] - 16:21
Bicycle/Pedestrian [1] - 27:8
bid [2] - 27:3, 63:18
big [3] - 50:13, 67:22, 83:9
biggest [3] - 50:12, 70:16, 80:11
Biltmore [1] - 68:13
bit [7] - 42:12, 43:20, 48:24, 59:13, 61:3, 72:24, 73:9
black [1] - 47:25
blipped [1] - 73:5
BOARD [183] - 2:3, 6:21, 6:25, 7:3, 7:8, 7:12, 7:21, 8:4, 8:23, 8:25, 9:12, 9:14, 9:20, 9:25, 10:5, 10:17, 10:19, 11:21, 11:24, 12:7, 12:9, 13:21, 14:15, 14:22, 15:10, 15:13, 15:19, 16:13, 16:16, 16:18, 17:1, 17:5, 17:8, 17:11, 17:16, 17:18, 17:20, 17:22, 17:23, 18:1, 18:4, 18:7, 18:11, 18:13, 18:21, 19:2, 19:6, 19:12, 19:16, 20:5, 20:12, 20:13, 20:16, 20:17, 20:20, 22:3, 22:6, 22:10, 22:15, 22:25, 23:1, 23:14, 23:16, 25:6, 25:21, 26:1, 26:8, 26:10, 27:15, 27:22, 28:4, 28:9, 28:15, 28:17, 29:16, 30:1, 30:15, 30:21, 31:10, 31:12, 32:15, 32:21, 32:24, 34:8, 34:11, 34:14, 34:22, 34:24, 35:3, 35:5, 35:8, 35:14, 36:13, 36:17, 37:11, 37:13, 38:15, 38:16, 38:23, 38:25, 39:15, 44:13, 45:16, 45:21, 46:5, 46:23, 47:5, 47:11, 47:14, 47:18, 48:12, 48:15, 51:17, 51:23, 52:8, 52:14, 52:17, 52:20, 52:21, 53:14, 53:24, 54:5, 54:20, 55:6, 57:18, 58:25, 59:21, 59:24, 60:4, 60:8, 61:15, 63:21, 63:24, 69:19, 69:24, 70:6, 70:13, 70:19, 70:23, 72:6, 72:12, 73:15, 74:8, 74:11, 74:18, 74:21, 75:10, 76:15, 76:16, 76:18, 76:19, 76:20, 76:24, 77:1, 77:5, 77:11, 77:17, 77:19, 77:20, 77:22, 78:1, 78:3, 78:7, 78:10, 78:13, 78:16, 79:3, 80:2, 80:4, 81:5, 83:5, 83:18, 83:19, 84:7, 84:16, 84:19, 84:22, 85:7, 85:9, 86:19, 86:20, 86:25, 87:2
board [10] - 7:22, 40:17, 59:3, 75:18, 75:21, 80:17, 81:7, 82:2, 83:14, 84:8
Board [45] - 8:1, 9:10, 9:15, 10:15, 10:20, 12:5, 12:10, 22:23, 23:10, 23:17, 26:6, 26:11, 28:13, 28:18, 31:8, 31:13, 36:23, 37:9, 37:14, 38:21, 39:1, 43:24, 75:4, 75:16, 76:22, 77:2, 77:24, 78:4, 80:1, 86:23, 87:3, 87:8
BOARD/ COMMITTEE [1] - 79:24
Board/Committee [1] - 5:15
body [3] - 73:17, 76:7, 85:11
bold [1] - 13:22
bond [1] - 15:16
born [2] - 85:2, 85:4
borne [1] - 49:23
boss [1] - 38:14
BPAC [1] - 32:3
brain [1] - 7:19
brand [1] - 54:14
BRATS [21] - 41:21, 42:9, 42:20, 43:1, 43:15, 43:21, 44:2, 48:10, 48:19, 49:1, 49:8, 49:14, 50:18, 52:16, 53:9, 57:24, 59:22, 59:24, 60:9, 61:1
BRATS' [1] - 48:15
breakdown [1] - **41:21**
breathing [1] - **72:22**
Brian [16] - 2:9, 9:14, 10:19, 12:9, **23:16**, 24:25, **25:5**, **26:10**, 28:17, **31:12**, **34:7**, 37:13, **38:25**, **77:1**, **78:3**, 87:2
BRIAN [8] - 7:21, **25:6**, **34:8**, **63:21**, **63:24**
bridge [19] - **13:12**, **15:2**, **18:9**, **19:13**, 19:**18**, **19:22**, 31:20, 31:24, **66:2**, 66:5
brief [1] - 59:19
bring [5] - 14:14, 16:10, 61:11, 71:21, 75:11
bringing [2] - 66:7, 85:13
broken [2] - 41:23, 48:9
brought [2] - 26:24, 82:14
bucks [1] - 49:7
budget [3] - 39:10, 41:12, 50:14
budgetary [1] - 43:1
budgets [1] - 82:17
building [5] - 69:11, 69:16, 72:9, 72:10, 73:3
built [1] - 72:25
burden [1] - 82:20
burned [1] - 85:6
BURRELL [47] - 6:25, 8:25, 11:24, 18:4, 18:7, 18:21, 19:6, 19:16, 20:5, 20:12, 20:16, 22:3, 22:6, 22:10, 22:15, 22:25, 25:21, 28:4, 32:15, 34:11, 34:14, 34:24, 35:5, 45:16, 45:21, 46:5, 46:23, 47:5, 47:11, 47:14, 47:18, 48:12, 51:17, 51:23, 52:14, 52:20, 53:14, 53:24, 54:5, 58:25, 59:21, 59:24, 60:4, 60:8, 61:15, 63:21, 63:24, 69:19, 69:24, 70:6, 70:13, 70:19, 70:23, 72:6, 72:12, 73:15, 74:8, 74:11, 74:18, 74:21, 75:10, 76:15, 76:16, 76:18, 76:19, 76:20, 76:24, 77:1, 77:5, 77:11, 77:17, 77:19, 77:20, 77:22, 78:1, 78:3, 78:7, 78:10, 78:13, 78:16, 79:3, 80:2, 80:4, 81:5, 83:5, 83:18, 83:19, 84:7, 84:16, 84:19, 84:22, 85:7, 85:9, 86:19, 86:20, 86:25, 87:2
BURRELL'S [1] - 12:14
BUSINESS [1] - 12:14
BUSINESS..... ..... [1] - **4:7**
button [2] - 8:7, 8:9
BY [1] - 72:17

C

Calametti [2] - 2:9, 7:20
calibrate [1] - 62:9
calibrating [1] - 62:8
CALL [3] - 4:3, 6:3, 6:16
CALL..... ..... [1] - 4:4
campaign [1] - 85:7
capacity [2] - 14:4, 30:3
car [1] - 56:25
card [1] - 52:3
CARRIED [12] - 9:16, 10:21, 12:11, 23:18, 23:12, 23:20, 25:17, 25:24, 26:2, 26:5, 26:14, 28:2, 28:7, 28:11, 28:21, 30:22, 30:25, 31:3, 31:7, 31:16, 32:11, 32:19, 32:22, 34:6, 34:13, 35:11, 37:4, 37:7, 37:17, 37:21, 37:24, 38:2, **38:5**, 38:17, **38:20**, **39:5**, 39:9, **39:14**, **39:19**, **43:22**, **44:14**, **45:19**, **45:23**, **46:6**, **51:22**, **52:22**, **53:20**, **54:1**, **54:7**, **56:19**, **59:11**, **59:23**, 60:2, **60:7**, **60:16**, 61:2, **61:7**, **61:14**, **61:18**, **61:23**, 63:20, **70:21**, 73:16, 74:24, **75:6**, 77:10, 77:14, **78:9**, 78:11, 78:14, 78:21, 78:25, 79:5, 79:12, 79:17, 79:21, 79:25, 80:3, 81:3, 83:3, 84:5, 84:17, 84:21, 85:24, 86:17, 86:21, 87:6
challenge [2] - 45:12, 49:14
challenges [1] - 51:3
Chamber [1] - 43:2
Chambers [1] - 1:14
chambers [1] - 81:13
chance [3] - 19:8, 19:9, 85:11
change [6] - 44:18, 56:9, 64:19, 69:25, 70:15, 74:15
changed [1] - 75:25
changes [2] - 74:12, 74:25
changing [1] - 45:18
Chester [15] - 2:15, 7:6, 9:14, 10:19, 12:9, 22:16, 23:16, 26:10, 28:17, 31:12, 37:13, 38:25, 77:1, 78:3, 87:2
CHESTER [7] - 7:8, 15:19, 16:13, 16:18, 17:1, 17:5, 77:20
CHRIS [128] - 6:4, 6:13, 6:17, 7:15, 7:24, 8:2, 8:11, 8:13, 8:16, 8:20, 9:2, 9:6, 9:18, 9:22, 10:3, 10:7, 10:11, 10:23, 11:1, 11:7, 11:11, 11:16, 12:1, 12:4, 12:12, 12:14, 14:18, 14:21, 15:8, 15:11, 17:10, 18:6, 18:12, 18:14, 19:11, 20:19, 21:19, 21:22, 21:25, 22:5, 22:9, 22:12, 22:16, 23:5, 23:8,

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

12:12, 12:14, 14:18, 14:21, 15:8, 15:11, 17:10, 18:6, 18:12, 18:14, 19:11, 20:19, 21:19, 21:22, 21:25, 22:5, 22:9, 22:12, 22:16, 23:5, 23:8, 23:12, 23:20, 25:17, 25:24, 26:2, 26:5, 26:14, 28:2, 28:7, 28:11, 28:21, 30:22, 30:25, 31:3, 31:7, 31:16, 32:11, 32:19, 32:22, 34:6, 34:13, 35:11, 37:4, 37:7, 37:17, 37:21, 37:24, 38:2, 38:5, 38:17, 38:20, 39:5, 39:9, 39:14, 39:19, 43:22, 44:14, 45:19, 45:23, 46:6, 51:22, 52:22, 53:20, 54:1, 54:7, 56:19, 59:11, 59:23, 60:2, 60:7, 60:16, 61:2, 61:7, 61:14, 61:18, 61:23, 63:20, 70:21, 73:16, 74:24, 75:6, 77:10, 77:14, 78:9, 78:11, 78:14, 78:21, 78:25, 79:5, 79:12, 79:17, 79:21, 79:25, 80:3, 81:3, 83:3, 84:5, 84:17, 84:21, 85:24, 86:17, 86:21, 87:6

Chris [15] - 2:4, 7:13, 9:12, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 76:24, 78:1, 84:11, 86:25

Church [1] - 68:1

cities [2] - 85:11

citizen [1] - 57:23

Citizens [2] - 27:10, 32:3

citizens [2] - 58:16, 85:18

City [22] - 1:13, 2:6, 2:8, 2:11, 2:13, 2:16, 8:6, 27:1, 27:6, 27:20, 33:19, 45:1, 45:2, 64:14, 66:19, 67:3, 67:10, 68:24, 81:10, 85:21

clarification [1] - 18:8

clarity [2] - 14:12, 21:7

classified [1] - 47:23

classify [1] - 21:15

cleared [1] - 65:20

clock [1] - 64:16

close [3] - 9:7, 10:12, 84:12

coded [1] - 21:19

collect [1] - 48:14

collecting [1] - 62:8

color [1] - 21:19

column [1] - 70:1

coming [4] - 25:3, 50:10, 55:11, 73:18

comment [1] - 33:9

comments [9] - 15:20, 21:22, 36:1, 61:19, 70:20, 70:22, 79:25, 81:4, 83:6

Commerce [1] - 43:2

Commission [8] - 27:1, 44:1, 45:14, 49:15, 51:2, 57:20, 57:21, 59:18, 75:23

COMMISSIONER [1] - 7:18

Commissioner [25] - 2:4, 2:7, 6:7, 6:10, 7:13, 7:16, 9:21, 15:9, 54:3, 56:20, 59:12, 70:24, 74:19, 75:1, 75:17, 75:19, 75:20, 76:6, 77:9, 79:9, 82:25, 83:14, 83:22

Commissioners [1] - 83:9

commit [1] - 13:16

commitment [1] - 76:11

committee [1] - 27:8

Committee [8] - 27:9, 27:10, 32:3, 32:9, 33:1, 34:19, 36:1, 74:5

committees [4] - 13:18, 14:16, 25:19, 29:13

common [1] - 55:11

common-sense [1] - 55:11

communicate [2] - 58:10, 58:21

communicating [1] - 57:24

communication [2] - 58:18, 82:9

communities [2] - 57:13, 70:17

community [6] - 51:8, 76:5, 81:2, 82:14, 82:24, 85:15

commuter [3] - 48:23, 49:9, 51:12

commuter-based [1] - 48:23

compare [1] - 69:6

compared [2] - 38:13, 71:24

comparing [1] - 71:8

competitive [1] - 27:4

compiling [1] - 69:21

complete [2] - 62:7, 62:12

completed [2] - 13:8, 43:4

completely [3] - 24:15, 29:19, 50:9

complex [3] - 59:16, 60:24, 67:22

compliance [5] - 13:7, 15:1, 16:8, 16:10, 16:14

complicated [1] - 48:19

components [1] - 25:11

comprehensive [2] - 42:20, 69:5

computer [1] - 88:8

computer-aided [1] - 88:8

concept [1] - 43:16

concern [3] - 33:14, 34:1, 34:5

concerning [1] - 40:23

concerns [4] - 35:12, 35:13, 71:1, 80:11

conditions [1] - 31:24

condo [1] - 57:1

CONFERENCE [1] - 64:4

Conference [1] - 5:5

congestion [1] - 40:9

congratulations [5] - 9:18, 10:24, 83:6, 83:7, 84:10

congregating [1] - 55:20

conjunction [1] - 81:9

connected [1] - 85:17

consent [1] - 74:25

consider [3] - 40:22, 40:25, 76:13

considering [1] - 17:25

consistent [2] - 72:13, 77:8

consists [1] - 17:12

constantly [1] - 53:6

construction [5] - 24:8, 24:21, 29:5, 62:7, 63:25

consultant [1] - 81:16

cont [2] - 5:1, 5:3

contents [1] - 41:1

continue [5] - 36:14, 51:8, 61:5, 83:1, 84:3

continuing [1] - 82:22

contract [7] - 26:24, 47:21, 48:2, 48:17, 50:11, 50:12, 50:16

contractor [1] - 26:25

contribution [1] - 74:16

conveniently [1] - 40:12

conversation [2] - 50:25, 51:19

conversations [2] - 55:15, 82:11

coop [1] - 54:13

cooperation [1] - 65:6

coordinating [1] - 86:2

Coordinator [2] - 2:19, 38:11

Coordinator's [4] - 4:18, 4:20, 5:2, 61:24

coordinator's [1] - 73:25

COORDINATOR'S [2] - 38:7, 61:22

coordinators [1] - 38:13

corner [2] - 13:3, 67:23

correct [10] - 27:17, 27:23, 35:2, 36:16, 53:19, 53:20, 55:1, 61:10, 88:10, 89:6

Correct [1] - 27:21

corridor [1] - 81:14

cost [11] - 13:13, 15:5, 25:13, 27:5, 41:20, 41:22, 48:1, 48:3, 48:4, 49:22, 50:10

costs [2] - 14:3, 82:18

council [1] - 81:12

Council [2] - 1:13, 53:7

councilman [2] - 6:23, 7:10

Councilman [11] - 2:8, 2:13, 2:17, 7:2, 10:1, 25:25, 26:3, 28:8, 46:2, 83:4, 84:18

counsel [1] - 88:12

Counsel [1] - 85:21

County [44] - 2:5, 2:7, 2:23, 2:25, 12:21, 12:22, 13:9, 13:12, 14:10, 15:1, 15:4, 15:15, 24:9, 26:22, 27:1, 28:5, 29:5, 29:6, 29:7, 30:19, 30:20, 36:23, 36:24, 41:15, 44:6, 46:15, 48:4, 49:25, 55:3, 55:5, 57:13, 57:20, 64:11, 64:13, 68:19, 68:24, 70:7, 82:2, 82:5, 84:12

COUNTY [1] - 88:4

county [12] - 13:9, 36:4, 56:21, 67:3, 67:9, 71:3, 76:9, 83:11, 84:24, 85:12, 85:15, 86:7

County's [2] - 46:14, 57:5

countywide [1] - 41:23

couple [8] - 26:21, 42:18, 51:21, 66:3, 69:22, 71:5, 71:8, 74:12

Court [4] - 1:15, 68:5, 88:22, 89:8

courthouses [1] - 78:17

cover [1] - 29:12

CR34/US98 [2] - 4:12, 26:17

cracks [1] - 25:1

Crafts [1] - 49:5

crashes [1] - 65:21

Creek [3] - 16:4, 24:19, 24:24

critical [1] - 21:13

curiosity [1] - 18:8

current [2] - 17:12, 46:10

customers [1] - 52:10

cycle [1] - 25:3

D

D'Olive [2] - 24:18, 24:24

daily [2] - 53:6, 53:8

DANE [32] - 7:5, 8:4, 9:20, 9:25, 11:21, 15:10, 17:16, 17:20, 17:23, 20:17, 20:20, 29:16, 30:1, 30:15, 32:21, 35:14, 38:16, 44:13, 54:20, 55:6, 61:15, 70:23, 74:18, 74:21, 75:10, 76:16, 76:20, 77:5, 77:11, 77:22, 78:7, 81:5

Dane [23] - 2:6, 7:4, 8:1, 8:24, 9:12, 9:19, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 72:14, 74:9, 76:24, 78:1, 80:6, 86:25, 89:3, 89:10, 89:14

Daniel [1] - 65:11

DAPHNE [1] - 62:15

Daphne [20] - 1:13, 1:14, 2:6, 2:14, 8:6, 8:24, 45:1, 46:22, 63:1, 66:19, 66:20, 67:3, 67:10, 67:13, 68:24, 69:2, 71:9, 81:7, 81:13, 85:21

Daphne's [1] - 70:25

Daphne... [1] - 4:24

dark [1] - 79:1

data [9] - 62:9, 69:22, 71:2, 71:15, 71:19, 73:17, 73:19, 86:10

dates [1] - 35:15

Davis [17] - 2:13, 2:24, 7:1, 9:14, 10:19, 12:9, 23:16, 26:3, 26:10, 28:17, 31:12, 37:13, 38:25, 77:1, 78:3, 84:18, 87:2

DAVIS [13] - 7:3, 17:8, 17:11, 17:18, 17:22, 18:1, 26:1, 57:18, 76:19, 79:3, 84:19, 84:22, 85:9

days [4] - 43:8, 43:13, 76:1, 81:8

deal [1] - 30:12

dealings [1] - 60:8

deaths [2] - 35:16, 35:19

December [1] - 62:13

decide [4] - 15:16, 35:1, 44:6, 45:1

decided [2] - 49:12, 84:25

decision [1] - 82:5

decisions [1] - 73:20

decrease [1] - 65:25

delay [1] - 65:25

deletion [1] - 24:7

delineate [1] - 32:13

demand [5] - 44:19, 48:5, 49:16, 51:24, 53:1

demand-response [4] - 44:19, 48:5, 49:16, 53:1

demographic [1] - 72:24

densities [1] - 70:15

density [4] - 70:1, 70:2, 70:16, 71:1

depart [1] - 56:10

Department [1] - 2:25

derived [1] - 35:24

description [1] - 47:22

design [8] - 24:21, 29:4, 29:15, 29:20, 30:18, 30:19, 62:19, 64:17

designated [1] - 53:4

desire [1] - 55:17

despite [1] - 77:6

destination [2] - 54:23, 55:4

detail [2] - 41:7, 42:12

detailed [2] - 42:5, 43:5

details [1] - 22:22

detour [1] - 20:9

develop [1] - 40:13

developed [1] - 73:8

Development [2] - 5:9, 67:24

DEVELOPMENT [1] - 66:11

development [3] - 66:13, 71:12, 82:12

dialyses [2] - 52:11, 52:12

dialysis [1] - 53:13

Diamante [1] - 67:5

DIAMOND [1] - 63:15

diamond [1] - 63:17

Diamond..... [1] - 5:4

difference [1] - 43:12

different [10] - 42:25, 43:10, 46:21, 48:24, 49:4, 53:6, 69:8, 71:11, 72:24, 73:19

difficult [2] - 20:23, 71:17

dig [1] - 61:3

direction [4] - 44:3, 45:10, 45:14, 83:21

Director [1] - 42:9

disabled [2] - 40:10, 65:20

discover [1] - 85:1

discuss [1] - 15:21

discussion [8] - 12:2, 15:12, 26:3, 30:23, 31:5, 32:23, 37:5, 38:18

discussions [2] - 21:9, 27:13

disjointed [1] - 30:2

Diverging [1] - 5:4

DIVERGING [1] - 63:15

diverging [1] - 63:16

divide [2] - 80:12, 83:24

divided [2] - 70:3, 70:5

doctor's [1] - 44:23

documents [1] - 63:2

dollar [2] - 19:15, 50:15

dollars [7] - 13:10, 13:14, 14:7, 15:6, 29:3, 45:5, 64:11

done [21] - 14:9, 18:3, 27:16, 39:6, 42:19, 43:3, 43:16, 49:1, 49:9, 50:23, 51:1, 56:21, 69:20, 76:8, 77:7, 79:10, 81:1, 82:7, 82:9, 82:16, 84:2

Dorsey [29] - 2:7, 6:7, 6:10, 7:17, 9:12, 10:17, 12:7, 15:9, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 54:3, 56:20, 59:12, 70:25, 75:1, 75:19, 75:20, 75:23, 76:24, 78:1, 79:10, 82:25, 83:14, 83:22, 86:25

