

Metropolitan Planning Organization
Meeting Minutes

February 5, 2009

Voting Members

Mayor Jim Byard, Acting Chairman, City of Prattville
Mr. Ken Groves, City of Montgomery
Mr. John Lorentson (ALDOT)
Mr. Danny Chavers, Autauga County Commission
Mr. Earl Reeves, Elmore County Commission
Mayor Frank Houston, Town of Coosada
Mayor Jerry Willis, City of Wetumpka
Councilman Cornelius Calhoun
Councilman Charles Jinright
Mayor Al Kelley, City of Millbrook
Mr. Todd Strange, Montgomery County Commission

Non-Voting Members

Mr. Bill Tucker, CARPDC
Mr. Kelvin Miller, MATS

Guests

Ms. Barbara Hendricks, ALDOT
Mr. Stuart Peters, Landmark Engineering
Mr. Jerry Peters, City of Millbrook
Mr. David Bollie, ALDOT
Ms. Becky White, Sain Associates
Mr. Jim Meads, Sain Associates
Mr. Richie Beyer, Elmore County
Mr. Mike Bennage, Montgomery ARC
Mr. Joel Duke, City of Prattville
Mr. Bubba Bowden, City of Montgomery
Dr. Emmanuel Oranika, ALDOT
Mr. Dwight Davis, ALDOT
Mr. Stuart Manson, City of Montgomery
Mr. David Bufkin, Autauga County
Mr. Rod Wilburn, Independent Contract Employee to MPO
Mr. Richard Fangmann, Consultant, Jacobs Engineering Group

MPO Staff

Mr. Robert Smith
Mr. Kindell Anderson
Ms. April Delchamps
Mr. James Askew

At the regularly scheduled meeting of the Montgomery Metropolitan Planning Organization (MPO) on February 5, 2009 at 10:00 a.m. in the Mayor's Conference Room, Montgomery, Alabama, the aforementioned members were present. Mayor Byard asked Mr. Groves if a quorum was present. Mr. Groves stated that a quorum was present and the meeting was called to order.

Mayor Byard made several announcements and made introductions of the new MPO members: Mr. Earl Reeves- Chairman, Elmore County Commission; Mayor Jerry Willis- City of Wetumpka; Mr. Danny Chavers- Chairman, Autauga County Commission.

Mayor Byard asked to appoint Mayor Houston to the sub-committee to review the MPO Operational Manual in place of former Commissioner Joe Faulk. The appointment was approved and the sub-committee will now consist of Mayor Byard, Commissioner Strange, and Mayor Frank Houston.

Mayor Byard, as Vice Chairman, also asked to keep serving as the Chair of the MPO until the Montgomery Mayoral election is held on March 10, 2009 and the MPO has a full slate and elected officials are settled. No vote was necessary.

Mayor Byard moved on to Agenda Item 4: Approval of the Minutes for the last MPO meeting. There was no discussion and the committee accepted the Minutes by unanimous vote.

Mayor Byard asked to change the agenda order and skip over to Agenda Item 6: Consider Draft 2009-2013 Congestion Management System Plan. Dr. Michael Anderson (UAH) presented the plan.

Mr. Strange asked if the severity of this, locally, compares with the severity of other locales and we vie for the money based on that?

Mr. Groves commented that, in the end, congestion is a relative measure. This is about as precise as you can get in terms of documenting it. People's tolerance for delay varies by locality and our experience in this region has been that, as we grow, our tolerance is coming down. We certainly don't face the problems of Birmingham or Atlanta but this kind of study helps us figure out where to put limited resources for the best effect.

Mr. Strange commented that if we identify, in our MPO region, a congested area that we want to work on, do we do that singularly through the MPO and our control or do we have to vie with the Sixth or Seventh or Eight division of ALDOT? Is that within our ability to control?

Mr. Groves responded that it depends on the nature of the facility. If it is I-65 between here and Prattville, we'll be working with ALDOT and the state. That's something they have to spend money on. We can't

even do it with the money that we directly control. But if it's something local, and on something that is locally maintained and functionally classified, then we can.

Mr. Strange asked if the MPO focuses annually or quarterly on the worst congested place then try to get that done first. I don't remember us focusing on congestion except in the normal course of dealing with projects. We see a lot of studies and presentations but do we ever do anything with the information we have and say lets solve that one?