DORSEY [68] - 7:18, 13:21, 14:15, 14:22, 15:13, 16:16, 18:11, 18:13, 19:2, 19:12, 20:13, 23:1, 30:21, 36:13, 36:17, 38:15, 39:15, 48:12, 48:15, 52:8, 52:17, 52:21, 69:19, 69:24, 70:6, 70:13, 70:19, 72:6, 72:12, 73:15, 74:8, 74:11, 78:13, 78:16, 80:2, 80:4, 83:18, 84:16, 85:7, 86:19

doubt [1] - 82:4

down [13] - 12:24, 13:1, 19:25, 24:2, 41:23, 46:19, 51:6, 52:16, 55:11, 56:2, 69:12, 78:22, 88:7

downtown [1] - 68:1

draft [3] - 42:1, 61:11, 61:16

drafted [1] - 74:4

drainage [3] - 30:7, 30:10, 63:12

dress [1] - 79:2

Driskell [1] - 65:11

drive [4] - 20:14, 44:20, 49:12, 58:13

Drive [1] - 24:16

drivers [1] - 58:12

driving [1] - 54:1

drop [1] - 55:15

drop-off [1] - 55:15

due [1] - 24:13

dug [1] - 61:4

E

e-mailed [1] - 65:10

e-mails [1] - 65:11

early [2] - 58:10, 76:1

earned [2] - 81:22, 81:24

east [4] - 14:4, 14:10, 24:20, 30:3

East [7] - 12:22, 12:24, 13:2, 13:3, 15:1, 29:7, 30:20

eastbound [1] - 24:17

Eastern [15] - 6:5, 10:2, 43:2, 48:22, 51:9, 55:25, 56:2, 56:14, 57:8, 80:24, 81:11, 82:3, 87:8, 89:3, 89:15

EASTERN [1] - 1:3

easy [1] - 21:20

echo [1] - 83:6

economic [1] - 72:24

education [1] - 36:20

Education [1] - 36:23

educational [1] - 53:7

effective [1] - 11:8

efficiencies [1] - 54:8

efficient [4] - 45:9, 46:9, 47:2, 51:13

efficiently [3] - 40:12, 44:8, 53:23

efforts [2] - 76:1, 81:20

eight [13] - 19:18, 24:12, 33:11, 43:18, 66:22, 66:23, 67:1, 67:8, 67:17, 67:21, 68:5, 68:16

eight-point-nine-seven [1] - 68:16

eighty [2] - 46:18, 72:4

eighty-four [1] - 72:4

either [1] - 35:23

ELECTION [2] - 4:5, 8:15

election [1] - 8:17

electronically [3] - 43:9, 43:13, 60:19

electronics [1] - 8:6

elementary [2] - 13:2, 30:4

Elementary [1] - 16:3

elements [1] - 16:21

eligible [1] - 58:19

Elliott [18] - 2:4, 7:14, 9:12, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 75:18, 76:6, 76:24, 78:1, 79:9, 82:25, 86:25

ELLIOTT [128] - 6:4, 6:13, 6:17, 7:15, 7:24, 8:2, 8:11, 8:13, 8:16, 8:20, 9:2, 9:6, 9:18, 9:22, 10:3, 10:7, 10:11, 10:23, 11:1, 11:7, 11:11, 11:16, 12:1, 12:4, 12:12, 12:14, 14:18, 14:21, 15:8, 15:11, 17:10, 18:6, 18:12, 18:14, 19:11, 20:19, 21:19, 21:22, 21:25, 22:5, 22:9, 22:12, 22:16, 23:5, 23:8, 23:12, 23:20, 25:17, 25:24, 26:2, 26:5, 26:14, 28:2, 28:7, 28:11, 28:21, 30:22, 30:25, 31:3, 31:7, 31:16, 32:11, 32:19, 32:22, 34:6, 34:13, 35:11, 37:4, 37:7, 37:17, 37:21, 37:24, 38:2, 38:5, 38:17, 38:20, 39:5, 39:9, 39:14, 39:19, 43:22, 44:14, 45:19, 45:23, 46:6, 51:22, 52:22, 53:20, 54:1, 54:7, 56:19, 59:11, 59:23, 60:2, 60:7, 60:16, 61:2, 61:7, 61:14, 61:18, 61:23, 63:20, 70:21, 73:16, 74:24, 75:6, 77:10, 77:14, 78:9, 78:11, 78:14, 78:21, 78:25, 79:5, 79:12, 79:17, 79:21, 79:25, 80:3, 81:3, 83:3, 84:5, 84:17, 84:21, 85:24, 86:17, 86:21, 87:6

emphasis [1] - 65:18

enable [1] - 56:4

enabled [1] - 82:9

enabling [1] - 82:22

encourage [8] - 40:19, 43:24, 45:11, 45:12, 61:2, 61:5, 65:4, 81:18

end [6] - 43:10, 43:14, 49:2, 56:21, 62:12, 66:4

engineer [1] - 62:20

Engineer [1] - 2:23

engineer's [3] - 13:4, 24:10, 24:11

engineers [1] - 64:20

ensures [1] - 36:14

entertain [2] - 8:21, 86:18

entire [3] - 41:21, 41:22, 56:13

entities [2] - 65:18, 65:24

environmental [1] - 63:2

envision [5] - 22:13, 45:17, 45:20, 45:23

equipment [1] - 50:7

esk [1] - 44:15

ESMPO [5] - 4:18, 38:7, 38:10, 40:20, 42:24

especially [4] - 48:16, 51:9, 56:24, 76:1

establish [3] - 36:3, 36:5, 55:15

Estate [1] - 66:25

Estates [3] - 67:16, 67:18, 72:15

estimate [9] - 13:4, 13:13, 14:6, 15:5, 22:19, 23:2, 24:10, 24:11

estimated [1] - 15:3

estimates [3] - 15:25, 22:18, 26:25

et [2] - 44:23, 57:2

ETJ [1] - 71:8

evaluate [1] - 33:21

event [1] - 36:7

eventually [1] - 33:20

exactly [3] - 29:23, 48:16, 59:19

example [1] - 33:4

executive [1] - 74:23

exempting [1] - 37:2

existing [8] - 16:9, 24:14, 41:2, 41:9, 41:10, 41:16, 42:16, 57:20

expect [3] - 22:13, 30:12, 63:25

expected [1] - 62:12

expecting [1] - 66:8

expense [1] - 53:15

experienced [1] - 70:8

experiences [1] - 58:8

experts [1] - 56:17

explain [3] - 33:16, 60:6, 60:13

exponentially [1] - 51:9

expressed [1] - 25:10

extend [1] - 51:18

extension [4] - 13:24, 15:4, 18:23, 18:24

extent [1] - 54:13

eye [2] - 70:14, 71:3

F

faces [2] - 75:22, 75:25

facilitate [2] - 50:8, 60:15

facilitated [1] - 82:8

facing [1] - 82:13

fact [2] - 24:13, 36:3

factors [1] - 40:18

facts [1] - 47:1

failed [1] - 68:25

fair [2] - 11:16

Fairhope [21] - 2:8, 2:12, 4:24, 27:1, 27:7, 33:19, 36:18, 45:1, 46:21, 47:6, 47:12, 52:15, 56:3, 62:17, 62:22, 62:24, 64:14, 67:16, 68:1, 68:25, 69:3

FAIRHOPE [1] - 62:15

fairly [1] - 52:25

fall [1] - 18:25

fallen [1] - 49:10

fancy [1] - 8:11

far [8] - 36:19, 63:1, 63:7, 63:18, 64:17, 64:21, 72:2, 72:5

fashion [1] - 44:15

FAST [2] - 32:17, 34:16

favor [12] - 9:9, 10:13, 12:4, 23:8, 26:5, 28:12, 31:7, 37:8, 38:20, 76:21, 77:23, 86:22

February [1] - 66:9

Federal [20] - 20:25, 29:9, 36:14, 36:19, 37:3, 40:14, 45:6, 45:25, 48:4, 49:19, 50:1, 52:1, 52:8, 55:10, 59:9, 64:20, 66:3, 80:9, 82:17

Federally [1] - 83:13

feed [1] - 81:23

feedback [2] - 61:13, 65:7

felt [2] - 32:6, 32:7

festival [1] - 48:2

Festival [1] - 49:6

festivals [2] - 49:5

few [2] - 15:22, 20:1

Fiddler [1] - 2:21

FIDLER [18] - 40:1, 47:4, 47:9, 47:13, 47:16, 47:19, 48:14, 66:11, 66:15, 69:23, 70:4, 70:11, 70:18, 70:20, 71:20, 72:8, 73:13, 73:23

Fidler [2] - 66:13, 81:20

Fidler)..... [1] - 5:10

Fidler..... [1] - 5:11

Field [1] - 67:11

field [1] - 21:11

fifteen [7] - 13:14, 15:3, 19:14, 68:6, 69:1, 69:3, 72:16

fifty [2] - 13:10, 33:12

figure [4] - 21:6, 38:2, 51:10, 56:11

figuring [2] - 50:10, 69:21

fill [1] - 16:24

final [15] - 61:12, 66:21, 67:7, 67:13, 67:15, 67:22, 67:25, 68:8, 68:17, 68:20, 69:1, 69:15, 72:4, 72:7

finally [1] - 73:10

financial [1] - 82:20

fine [4] - 17:14, 38:4, 75:6, 77:10

first [19] - 8:17, 11:5, 11:19, 12:17, 12:21, 16:17, 40:25, 41:8, 43:7, 43:13, 60:6, 60:10, 61:8, 62:2, 65:23, 71:22, 72:10, 80:8

Fiscal [1] - 41:18

Fish [1] - 13:13

five [16] - 13:4, 13:5, 14:9, 20:14, 45:4, 58:13, 59:2, 66:22, 67:6, 67:7, 67:12, 72:4, 72:9, 72:20, 73:5

fixed [2] - 55:19, 56:23

fixing [1] - 50:6

flavors [1] - 71:11

flaws [1] - 20:7

flies [1] - 54:4

floor [3] - 9:24, 13:22, 22:21

floral [1] - 64:16

fluctuation [1] - 70:15

focusing [1] - 65:10

Foley [1] - 56:22

folks [2] - 33:13, 49:13

follow [1] - 40:14

following [3] - 1:12, 50:22, 70:24

followup [2] - 54:21, 64:22

Foot [2] - 66:20, 66:21

foot [1] - 46:18

FOR [1] - 72:17

forced [1] - 40:24

foregoing [3] - 88:6, 88:9, 89:5

forget [1] - 21:9

forgive [1] - 46:24

form [1] - 13:6

forms [1] - 16:25

formulating [1] - 59:5

Fort [12] - 2:16, 4:24, 16:21, 22:8, 24:9, 45:2, 46:22, 56:2, 62:21, 62:23, 62:25, 68:19

FORT [1] - 62:15

forth [1] - 40:14

forty [5] - 20:14, 33:7, 43:18, 67:21, 68:11

forty-eight [1] - 43:18

forty-five [1] - 20:14

forty-one [1] - 68:11

forty-point-eight-nine [1] - 67:21

FORUM [1] - 5:12

forward [6] - 36:10, 36:11, 51:5, 62:19, 63:3, 63:25

fostered [1] - 82:9

founded [1] - 83:15

four [19] - 13:10, 14:1, 14:2, 14:8, 18:10, 24:3, 59:16, 67:6, 67:21, 68:14, 69:10, 70:9, 72:2, 72:4, 80:12

four-lane [1] - 14:2

four-laned [1] - 14:1

four-laning [1] - 18:10

four-year [1] - 24:3

fourteen [4] - 67:1, 67:15, 69:2, 71:9

frankly [1] - 57:4

frequenting [1] - 57:24

frequently [1] - 52:25

Friday [1] - 81:15

front [1] - 66:17

fruit [1] - 57:3

frustrating [1] - 44:16

frustration [1] - 57:5

FTA [1] - 62:21

full [1] - 7:22

fully [2] - 30:12, 62:13

function [1] - 42:24

fund [5] - 19:5, 41:14, 80:21, 86:1

funded [2] - 18:17, 24:4

funding [16] - 13:16, 15:16, 21:12, 21:16, 24:5, 28:1, 36:15, 36:19, 37:3, 41:12, 44:2, 45:25, 47:20, 52:1, 52:9, 85:25

funds [12] - 20:25, 21:5, 21:14, 24:4, 29:9, 30:18, 41:13, 64:12, 81:10, 82:17

future [8] - 33:13, 33:25, 43:21, 44:3, 59:17, 73:18, 86:9, 86:14

FY [3] - 4:13, 28:24, 41:18

FY19 [1] - 64:6

G

gain [1] - 43:19

gains [1] - 56:18

general [1] - 16:7

generally [1] - 70:7

generation [1] - 85:12

gentlemen [3] - 6:14, 11:19, 32:11

girder [1] - 19:22

given [3] - 56:24, 59:1, 88:10

glad [4] - 14:15, 17:3, 60:14, 71:2

goal [7] - 34:4, 36:5, 36:18, 36:22, 36:23, 53:22

goals [4] - 32:8, 40:7, 40:13, 40:24

golden [1] - 68:18

Government [5] - 48:4, 48:5, 49:25, 50:1, 50:2

government [1] - 50:24

governments [1] - 64:6

grab [3] - 18:19, 45:13, 57:17

grade [1] - 33:10

grant [5] - 21:1, 28:1, 62:17, 64:6, 81:9

grateful [1] - 80:5

gray [1] - 8:9

great [14] - 43:18, 49:8, 51:1, 55:21, 56:4, 59:12, 71:15, 71:17, 73:15, 80:15, 82:7, 82:11, 82:15, 83:11

green [1] - 8:10

grew [1] - 85:4

grief [1] - 33:13

grocery [2] - 44:21, 55:22

grossly [1] - 49:21

groundwork [1] - 76:2

group [2] - 80:15, 80:19

grow [2] - 44:24, 51:8

growing [1] - 86:12

grows [1] - 20:23

guess [6] - 18:10, 29:24, 32:8, 45:12, 54:9, 61:8

guidelines [1] - 40:14

Gulf [2] - 56:22, 85:5

guys [3] - 8:20, 51:2, 83:11

H

half [3] - 14:7, 15:6, 45:4

Hall [1] - 1:13

halt [1] - 73:4

hand [3] - 69:5, 69:9, 69:18

handed [1] - 24:2

handicap [2] - 50:13, 52:5

handout [1] - 17:17

hard [5] - 39:23, 51:16, 69:17, 81:20, 81:24

Hart [1] - 2:19

HART [67] - 6:19, 6:23, 7:1, 7:4, 7:6, 7:10, 7:13, 7:16, 7:19, 7:22, 8:12, 8:18, 10:25, 11:4, 11:10, 11:13, 12:17, 14:20, 16:12, 16:20, 17:3, 17:7, 21:17, 21:21, 23:7, 23:25, 25:18, 26:19, 27:24, 29:1, 31:20, 35:2, 35:10, 36:16, 37:23, 38:1, 38:4, 38:9, 39:4, 39:8, 39:12, 39:21, 52:13, 60:1, 60:14, 60:18, 61:6, 61:10, 61:17, 62:2, 62:6, 62:16, 63:6, 63:11, 63:16, 63:23, 64:5, 64:10, 65:1, 65:16, 66:12, 73:24, 74:10, 74:20, 78:23, 79:7, 79:13

hate [2] - 50:23, 78:19

HAYGOOD [32] - 7:5, 8:4, 9:20, 9:25, 11:21, 15:10, 17:16, 17:20, 17:23, 20:17, 20:20, 29:16, 30:1, 30:15, 32:21, 35:14, 38:16, 44:13, 54:20, 55:6, 61:15, 70:23, 74:18, 74:21, 75:10, 76:16, 76:20, 77:5, 77:11, 77:22, 78:7, 81:5

Haygood [26] - 2:6, 6:8, 7:4, 8:1, 8:24, 9:3, 9:9, 9:12, 10:17, 12:7, 15:12, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 74:9, 74:17, 76:24, 78:1, 79:8, 86:25, 89:3, 89:10, 89:14

Haygood's [2] - 32:12, 83:6

health [1] - 53:7

heard [1] - 59:12

hearing [1] - 10:11

HELD [1] - 1:2

held [1] - 1:12

help [8] - 40:8, 40:11, 44:5, 51:12, 58:23, 70:14, 82:19

helped [2] - 84:9, 84:13

helpful [1] - 57:21

helps [1] - 71:3

hereby [3] - 88:6, 89:4, 89:10

high [3] - 21:12, 26:25, 70:25

high-profile [1] - 70:25

higher [2] - 36:5, 36:25

highway [2] - 64:10, 64:12

Highway [10] - 2:25, 16:2, 18:8, 28:6, 40:14, 66:3, 67:2, 67:19, 67:23, 68:18

hit [2] - 56:11, 73:4

hold [1] - 45:14

home [3] - 73:4, 73:12, 86:12

homework [2] - 18:3, 34:10

honest [1] - 29:19

honored [1] - 85:20

hop [2] - 56:11, 56:12

hope [2] - 56:7, 84:3

hoped [1] - 47:6

hopefully [1] - 55:12

horn [1] - 75:15

horns [2] - 57:17, 71:16

hour [1] - 20:8

house [1] - 82:3

housing [1] - 72:25

HSIP [2] - 5:6, 64:9

hubs [1] - 55:21

hundred [25] - 13:4, 13:10, 19:19, 24:10, 24:12, 29:8, 43:8, 43:17, 50:15, 60:20, 67:13, 67:14, 68:2, 68:3, 68:11, 68:13, 69:1, 69:2, 69:3, 69:10, 71:6, 71:9, 71:25, 72:9, 72:16

hurry [1] - 19:25

I

I-10 [4] - 5:4, 24:17, 24:19, 63:15

idea [4] - 21:6, 59:12, 59:17, 84:21

ideas [1] - 40:22

identify [3] - 40:17, 40:19, 40:20

II [5] - 66:20, 66:21, 67:16, 68:7, 68:16

II-A [1] - 66:20

II-B [1] - 66:21

imagine [2] - 30:8, 54:2

impact [2] - 80:14, 80:17

impacts [1] - 70:17

implement [1] - 52:2

implication [1] - 33:17

important [3] - 9:23, 23:4, 51:15

improve [1] - 82:23

IMPROVEMENT [2] - 23:24, 28:24

Improvement [4] - 4:10, 4:13, 24:1, 29:2

improvement [3] - 40:23, 64:12, 65:19

inaccurately [1] - 50:4

inception [1] - 75:21

Incident [1] - 5:8

INCIDENT [1] - 65:15

incident [2] - 65:16, 65:19

incidents [2] - 65:20, 65:25

inclined [1] - 45:7

include [4] - 40:8, 43:11, 58:7, 58:17

included [4] - 12:25, 42:17, 43:6, 43:14

includes [5] - 32:12, 41:1, 42:25, 43:2, 43:15

income [2] - 52:5, 81:24

incorporated [1] - 35:22

increase [5] - 14:4, 38:10, 39:11, 40:16, 86:1

INCREASE [1] - 38:7

Increase [1] - 4:18

incumbent [1] - 44:5

incur [1] - 25:13

independent [1] - 21:4

indicate [2] - 35:20, 75:4

indicates [2] - 17:21, 70:11

indicating [1] - 8:1

indication [1] - 33:2

inefficient [2] - 44:15, 46:3

influence [1] - 80:17

influx [2] - 48:25, 50:13

information [4] - 43:1, 43:20, 46:25, 59:3

INFORMATIONAL [2] - 39:18, 61:22

Informational [3] - 4:19, 4:20, 5:2

infrastructure [2] - 36:24, 50:7

initial [1] - 35:12

Initiative [1] - 5:8

INITIATIVE [1] - 65:15

input [5] - 40:22, 40:23, 40:25, 42:4, 59:6

inside [1] - 18:16

insight [1] - 76:3

Installation [1] - 4:12

installation [4] - 24:16, 24:17, 26:22, 28:5

INSTALLATION [1] - 26:18

instead [1] - 32:1

interest [2] - 51:6, 55:20

INTEREST [1] - 64:4

Interest..... [1] - 5:5

interested [2] - 81:17, 88:13

interesting [2] - 43:7, 71:11

interstate [2] - 33:5, 33:22

interview [1] - 42:9

interviewed [1] - 42:8

invocation [1] - 6:7

involved [7] - 27:13, 51:1, 57:22, 65:4, 65:24, 72:15, 82:3

involvement [2] - 65:6, 74:13

iodine [1] - 85:6

issue [3] - 15:16, 18:15, 30:11

issues [2] - 76:4, 82:13

it'll [1] - 31:3

Item [5] - 37:21, 38:3, 74:7, 75:11, 75:17

item [10] - 12:17, 15:14, 23:25, 26:19, 29:1, 31:20, 32:5, 38:9, 39:19, 39:21

items [3] - 13:15, 22:8, 25:19

iteration [1] - 46:10

itself [1] - 49:18

IV [1] - 67:7

J

JACK [47] - 6:25, 8:25, 11:24, 18:4, 18:7, 18:21, 19:6, 19:16, 20:5, 20:12, 20:16, 22:3, 22:6, 22:10, 22:15, 22:25, 25:21, 28:4, 32:15, 34:11, 34:14, 34:24, 35:5,

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

45:16, 45:21, 46:5, 46:23, 47:5, 47:11, 47:14, 47:18, 51:17, 51:23, 52:14, 52:20, 53:14, 53:24, 54:5, 58:25, 59:21, 59:24, 76:18, 77:17, 78:10, 83:5, 83:19, 86:20
Jack [18] - 2:8, 6:23, 9:12, 10:1, 10:13, 10:17, 10:24, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 76:24, 78:1, 84:5, 86:25
January [4] - 11:15, 57:20, 61:12, 66:7
Jennifer [9] - 2:21, 5:11, 39:22, 43:22, 66:12, 69:19, 74:1, 81:20, 84:9
JENNIFER [17] - 40:1, 47:4, 47:9, 47:13, 47:16, 47:19, 48:14, 66:15, 69:23, 70:4, 70:11, 70:18, 70:20, 71:20, 72:8, 73:13, 73:23
Jennifer's [1] - 86:10
job [9] - 39:6, 39:16, 49:1, 51:1, 58:21, 69:21, 73:15, 82:7, 82:16
JOE [13] - 7:3, 17:8, 17:11, 17:18, 17:22, 18:1, 26:1, 57:18, 76:19, 79:3, 84:19, 84:22, 85:9
Joe [16] - 2:13, 7:1, 9:14, 10:19, 12:9, 23:16, 26:10, 28:17, 31:12, 37:13, 38:25, 77:1, 78:3, 78:25, 85:24, 87:2
JOEY [11] - 14:12, 19:17, 20:9, 27:18, 27:25, 29:19, 30:10, 31:2, 53:3, 53:19, 55:1
Joey [7] - 2:23, 13:23, 18:19, 29:18, 49:15, 50:25, 53:1
JOHNSON [9] - 6:21, 10:5, 27:15, 27:22, 28:9, 32:24, 34:22, 35:3, 35:8
Johnson [14] - 2:11, 6:19, 9:14, 10:19, 12:9, 23:16, 26:10, 28:17, 31:12, 37:13, 38:25, 77:1, 78:3, 87:2
July [1] - 66:18
jurisdiction [1] - 18:25
jurisdictions [1] - 33:18

K

Karin [2] - 2:11, 6:20
Katrina [1] - 2:25
keep [6] - 11:12, 30:6, 48:11, 70:14, 71:3, 85:16
key [1] - 82:12
kids [1] - 50:2
kin [1] - 88:13
kind [18] - 13:17, 21:4, 25:3, 29:10, 34:5, 35:12, 36:8, 52:2, 52:3, 52:6, 58:8, 59:19, 60:22, 62:22, 63:2, 65:19, 78:9, 80:6
knowing [1] - 23:3
kudos [1] - 71:15

L

lack [2] - 57:4
lane [3] - 14:2, **29:25**, 30:13
laned [1] - **14:1**
lanes [1] - **29:17**
laning [1] - **18:10**
large [1] - **44:10**
largely [1] - **45:24**
last [15] - **12:23**, **24:25**, **31:21**, **42:18**, **42:19**, **62:23**, 69:7, **69:13**, **70:8**, **71:21**, 73:5, **74:2**, **74:6**, 80:25
lastly [2] - 13:12, 73:24
lately [1] - 70:25
latitude [1] - 36:9
laws [1] - 42:25
laying [1] - 63:12
lead [3] - 6:7, 6:8, 51:20
leaders [1] - 83:12
leadership [9] - 44:25, 45:10, 48:18, 49:14, 50:22, 57:4, 75:18, 76:6, 76:11
learn [1] - 56:16
lease [1] - 62:18
least [1] - 35:23
led [1] - 6:10
legacy [1] - 84:4
legal [1] - 19:21
less [3] - 33:7, 36:7, 48:1
letter [3] - 63:22, 73:25, 74:9
LETTER [1] - 73:23
Letter [1] - 5:11
letting [1] - 57:21
level [4] - 49:14, 51:11, 57:13, 64:20
License [1] - 89:8
lifespan [2] - 18:13, 18:14
lifetime [1] - 14:2
lifetimes [1] - 80:25
limit [1] - 20:8
limitations [1] - 53:17
lincs [1] - 53:6
Line [1] - 24:9
link [1] - 61:16
lion's [1] - 45:5
List [16] - **4:8**, **12:18**, 13:16, **13:25**, **14:13**, 14:24, **15:23**, **17:12**, 17:15, **18:17**, **18:24**, 19:10, 20:23, **20:25**, **21:4**, **22:2**
list [9] - **13:17**, **15:14**, **20:23**, **21:2**, **24:3**, **42:21**, **42:22**, **80:20**
LIST [1] - **12:16**
live [1] - **82:13**
lives [2] - 25:15, 84:4
living [1] - 58:8
loads [1] - 19:21
local [1] - 33:18
located [8] - 67:2, 67:9, 67:19, 67:25, 68:4, 68:17, 68:21, 68:23
locations [3] - 13:9, 16:15, 55:16
London [1] - 78:12
LONG [1] - 12:16
long-range [1] - 46:20
long-serving [1] - 75:13
long-term [2] - 40:13, 42:14
look [16] - 29:22, 33:4, 40:25, 41:2, 41:3, 41:4, 41:8, 43:25, 45:12, 47:19, 49:4, 69:5, 72:23, 75:21, 80:20, 82:10
looked [2] - 42:16, 82:3
looking [4] - 41:10, 57:9, 72:20
looks [1] - 81:22
loop [1] - 30:6
lose [1] - 50:15
lost [3] - 50:11, 64:19, 64:23
Louisiana [1] - 81:17
love [2] - 76:13, 85:21
low [1] - 32:6
lower [1] - 33:24
Loxley [8] - 2:17, 24:18, 45:2, 46:22, 68:13, 84:9, 84:12, 84:14
lunch [1] - 56:3

M

Magnolia [1] - **68:1**
mailed [1] - **65:10**
mails [1] - **65:11**
Main [1] - **1:14**
main [3] - **41:1**, **55:19**, 81:14
major [2] - 48:17
malfunction [1] - **48:17**
MANAGEMENT [1] - 65:15
Management [2] - 5:8, 65:2
management [3] - 32:16, 65:17, 65:19
managing [2] - 49:1, 82:16
mandated [1] - 83:13
market [3] - 72:15, 72:21, 73:3
Master [3] - 16:2, 16:19, 16:22
match [3] - 27:6, 28:1, 30:5
material [1] - 43:19
math [1] - 33:10
matter [1] - 56:17
Mayor [17] - 2:6, 2:11, 2:15, 6:8, 6:20, 7:7, 8:24, 9:3, 9:9, 15:11, 15:21, 23:6, 32:12, 74:17, 79:8, 83:3, 83:6
mayor [2] - 7:4, 35:11
MAYOR [1] - 7:5
McMillan [3] - 2:15, 7:7, 23:6
mean [15] - 11:13, 18:9, 27:16, 29:20, 34:16, 46:2, 47:6, 48:8, 50:9, 53:2, 53:4, 55:6, 58:14, 72:21
means [4] - 8:8, 40:9, 41:14, 88:8
MEASURES [1] - 31:19
measures [5] - 16:8, 16:14, 31:21, 31:22, **32:16**
Measures [1] - 4:14
meet [6] - **33:23**, **40:13**, **53:22**, **66:2**, **83:16**, **83:17**
Meeting [2] - **1:4**, **89:6**
meeting [15] - **6:5**, **11:10**, **12:23**, **14:14**, **22:14**, **35:6**, 57:14, **60:17**, 60:23, 64:14, **74:2**, 83:16, 87:8, **88:10**, 88:11
meeting's [1] - 17:4
meetings [1] - 81:8
meets [1] - 55:11
Member [14] - 8:1, 9:10, 10:15, 12:5, 23:10, 26:6, 28:13, 31:8, 37:9, 38:21, 75:4, 76:22, 77:24, 86:23
member [2] - 33:19, 64:6
MEMBER [170] - 6:21, 6:25, 7:3, 7:8, 7:12, 7:21, 8:4, 8:23, 8:25, 9:14, 9:20, 9:25, 10:5, 10:19, 11:21, 11:24, 12:9, 13:21, 14:15, 14:22, 15:10, 15:13, 15:19, 16:13, 16:16, 16:18, 17:1, 17:5, 17:8, 17:11, 17:16, 17:18, 17:20, 17:22, 17:23, 18:1, 18:4, 18:7, 18:11, 18:13, 18:21, 19:2, 19:6, 19:12, 19:16, 20:5, 20:12, 20:13, 20:16, 20:17, 20:20, 22:3, 22:6, 22:10, 22:15, 22:25, 23:1, 23:16, 25:6, 25:21, 26:1, 26:8, 26:10, 27:15, 27:22, 28:4, 28:9, 28:15, 28:17, 29:16, 30:1, 30:15, 30:21, 31:10, 31:12, 32:15, 32:21, 32:24, 34:8, 34:11, 34:14, 34:22, 34:24, 35:3, 35:5, 35:8, 35:14, 36:13, 36:17, 37:11, 37:13, 38:15, 38:16, 38:23, 38:25, 39:15, 44:13, 45:16, 45:21, 46:5, 46:23, 47:5, 47:11, 47:14, 47:18, 48:12, 48:15, 51:17, 51:23, 52:8, 52:14, 52:17, 52:20, 52:21, 53:14, 53:24, 54:5, 54:20, 55:6, 57:18, 58:25, 59:21, 59:24, 60:4, 60:8, 61:15, 63:21, 63:24, 69:19, 69:24, 70:6, 70:13, 70:19, 70:23, 72:6, 72:12, 73:15, 74:8, 74:11, 74:18, 74:21, 75:10, 76:15, 76:16, 76:18, 76:19, 76:20, 77:1, 77:5, 77:11, 77:17, 77:19, 77:20, 77:22, 78:2, 78:3, 78:7, 78:10, 78:13, 78:16, 79:3, 80:2, 80:4, 81:5, 83:5, 83:18, 83:19, 84:7, 84:16, 84:19, 84:22, 85:7, 85:9, 86:19, 86:20, 86:25, 87:2
MEMBERS [16] - 2:3, 9:12, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 76:24, 78:1, 79:16, 79:20, 79:24, 86:25
Members [27] - 5:13, 5:14, 9:10, 9:15, 10:15, 10:20, 12:5, 12:10, 23:10, 23:17, 26:6, 26:11, 28:13, 28:18, 31:8, 31:13, 37:9, 37:14, 38:21, 39:1, 75:4, 76:22, 77:2, 77:24, 78:4, 86:23, 87:3
Members..... ..... [1] - 5:15
Memorial [1] - 64:16
mental [1] - 53:7
mentally [1] - 50:13
mention [1] - 68:25
mentioned [2] - 15:2, 16:24
Metropolitan [8] - 2:19, 2:21, 6:6, 40:5, 68:22, 87:8, 89:4, 89:15
metropolitan [1] - 80:24
METROPOLITAN [1] - 1:3
mic [1] - 18:19
mics [1] - 8:7
middle [1] - 78:24
Middle [1] - 68:4
might [9] - 21:6, 21:19, 41:25, 43:20, 56:23, 57:7, 58:14, 58:15, 81:23
Mike [1] - 2:15
miles [3] - 20:8, 24:20, 49:7
million [10] - 13:4, 13:14, 14:7, 15:3, 15:6, 19:15, 24:11, 24:12, 45:4, 64:11
mind [2] - 60:10, 74:22
Minette [1] - 16:4
minimum [5] - 34:21, 36:21, 51:25, 52:2, 52:5
MINUTES [1] - 11:3
minutes [6] - 11:5, 11:20, 11:23, 21:10, 89:5, 89:7
MINUTES..... ..... [1] - 4:6
miracle [1] - 39:10
misses [1] - 56:18
mission [1] - **59:20**
Mixed [1] - 67:24
Mobile [5] - **24:9**, **47:7**, 66:2, **66:3**, **85:4**
modelling [1] - **66:6**
moment [2] - **74:22**, 77:12
Monday [2] - **27:21**, **64:14**
money [5] - **29:12**, **45:6**, **45:8**, **49:20**, 83:23
month [1] - 74:2
Monthly [1] - 89:6
months [2] - 26:21, 72:11
mores [1] - 19:13
morning [6] - 6:4, 6:7, 58:13, 58:16, 62:11, 85:5
most [5] - 42:18, 43:6, 68:10, 68:25, 69:1
motion [34] - 9:2, 10:3, 10:7, 11:22, 12:1, 12:25, 14:23, 15:8, 21:23, 22:1, 22:11, 23:20, 25:22, 25:24, 26:14, 27:10, 28:3, 28:5, 28:7, 28:21, 30:16, 30:22, 31:16, 32:14, 32:20, 32:22, 37:7, 37:17, 38:17, 76:14, 77:5, 78:8, 86:18, 86:21
MOTION [12] - 9:16, 10:21, 12:11, 23:18, 26:12, 28:19, 31:14, 37:15, 39:2, 77:3, 78:5, 87:4
motivated [1] - 51:4
mouth [1] - 81:23
move [13] - 32:15, 36:10, 36:11, 40:12, 51:5, 55:19, 56:7, 56:13, 56:25, 58:16, 62:19, 77:17, 78:22
moved [2] - 38:15, 76:15
moving [5] - 46:19, 63:3, 63:25, 64:18, 64:21
MPO [161] - 2:4, 2:21, **6:4**, **6:13**, 6:17, **7:15**, **7:24**, **8:2**, 8:11, **8:13**, **8:16**, 8:20, **9:2**, **9:6**, **9:18**, 9:22, 10:2, **10:3**, **10:7**, 10:11, **10:14**, **10:23**, **11:1**, **11:7**, **11:11**, **11:16**, 12:1, **12:4**, **12:12**, **12:14**, **13:10**, **14:18**, **14:21**, 15:8, **15:11**, **17:10**, **18:6**, 18:12, 18:14, **18:16**, 18:17, 19:4, **19:5**, 19:9, 19:11, **20:19**, 21:5, 21:13, 21:15, 21:19, 21:22, 21:25, 22:5, 22:9, 22:12, 22:16, 23:5, 23:8, 23:12, 23:20, 24:4, 25:17, 25:24, 26:2, 26:5, 26:14, 28:2, 28:7, 28:11, 28:21, 29:3, 30:17, 30:22, 30:25, 31:3, 31:7, 31:16, 32:11, 32:19, 32:22, 33:19, 34:6, 34:13, 35:11, 37:4, 37:7, 37:17, 37:21, 37:24, 38:2, 38:5, 38:17, 38:20, 39:5, 39:9, 39:14, 39:19, 43:22, 44:5, 44:14, 45:19, 45:23, 46:6, 51:22, 52:22, 53:20, 54:1, 54:7, 54:9, 54:18, 55:25, 56:19, 59:11, 59:19, 59:23, 59:25, 60:2, 60:7, 60:16, 61:2, 61:7, 61:14, 61:18, 61:22, 61:23, 63:20, 66:3, 70:21, 73:16, 74:24, 75:6, 77:10, 77:14, 78:9, 78:11, 78:14, 78:21, 78:25, 79:5, 79:10, 79:12, 79:17, 79:21, 79:25, 80:3, 81:3, 81:11, 82:4, 83:3, 83:10, 83:12, 84:5, 84:17, 84:21, 85:24, **86:17**, 86:21, 87:6
MPO's [1] - **18:25**
MR [11] - **14:12**, **19:17**, 20:9, **27:18**, **27:25**, 29:19, **30:10**, **31:2**, **53:3**, **53:19**, **55:1**
MRS [1] - **73:23**
MS [83] - **6:19**, **6:23**, **7:1**, **7:4**, **7:6**, **7:10**, **7:13**, **7:16**, 7:19, **7:22**, **8:12**, **8:18**, **10:25**, **11:4**, 11:10, **11:13**, **12:17**, 14:20, **16:12**, 16:20, 17:3, 17:7, 21:17, 21:21, 23:7, 23:25, 25:18, 26:19, 27:24, 29:1, 31:20, 35:2, 35:10, 36:16, 37:23, 38:1, 38:4, 38:9, 39:4, 39:8, 39:12, 39:21, 40:1, 47:4, 47:9, 47:13, 47:16, 47:19, 48:14, 52:13, 60:1, 60:14, 60:18, 61:6, 61:10, 61:17, 62:2, 62:6, 62:16, 63:6, 63:11, 63:16, 63:23, 64:5, 64:10, 65:1, 65:16, 66:12, 66:15, 69:23, 70:4, 70:11, 70:18, 70:20, 71:20, 72:8, 73:13, 73:24, 74:10, 74:20, 78:23, 79:7, 79:13
municipal [1] - 30:5
Municipalities [3] - 54:10, 57:6, 58:2
municipalities [3] - 45:15, 46:12, 57:16
municipality [2] - 86:6, 86:7
Municipality [1] - 82:19

N

national [1] - 38:13
nature [3] - 15:17, 16:10, 34:3
near [3] - 67:19, 68:1, 68:4
necessarily [2] - **15:25**, **55:3**
necessary [1] - 18:25
necessity [1] - **20:24**
need [25] - **14:18**, **15:17**, **18:9**, **22:17**, **22:21**, **22:24**, **30:3**, **31:1**, **34:20**, **40:11**, **44:21**, **45:3**, **50:9**, **52:24**, **54:15**, 57:23, **57:25**, 58:7, 58:9, **58:16**, 58:18, 60:4, **66:4**, 78:25, 85:18
needed [1] - 42:10
needs [10] - 8:9, 18:23, 21:2, 25:2, 40:20, 41:3, 43:4, 57:12, 57:14, 86:14
neighboring [1] - 86:6
never [2] - 49:17, 60:9
New [1] - 51:11
NEW [2] - 4:7, 12:14
new [14] - 8:21, 10:24, 12:14, 12:17, 13:2, 17:24, 24:11, 24:15, 25:12, 30:4, 51:2, 57:22, 59:25, 73:4
newest [1] - 84:8
next [20] - 11:1, 11:8, 11:10, 13:7, 14:8, 14:14, 17:4, 23:25, 26:19, 29:1, 31:20, 34:1, 57:1, 61:8, 61:9, 61:23, 73:8, 73:21, 81:8, 85:12
nice [1] - 58:5
night [1] - 27:21
nine [11] - 14:7, 15:6, 43:8, 58:13, 67:21, 68:3, 68:8, 68:16, 71:6, 72:9, 72:10
nine-point-seven-six [1] - 68:8
ninety [6] - 14:7, 15:6, 43:9, 67:11, 67:21, 72:9
ninety-five [1] - 72:9
ninety-four [1] - 67:21
ninety-nine [2] - 14:7, 15:6
ninety-three [1] - 43:9
nobody [1] - 85:20
nominate [2] - 8:24, 10:1
nomination [1] - 8:21
nominations [6] - 9:4, 9:7, 9:23, 9:24, 10:8, 10:12
non [2] - 33:5, 33:22
non-interstate [2] - 33:5, 33:22
None [12] - 9:15, 10:20, 12:10, 23:17, 26:11, 28:18, 31:13, 37:14, 39:1, 77:2, 78:4, 87:3
none [2] - 10:11, 24:4
Norma [1] - 79:2
normal [1] - 25:3
normally [1] - 19:24
north [2] - 24:19, 24:24
Northlinc [2] - 48:6, 53:5
notable [1] - 42:18
noticeable [1] - 73:12
November [2] - 62:13, 78:18
number [8] - 35:16, 35:21, 57:19, 69:14, 70:2, 70:4, 72:3, 72:9
Number [2] - 1:15, 74:7
numbers [9] - 22:22, 22:24, 27:4, 29:21, 32:6, 47:10, 48:11, 48:16
NUNNALLY [11] - 14:12, 19:17, 20:9, 27:18, 27:25, 29:19, 30:10, 31:2, 53:3, 53:19, 55:1
Nunnally [1] - 2:23

O

objectives [4] - 40:5, 40:8, 40:16, 40:24
observation [1] - 70:24
obtain [2] - 20:25, 52:4
obviously [3] - 29:12, 44:7, 61:12
occurring [1] - 19:23
October [3] - 1:5, 1:13, 89:6
odd [1] - 71:2
OF [13] - 4:5, 4:6, 8:15, 11:3, 12:16, **INVOCATION/ PLEDGE** [1] - 6:3
ORDER/ INVOCATION/ PLEDGE..... - [1] - 4:3
ORGANIZATION [1] - 1:3
Organization [6] - 2:20, 2:22, 6:6, 40:6, 89:4, 89:15
organization [5] - 44:25, 54:11, 57:15, 59:2, 80:7
organization's [1] - 85:25
organizations [1] - 85:17
origination [3] - 54:22, 55:2, 55:4
Osprey [1] - 68:15
ought [2] - 13:23
ourselves [3] - **37:2**, 83:23
Outreach [1] - **43:3**
outside [4] - **15:16**, 19:9, **82:8**, **86:7**
outstanding [4] - **39:16**, **69:21**, **74:13**, **74:14**
overestimated [1] - **49:22**
overview [2] - **29:11**, 41:6
own [2] - **32:1**, 75:15
OWNER [1] - 72:17