Mr. Groves replied that in the past we have built what we wanted to first. But what you suggest is what we should do. We should take our priorities and focus on them and get the resources to get it all done.

Mr. Smith stated that a vote was needed on the Draft Plan.

Mr. Strange asked that the motion indicate the desire to focus on the top priorities and get at least one of them done. Mr. Groves accepted the amendment.

The Draft Congestion Management System Plan passed unanimously.

Mayor Byard moved back to Agenda Item 5: Consider Amendments to the FY 2008-2011 TIP.

Mr. Groves explained the TIP amendment process to the new members. Mr. Smith explained the projects.

Page 2: State project; Old Farm Lane from SR-6 to Prattville City limits for Preliminary Engineering, Roadway improvements. Total Cost: \$985,000.

Page 3: State project for Roadway improvements on US 231 from Athey Road to near Canty Road for PE and CN. Total Cost: \$4.7 million.

Page 4: State project for Bridge Replacement at SR-206 over the Autauga Creek Bridge. This is for Right of Way, Total Cost: \$52,000.

Page 5: Transit project for Family Guidance Center of Alabama project for Vehicle procurement using FTA funds. Total Cost: \$43,022.

Page 6: Transit project for Montgomery ARC project for Vehicle procurement for several vehicles. Total Cost: \$537,862.

Page 7: State project at US 231 from Anderson Road to Redland Road, adding an additional lane, this project starts in Montgomery County and ends in Elmore this is for right of way and Total Cost is \$65,000.

Page 8: State project on US 231 from Redland Road to near CR-200 at the Wetumpka Welcome Center adding additional lane, this is for Right of way. Total Cost: \$65,000.

Page 9: City of Wetumpka project on SR-14 from East End of Relief to West end of Coosa River bridge widening and adding turn lane this is a cost increase from original cost \$250,000 to \$642,891. This increase was requested by the City of Wetumpka.

Page 10: Elmore County project on CR-59 from Marshall road to Redland Road, resurfacing project with Total Cost: \$1,133,740.

Page 11: Elmore County project on CR-59 from Rifle Range Road to Redland Road, this is a shoulder widening project and Total Cost is \$210,180.

Page 12: State project for Resurfacing with 2' widening on US 82 in Prattville from CR-40 to SR-206 and SR-206 from SR-6 to SR 14. Total Cost: \$5,060,337.

Page 13: State project on Taylor Road (SR-271) from US-231 to Vaughn Road resurfacing project. Total Cost: \$2,335,588. It was noted that this is a heavy truck traffic road.

Page 14: State project to resurface US 231 from CR-89 at Pine level to Dry Creek Bridge. Total Cost: \$6,281,800 using National Highway system and safety funds.

Page 15: State project to resurface and safety widening on US 80 from Lowndes County line to West City Limits of Montgomery just east of CR-103. Total Cost of \$2,885,400.

Page 16: State project for resurfacing and safety widening on US 31 from US 80 to the Pine Creek Bridge. Mr. Smith stated that the length of the project should not go into Prattville but should stop just north of County road 4. Total cost: \$3,059,550

Page 17: State project for resurface on US 80 from Bell Road to I-85 interchange. Total Cost: \$1,685,587.

Page 18: State project for resurface on SR-14 from SR-212 to SR-9 and SR-212 from SR-14 to SR-111. Total Cost: \$656,950.

Page 19: City of Prattville project, capacity additions on McQueen Smith Road from US 31 to Cobbs Ford Road. This is a cost increase from \$600,000 to \$775,037.

Page 20: City of Montgomery project, Right of way and Construction for Ann Street from Brewton Street to Atlanta Highway. Total Cost: \$1,100,000 Mr. Strange asked if the drawing on the page was the alignment chosen. Mr. Groves stated that the page was a crude representation and that the historical commission was currently looking at this project due to the historic nature of Lee High School.

Page 21: City of Montgomery project, right of way on Zelda Road from Ann Street to Carter Hill road. Total Cost: \$250,000, Right of way has to be added to comply with Uniform relocation act.