P

p.m [1] - 81:13
packet [4] - 11:6, 11:23, 29:10, 74:6
page [2] - 40:25, 74:6
Page [9] - 11:6, 13:6, 13:19, 25:20, 27:7, 29:10, 29:14, 32:1, 32:10
pages [2] - 43:18, 60:21
paint [2] - 20:1
paradigm [2] - 56:10
paradise [1] - 85:1
Paris [1] - 78:12
parking [1] - 57:1
parks [1] - 55:21
part [6] - 30:8, 40:17, 41:9, 49:18, 57:5, 58:21
participate [1] - 65:12
participation [2] - 40:21, 74:15
parties [2] - 88:11, 88:13
parting [1] - 45:11
parts [2] - 41:2, 41:8
pass [1] - 27:25
passenger [1] - 53:17
passes [2] - 77:6, 78:8
passion [1] - 83:1
past [4] - 47:1, 49:10, 55:16, 84:13
Patterson [14] - 2:15, 7:6, 9:14, 10:19, 12:9, 23:16, **26:10**, 28:17, 31:12, **37:13**, 38:25, **77:1**, **78:3**, 87:2
PATTERSON [7] - **7:8**, **15:19**, **16:13**, **16:18**, **17:1**, **17:5**, **77:20**
pavement [3] - **31:21**, **31:24**, **33:5**
Pay [1] - **4:18**
PAY [1] - **38:7**
pay [4] - **38:10**, 49:18, **50:9**, **73:2**
paying [2] - 49:7, 50:2
pays [1] - 50:1
PE [1] - 24:21
pedestrian [1] - 43:16
Pedestrian [1] - 16:21
people [19] - 40:12, 43:12, 48:25, 49:6, 49:11, 50:7, 57:22, 57:25, 58:3, 58:5, 58:7, 58:9, 58:18, 58:22, 60:11, 72:21, 73:10, 85:1, 85:2
per [5] - 4:24, 47:17, 48:1, 48:3, 70:9
percent [6] - 33:6, 33:7, 33:11, 33:12, 50:17, 69:13
PERFORMANCE [1] - 31:19
Performance [1] - 4:14
performance [10] - 31:21, 31:22, 32:13, 32:16, 33:1, 33:11, 33:17, 33:25, 34:4, 74:14
performing [1] - 20:2
permanent [1] - 40:11
permits [5] - 69:11, 69:16, 72:9, 72:10
permitted [3] - 67:4, 67:10, 68:24
person [2] - 44:11, 72:18
personal [1] - 77:12
personnel [2] - 48:18, 82:18
Phase [9] - 66:20, 66:21, 67:5, 67:7, 67:11, 67:16, 67:20, 68:7, 68:16
phenomenal [1] - **85:14**
pick [4] - **52:11**, 52:18, **52:23**, **58:5**
picked [2] - **39:7**, **60:11**
picture [4] - **78:17**, **78:19**, **78:23**, **79:2**
piece [1] - **53:13**
pipes [1] - **63:12**
pitting [1] - 19:23
place [6] - 50:8, 56:23, **57:2**, 57:7, 60:2, 86:12
Place [1] - 67:20
placing [2] - 13:15, 65:18
plan [14] - 24:3, 41:2, 41:6, 42:1, 42:6, 42:7, 43:17, 46:24, 48:8, 60:18, 65:5, 65:13, 73:17, 86:9
Plan [17] - 4:8, 4:10, 4:13, 4:19, 12:19, 13:8, 14:25, 16:2, 16:19, 16:22, 39:22, 39:23, 39:25, 40:2, 43:3, 65:1, 65:2
PLAN [5] - 12:16, 23:24, 28:25, 39:18, 64:25
Plan..... ..... [1] - 5:7
planned [1] - 24:13
planning [3] - 40:21, 66:13, 81:9
PLANNING [2] - 1:3, 66:11
Planning [8] - 2:20, 2:22, 5:9, 6:6, 40:5, 68:22, 89:4, 89:15
plans [1] - 66:5
plat [4] - 67:2, 67:9, 68:7, 68:9
plats [12] - 66:22, 67:14, 67:15, 68:10, 68:20, 69:1, 69:15, 71:22, 72:4, 72:7
pleasure [2] - 11:18, 79:11
Pledge [2] - 6:8, 6:11
plenty [1] - 29:12
PM2 [2] - 4:14, 31:19
point [30] - 8:5, 13:24, 20:21, 24:20, 33:6, 44:11, 44:12, 54:9, 54:22, 55:2, 55:4, 66:22, 66:24, 67:1, 67:6, 67:8, 67:12, 67:17, 67:21, 68:6, 68:8, 68:14, 68:16, 70:9, 72:14, 76:2
Point [2] - 53:10
point-three [1] - 24:20
points [3] - 55:20, 56:5, 56:11
POLICY [183] - 2:3, 6:21, 6:25, 7:3, 7:8, 7:12, 7:21, 8:4, 8:23, 8:25, 9:12, 9:14, 9:20, 9:25, 10:5, 10:17, 10:19, 11:21, 11:24, 12:7, 12:9, 13:21, 14:15, 14:22, 15:10, 15:13, 15:19, 16:13, 16:16, 16:18, 17:1, 17:5, 17:8, 17:11, 17:16, 17:18, 17:20, 17:22, 17:23, 18:1, 18:4, 18:7, 18:11, 18:13, 18:21, 19:2, 19:6, 19:12, 19:16, 20:5, 20:12, 20:13, 20:16, 20:17, 20:20, 22:3, 22:6, 22:10, 22:15, 22:25, 23:1, 23:14, 23:16, 25:6, 25:21, 26:1, 26:8, 26:10, 27:15, 27:22, 28:4, 28:9, 28:15, 28:17, 29:16, 30:1, 30:15, 30:21, 31:10, 31:12, 32:15, 32:21, 32:24, 34:8, 34:11, 34:14, 34:22, 34:24, 35:3, 35:5, 35:8, 35:14, 36:13, 36:17, 37:11, 37:13, 38:15, 38:16, 38:23, 38:25, 39:15, 44:13, 45:16, 45:21, 46:5, 46:23, 47:5, 47:11, 47:14, 47:18, 48:12, 48:15, 51:17, 51:23, 52:8, 52:14, 52:17, 52:20, 52:21, 53:14, 53:24, 54:5, 54:20, 55:6, 57:18, 58:25, 59:21, 59:24, 60:4, 60:8, 61:15, 63:21, 63:24, 69:19, 69:24, 70:6, 70:13, 70:19, 70:23, 72:6, 72:12, 73:15, 74:8, 74:11, 74:18, 74:21, 75:10, 76:15, 76:16, 76:18, 76:19, 76:20, 77:1, 77:5, 77:11, 77:17, 77:19, 77:20, 77:22, 78:1, 78:3, 78:7, 78:10, 78:13, 78:16, 79:3, 80:2, 80:4, 81:5, 83:5, 83:18, 83:19, 84:7, 84:16, 84:19, 84:22, 85:7, 85:9, 86:19, 86:20, 86:25, 87:2
policy [9] - 8:1, 75:21, 80:17, 81:7, 82:2
Policy [31] - 9:10, 10:15, 12:5, 22:23, 23:10, 26:6, 28:13, 31:8, 37:9, 38:21, 43:24, 75:4, 75:16, 76:22, 77:24, 80:1, 86:23, 87:8
poor [1] - 33:22
popped [1] - 60:10
population [2] - 80:8, 83:24
position [2] - 86:8
possibilities [1] - 42:13
possibility [1] - **58:10**
possible [2] - **41:4**
possibly [3] - **34:20**, 58:23, **61:16**
posted [1] - **19:20**
potential [1] - **57:21**
pounds [1] - **20:14**
prayer [1] - **6:10**
preliminary [11] - **67:2**, **67:8**, **67:14**, **67:18**, **68:6**, **68:10**, **68:15**, **68:20**, **69:15**, 71:**22**, **72:1**
prepared [2] - 23:2, 89:7
present [1] - 7:5
PRESENT [2] - 2:3, 2:18
presentation [2] - 39:22, 39:24
presented [2] - 11:23, 60:19
PRESS [1] - 79:16
press [1] - 79:18
Press..... ... [1] - 5:13
pressures [1] - 30:5
pretty [6] - 22:20, 53:2, 72:13, 81:23, 85:13
previous [1] - 47:1
previously [1] - 35:18
print [1] - 60:20
printed [1] - 42:7
private [3] - 41:14, 49:21, 50:2
privilege [2] - 74:23, 77:12
privileged [1] - 85:21
Pro [1] - 83:16
problem [2] - 49:13, 64:18
problems [2] - 20:4, 30:7
PROCEEDINGS [1] - 1:2
proceedings [3] - 1:12, 88:8, 88:14
process [3] - 14:19, 49:24, 50:6
processes [2] - 15:**24**, 21:1
profile [1] - 70:25
profitable [1] - **60:12**
program [1] - **25:23**
Program [2] - **24:1**, 29:2
progresses [1] - **30:6**
project [13] - **13:6**, **13:7**, **16:24**, **21:13**, **22:19**, **26:20**, 26:23, **27:3**, **30:9**, **62:3**, **63:17**, **72:16**, **80:20**
Project [1] - **4:21**
Projects [2] - 4:8, 4:23
PROJECTS [3] - **12:16**, 62:15, 64:9
projects [24] - 12:18, 12:20, 13:7, 14:24, 15:2, 15:22, 16:1, 16:19, 16:23, 17:12, 17:24, 18:16, 20:24, 22:2, 22:22, 23:3, 24:4, 62:17, 64:11, 70:25, 71:13, 80:23, 82:8, 86:2
Projects..... .... [1] - 5:6
promise [1] - 78:22
prospers [1] - 85:20
proud [3] - 80:19, 80:25, 81:1
provide [5] - 27:6, 40:8, 40:9, 40:21, 59:5
Proxies [13] - 9:10, 10:15, 12:5, 23:10, 26:6, 28:13, 31:8, 37:9, 38:21, 75:4, 76:22, 77:24, 86:23
PROXIES [12] - 9:14, 10:19, 12:9, 23:16, 26:10, 28:17, 31:12, 37:13, 38:25, 77:1, 78:3, 87:2
proxy [4] - 6:20, 7:1, 7:7, 7:20
Proxy [5] - 2:9, 2:11, 2:13, 2:15, 7:1
PROXY [33] - 6:21, 7:3, 7:8, 10:5, 15:19, 16:13, 16:18, 17:1, 17:5, 17:8, 17:11, 17:18, 17:22, **18:1**, 25:6, 26:1, **27:15**, 27:22, **28:9**, **32:24**, 34:8, **34:22**, **35:3**, 35:8, **57:18**, **63:21**, 63:**24**, **76:19**, **77:20**, **79:3**, **84:19**, **84:22**, **85:9**
Public [6] - **4:19**, **4:23**, **39:22**, **39:23**, **40:2**, **43:3**
PUBLIC [4] - **5:12**, **39:18**, **62:15**, 79:20
public [8] - 40:18, **40:22**, 44:6, 51:10, **55:20**, 55:22, 62:16, 79:22
public's [1] - 42:4
Public..... ... [1] - 5:14
pull [1] - 71:16
pulled [2] - 25:12, 71:22
purpose [3] - 46:7, 54:18, 80:21
pursue [2] - 15:15, 15:18
pushing [2] - 53:21, 54:8
put [10] - 16:6, 16:9, 19:3, 19:7, 22:17, 43:23, 54:14, 80:8, 81:24, 85:5
puts [1] - 86:8
putting [3] - 39:23, 41:10, 86:10

Q

quality [1] - 36:24
quantified [1] - 35:16
quarter [7] - 66:18, 68:11, 69:12, 69:13, 71:23
Quarterly [1] - 1:4
questions [11] - 18:5, 24:23, 34:9, 42:11, 43:11, 51:21, 61:3, 61:5, 70:22, 71:1, 73:14
quick [5] - 8:5, 18:22, 54:21, 70:23, 75:1
quicker [1] - 65:20
quickly [4] - 24:6, 41:5, **78:22**
quite [2] - **15:22**, **25:16**

R

radar [1] - **73:5**
raise [5] - **37:1**, 38:14, **81:22**, **83:8**, 84:10
raised [1] - 85:3
ramp [1] - 24:17
ran [1] - 39:7
Range [3] - 4:8, 12:19, 14:24
RANGE [1] - 12:16
range [2] - 19:3, 46:20
rank [1] - 33:22
rates [1] - 73:11
rather [2] - 21:5, 74:14
rating [1] - 19:17
reach [1] - 84:11
read [3] - 35:17, 46:24, 48:8
readership [1] - 47:17
reading [1] - 43:19
readopt [1] - 34:2
ready [2] - 57:11, 78:19
real [4] - 41:5, 53:24, 57:25, 75:1
realize [3] - 58:12, 79:5, 85:18
realized [1] - 73:10
really [38] - 21:3, 21:5, 21:12, 32:7, 35:15, 35:16, 35:20, 39:6, 39:23, 40:3, 41:19, 43:24, 44:1, 44:2, 44:5, 44:24, 45:13, 54:14, 59:7, 59:14, 59:20, 60:9, 70:16, 71:2, 71:13, 71:15, 73:18, 75:23, 77:7, 78:24, 82:3, 82:16, 82:21, 83:20, 86:4, 86:8
reasonable [1] - 82:4
reasons [1] - 40:18
rebuild [1] - 19:15
receive [1] - 49:19

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
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received [2] - 43:8, 46:1
recent [1] - 84:24
recited [1] - 6:11
recognition [1] - 76:17
recognize [1] - 75:17
recommend [6] - 13:22, 13:23, 14:17, 25:19, 32:4
recommendation [1] - 32:9
recommendations [1] - 61:13
recommended [4] - 13:18, 27:9, 29:13, 38:14
reconfiguring [1] - 49:24
red [3] - 8:8, 17:25, 79:1
reference [1] - 35:23
Regarding [1] - 4:11
regarding [1] - 25:8
REGARDING [1] - 26:17
Region [1] - 2:10
region [1] - 84:2
regional [1] - 80:23
regionally [2] - 80:18, 82:10
Regulations [1] - 59:10
regulations [1] - 55:10
Reid [1] - 67:24
relate [2] - 31:24, 71:12
related [2] - 42:17, 81:13
reliable [3] - 49:11, 56:6, 56:7
reliably [1] - 40:12
relief [1] - 40:9
relieve [2] - 14:4, 51:12
relocated [1] - 63:13
relook [1] - 50:14
remained [1] - 75:24
reminder [1] - 13:15
replaced [1] - 18:9
replacement [2] - 13:12, 15:3
REPORT [1] - 61:22
Report [1] - 5:2
report [4] - 23:5, 32:25, 61:24, 73:25
Report... [1] - 4:20
reported [1] - 50:4
Reporter [3] - 1:15, 88:22, 89:8
represents [1] - 88:9
request [5] - 21:5, 21:16, 32:12, 54:25, 74:4
Requested [1] - 4:10
REQUESTED [1] - 23:23
requested [3] - 25:22, 27:11, 74:5
required [7] - 24:2, 31:22, 32:17, 34:16, 49:17, 53:15, 54:24
requirement [5] - 33:20, 35:6, 40:4, 51:25, 52:6
requirements [10] - 36:21, 36:25, 37:1, 40:3, 49:19, 52:2, 55:2, 59:4, 59:19, 63:2
requires [1] - 34:17
residential [1] - 69:11
resolution [10] - 13:19, 25:20, 26:20, 27:7, 28:1, 29:14, 32:10, 35:17, 80:5
Resolution [5] - 4:11, 30:17, 76:14, 77:16, 77:18
RESOLUTION [1] - 26:17
RESOLUTIONS [2] - 37:20, 75:9
Resolutions [2] - 4:15, 4:16
resolved [1] - **30:8**
resources [5] - **42:21**, 42:22, **65:23**, **80:16**, **84:14**
respective [1] - **57:12**
responders [1] - **65:24**
response [15] - **9:5**, **10:10**, **12:3**, **21:24**, 23:13, **26:4**, 30:24, 31:6, **37:6**, 38:19, 44:19, 48:5, 49:16, 53:1, 61:20
result [2] - 25:14, 88:14
results [2] - 42:3, 42:5
resurfacing [4] - 24:18, 24:19, 24:23, 25:4
rethink [1] - 50:20
retirement [1] - 83:7
retiring [1] - 74:1
reused [1] - 25:12
revenues [2] - 47:20, 47:21
review [1] - 60:19
reviewing [2] - 60:22, 63:1
REVISED [1] - 26:17
Revised [1] - 4:11
revised [1] - 26:20
revising [1] - 27:5
revisit [1] - 32:5
richard [1] - 2:11
Richard [31] - 2:17, 6:19, 7:10, 9:12, 9:14, 10:17, 10:19, 12:7, 12:9, 23:14, 23:16, 26:8, 26:10, 27:12, 27:21, 28:15, 28:17, 31:10, 31:12, 34:15, 37:11, 37:13, 38:23, 38:25, 76:24, 77:1, 78:1, 78:3, 84:6, 86:25, 87:2
RICHARD [16] - 6:21, 7:12, 8:23, 10:5, 27:15, 27:22, 28:9, 32:24, 34:22, **35:3**, 35:8, 60:4, 60:8, 76:15, 77:19, **84:7**
Richard's [1] - **36:1**
ride [1] - **52:15**
rider [2] - **48:1**, **48:3**
riders [2] - **40:18**, **43:15**
ridership [7] - **40:16**, **40:19**, 41:16, 41:17, **49:10**, **49:22**, **56:5**
Ridge [1] - **68:15**
Ridgewood [1] - 68:7
right-of-way [3] - **24:7**, **31:1**, 46:19
Rigsby [5] - 12:22, 13:1, 14:25, 29:5, 30:19
River [2] - 13:13, 66:2
Riverwood [3] - 66:25, 68:23, 72:15
riverwood [1] - 67:2
road [3] - 20:10, 36:24, 46:20
Road [18] - 12:21, 12:22, 13:13, 15:1, 15:4, 24:20, 26:22, 28:5, 29:5, 29:6, 29:7, 30:19, 30:20, 64:13
roads [1] - 36:4
roadway [1] - 25:11
roadways [1] - 33:21
Robert [1] - 2:24
Robert's [1] - 77:8
Robertsdale [4] - 13:24, 68:2, 68:10, 72:23
Rockwell [1] - 16:3
ROJECT [1] - 62:1
role [2] - 9:23, 82:7
roll [1] - 6:18
ROLL [2] - 4:4, 6:16
rolls [1] - 21:8
Ron [2] - 2:13, 7:2
room [2] - 72:22, 83:16
roughly [3] - 14:7, 15:6, 17:13
roundabout [4] - 29:5, 30:18, 64:13, 64:15
route [18] - 41:10, 41:11, 41:16, **41:17**, 41:20, 41:24, **44:19**, 47:17, **48:2**, **48:6**, 48:20, **50:13**, **53:4**, 53:18, **55:19**, **56:12**, **56:24**
routes [15] - **41:9**, **41:23**, **47:2**, **47:21**, **47:22**, **48:17**, **49:9**, **49:21**, **49:22**, **50:8**, **50:9**, **51:12**, **52:25**, 53:7, **53:8**
Rules [1] - 77:8
rules [1] - 50:22
run [8] - 11:8, 14:3, **14:19**, 24:5, 49:5, 52:25, 53:4, 53:6
running [1] - 48:20
rural [7] - 44:3, 44:9, 48:20, 49:18, 54:23, 57:14
rust [2] - 19:23, 19:24

S

sad [1] - 81:21
safely [1] - 40:13
safety [7] - 35:15, 35:18, 35:24, 36:24, 64:10, 64:12, 64:19
Saint [3] - 67:7, 67:9, 68:22
sake [1] - 35:6
salary [1] - 38:12
SALE [1] - 72:17
sales [2] - 73:4, 73:12
SARAH [67] - 6:19, 6:23, 7:1, 7:4, 7:6, 7:10, 7:13, 7:16, 7:19, 7:22, 8:12, 8:18, 10:25, 11:4, 11:10, 11:13, 12:17, 14:20, 16:12, 16:20, 17:3, 17:7, 21:17, 21:21, 23:7, 23:25, 25:18, 26:19, 27:24, 29:1, 31:20, 35:2, 35:10, 36:16, 37:23, 38:1, 38:4, 38:9, 39:4, 39:8, 39:12, 39:21, 52:13, 60:1, 60:14, 60:18, 61:6, 61:10, 61:17, 62:2, 62:6, 62:16, 63:6, 63:**11**, 63:**16**, 63:23, **64:5**, **64:10**, 65:1, **65:16**, **66:12**, 73:24, **74:10**, **74:20**, 78:23, **79:7**, **79:13**
Sarah [13] - **2:19**, **6:17**, **8:17**, **11:7**, **14:18**, **25:10**, **37:22**, **39:5**, 73:21, **74:8**, 81:22, **83:7**, **84:10**
Sarah's [1] - 82:7
sat [2] - 57:19, 83:19
satisfy [1] - 48:22
Saturday [1] - 58:15
saw [1] - 62:11
schedule [3] - 52:18, 53:10, 63:8
school [5] - 13:2, 33:9, 49:21, 50:2, 50:3
School [1] - 68:4
schools [2] - 49:23, 50:9
scores [1] - 33:10
Scott [2] - 2:13, 7:2
scour [1] - 59:7
seats [1] - 75:24
second [29] - 9:1, 9:3, 10:4, 10:6, 10:8, 11:24, 12:2, 15:10, 15:11, 22:1, 26:1, 26:2, 28:10, 28:11, 30:21, 30:23, 32:21, 32:23, 37:8, 38:16, 38:18, 69:16, 71:23, 76:18, 76:19, 77:19, 77:21, 86:20, 86:22
section [5] - 29:25, 30:13, 41:11, 41:19, 42:14
Section [5] - 40:17, 41:9, 42:7, 42:8, 42:16
sectors [1] - 49:10
see [34] - 11:5, 13:5, 15:23, 16:5, 16:14, 17:23, 18:19, 20:6, 25:20, 27:7, 27:11, 29:14, 32:1, 32:9, 33:1, 43:12, 44:10, 44:23, 47:9, 47:13, 47:14, 47:16, 48:7, 51:4, 55:7, 56:3, 60:5, 60:12, 69:14, 71:2, 71:11, 71:12, 73:7, 81:21
seeing [2] - 64:1, 80:22
seek [1] - 21:12
seeking [1] - 21:5
selecting [1] - 62:19
semi [2] - 44:8, 55:19
semi-fixed [1] - 55:19
semi-urban [1] - 44:8
send [2] - 50:2, 61:16
sending [2] - 65:22, 65:23
senior [1] - 44:22
sense [2] - 47:24, 55:11
sent [1] - 60:21
separate [2] - 16:11, 27:3
September [1] - 66:18
series [1] - 81:15
serve [4] - 45:15, 53:7, 53:8, 57:16
served [2] - 83:10
serves [1] - 54:18
service [14] - 41:22, 44:3, 46:1, 46:14, 49:16, 49:17, 51:24, 54:23, 54:24, 57:25, 58:18, 60:11, 76:3, 76:5
services [3] - 41:20, 41:22, 76:7
serving [3] - 10:13, 75:13, 82:24
session [3] - 55:7, 59:17, 81:12
set [4] - 36:18, 40:14, 50:18, 60:23
sets [1] - 59:3
setting [2] - 32:1, 32:7
seven [5] - 67:6, 67:12, 68:8, 68:16
seventeen [1] - 69:13
seventy [5] - 13:5, 33:11, 67:17, 68:14, 69:10
seventy-eight [1] - 33:11
seventy-five [1] - 13:5
seventy-four [1] - 69:10
seventy-two [1] - 67:17
several [3] - 16:20, 40:7, 43:11
share [3] - 35:12, 45:6, 65:23
shift [1] - 56:10
shoot [1] - 36:9
shooting [1] - 36:6
Shop [1] - 83:16
shopping [1] - 55:22
SHORE [1] - 1:3
Shore [15] - 6:5, 10:2, 43:2, 48:22, 51:9, 55:25, 56:2, 56:14, 57:8, 80:24, 81:11, 82:4, 87:8, 89:3, 89:15
Shores [2] - 56:22, 85:5
short [7] - 39:24, 40:13, 42:13, 52:22, 81:6, 83:15
short-term [1] - 42:13
show [1] - 65:17
showing [1] - 25:1
shows [1] - 72:14
Shrimp [1] - 49:6
shutting [1] - 51:6
side [5] - 29:24, 30:3, 30:5, 53:1, 57:6
sidewalk [1] - 23:3
sidewalks [1] - 16:9
sign [2] - 66:8, 72:17
SIGNAL [2] - 26:17, 62:5
signal [10] - 24:**16**, 24:17, 25:8, **26:22**, 26:24, **27:11**, **27:16**, 27:18, **28:5**, **62:6**
Signal [1] - **4:12**
Signal..... [1] - **4:22**
signature [1] - **89:10**
significance [1] - **80:23**
significant [2] - **45:25**, 73:4
signify [1] - **23:9**
signs [1] - 64:2
Silverhill [1] - 68:20
sincere [1] - 83:11
single [1] - 54:25
SISLAK [67] - 6:19, 6:23, 7:1, 7:4, 7:6, 7:10, 7:13, 7:16, 7:19, 7:22, 8:12, 8:18, 10:25, 11:4, 11:10, 11:13, 12:17, 14:20, 16:12, 16:20, 17:3, 17:7, 21:17, 21:21, 23:7, 23:25, 25:18, 26:19, 27:24, 29:1, 31:20, 35:2, 35:10, 36:16, 37:23, 38:1, 38:4, 38:9, 39:4, 39:8, 39:12, 39:21, 52:13, 60:1, 60:14, 60:18, 61:6, 61:10, 61:17, 62:2, 62:6, 62:16, 63:6, 63:11, 63:16, 63:23, 64:5, 64:10, 65:1, 65:16, 66:12, 73:24, 74:10, 74:20, 78:23, 79:7, 79:13
Sislak [1] - 2:19
sit [1] - 80:12
site [1] - 72:25
site-built [1] - 72:25
situation [2] - 84:20, 84:23
situations [1] - 85:19
six [10] - 24:10, 24:12, 33:6, 66:22, 66:24, 67:17, 68:8, 70:9, 73:5, 81:16
six-point-eight-five [1] - 66:22
sixteen [3] - **66:25**, 67:8, **71:9**
sixteen-point-eight [1] - **67:8**
sixty [7] - **24:10**, **29:8**, **33:6**, **46:18**, **60:20**, **67:5**, **68:14**
sixty-one [1] - 67:5
sixty-six [1] - **24:10**
sixty-six-point-two-three [1] - **33:6**
sixty-three-point-seventy-two [1] - **68:14**
skip [2] - 37:21, 37:24
slate [1] - 10:24
slide [2] - 69:7, 71:21
slowdown [3] - 73:6, 73:8, 73:12
small [1] - 39:10
smart [1] - 53:25
solicit [2] - 40:20, 42:4
solution [1] - 65:9
solutions [1] - 41:4
someone [1] - 42:6
something's [1] - 73:4
somewhere [1] - 64:1
soon [2] - 81:24, 85:13
sorry [3] - 51:14, 51:19, 77:8
sort [1] - 35:21
sounds [1] - 17:6
source [1] - 73:19
sources [1] - 24:5
south [2] - 49:2, 56:21
South [1] - 24:16
Southwest [1] - 2:9
Spanish [12] - 2:16, 4:24, 16:21, 22:7, 24:9, 45:2, 46:22, 56:2, 62:21, 62:23, 62:25, 68:19
SPANISH [1] - 62:15
speaking [2] - 8:10, 62:21
speech [1] - 85:8
speed [1] - 20:8
spending [1] - 45:4
split [2] - 83:23, 83:24
Sponsorship [1] - **5:5**
SPONSORSHIP [1] - 64:4
spot [2] - **37:2**, **71:21**
spreadsheet [7] - **29:9**, **66:17**, **69:4**, **69:8**, **69:16**, **69:18**, **69:25**
SR [4] - **4:25**, **5:4**, **63:5**, **63:15**
staff [3] - **42:9**, **65:11**, **76:10**
stage [1] - 61:11
stand [1] - 49:20
standard [4] - 33:4, **34:4**, 36:5, 54:22
standards [13] - 32:13, 33:17, 33:25, 34:16, 34:18, 34:21, 34:25, 35:1, 35:15, 35:18, 35:24, 36:7, 36:21
standpoint [1] - 39:11
start [14] - 11:14, 19:24, 20:3, 47:23, 48:13, 56:23, 57:7, 57:8, 57:9, 60:3, 60:22, 64:1, 66:19
started [2] - 50:25, 80:7
state [1] - 65:1
STATE [3] - 23:23, 64:25, 88:3
State [10] - 4:10, 5:7, 20:25, 23:25, 24:2, 36:7, 36:22, 38:12, 50:1, 64:20
statewide [4] - 31:25, 33:5, 34:18, 35:21
stating [1] - 35:23
station [1] - 47:7
stay [1] - 34:20
steel [2] - 19:22, 19:25
stenotype [1] - 88:7
still [7] - 45:7, 61:10, 63:1, 63:7, 63:8, 63:11, 74:7
Stonebridge [1] - 68:13
stops [1] - 63:3
store [1] - 44:21
stores [1] - 55:22
Street [2] - 1:14, 68:1
street [1] - 81:14
strides [1] - 80:15
strikes [1] - 46:2
structure [3] - 18:11, **24:14**, **24:15**
struggled [1] - **44:1**
studies [1] - **42:17**
study [8] - **27:11**, **27:16**, **27:19**, **42:19**, **42:20**, **56:21**
stuff [4] - **23:3**, 29:22, **70:16**, **73:7**
subdivision [1] - **72:23**
subdivisions [2] - 70:7, 71:5
subject [2] - 53:16, 56:17
submittal [2] - 13:6, 16:25
submitted [2] - 12:20, 43:13
subsequent [1] - 22:14
succeeding [1] - 19:9
sufficiency [1] - 19:17
suggested [2] - 42:13, 42:14
suggestion [1] - 59:8
suggestions [3] - 41:4, 42:15, 69:22
suit [1] - 79:1
summary [1] - 43:17
summer [1] - 48:25
Sunday [1] - 58:14
supervisor [1] - 38:14
supplement [1] - 50:17
support [4] - 12:23, 19:10, 56:15, 76:14
supportive [2] - 22:23, 86:8
surface [1] - 30:17
surfaced [1] - 24:25
surprised [1] - 30:14
survey [9] - 42:3, 42:4, 42:5, 42:11, 43:4, 43:7, 43:10, 43:14, 43:15
Survey [1] - 43:3
surveys [2] - 42:17, 43:9
SUSAN [1] - 88:21

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
2200 US HIGHWAY 98, SUITE 4, PMB 230, DAPHNE, ALABAMA 36526

Susan [2] - 1:14, 89:7
system [14] - 33:9, 41:3, 44:7, 45:3, 45:5, 46:16, 48:20, 48:21, 48:23, 50:18, 51:10, 62:7, 62:8
systems [2] - 50:14, 56:24

T

table [3] - 41:1, 41:17, 83:20
TAC [1] - 32:4
talks [1] - 41:12
TAP [1] - 64:6
target [2] - 33:7, 33:11
targets [4] - 31:25, 32:7, 32:17, 80:9
taxi [1] - 44:13
taxpayer [2] - 45:8, 54:6
Taylor [1] - 2:25
TEAL [6] - 7:12, 8:23, 60:4, 60:8, 76:15, 84:7
Teal [14] - 2:17, 7:11, 9:12, 10:17, 12:7, 23:14, 26:8, 28:15, 31:10, 37:11, 38:23, 76:24, 78:1, 86:25
TEALE [1] - 77:19
team [1] - 65:4
tear [1] - 25:2
Technical [6] - 27:9, 32:9, 32:25, 34:19, 36:1, 74:5
technically [1] - 14:20
Technician [1] - 2:21
technology [2] - 58:17, 65:9
technology-based [1] - 65:9
template [1] - 57:8
temporary [1] - 40:11
ten [7] - 19:13, 43:8, 43:13, 66:24, 68:6, 68:21
ten-point-fifteen [1] - 68:6
ten-point-three-six [1] - 66:24
tenacity [1] - 76:4
term [4] - 40:13, 42:13, 42:14, 55:17
terms [2] - 17:14, 71:13
test [1] - 55:12
Thanksgiving [1] - 64:1
that'll [1] - 61:7
THE [6] - 1:2, 12:16, 23:23, 79:16, 79:20
themselves [1] - 49:12
there'll [1] - 56:17
thinking [1] - 52:3
third [3] - 66:17, 69:12, 71:23
thirty [4] - 67:6, 67:14, 68:2, 68:5
thirty-eight [1] - 68:5
thirty-one [1] - 67:14
thirty-seven-point-four-five [1] - 67:6
Thomasville [1] - 85:4
thoughts [1] - 59:5
thousand [6] - 13:5, 13:10, 20:14, 29:8, 50:15, 71:25
threat [1] - 45:21
three [15] - 13:18, 17:24, 24:20, 25:18, 29:13, 29:25, 30:13, 33:6, 43:9, 50:15, 66:24, 68:14, 71:6, 71:7, 72:20
three-lane [2] - 29:25, 30:13
throughout [1] - 55:24
tie [1] - 79:1
tighter [1] - 73:1
timings [1] - **62:10**
TIP [2] - 24:3, **25:23**
TIP)(ALL [1] - **23:24**
Tip)(All).. [1] - **4:10**
TO [8] - **4:3**, **6:3**, **12:16**, **23:23**, **73:23**
today [6] - **7:23**, **8:5**, **14:13**, **14:16**, **42:20**, **79:14**
together [12] - **22:18**, 27:2, **39:23**, **63:3**, 65:**18**, **71:16**, 71:22, 81:1, **82:14**, 84:1, 85:18, 86:10
toggle [1] - 8:9
tomorrow [1] - 81:15
tonight [2] - 81:8, 81:12
took [1] - 74:22
tool [1] - 71:18
toot [1] - 75:15
top [1] - 34:20
topic [1] - 55:7
touch [2] - 58:23, 75:17
touched [1] - 86:5
tougher [2] - 14:11
tourists [1] - 56:24
towards [1] - 76:4
Town [4] - 2:17, 81:13, 84:9, 84:12
tracking [1] - 21:3
traditional [1] - 48:23
traffic [7] - 14:4, 40:9, 46:19, 51:12, 65:16, 65:19, 65:25
TRAFFIC [1] - 65:15
Traffic [1] - 5:8
transcribed [1] - 88:8
transcript [3] - 88:7, 88:10, 89:5
transcription [2] - 88:9, 89:7
Transit [8] - 4:19, 4:23, 39:22, 39:23, 39:25, 40:2
TRANSIT [2] - 39:18, 62:15
transit [12] - 40:19, 42:3, 42:17, 43:4, 44:3, 44:7, 45:3, 46:16, 51:10, 54:16, 57:15, 62:16
transit-related [1] - 42:17
Transition [1] - **13:8**
Transpiration [1] - **4:10**
TRANSPIRATION [1] - **23:23**
transport [1] - **54:25**
TRANSPORTATION [2] - **12:16**, **28:24**
transportation [14] - **30:18**, 40:10, 40:11, **40:20**, 40:21, 40:23, **41:3**, 49:19, 52:9, 52:12, 54:24, 81:14, 82:12, 86:13
Transportation [8] - 4:8, 4:13, 12:19, 14:25, 24:1, 29:2, 43:3, 65:2
travel [2] - 20:6, 20:10
traveling [1] - 44:11
travels [1] - 84:24
tremendously [1] - 84:9
triangle [1] - 68:18
tried [1] - 26:23
true [2] - 88:9, 89:6
truly [1] - 70:2
try [7] - 44:25, 54:14, 55:18, 64:7, 65:12, 65:25, 73:17
trying [4] - 21:15, 33:2, 42:4, 55:15
TSMO [3] - 5:7, 64:25, 65:1
TUCKER [40] - 7:18, 13:21, 14:15, 14:22, 15:13, 16:16, 18:11, 18:13, 19:2, 19:12, 20:13, 23:1, 30:21, 36:13, 36:17, 38:15, 39:15, 48:12, 48:15, 52:8, 52:17, 52:21, 69:19, 69:24, 70:6, 70:13, 70:19, 72:6, 72:12, 73:15, 74:8, 74:11, 78:13, 78:16, 80:2, 80:4, 83:18, 84:16, 85:7, 86:19
Tucker [17] - **2:7**, **6:10**, 7:16, 9:12, **10:17**, 12:7, **23:14**, **26:8**, 28:15, **31:10**, **37:11**, **38:23**, **76:24**, **78:1**, **78:12**, **84:11**, **86:25**
tweaked [1] - **55:13**
tweaking [1] - **36:11**
twenty [14] - **19:15**, **50:17**, **66:22**, **66:23**, 67:7, **67:12**, **67:17**, **67:24**, **68:3**, 68:7, **68:16**, **70:8**, 71:6, **72:1**
twenty-eight [1] - 66:23
twenty-five [2] - 66:22, 67:7
twenty-five-point-seven-seven [1] - 67:12
twenty-nine [2] - 68:3, 71:6
twenty-one [2] - 67:24, 72:1
twenty-two-point-six-eight [1] - 67:17
Twin [2] - 67:16, 67:19
twin [1] - 67:18
two [28] - 21:9, 24:10, 29:8, 32:5, 33:6, 33:7, 33:12, 34:2, 48:21, 49:7, 52:19, 64:11, 67:17, 68:3, 68:14, 69:10, 70:9, 71:25, 72:2, 72:3, 72:17, 75:12, 77:13, 81:8, 83:9
two-point-four [1] - 70:9
two-point-six [1] - 70:9
two-year [1] - 33:7
twofold [1] - 36:8
type [1] - 44:19
types [1] - 49:4

U

Uber [2] - 44:15, 49:16
Uber-esk [1] - 44:15
ultimately [1] - 57:3
unable [1] - 44:20
unanimous [1] - 74:25
unanimously [2] - **23:21**, **31:17**
unbelievably [1] - **46:3**
unclear [1] - **35:17**
uncomfortable [1] - **75:14**
under [3] - **20:25**, **26:23**, **48:16**
underutilized [1] - **54:11**
uniform [1] - 79:6
unique [3] - 84:20, 84:23, 85:15
uniqueness [1] - 85:16
unison [12] - 9:11, 10:16, 12:6, 23:11, 26:7, 28:14, 31:9, 37:10, 38:22, 76:23, 77:25, 86:24
units [9] - 25:15, 67:21, 67:25, 68:21, 70:2, 70:4, 70:9, 71:7, 71:9
unprepared [1] - 34:9
unusual [1] - 44:10
up [27] - 14:14, 16:10, 25:12, 39:7, 49:20, 52:11, 52:18, 52:23, 57:21, 58:5, 60:11, 60:23, 61:7, 61:23, 64:2, 66:16, 69:17, 70:24, 73:11, 73:18, 74:4, 75:11, 80:12, 83:23, 83:24, 85:4, 85:6
UPDATE [2] - 62:1, 66:11
Update [1] - 5:9
update [3] - 62:3, 66:2, 66:14
Update..... .. [1] - 4:21
updating [1] - 66:6
upgraded [1] - 8:5
urban [5] - 44:8, 46:17, 48:21
urbanized [6] - 32:17, 36:4, 46:16, 54:16, 55:25, 71:14
US [5] - 5:3, 24:16, 24:18, 26:22, 63:10
user [1] - 54:25
utilities [3] - 63:7, 63:12, 63:13
utilized [4] - 46:12, 47:5, 54:17, 56:7
utilizes [1] - 51:25
utilizing [1] - 81:9

V

valid [1] - 36:2
various [2] - 13:7, 13:9
vastly [1] - 43:10
vehicle [1] - 44:20
vehicles [1] - 65:20
version [4] - 42:1, 42:5, 42:7, 43:5
versus [1] - 43:14
Veterans [1] - 64:15
vetted [1] - 34:3
Vice [7] - 8:19, 9:23, 10:1, 10:9, 10:14, 74:23, 75:12
Vice-Chair [6] - 8:19, 9:23, 10:1, 10:9, 74:23, 75:12
Vice-Chairman [1] - 10:14
view [1] - 54:12
Vince [2] - 2:9, 7:20
vision [4] - 46:12, 46:21, 50:21, 57:12
Visionary [16] - 4:8, 12:18, 13:16, 13:25, 14:13, 14:24, 15:**23**, 17:12, 17:15, 18:17, 18:24, 19:10, 20:23, 20:25, 21:4, 22:2
VISIONARY [1] - 12:16
visionary [3] - 13:17, 15:14, 46:15
volumes [1] - 29:22
vote [1] - 9:7

W

wants [1] - 56:1
warehouse [1] - 73:19
warrant [4] - 27:11, 27:16, 27:19
ways [1] - 40:19
wear [1] - 25:2
Wednesday [1] - 1:5
week [2] - 52:11
weekend [1] - 49:8
weeks [2] - 66:4, 73:6
Welcome [1] - 6:5
welcome [1] - 11:14
west [3] - 14:4, 14:10, 29:24
whereas [2] - 24:14, 53:17
white [1] - 48:1
whole [8] - 44:7, 54:9, 55:7, 71:3, 71:14, 72:18, 76:5, 76:9
widening [10] - 12:21, 12:24, 14:25, 24:8, 24:22, 29:6, 29:17, 30:20, 63:6
WIDENING [1] - 63:5
Widening..... [1] - 4:25
wider [1] - 31:1
Wilcox [1] - 24:20
Wilson [2] - 2:11, 6:20
Winged [2] - 66:20, 66:21
wish [1] - 13:17
word [4] - 33:1, 54:14, 69:25, 74:13
words [1] - 80:6
wordsmith [1] - 74:17
works [1] - 44:7
workshops [1] - **81:15**
world [1] - **85:13**
worth [1] - 34:23

Y

y'all [28] - 10:**24**, **11:17**, **12:23**, **22:14**, **22:21**, **27:17**, 39:**12**, **45:12**, **46:21**, 54:**13**, **57:11**, **57:16**, **60:19**, 60:**21**, **60:23**, 61:3, 61:**13**, **65:4**, 76:8, 78:9, 82:19, 82:22, 83:1, 84:4, 84:15, 85:23, 86:4, 87:6
y'all's [2] - 14:6, 61:8
Year [1] - 41:18
year [12] - 23:2, 24:3, 33:7, 39:10, 44:1, 45:5, 47:1, 50:12, 51:16, 61:8, 61:9
years [12] - 14:9, 19:13, 20:1, 21:9, 32:5, 33:12, 34:2, 59:2, 59:14, 70:8, 72:2, 72:17
York [1] - 51:11
you-all [3] - 26:21, 31:22, 39:24

À

à [2] - 53:2, 53:3

SUSAN C. ANDREWS, CERTIFIED COURT REPORTER NO. 287
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Eastern Shore MPO

AGENDA ACTION FORM

Policy Board Work Session – January 9, 2019
Bicycle and Pedestrian Advisory Committee – January 15, 2019
Citizens Advisory Committee – January 15, 2019
Technical Advisory Committee – January 16, 2019
Policy Board – January 23, 2019

SUMMARY

MPO staff has prepared an Amendment to the 2040 Long Range Transportation Plan regarding the Mobile River Bridge and Bayway Widening Project. The amendment is required for project approval by FHWA.

ALDOT and FHWA have reviewed the prepared amendments.

RECOMMENDATION

- BPAC recommends:
- CAC recommends:
- TAC recommends:

ATTACHMENT(S)

1.) LRTP Amendment
2.) Resolution

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

2040

LONG RANGE TRANSPORTATION PLAN (LRTP)

AMENDMENT: I-10 MOBILE RIVER BRIDGE AND BAYWAY WIDENING

PREPARED FOR THE:

EASTERN SHORE
METROPOLITAN PLANNING ORGANIZATION
(ESMPO)

IN COOPERATION WITH:

THE BALDWIN COUNTY COMMISSION, THE CITY OF SPANISH FORT, THE CITY OF DAPHNE, THE CITY OF FAIRHOPE, THE TOWN OF LOXLEY

AND
THE ALABAMA DEPARTMENT OF TRANSPORTATION

January 2019

Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en coordinator@easternshorempo.org

Eastern Shore
Metropolitan Planning Organization

Eastern Shore 2040
Long Range Transportation Plan

AMENDMENT

I-10 MOBILE RIVER BRIDGE AND BAYWAY WIDENING

This document is posted on the internet at
www.easternshorempo.org

For information regarding this document, please contact:
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This Long Range Plan was prepared as a cooperative effort of the U. S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Alabama Department of Transportation, and local governments in partial fulfillment of requirements set forth in Title 23 USC 134 and 135 (amended by FAST Act, Sections 1201 and 1202, December 4, 2015). The contents of this document do not necessarily reflect the views and policies of the U. S. Department of Transportation.

Policy Board Members

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Councilmember Jack Burrell, Fairhope City Council, Vice Chairperson
Mayor Dane Haygood, City of Daphne, Chairperson
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Councilmember Richard Teal, Loxley Town Council
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Non-Voting Members

Mark Bartlett, Division Administrator, Federal Highway Administration
Ed Phillips, Jr,. P.E., State Local Transportation Engineer, ALDOT
Mr. Richard Johnson, Chairperson of the Technical Advisory Committee
Mr. Andrew James, Chairperson of the Citizen Advisory Committee

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Adrienne Jones, Director of Community Development for the City of Daphne
Wayne Dyess, Planning & Building Director for the City of Fairhope
Richard Johnson, P.E., Public Works Director for the City of Fairhope
Carl Nelson, Planning Commission Chairman for the City of Spanish Fort
Robert Davis, Superintendent of Utilities for the Town of Loxley
Joey Nunnally, P.E., Baldwin County Highway Department
Taylor Rider, Director of Transportation for Baldwin County Rural Transit System
Edwin Perry, P.E., Southwest Region Pre-Construction Engineer, ALDOT
Bill Harbour, Representative, Baldwin County Board of Education

Non-Voting Members

Michael Hora, P.E., Assistant State Local Transportation Engineer, ALDOT
Casey Gay Williams, Eastern Shore Chamber of Commerce Representative
Patrick Northcutt, Central Baldwin Chamber of Commerce Representative
Pam Caudill Director, City of Fairhope Airport Authority
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Greg Smith, P.E., Representative, City of Robertsdale
Representative, Baldwin County (Vacant)
Representative, City of Daphne (Vacant)
Representative, City of Fairhope (Vacant)
Representative, City of Spanish Fort (Vacant)
Representative, Town of Loxley (Vacant)
Trucking Representative (Vacant)
U.S. Army Corps of Engineers Representative (Vacant)

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Phil Wilbourn, City of Daphne

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Jeff Sheldon, City of Spanish Fort
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EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2019-

Adopting the 2040 Long Range Transportation Plan (LRTP) I-10 Mobile River Bridge and Bayway Widening Amendment

WHEREAS, **the Eastern Shore Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together amended by FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Long Range Transportation Plan as a condition for meeting the provisions of Title 23 USC 134; and,

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, has prepared the Eastern Shore 2040 Long Range Transportation Plan; and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation and Federal Highway Administration, has prepared an Amendment to the Eastern Shore 2040 Long Range Transportation Plan regarding the I-10 Mobile River Bridge and Bayway Widening project; and

WHEREAS, pursuant to its duties, functions, and responsibilities, the Eastern Shore Metropolitan Planning Organization, in session this ____th day of _____, 2019, did review and evaluate the aforementioned Amendment to the Eastern Shore 2040 Long Range Transportation Plan, summarized on the attached pages; now

THEREFORE, BE IT RESOLVED by the Eastern Shore Metropolitan Planning Organization that the same does hereby endorse and adopt said Amendment to the Eastern Shore 2040 Long Range Transportation Plan.