Mr. Smith stated that he sent out the financial constraint table and that everything was still in balance for TIP. Mr. Strange asked if this was the correct time to bring up projects in regards to the stimulus that are not in the long or short term plans. Mayor Byard asked how the municipalities take advantage of the stimulus funds. Mr. Strange stated that the City, County, and State had been meeting on a stimulus funding list. He stated that a big project was the I-85 interchange at Wares Ferry Road but it currently cannot be acted on because it is not in the LRTP or the TIP. Mr. Strange stated that the dynamics have changed and now this project would be justified but how can it be done if it's not in the current plans. Mr. Groves stated that he suggested that everyone be ready for a called meeting and in regards to Wares

Ferry and that it would have to be amended into the LRTP then TIP along with public involvement procedures. Mr. Strange stated that whether or not a stimulus comes, action needs to be taken because Wares Ferry is a priority for Federal, State and County for the continued development of the Industrial park.

Mayor Byard stated that he also has some projects that he would like to be included and is sure that every county and municipality shares the same thought. Mayor Byard stated that he would like to find out a date when projects need to be turned into the MPO for consideration. Mr. Groves stated that the sooner the better because other actions may need to be taken. Mr. Earl Reeves asked about 2-3 projects that were already stated as using stimulus funds. Mr. Smith stated that yes as he was told by ALDOT and these are shovel ready projects. Mr. Groves stated that projects ready to start will be the ones that will more than likely be funded and while other projects may be worth while if they are not ready with a timeframe may not be able to be funded in this current stimulus. Mr. Strange stated that the Wares Ferry project needed to be within the LRTP and TIP. Mr. Lorentson stated that it was proposed to be added but was tabled.

Mr. Earl Reeves stated that he has a list of shovel ready projects that he would like to present. Mr. Strange asked what needed to be done to get the Wares Ferry project from being tabled to being studied. Mr. Smith stated that action would need to be taken to include in the LRTP and TIP. Mr. Groves stated that the current TIP amendments would need to be acted on before another motion could be passed. Mayor Byard asked why the project was tabled. Mr. Groves stated that at the time there was not enough information about jobs and other residential and commercial development in the nearby area that would justify the project. Mayor Byard asked about the results of putting the project into the plan. Mr. Smith explained the process of putting the project in the LRTP. Mr. Smith stated that no action needed to be taken for this project to be studied and that MPO Staff would start the process to amend the 2030 LRTP. The amendments passed unanimously.

Mayor Byard moved to Agenda Item 7: Kick-Off Year 2035 Long Range Transportation Plan (LRTP).

Mr. Smith introduced Mr. Rod Wilburn and Mr. Richard Fangmann who are serving as consultants and MPO Staff for the LRTP. Mr. Rod Wilburn gave a brief presentation on the process for updating the LRTP as well as timelines for meetings, deadlines and other parts of the process yet to come. He also informed the municipalities that the MPO staff would be meeting with them in the nearby future to discuss socio- economic data.

Mayor Byard moved to Agenda Item 8: Transportation Projects Status Report. Mr. David Bollie (ALDOT) said that I-65 is ahead of schedule and is scheduled to be done by Oct.15th. I-65 from Mills Street to River Bridge is scheduled to be let this month with a deadline of May 2010. US 231 at the Relief bridge is scheduled to be let this year. Old Farm Lane is scheduled for this fiscal year pending plans,

environmental and right of way. SR-206 Bridge replacement there will be a detour from SR-206. SR-14 from Calloway Creek widening from 2 to 5 lanes will be let in fall of '09 or beginning of 2010. River Oaks started on Jan 3rd and was two projects but has been merged into one. Oliver Creek has also started in the first week of Jan. Eastern Blvd bridge widening has started. Mayor Houston stated that Mayor Kelley wanted to know about the Main Street and SR-14 project. Mr. Bollie stated that this project has been put on hold due to signals and queing but left to do is restriping and taking out the island. SR-14 and SR 143 was discussed and Mr. Lorentson stated in the next 60 days that a new traffic signal and restriping would be done as an interim process until the full project can be ready. Coosa River project hopes to get a set of plans but there are some hang ups. Bell Street is going back through the right of way process but the schedule is still April of this year. Mr. Bollie stated that everyone needs to follow the Uniform Relocation Act in regards to obtaining right of way.

Under other business, Mr. Strange asked that the Wares Ferry Road project be taken off the table and put into action so that the MPO staff could perform the necessary actions. Motion passed.

Mayor Byard asked Mr. Smith if there was any other business to attend to. A motion was made and seconded to conclude the meeting at 11:31 a.m.