_____ Date: _____
Chairman

ATTEST:

_____ Date: _____

Table of Contents

Title/Contacts ..... *i*
Policy Board and Advisory Committee Memberships ..... *ii*
Resolution ..... *iv*
Table of Contents ..... *v*

EXECUTIVE SUMMARY ES-1

1.0 INTRODUCTION 2
1.1 Background 2
1.2 Eastern Shore MPO Area Description 2
1.3 Performance Measures 4

2.0 HIGHWAY FACILITIES 5
2.1 Project Scope 5
2.2 Capacity ..... #
2.3 Modeling ..... #

3.0 BICYCLE AND PEDESTRIAN FACILITIES ..... #
3.1 Bicycle and Pedestrian Accomodations ..... #
3.2 Public Input on Bicycle and Pedestrian Alternatives ..... #
3.3 Bicycle and Pedestrian Preferred Route ..... #
3.4 Bicycle and Pedestrian Enhancements ..... #
3.5 Bicycle and Pedestrian Options ..... #
3.6 Bicycle and Pedestrian Recommendations ..... #

4.0 FUNDING ..... #
4.1 Public Private Partnership ..... #
4.2 Tolling ..... #

5.0 TITLE VI AND ENVIRONMENTAL JUSTICE ..... #
5.1 Methodology ..... #
5.2 Public Involvement ..... #
5.3 Environmental Justice Conclusions ..... #

Tables

Table 1.1 – Performance Measures and Targets 4

Figures

Figure 1.1 – MPO Planning Area 3
Figure 2.1 – CPMS STIP Project Cost Report ..... #
Figure 3.1 – Bicycle and Pedestrian Preferred Routes ..... #
Figure 3.2 – Eastern Shore Bicycle and Pedestrian Visionary List .....

EXECUTIVE SUMMARY

Federal regulations for metropolitan planning organizations require the development of a minimum 20-year long range transportation plan of projects that *lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods*. [23 CFR 450.322(b)]. The long range transportation plan must: 1) identify current transportation needs; 2) forecast future transportation needs and; 3) establish strategies and projects that address the needs. Additionally, a key responsibility of MPOs is the inclusion of Title VI and Environmental Justice communities in the planning process. Title VI, Environmental Justice, and similar rules and regulations are discussed in detail in Appendix A.

This plan – the first Long Range Transportation Plan (LRTP) produced by the Eastern Shore MPO – utilizes a 25-year planning horizon and considers future needs out to year 2040. The Alabama Department of Transportation (ALDOT) established the 2010 census year as the base year for the 2040 LRTP. Socioeconomic and employment/business data, purchased from InfoUSA, were used in the production of this Plan. ESMPO staff reviewed land use patterns and maps of municipalities, and using Citilabs Voyager travel demand simulation software, developed a computerized 2010 base year network model, from which future travel demand projections could be made. Population and land use trends were projected out to 2020 and 2040, and then run through the model. The results highlighted road and street segments that are likely to experience congestion or capacity deficiencies in the future. The MPO utilizes model results to develop lists of needed projects, which will help mitigate, within MPO funding constraints, roadway congestion in 2020 and 2040.

The 2040 LRTP anticipates a continuation of rapid growth experienced in Baldwin County and the Eastern Shore for the past three decades. This rapid growth exacerbates the congestion problems already encumbering certain corridors within the Eastern Shore. The primary congestion areas identified in the 2020 travel model, include US 98, US 31, US 90, and SR 181. Unfortunately, major capacity improvements are difficult or impossible on these state-maintained corridors, either because of the limited funding available to the MPO, or because of design constraints along the corridors. In an effort to maximize the return on investment for federal, State, and local transportation dollars, the LRTP pursues technology-related projects or smaller optimization projects affecting these major corridors. These projects will only be possible with participation from the Alabama Department of Transportation. The financially constrained side of the Plan also advances improvements for local corridors in an effort to encourage motorists using the main corridors, to utilize alternate corridors.

The 2040 travel model outputs indicate that nearly every road in the travel network will be over capacity in 2040. Unfortunately, the MPO's funding is insufficient to address these problems. Local officials will need to coordinate with the Alabama Department of Transportation to identify the funds necessary to address these issues.

1.0 INTRODUCTION

1.1 - Background

The Long Range Transportation Plan (LRTP) is the instrument for coordinating the metropolitan long range transportation planning for the urbanized area along the Eastern Shore of Baldwin County. The LRTP identifies transportation improvements that will be needed in the Eastern Shore area over the next 25 years. The LRTP implements the 3-C planning process:

- Comprehensive (including all modes)
- Cooperative (involving a broad array of stakeholders and other interested parties)
- Continuous (being updated at least every five years)

The 3-C planning process is established in Federal statute and is required for areas designated as *urbanized* (have a population of 50,000 and above). The LRTP is one of the key products of the planning process for the Eastern Shore Metropolitan Planning Organization (ESMPO).

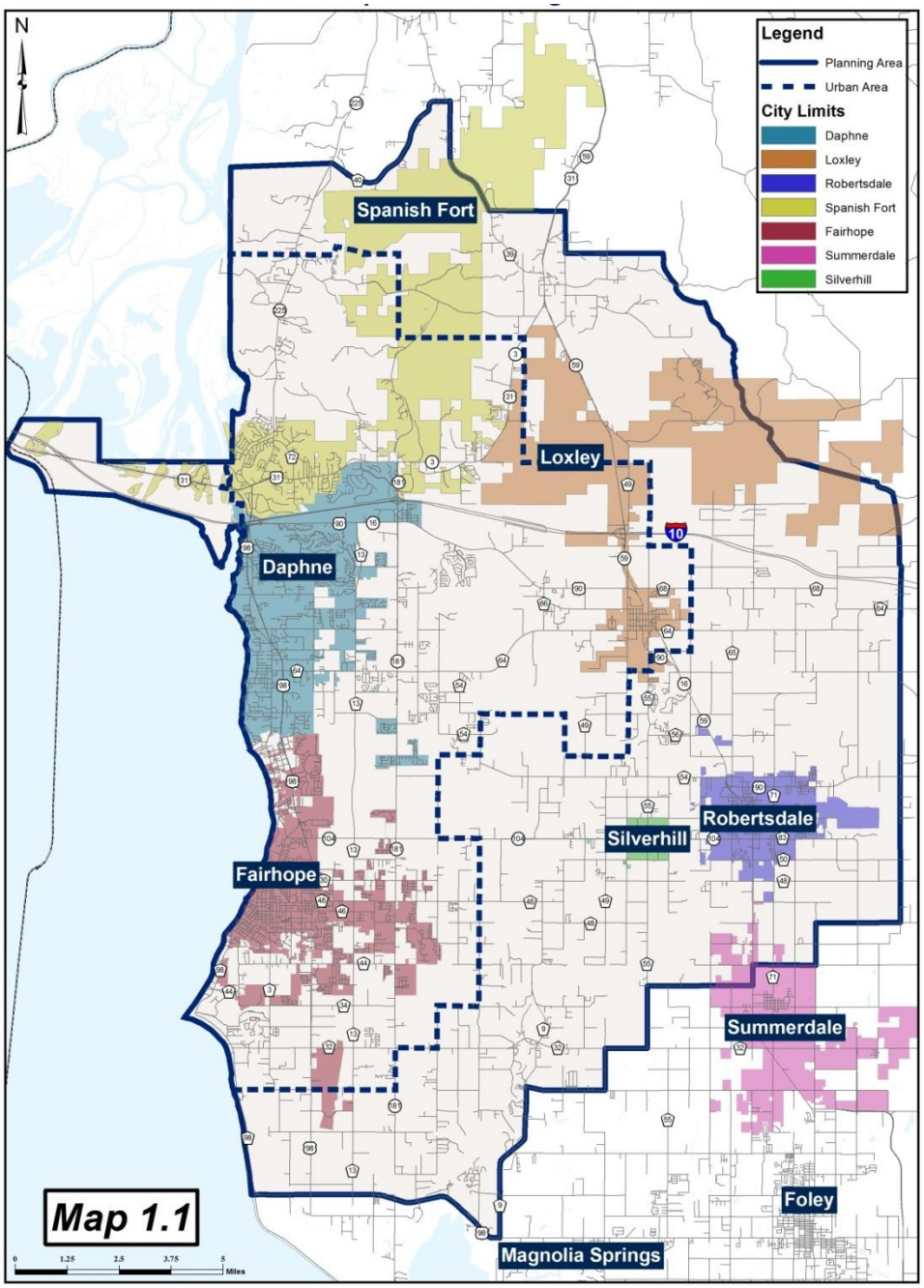
Federal regulations also require MPOs to develop long range transportation plans, with a minimum 20-year horizon, which identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the Plan (23 CFR 450.322). In addition, MPOs have been required to develop transportation plans and programs that are consistent with projections of potential transportation demand (23 CFR § 450.316). This demand is based on the interrelated levels of activity in the areas of economic, demographic, environmental protection, growth management, and land use activities, in accordance with metropolitan and local development goals. Travel demand models have become the primary tools used to identify the existing and future travel demand of person and vehicle travel.

This document serves as an Amendment to the existing Eastern Shore 2040 Long Range Transportation Plan, specifically as it relates to section 3.6 of the existing plan regarding the Mobile River Bridge and Bayway Widening project.

1.2 - Eastern Shore MPO Area Description

The Eastern Shore MPO includes a substantial portion of the corporate limits of three cities and one town. These municipalities include: The City of Spanish Fort, the City of Daphne, the City of Fairhope, and the Town of Loxley. The ESMPO also encompasses the urbanized areas surrounding these four municipalities.
The land area of the Eastern Shore MPO planning area (sometimes called the study area) is approximately 311 square miles. The land area of the urban area of the ESMPO is approximately 143 square miles. The MPO planning area and the MPO urban area are shown in Figure 1.1.

Figure 1.1: MPO Metropolitan Planning Area



Source: MPO Staff

Based on 2010 US Census Data

1.2 – Performance Measures

The United States Department of Transportation, through the Fixing America's Transportation (FAST) Act, has elected to move towards performance based planning. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities. The Eastern Shore MPO has elected to adopt the statewide measures and targets in all categories and will support the targets through the Transportation Improvement Program. The categories, measures, and targets adopted by the Eastern Shore MPO can be seen in the table below.

Table 1.1: Performance Measures and Targets

Performance Measures and Targets

Category	Performance Measure	Performance Target	
Safety	Number of Fatalities	1,010	
	Rate of Fatalities	1.49	
	Number of Injuries	8,369	
	Rate of Serious Injuries	12.42	
	Number of Non-Motorized Fatalities & Injuries	390	
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%	
	% of Non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%	
	% of Fatalities with Condition Rating < 3.0	No more that 20% rated 3.0	
Assets	% of Pavement in Good Condition (Interstate)	Greater than 50%	
	% of Pavement in Poor Condition (Interstate)	Less than 5%	
	% of Pavement in Good Condition (Non-Interstate)	Greater than 40%	
	% of Pavement in Poor Condition (Non-Interstate)	Less than 5%	
	% of NHS Bridges in Good Condition	No less than 27%	
	% of NHS Bridges in Poor Condition	No greater than 3%	
		2 Year Target	4 Year Target
System Performance	Reliable Person Miles on the Interstate	96.4%	96%
	Reliable Person Miles on the Non-Interstate NHS	93.7%	93.6%
	Truck Travel Time Reliability Index	1.20	1.21
	Annual Hours of Peak Hour Excessive Delay	N/A	
	% of Non-SOV	N/A	
	Total Emissions Reduction	N/A	

*ULB = Useful Life Benchmark

2.0 HIGHWAY FACILITIES

2.1 – I-10 Mobile River Bridge and Bayway Widening Project Scope

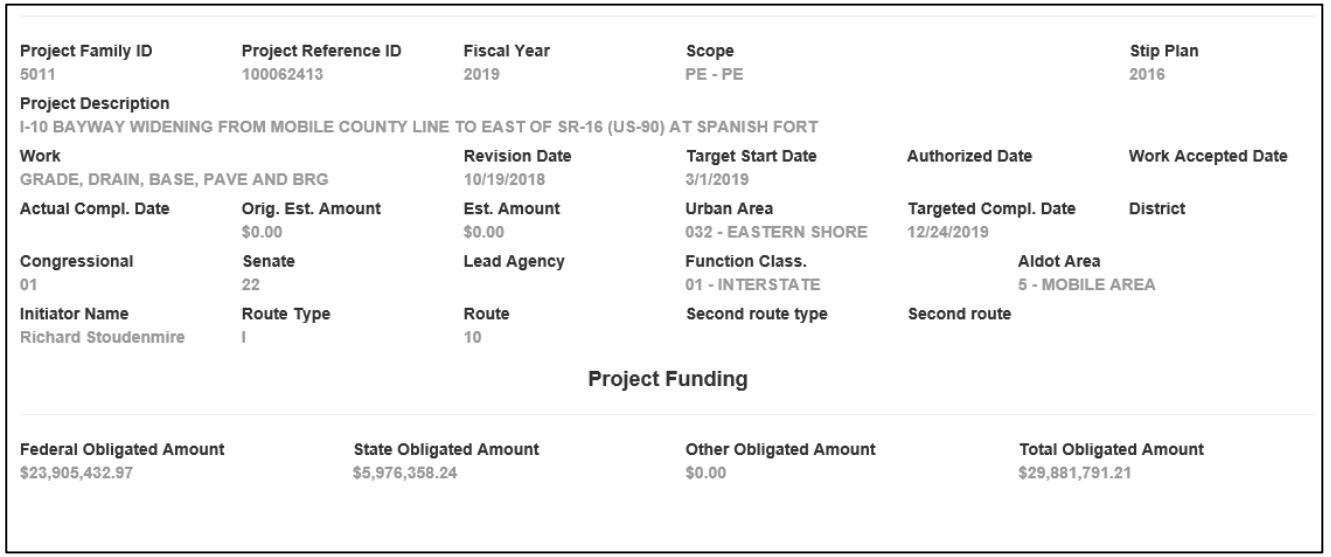
The I-10 Mobile River Bridge and Bayway Widening project is a proposal to increase the capacity of I-10 by constructing a new six-lane bridge, with 215 feet of Air Draft Clearance (ADC), across the Mobile River, and replacing the existing I-10 bridges across Mobile Bay, known as the Bayway, from four to eight lanes at an elevation above the 100-year storm surge. The proposed project would be located in Baldwin and Mobile Counties. For the purpose of this Plan, only the Baldwin County section is included. The Baldwin County section includes the I-10 Bayway widening from Mobile County Line to East of SR-16 (US-90) in Spanish Fort. The bridge increases the capacity of I-10 to meet existing and predicted future traffic volumes, and to provide a more direct route for local, regional, and coastal interstate traffic, while minimizing impacts to Mobile's maritime industry.

The Eastern Shore 2040 Long Range Transportation Plan includes the part of the bridge from Mobile County Line to Spanish Fort, while the Mobile County part of the bridge is included in the Mobile Area Long Range Transportation Plan Destination 2040. The Eastern Shore Long Range Transportation Plan may present the *entire* mapped project for information purposes, but funding will be by jurisdiction, with ALDOT allocating the funding as required. Estimated cost with project details for the Bayway widening portion can be seen in Figure 2.1 below.

2.2 – Capacity

2.3 – Modeling

Figure 2.1: CPMS Funding Reports



Project Family ID	Project Reference ID	Fiscal Year	Scope	Stip Plan
5011	100062413	2019	PE - PE	2016

Project Description
I-10 BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT

Work	Revision Date	Target Start Date	Authorized Date	Work Accepted Date
GRADE, DRAIN, BASE, PAVE AND BRG	10/19/2018	3/1/2019		

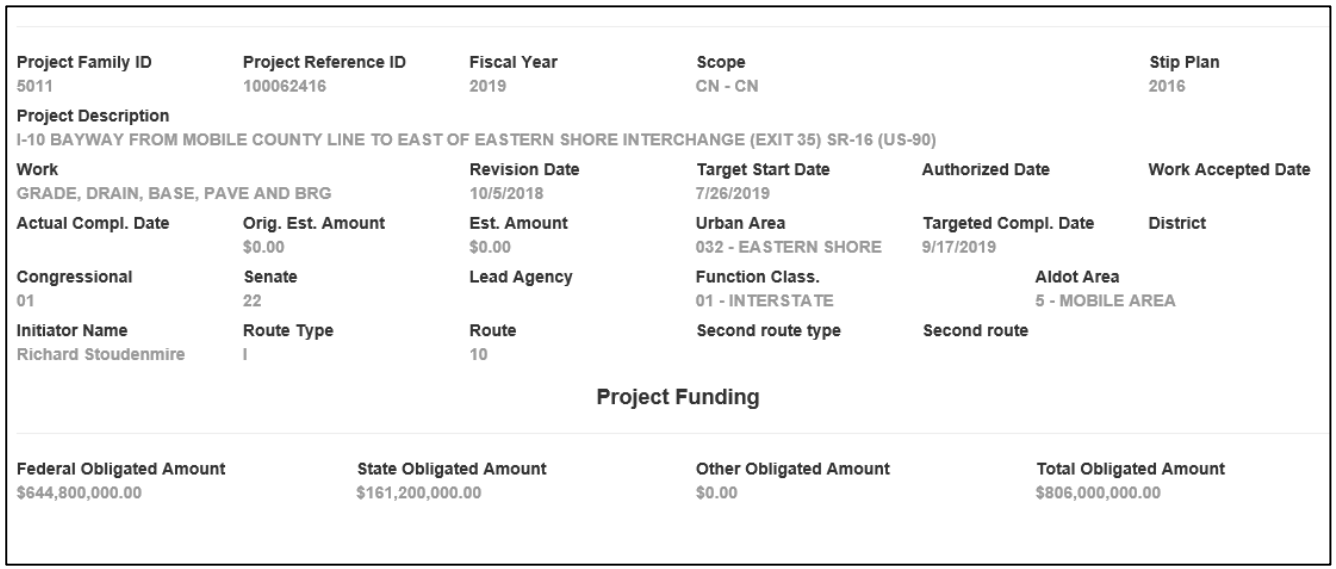
Actual Compl. Date	Orig. Est. Amount	Est. Amount	Urban Area	Targeted Compl. Date	District
	$0.00	$0.00	032 - EASTERN SHORE	12/24/2019	

Congressional	Senate	Lead Agency	Function Class.	Aldot Area
01	22		01 - INTERSTATE	5 - MOBILE AREA

Initiator Name	Route Type	Route	Second route type	Second route
Richard Stoudenmire	I	10		

Project Funding

Federal Obligated Amount	State Obligated Amount	Other Obligated Amount	Total Obligated Amount
$23,905,432.97	$5,976,358.24	$0.00	$29,881,791.21



Project Family ID	Project Reference ID	Fiscal Year	Scope	Stip Plan
5011	100062416	2019	CN - CN	2016

Project Description
I-10 BAYWAY FROM MOBILE COUNTY LINE TO EAST OF EASTERN SHORE INTERCHANGE (EXIT 35) SR-16 (US-90)

Work	Revision Date	Target Start Date	Authorized Date	Work Accepted Date
GRADE, DRAIN, BASE, PAVE AND BRG	10/5/2018	7/26/2019		

Actual Compl. Date	Orig. Est. Amount	Est. Amount	Urban Area	Targeted Compl. Date	District
	$0.00	$0.00	032 - EASTERN SHORE	9/17/2019	

Congressional	Senate	Lead Agency	Function Class.	Aldot Area
01	22		01 - INTERSTATE	5 - MOBILE AREA

Initiator Name	Route Type	Route	Second route type	Second route
Richard Stoudenmire	I	10		

Project Funding

Federal Obligated Amount	State Obligated Amount	Other Obligated Amount	Total Obligated Amount
$644,800,000.00	$161,200,000.00	$0.00	$806,000,000.00

3.0 BICYCLE AND PEDESTRIAN FACILITIES

3.1 – Bicycle and Pedestrian Accommodations

The Draft Environmental Impact Statement (DEIS) prepared for this project committed to providing a bicycle and pedestrian crossing of the Mobile River as part of the proposed project. While a specific route was not identified in the DEIS, options included the Bankhead Tunnel, Cochrane-Africatown USA Bridge, and the new Mobile River Bridge, but no detailed studies were performed to determine which one should be utilized. At the Corridor Public Hearings, ALDOT received comments from the public stating that they would like for the new bridge to include bicycle and pedestrian facilities. Subsequent to the Public Hearings, ALDOT continued the dialogue with stakeholders through meetings with bicycle/pedestrian focus groups and the Bicycle and Pedestrian Advisory Committees (BPACs) for the Mobile Area Metropolitan Planning Organization (MPO) and the Eastern Shore MPO. Input from these meetings was used to refine the proposed alternatives to be considered. As a result, ALDOT studied the following bicycle and pedestrian alternatives:

1) I-165/Bay Bridge Road/Cochrane-Africatown USA Bridge/US 90;
2) Bankhead Tunnel;
3) Mobile River Bridge with facilities on the south side of the new bridge;
4) Mobile River Bridge with facilities on the north side of the new bridge; and
5) Mobile River Bridge with facilities on both the north and south sides of the new bridge.

3.2 – Public Input on Bicycle and Pedestrian Alternatives

The alternatives listed above were presented to the public at a Bicycle/Pedestrian Public Workshop on October 27, 2016. A total of 523 comments were submitted to ALDOT before the comment period closed on November 11, 2016. In addition to the comment forms, 95 individuals signed a petition supporting the path to be built on the Cochrane-Africatown USA Bridge. Of the comments received, 322 people indicated they would prefer the bicycle/pedestrian facility be placed on the new Mobile River Bridge. More than half of these individuals specifically noted that the view from the bridge would be an attraction for residents and tourists. A total of 88 individuals preferred the Bankhead Tunnel option, and a total of 129 individuals preferred the Cochrane-Africatown USA Bridge route. A petition with 95 signatures in support of a route using the Cochrane-Africatown USA Bridge was received. The petition notes safety and growth and redevelopment of the Africatown/Plateau area as reasons for preferring the Cochrane-Africatown USA Bridge route. A total of 41 people stated they were opposed to providing bicycle and pedestrian facilities because of the associated costs.

ALDOT met with the Bike and Pedestrian Advisory Committees (BPACs) associated with the Mobile Metropolitan Planning Organization (MPO) and the Eastern Shore MPO to discuss compatibility with existing and proposed bicycle and pedestrian plans. In addition to meeting with the BPACs, ALDOT met with the Mobile Baykeeper bicycle/pedestrian focus group. The Mobile BPAC and Mobile focus group preferred bicycle and pedestrian facilities to be located on the new Mobile River Bridge. The Eastern Shore MPO preferred the Bankhead Tunnel route. Although an observation area on the new Mobile River Bridge was not presented as an option at

the October public workshop, the Mobile focus group, Mobile BPAC, and Eastern Shore BPAC all commented on the desire to see an observation area on the new Mobile River Bridge.

3.3 – Bicycle and Pedestrian Preferred Route

After reviewing the input from the workshop and further discussions with the bicycle/pedestrian focus groups and BPACs, ALDOT's preferred alternative includes a combination of facilities to meet the interests of a variety of user groups based on feedback from the public workshop, BPACs, and focus groups. The preferred route is shown on Figure 3.1.

The preferred route is the Cochrane-Africatown USA Shared Use Path. The petition received in support of this route notes safety and growth and redevelopment of the Africatown/Plateau area as reasons for preferring the Cochrane-Africatown USA Bridge route.
ALDOT will provide a bicycle and pedestrian shared use path from the I-165 southbound on-ramp at Bay Bridge Road to the Cochrane-Africatown USA Bridge. ALDOT will retrofit the Cochrane-Africatown USA Bridge to provide two protected bicycle and pedestrian lanes (one on each side of the bridge). The bicycle and pedestrian path will be a minimum of eight feet wide. ALDOT proposes to provide a shared use path on the south side of Bay Bridge Road and a sidewalk on the north side of Bay Bridge Road with crosswalks at appropriate locations. More detailed studies, design, and coordination with the local community will be required to finalize the details of the bicycle and pedestrian facilities along this route. The length of this proposed corridor is approximately 2.6 miles. This facility will be constructed using Federal and/or state funds and will be completed within the same timeframe as the completion of the Mobile River Bridge and Bayway project.

Future Extensions of Cochrane-Africatown USA Shared Use Path

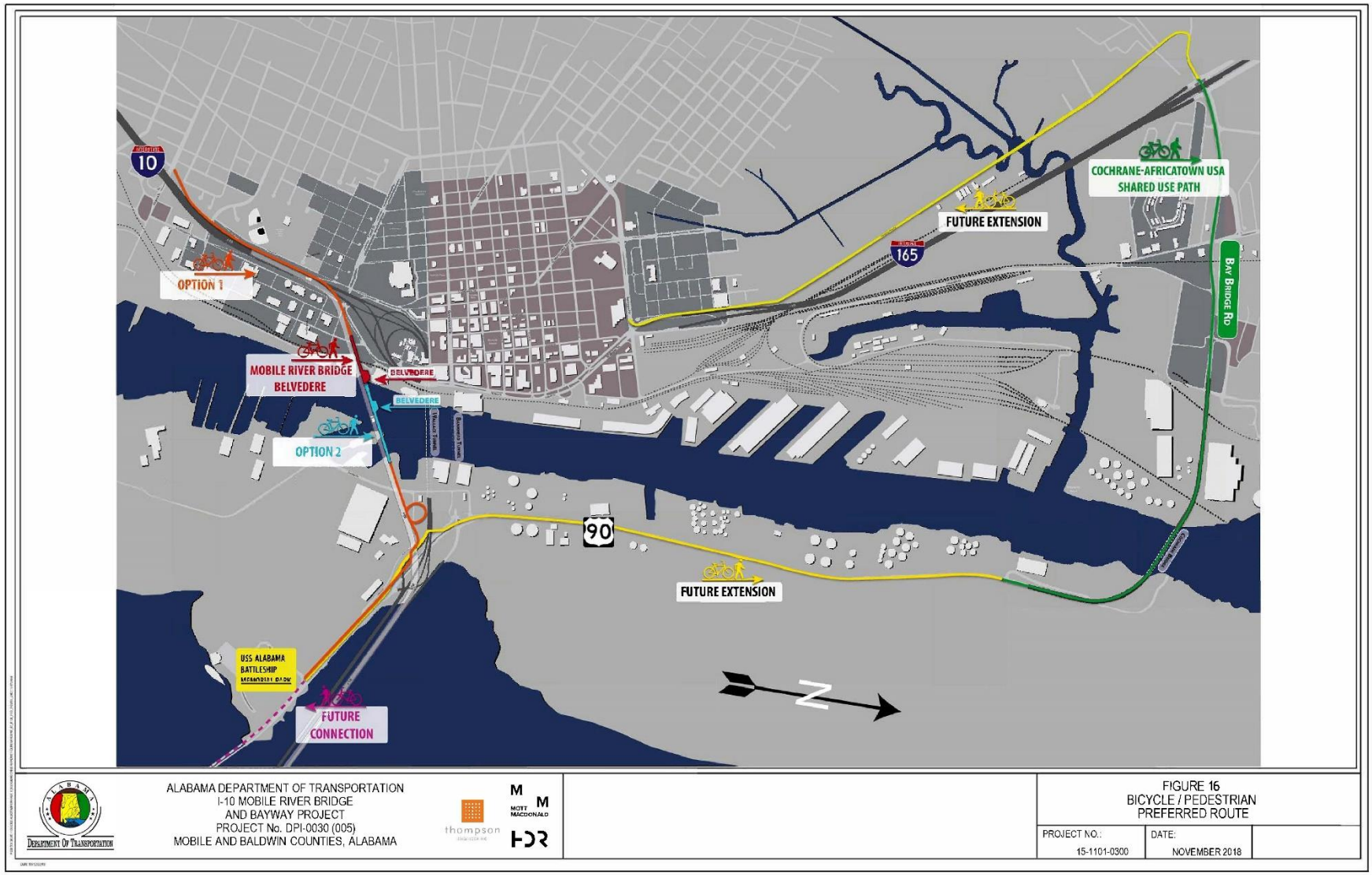
ALDOT also commits to work with local municipalities to provide bicycle and pedestrian paths from Beauregard Street in downtown Mobile to the Cochrane-Africatown USA Shared Use Path via surface streets, such as Conception Street or Telegraph Road. ALDOT will work with local municipalities and the local BPAC of the Mobile MPO to determine the appropriate route for these paths, taking into consideration the opportunity for connectivity with the proposed Three Mile Creek Trail improvements, the Africatown Connections Blueway, and other proposed and existing bicycle and pedestrian plans and greenway initiatives.

ALDOT will also work with local municipalities and the Mobile and Eastern Shore BPACs to extend the path to the USS ALABAMA Battleship Memorial Park.

ALDOT will also work with local municipalities from the Eastern Shore to extend the bicycle and pedestrian facilities from the USS ALABAMA Battleship Memorial Park to Spanish Fort/Daphne as proposed in the Spanish Fort Causeway Master Plan. Specifically, ALDOT will include bicycle and pedestrian facilities in future transportation improvement projects along the US-90/US-98 corridor, such as the bicycle and pedestrian accommodations being included in the ongoing Tensaw River Bridge replacement project.

It is anticipated that these extensions will be funded with Better Utilizing Investments to Leverage Development (BUILD) transportation grants, Federal-aid funds, and/or other available means.

Figure 3.1: Preferred Bicycle and Pedestrian Route



Source: Alabama Department of Transportation

3.4 – Bicycle and Pedestrian Enhancements

- Mobile River Bridge Belvedere:

  In addition to the above-listed facilities, ALDOT commits to constructing a belvedere (i.e., overlook that provides a space for people to stop, rest, and enjoy the view) on the bridge at the west main tower. This commitment is provided to address the stated desire from the BPACs and the public to have a viewing area from the bridge as an attraction for residents and tourists. Access to the belvedere will be provided via an elevator and stair tower located on the west side of the river. The path from the tower access to the belvedere will be a minimum of 12 feet wide. The belvedere will have a minimum area of 700 square feet. Construction of the belvedere will provide the view from the new Mobile River Bridge that was requested in comments received from the public workshop, the BPACs, and the bicycle/pedestrian focus group.

- Bankhead Tunnel:

  ALDOT has previously closed the Bankhead Tunnel to vehicular traffic for a few hours on the weekends to allow bicyclists and pedestrians to use the tunnel to cross the Mobile River. The majority of respondents from the public workshop who favored the Bankhead Tunnel alternative said they would solely use the tunnel on the weekends. The Eastern Shore MPO BPAC also supported this route for the Mobile River crossing. ALDOT will continue this program as long as there is interest from the community and availability to close the tunnel without major disruptions to traffic.

3.5 – Bicycle and Pedestrian Options

In response to public input requesting that bicycle and pedestrian facilities be located on the new bridge, ALDOT has included options that may be incorporated into the project should sufficient funding become available. As part of their bids, the teams proposing on the project will include prices for the options listed below. This process encourages the proposing teams to be innovative in how they approach including these options on the project. Ultimately, ALDOT will determine whether either of these options can be added to the project. A decision on these options would not be made until after the FEIS/ROD is approved since the proposing teams will not be able to submit their proposals and bids until after the FEIS/ROD is approved.

- Option 1: Full Shared Use Path on Mobile River Bridge:

  Option 1 would provide a minimum 12-foot-wide shared use path along the high level approaches and main span bridge crossing the Mobile River. The path would begin between Virginia Street and Texas Street on the west side of Mobile River and end near US-90/US-98 on the east side of Mobile River. The path would be located on the same side as the Mobile River Bridge Belvedere and would provide a connection to the belvedere from the path.

- Option 2: Elevators/Stairs on Both Sides of Mobile River with Connecting Shared Use Path:

Option 2 would provide an elevator and stair tower on the east side of Mobile River. A 12-foot-wide shared use path from the Mobile River Bridge Belvedere would connect to the elevator and stair tower on the east side of Mobile River. The belvedere could be moved to the center of the main span bridge.

3.6 – Bicycle and Pedestrian Recommendations

As previously stated, the Mobile River Bridge and a portion of the Bayway project falls outside of the Eastern Shore MPO planning boundary. The following recommendations focus on bicycle and pedestrian facilities along the US90/US98 Causeway within the Baldwin County limits. These recommendations should be considered as alternatives to placing the bicycle and pedestrian facility on the Bayway structure.

The Eastern Shore MPO Policy Board approved the following projects to be added to the Visionary List of the 2040 Long Range Transportation Plan:

- Trail Segment – Multi-modal Trail from the Eastern Segment of Causeway plan, connecting the existing Eastern Shore Trail at Highway 90 to Meaher State Park, Five Rivers Delta Center and Pineda Island. Includes a multi-modal crossing span over Blakely River on the north side of Causeway, access improvements, pedestrian safe havens through median installation, and a lighted Crossing at Meaher State Park.
- Trail Segment – Multi-modal trail From the Eastern segment to the Central Segment of the Causeway plan. Beginning at Meaher State Park and Five Rivers Delta Center and located on the North side of the Causeway. Includes a multi-modal span over the Apalachee River to the I-10 Interchange, additional lighting, wayfinding signage, pedestrian safe havens through the use of medians, and access for possible fishing pier, boat/ kayak launches and trail head parking area.
- Trail Segment – Multi- modal Trail from the Central Segment stopping point at the I-10 interchange to the Western Segment of the Spanish Fort Causeway Plan. The Trail spans across the Tensaw River, creates pedestrian access through safe havens created by median or a pedestrian and multi-modal span over the Causeway, connecting the north and south sides of Causeway to a possible park on the south side of Causeway.

Figure 3.2: Bicycle and Pedestrian Visionary List

Bike-Ped & Transit Visionary List - October 2018

Table 3.2 - Visionary/Needs Project List

City of Spanish Fort

Bike/Ped and Transit

ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
SF-T01	Spanish Fort Transit			Transit Facility	$0	$0	$0	$0	$470,000	Visionary
SF-BP01	Jimmy Faulkner Blvd.	US 31	Bromley Rd	Construction of approx. 4.8 miles of 8 ft. wide multi-use trail	$88,000	$0	$0	$1,200,000	$1,288,000	TAP Awarded
SF-BP02	US 31	School Rd	City Limits	Construction of multi-use trail/bike path	$12,500	$0	$0	$102,050	$115,050	Visionary
SF-BP03	In-Fill Sidewalks	Various	Various	Construction of sidewalk links to connect current network	$69,565	$0	$208,695	$695,652	$973,912	TAP Submitted
								TOTAL:	**$2,846,962**	

City of Daphne

Bike/Ped and Transit

ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
D-T01	Jubilee Square	N/A	N/A	Transit Park and Ride Facility					$196,750	Visionary
D-T02	Daphne Civic Center	N/A	N/A	Transit Park and Ride Facility					$200,000	Visionary
D-T03	DISC Complex	N/A	N/A	Transit Park and Ride Facility					$200,000	Visionary
D-BP01	Park Rd/Pollard Rd	Pinehill Dr	CR 64	Construction of 2.5 miles of 6-foot-wide sidewalk	$36,946	$0	$0	$434,658	$499,857	TAP Awarded
D-BP02	DISC Trail	SR 181	CR13	Construction of multi-modal trail system					$800,000	TAP Submitted
D-BP03	Corte Rd. Path	SR 181	CR13	Construction of multi-modal path					$177,000	Visionary
								TOTAL:	**$2,073,607**	

City of Fairhope

Bike/Ped and Transit

ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
F-T01	Downtown Fairhope	N/A	N/A	Transit Shelter	$22,464	$0	$7,500	$166,787	$250,000	FY18 Transit Funds
F-BP01	SR181	Quail Creek Dr	.25 mi south of CR48	Construction of .4 miles of sidewalk and pedestrian crosswalk	$36,183	$0	$15,000	$306,394	$357,577	Visionary
F-BP02	CR 13	Manley Rd	Sedgefield Dr	Construction of 1.17 miles of sidewalk and elevated walking trail	$0	$0	$0	$0	$500,000	TAP Awarded
F-T02	Transit Vehicles	N/A	N/A	Purchase of Two (2) compact or electric shuttles	$0	$0	$0	$0	$100,000	Visionary
F-BP03	Section St./Old Battles Rd/US 98	S. Section St.	Southland Blvd.	Costruction of 2.5 miles of sidewalk					$799,999	TAP Submitted
								TOTAL:	**$2,007,576**	

Baldwin County

Bike/Ped and Transit

ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
B-T01	County Road 54/BRATS	N/A	N/A	Boarding/De-boarding Shelter at BRATS Headquarters	$50,000	$0	$0	$45,000	$50,000	Visionary
B-BP01	Scenic Highway 98	N/A	N/A	Rehabilitation of Pedestrian Bridge over Point Clear Creek	$20,000	$0	$0	$105,000	$125,000	Visionary
B-BP02	US 31 Sidewalk	Spanish Fort Limits	Rockwell Elementary	Construction of Sidewalk	$0	$0	$0	$0	$0	Planned
B-BP03	County Road 1	Mullet Point	South 10,000 ft.	Construction of approx 10,000 ft. of sidewalk	$40,000	$0	$0	$475,750	$515,750	TAP Awarded
								TOTAL:	**$690,750**	

City of Robertsdale

Bike/Ped and Transit

ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
R-BP01	Palmer St/Krchak Ln	Mimosa Ave	SR 59	Construction of 1.1 Miles of Sidewalk	Forthcoming	Forthcoming	Forthcoming	Forthcoming	$450,000	TAP Submitted
								TOTAL:	**$450,000**	

ALDOT

Bike/Ped and Transit

ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
AL-BP01	Causeway - Eastern Segment	Eastern Shore Trail	Meaher State Park	Construction of Trail Segment and Lighted Crossing	$0	$0	$0	$0	N/A	Visionary
AL-BP02	Causeway - Central Segment	Apalachee River	I-10 Interchange	Construction of Trail Segment and Pedestrian Bridge	$0	$0	$0	$0	N/A	Visionary
AL-BP03	Causeway - Western Segment	I-10 Interchange	Baldwin County Line	Pedestrian Bridge over the Causeway	$0	$0	$0	$0	N/A	Visionary
								TOTAL:	**$0**	
								GRAND TOTAL:	**$8,068,896**	

4.0 FUNDING

4.1 – Public Private Partnership

The I-10 Mobile River Bridge and Bayway Widening will be funded through a Public-Private Partnership (P3). P3's allow public agencies to leverage private sector resources to build critical projects when the public agencies do not have sufficient funds to do so otherwise. This P3 pairs ALDOT with a private partner or partners, to design, build, finance, operate, and maintain the new I-10 Mobile River Bridge and Bayway without additional burden on public tax dollars.

As the public partner, ALDOT will facilitate the selection of the private partner, or concessionaire, through a competitive process. The concessionaire agrees to lease the infrastructure in the designated project area for 55 years, making the concessionaire responsible for designing and constructing the project, as well as maintaining and preserving the roadways and bridges over the life of the lease. During the 55-year concession period, ALDOT will provide oversight and hold the concessionaire accountable for the goals, deadlines, and budgets detailed in the lease. The concessionaire will also be required to meet all commitments detailed in the approved FEIS/ROD.

In addition to private investment and available state funds, P3 projects are often tolled to help with upfront project costs. Tolls also support the ongoing operations and maintenance of the facilities, allowing the private partner to recover their investment in the project over the life of the P3.

4.2 - Tolling

The proposed project would use all-electronic tolling, allowing drivers to travel through the facilities without stopping to physically pay a toll. Electronic toll gantries would span the roadway and initiate the toll collection process via transponder or license plate image. Users would be able to pay for tolls using a credit or debit card or by pre-purchasing a transponder, paying online, or paying over the phone. Users would also be able to pay in person at a local walk-in center. Alabama is in the process of coordinating with neighboring states to develop a cooperative agreement for toll users who may already have accounts in place in other states, such as Florida or Georgia.

Toll rates are still being studied and will not be defined until after the design is complete. Factors influencing toll rates include traffic volumes; existing travel conditions; forecasted travel conditions; and costs for construction, operations and maintenance. On opening day, toll rates are expected to range from $3 to $6 for passenger vehicles. Frequent user discounts are also being evaluated.

6.0TITLE VI AND ENVIRONMENTAL JUSTICE

In response to Executive Order 12898, FHWA identifies three fundamental Environmental Justice (EJ) principles for transportation projects:

1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

5.1 – Methodology

The methodology used to conduct the Environmental Justice Assessment for the I-10 Mobile River Bridge and Bayway Project is based on requirements set forth in Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; U.S. Department of Transportation Order 5610.2(a), *Final DOT Environmental Justice Order*; and FHWA Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.

In order to evaluate the potential effects on EJ populations that could result from the Mobile River Bridge and Bayway Project, the following steps were undertaken:

1) Develop demographic profile for project study area.
2) Identify locations within project study area with high concentrations of low-income and/or minority populations using commonly-accepted thresholds.
3) Determine whether the proposed project would result in adverse and/or beneficial impacts on EJ populations.
4) Determine whether potential impacts on EJ populations would be considered "disproportionately high and adverse."
5) Develop measures to avoid, minimize, and/or mitigate disproportionately high and adverse impacts on EJ populations.
6) Include all findings and determinations in the NEPA document prepared for the proposed project.

Areas with concentrations of minority and/or low-income populations were identified using U.S. Census Bureau data and poverty guidelines from the U.S. Department of Health and Human Services.

5.2 – Public Involvement

ALDOT conducted community workshops in EJ areas that could be affected by the proposed project on June 18 and 19, 2018, from 5:00-7:00 p.m. These workshops focused on discussing potential impacts of the proposed project, including traffic and tolling, with members of the EJ communities. More than 5,000 postcards were mailed directly to residents and property owners in the community to invite them to the workshops. Postcards were also placed in local community centers and churches. Nine written comments were received from area residents.

5.3 – Environmental Justice Conclusions

Based upon the updated EJ assessment, including input from the workshops conducted in June 2018, the impacts resulting from the proposed project are not expected to be "disproportionately high and adverse" on EJ populations. The projected impacts are not expected to be disproportionately borne by low-income and/or minority populations, nor are the predicted impacts expected to be appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2019-

Adopting the 2040 Long Range Transportation Plan (LRTP) I-10 Mobile River Bridge and Bayway Widening Amendment

WHEREAS, **the Eastern Shore Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together amended by FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Long Range Transportation Plan as a condition for meeting the provisions of Title 23 USC 134; and,

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, has prepared the Eastern Shore 2040 Long Range Transportation Plan; and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation and Federal Highway Administration, has prepared an Amendment to the Eastern Shore 2040 Long Range Transportation Plan regarding the I-10 Mobile River Bridge and Bayway Widening project; and

WHEREAS, pursuant to its duties, functions, and responsibilities, the Eastern Shore Metropolitan Planning Organization, in session this 23rd day of January 2019, did review and evaluate the aforementioned Amendment to the Eastern Shore 2040 Long Range Transportation Plan, summarized on the attached pages; now

THEREFORE, BE IT RESOLVED by the Eastern Shore Metropolitan Planning Organization that the same does hereby endorse and adopt said Amendment to the Eastern Shore 2040 Long Range Transportation Plan.

_____ Date: _____
Dane Haygood, Chairman

ATTEST:

_____ Date: _____

Eastern Shore MPO

AGENDA ACTION FORM

Policy Board Work Session – January 9, 2019
Bicycle and Pedestrian Advisory Committee – January 15, 2019
Citizens Advisory Committee – January 15, 2019
Technical Advisory Committee – January 16, 2019
Policy Board – January 23, 2019

SUMMARY

The Alabama Department of Transportation (ALDOT) requests that the following changes be made to the TIP:

Project was deleted due to ALDOT no longer pursuing grant:

- [DELETION] Project 100057419 (CN) Federal aid number: IM MR17. DESIGN OF VARIOUS INTELLIGENT TRANSPORTATION SYSTEM DEVICES AND FIBER BACKBONE ALONG I-10, I-65, I-165, SR-16 (US-90), SR-42 (US-98), SR-59 WITHIN THE MOBILE AND BALDWIN URBAN AREA

Design and Construction of Bridge Paintings:

- Project 100069462 (PE) BRP ON VARIOUS BRIDGES ALONG I-10. ON US-98 OVER I-10 (BIN 10002, 10003) ON I-10 OVER FISH RIVER (BIN 10170, 10171) ON I-10 OVER 3-MILE CRK (BIN 10172, 10173) ON I-10 OVER COWPEN CRK (BIN 8527, 8528) ON I-10 OVER STYX RIVER (BIN 8530, 8531)

- Project 100069479 (CN) BRP ON VARIOUS BRIDGES ALONG I-10. ON US-98 OVER I-10 (BIN 10002, 10003) ON I-10 OVER FISH RIVER (BIN 10170, 10171) ON I-10 OVER 3-MILE CRK (BIN 10172, 10173) ON I-10 OVER COWPEN CRK (BIN 8527, 8528) ON I-10 OVER STYX RIVER (BIN 8530, 8531)

100067471RECOMMENDATION

- BPAC recommends:
- CAC recommends:
- TAC recommends:

ATTACHMENT(S)

1.) Resolution

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2019-

State Requested Amendments to the FY 2016-2019 Transportation Improvement Program (TIP)

WHEREAS, **the Eastern Shore Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, Title 23 USC 134 and 23 CFR 450.324 require that transportation projects in urbanized areas, funded by the Federal Highway Administration and the Federal Transit Administration, be included in a Transportation Improvement Program (TIP), amended as often as required, and adopted by the Eastern Shore Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, adopted Resolution 2015-24 approving the Final FY 2016-2019 Transportation Improvement Program; and

WHEREAS, the Alabama Department of Transportation has proposed the following changes to the Final FY 2016-2019 Transportation Improvement Program:

- [DELETION] Project 100057419 (CN) Federal aid number: IM MR17. DESIGN OF VARIOUS INTELLIGENT TRANSPORTATION SYSTEM DEVICES AND FIBER BACKBONE ALONG I-10, I-65, I-165, SR-16 (US-90), SR-42 (US-98), SR-59 WITHIN THE MOBILE AND BALDWIN URBAN AREA

Design and Construction of Bridge Paintings:

- Project 100069462 (PE) BRP ON VARIOUS BRIDGES ALONG I-10. ON US-98 OVER I-10 (BIN 10002, 10003) ON I-10 OVER FISH RIVER (BIN 10170, 10171) ON I-10 OVER 3-MILE CRK (BIN 10172, 10173) ON I-10 OVER COWPEN CRK (BIN 8527, 8528) ON I-10 OVER STYX RIVER (BIN 8530, 8531)

- Project 100069479 (CN) BRP ON VARIOUS BRIDGES ALONG I-10. ON US-98 OVER I-10 (BIN 10002, 10003) ON I-10 OVER FISH RIVER (BIN 10170, 10171) ON I-10 OVER 3-MILE CRK (BIN 10172, 10173) ON I-10 OVER COWPEN CRK (BIN 8527, 8528) ON I-10 OVER STYX RIVER (BIN 8530, 8531)

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization, has reviewed the requested amendments to the FY 2016 to 2019 Transportation Improvement Program and does hereby approve the aforementioned changes.

The foregoing resolution was adopted and approved on the 23rd day of January 2019, by the Eastern Shore Metropolitan Planning Organization Policy Board.

_____ Date: _____
Dane Haygood, Chairman

ATTEST:

_____ Date: _____

Eastern Shore MPO

AGENDA ACTION FORM

Policy Board Work Session – January 9, 2019
Bicycle and Pedestrian Advisory Committee – January 15, 2019
Citizens Advisory Committee – January 15, 2019
Technical Advisory Committee – January 16, 2019
Policy Board – January 23, 2019

SUMMARY

Baldwin County:

- Design of Roundabout at County Road 64 and Rigsby Road and to Design the Widening of County Road 64 from State Route 181 to County Road 54 East.

Total Cost:	$275,000
MPO:	$220,000
Local:	$55,000

RECOMMENDATION

- BPAC recommends:
- CAC recommends:
- TAC recommends:

ATTACHMENT(S)

1. Project Submittal Form
2. Federal Funds Sheet
3. Resolution

EASTERN SHORE MPO
PROJECT SUBMITTAL FORM

FOR SUBMITTING A PROPOSED PROJECT FOR INCLUSION IN THE LONG RANGE TRANSPORTATION PLAN (LRTP) OR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Date: 7/20/2018 **Point of Contact:** Joey Nunnally

Address: 22070 SR 59, Robertsdale AL 36567

Phone: 251-972-6879 **Email:** jnunnally@baldwincountyal.gov

This Project was Recommended by (check one)**:** ☐ Citizen Working or Living within MPO Area

☒ Advisory Committee Member ☒ Public Official ☐ Other _____

Please provide the following information about the proposed project:

Project Description and Location (*include termini description, if road improvement*)

• DESIGN OF ROUNDABOUT AT CR 64 AND RIGSBY ROAD AND TO DESIGN THE WIDENING OF CR 64 FROM SR 181 TO CR 54 EAST

Reason for Proposed Project (*Purpose and Need*):

Capacity Improvement

Project Length *(if applicable)*:

5,200 feet

Bicycle and Pedestrian or ADA Upgrades:

The project will meet or exceed ADA requirements

Roadway Classification (*if applicable*):

Minor Arterial

Sponsor (*i.e. Responsible Local Government &Signature)*:

Percent (%) Local Match:

20%

Match Source:

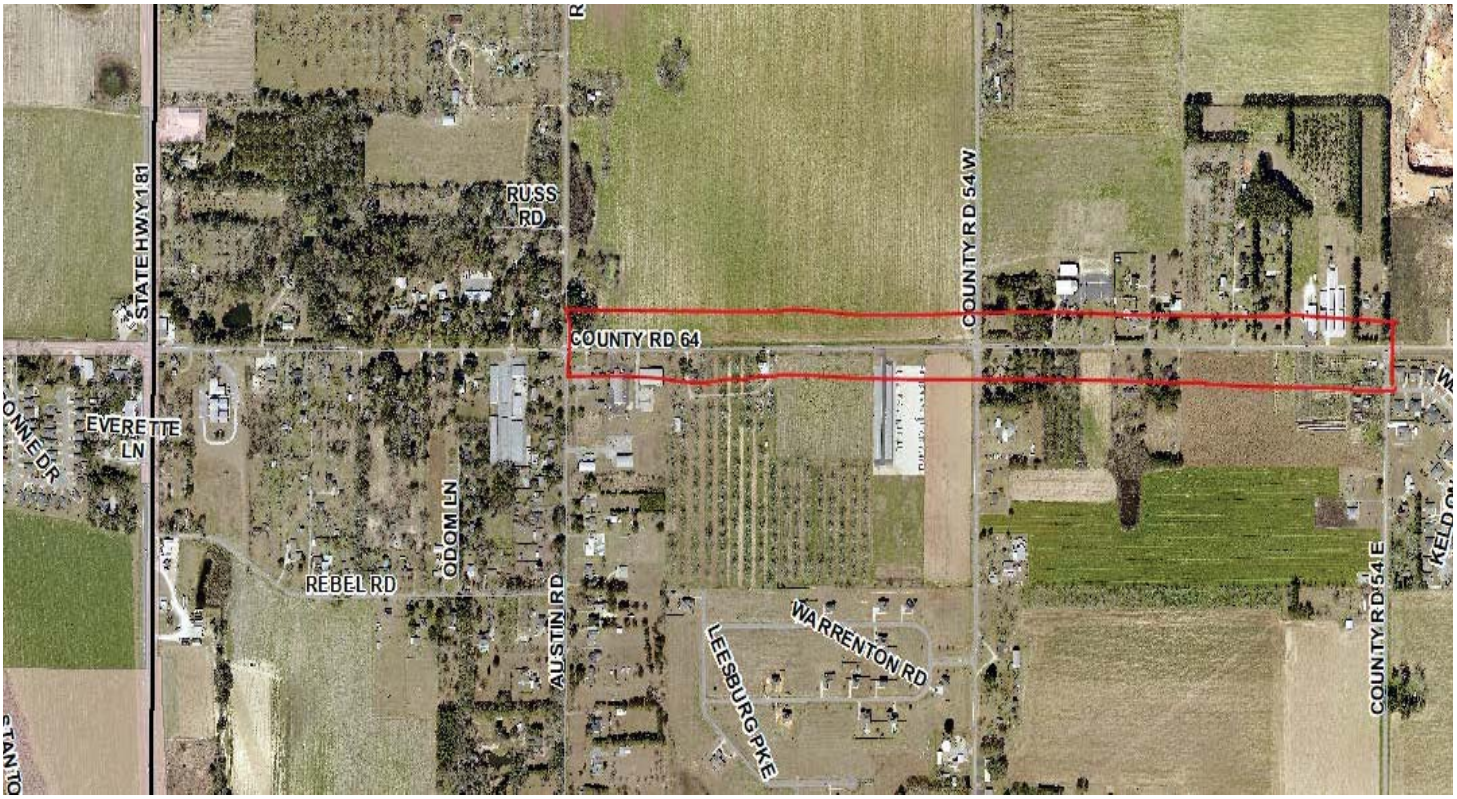
Environmental Justice Issues or Concerns:

There are no Environmental Justice issues or concerns that have been identified.

For Internal (MPO or Project Sponsor) Use Only

Scope of Work:	Cost Estimate:
Preliminary Engineering:	
Right-of-Way:	
Utilities:	
Construction:	
TOTAL COST:	$275,000

Project Map:



For Internal (MPO or Project Sponsor Use Only)

Potential Funding Sources:

1. _____ 2. _____
3. _____ 4. _____
5. _____ 6. _____
7. _____ 8. _____

Bicycle and Pedestrian Advisory Committee Recommendation:

□ Recommend approval of the project as submitted for inclusion in the Visionary List of the LRTP

□ Recommend approval of the project as submitted for inclusion in the TIP _____

□ Recommend the Policy Board postpone taking any action on the proposed project to give time for further review or to change the project scope: _____

_____

□ Recommend approval of the project as submitted for inclusion in the Financially Constrained List of the LRTP

□ Recommend the Policy Board not approve the project

Votes:

_____

Chair or Vice Chair Signature Date

Citizens Advisory Committee Recommendation:

□ Recommend approval of the project as submitted for inclusion in the Visionary List of the LRTP

□ Recommend approval of the project as submitted for inclusion in the TIP_____

□ Recommend the Policy Board postpone taking any action on the proposed project to give time for further review or to change the project scope: _____

_____

□ Recommend approval of the project as submitted for inclusion in the Financially Constrained List of the LRTP

□ Recommend the Policy Board not approve the project

Votes:

_____

Chair or Vice Chair Signature Date

Technical Advisory Committee Recommendation:

□ Recommend approval of the project as submitted for inclusion in the Visionary List of the LRTP

□ Recommend approval of the project as submitted for inclusion in the TIP_____

□ Recommend the Policy Board postpone taking any action on the proposed project to give time for further review or to change the project scope: _____

_____

□ Recommend approval of the project as submitted for inclusion in the Financially Constrained List of the LRTP

□ Recommend the Policy Board not approve the project

Votes:

_____

Chair or Vice Chair Signature Date

Policy Board Action:

□ Approve the project as submitted for inclusion in the Visionary List of the LRTP

□ Approve the project as submitted for inclusion in the TIP

_____

□ Postpone taking any action on the proposed project to give time for further review or to change the project scope:_____

_____

_____

□ Approve the project as submitted for inclusion in the Financially Constrained List of the LRTP

□ Choose not to approve the project

Votes:

Resolution Number:

URBAN AREA FUNDING AVAILABILITY REPORT

FEDERAL FUNDING ONLY

URBAN AREA EASTERN SHORE

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100064478	ADAPTIVE SIGNAL INSTALLATION ALONG SR-42 (US-98) IN BALDWIN COUNTY (28 INTERSECTION	PE	$256,000	12/01/2015	Authorized	10/30/2015
100064487	ADAPTIVE SIGNAL INSTALLATION ALONG SR-42 (US-98) IN BALDWIN COUNTY (28 INTERSECTION	CN	$2,811,404	09/30/2016	Authorized	7/29/2016
100064567	FOUR SIGNS DIRECTING I-10 MOTORISTS TO THE STATE VETERANS CEMETERY	CN	$21,901	12/15/2015	Authorized	11/18/2015
100064569	WIDENING AND RESURFACING ON CR-13 FROM SR-104 TO CR-48 AND FROM CR-64/CR-13 ROUN	PE	$6,400	03/01/2016	Authorized	1/28/2016
100064571	RESURFACING SCENIC 98 FROM NELSON DRIVE TO CR-1	PE	$6,400	03/01/2016	Authorized	2/16/2016
100064572	RESURFACING SCENIC 98 FROM NELSON DRIVE TO CR-1	CN	$797,022	09/30/2016	Authorized	9/6/2016
100064573	INTERSECTION IMPROVEMENTS TURNING LANES ON CR-13 AT SEHOY BLVD AND LONGUE VUE	PE	$40,680	02/01/2016	Authorized	12/16/2015
100065307	INTERSECTION IMPROVEMENTS - TURNING LANE ON SR-104 AT HIGBEE ROAD	PE	$42,000	05/01/2016	Authorized	4/12/2016
100065308	INTERSECTION IMPROVEMENTS - TURNING LANE ON SR-104 AT HIGBEE ROAD	CN	$344,400	09/15/2016	Authorized	9/9/2016
100065663	CONSTRUCT SIDEWALK ON GAYFER ROAD EXTENSION (CR-30) FROM BISHOP ROAD TO MEADO	PE	$17,776	11/01/2016	Authorized	9/22/2016

TOTALS FOR FISCAL YEAR 2016

Prior FY Carryover	**$3,622,856**	**Authorized Projects**	**$4,343,984**	**Unobligated Balance**	**$534,607**
FY Apportionment	**$1,255,735**	**Planned Projects**	**$0**	**Remaining Balance**	**$534,607**
FY Special Allocation	**$0**	**Total Project Funds**	**$4,343,984**		
Total Funds	**$4,878,591**				

100061157	INTERSECTION IMPROVEMENTS - ROUNDABOUT AT CR-13 AND CR-30	CN	$35,096	04/28/2017	Authorized	3/29/2017
100064570	WIDENING AND RESURFACING ON CR-13 FROM CR-48 TO SR-104 EXCEPTION AT NEW ROUNDAE	CN	$474,888	02/24/2017	Authorized	1/26/2017
100064574	INTERSECTION IMPROVEMENTS TURNING LANES ON CR-13 AT SEHOY BLVD AND LONGUE VUE	CN	$628,500	04/28/2017	Authorized	4/6/2017
100065665	CONSTRUCT SIDEWALK ON GAYFER ROAD EXTENSION (CR-30) FROM BISHOP ROAD TO MEADO	CN	$107,717	09/15/2017	Authorized	8/7/2017
100065671	ADAPTIVE SIGNAL INSTALLATION ALONG SR-42 (US-98) IN BALDWIN COUNTY (28 INTERSECTION	UT	$312,324	01/01/2017	Authorized	12/6/2016
100066432	INTERSECTION IMPROVEMENTS TURNING LANES ON CR-13 AT SEHOY BLVD AND LONGUE VUE	UT	$12,854	04/01/2017	Authorized	4/6/2017

TOTALS FOR FISCAL YEAR 2017

Prior FY Carryover	**$534,607**	**Authorized Projects**	**$1,571,378**	**Unobligated Balance**	**$266,907**
FY Apportionment	**$1,303,678**	**Planned Projects**	**$0**	**Remaining Balance**	**$266,907**
FY Special Allocation	**$0**	**Total Project Funds**	**$1,571,378**		
Total Funds	**$1,838,285**				

12/10/2018

TOTALS FOR FISCAL YEAR 2018

Prior FY Carryover	**$266,907**	**Authorized Projects**	**$0**	**Unobligated Balance**	**$1,626,884**
FY Apportionment	**$1,359,977**	**Planned Projects**	**$0**	**Remaining Balance**	**$1,626,884**
FY Special Allocation	**$0**	**Total Project Funds**	**$0**		
Total Funds	**$1,626,884**				

URBAN AREA FUNDING AVAILABILITY REPORT

FEDERAL FUNDING ONLY

URBAN AREA	EASTERN SHORE

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized

12/10/2018

TOTALS FOR FISCAL YEAR 2019

Prior FY Carryover	$1,626,884	Authorized Projects	$0	Unobligated Balance	$3,044,244
FY Apportionment	$1,417,360	Planned Projects	$0	Remaining Balance	$3,044,244
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$3,044,244				

12/10/2018

TOTALS FOR FISCAL YEAR 2020

Prior FY Carryover	$3,044,244	Authorized Projects	$0	Unobligated Balance	$4,461,604
FY Apportionment	$1,417,360	Planned Projects	$0	Remaining Balance	$4,461,604
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$4,461,604				

12/10/2018

TOTALS FOR FISCAL YEAR 2021

Prior FY Carryover	$4,461,604	Authorized Projects	$0	Unobligated Balance	$5,878,964
FY Apportionment	$1,417,360	Planned Projects	$0	Remaining Balance	$5,878,964
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$5,878,964				

12/10/2018

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	$5,878,964	Authorized Projects	$0	Unobligated Balance	$7,296,324
FY Apportionment	$1,417,360	Planned Projects	$0	Remaining Balance	$7,296,324
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$7,296,324				

12/10/2018

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	$7,296,324	Authorized Projects	$0	Unobligated Balance	$8,713,684
FY Apportionment	$1,417,360	Planned Projects	$0	Remaining Balance	$8,713,684
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$8,713,684				

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2019-

Authorizing the Use of MPO Surface Transportation Funds for the Design of a Roundabout at County Road 64 and Rigsby Road and to Design the Widening of County Road 64 from State Route 181 to County Road 54 East

WHEREAS, **the Eastern Shore Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the Eastern Shore MPO has three years to allocate MPO Surface Transportation Project funds through the adoption of the 2040 Long Range Transportation Plan and FY16-19 Transportation Improvement Program (TIP); and

WHEREAS, the Baldwin County Commission has submitted a project to design a roundabout at County Road 64 and Rigsby Road and to design the widening of County Road 64 from State Route 181 to County Road 54 East for inclusion in the FY 2016-2019 Transportation Improvement Program; and

WHEREAS, the roundabout at the intersection of County Road 64 and Rigsby Road and the widening of County Road 64 from State Route 181 to County Road (ALDOT Project Number: PE = 100069347) has been submitted for funding through MPO Surface Transportation Funds which require a twenty percent (20%) local match; and

WHEREAS, Resolution 2019-04 allocated $260,000 (MPO = $208,000, Local = $52,000) with the Baldwin County Commission proving the local 20% match; and

WHEREAS, the project has an additional estimated design cost of $275,000 (MPO = $220,000, Local = $55,000) with the Baldwin County Commission providing the local 20% match; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization Policy Board approves the use of MPO Surface Transportation Funds to fund the design of a roundabout at the intersection of County Road 64 and Rigsby Road and to design the widening of County Road 64 from State Route 181 to County Road 54 East, and authorizes MPO staff to take all steps necessary to accommodate the allocation of funds.

The foregoing resolution was adopted and approved on the 23rd day of January 2019, by the Eastern Shore Metropolitan Planning Organization Policy Board.

_____ Date: _____
Dane Haygood, Chairman

ATTEST:

_____ Date: _____

Eastern Shore MPO

AGENDA ACTION FORM

Policy Board Work Session – January 9, 2019
Bicycle and Pedestrian Advisory Committee – January 15, 2019
Citizens Advisory Committee – January 15, 2019
Technical Advisory Committee – January 16, 2019
Policy Board – January 23, 2019

SUMMARY

MPO staff has prepared a Public Transit Plan for the Metropolitan Planning Area and BRATS.

The draft plan was sent to Advisory Committees and the Policy Board in November 2018. Minor comments were received and have been incorporated into the final version.

RECOMMENDATION

- BPAC recommends:
- CAC recommends:
- TAC recommends:

ATTACHMENT(S)

1. Public Transit Plan
2. Resolution

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2019-

Adopting the Public Transit Plan

WHEREAS, **the Eastern Shore Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the Eastern Shore MPO is tasked with planning for Public Transit in the urbanized area; and

WHEREAS, the Baldwin Regional Area Transit System (BRATS) is the designated public transit provider for the urbanized area and the Eastern Shore MPO; and

WHEREAS, MPO staff has prepared a Public Transit Plan for BRATS to meet the work requirements set forth in the Unified Planning Work Program section 6.6 Public Transportation; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization, has reviewed the proposed 2019 Public Transit Plan and does hereby approve the aforementioned plan.

The foregoing resolution was adopted and approved on the 23rd day of January 2019, by the Eastern Shore Metropolitan Planning Organization Policy Board.

_____ Date: _____
Dane Haygood, Chairman

ATTEST:

_____ Date: _____

Eastern Shore MPO

AGENDA ACTION FORM

Policy Board Work Session – January 9, 2019
Bicycle and Pedestrian Advisory Committee – January 15, 2019
Citizens Advisory Committee – January 15, 2019
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Policy Board – January 23, 2019

SUMMARY

- Project Update
  - Adaptive Signal
  - SR 181 Widening
  - US 31
  - SR 181 and I-10, Diverging Diamond
- 2019 ATPA Conference – Sponsorship Interest
- Planning and Development Update (K. Taylor)

RECOMMENDATION

N/A

ATTACHMENT(S)

N/A