

**Metropolitan Planning Organization**  
**Meeting Minutes**

**January 20, 2011**

**Voting Members**

Mayor Todd Strange, City of Montgomery  
Mayor William Gillespie, City of Prattville  
Mr. John Lorentson, ALDOT Sixth Division Engineer  
Mayor Jerry Willis, City of Wetumpka (MPO Vice Chairman)  
Mayor Jon Chapman, Town of Coosada  
Councilman Charles Jinright, City of Montgomery (MPO Chairman)  
Mr. Jeff Downes, City of Montgomery (Deputy Mayor/Acting Planning Director)

**Non-Voting Members**

Mr. Kelvin Miller (MATS)

**Guests**

Mr. Kleob Loflin, City of Wetumpka  
Mr. David Bollie, ALDOT Sixth Division  
Mr. Reginald Franklin, CARPDC  
Mr. Jerry Peters, City of Millbrook  
Mr. Joel Duke, City of Prattville  
Mr. Stuart Peters, Landmark Engineering  
Mr. Richie Beyer, Elmore County  
Ms. Becky White, Sain Associates  
Mr. Stan Cauthen, J&A Engineering  
Ms. Jill Nolan, Montgomery Advertiser

**MPO Staff**

Mr. Robert Smith  
Mrs. Lisa Walters  
Mr. James Askew  
Mr. Kindell Anderson  
Mrs. April Delchamps

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At the regularly scheduled meeting of the Montgomery Metropolitan Planning Organization (MPO) on January 20, 2011 at 11:00 a.m. in the Conference Room of the Intermodal Transfer Facility, Montgomery, Alabama, the aforementioned members were present. MPO Vice Chairman, Councilman Jinright, asked if a quorum was present. Mr. Smith stated that a quorum was present and the meeting was called to order. Mr. Jinright asked if there were any guests to be introduced. Ms. Becky White, of Sain Associates introduced herself.

Mayor Strange then commented on the need to establish new the leadership of the MPO in light of Mayor Jim Byard leaving Prattville for ADECA so that it could move forward. This item was not listed on the Agenda but was able to be written in. Mayor Strange nominated Mr. Jinright to become the Chairman and Mayor Jerry Willis to become the Vice-Chairman. He then asked for a motion on the nominations. There were no other nominations. The motion made, seconded and passed unanimously.

Mayor Strange also announced that the city has completed all the steps and processes and agreements to have the railroads not blow their horns at Coosa Street. He stated that all of this was done within 90 days. After a fourteen day notice the horns will stop blowing at the Coosa Street crossing.

The Chairman moved on to Agenda Item 4: Approval of previous minutes and Special resolution for Mr. Groves.

The minutes passed unanimously and without discussion. Mr. Smith pointed out to the members, for informational purposes, that there were copies of the opposition letters the MPO sent to the Alabama Delegation about the proposed Air Quality Rule change.

Mayor Strange commented that Mr. Ken Groves was a very valued member of this MPO and was the Secretary for nine years. We want to honor the memory of Ken and we're happy to have his wife, Terri, here this morning. She is a teacher all over the school system and ESL teacher at Robert E. Lee and Jeff Davis High Schools. Mayor Strange pointed out that the resolution was signed by former Mayor and MPO Chair Jim Byard. Current MPO Chair, Councilman Charles Jinright presented the resolution.

Mr. Jinright expressed that it was with heavy hearts that the MPO gives this resolution because we all thought so much of Ken. He did so much for this city. He changed the way we addressed planning in Montgomery. We appreciate what Ken did for this city.

Mrs. Groves thanked Mayor Strange, Mr. Jeff Downes, and the MPO committee for having her come to the meeting. She commented that she was also proud of his accomplishments and would add the resolution to their own Wall of Fame. Ken left a very nice legacy and what more could you really want.

Mayor Strange asked Jeff Downes to tell of the National award by the Congress of the Urbanism which will be named for Ken. Mr. Downes commented that with the principles Ken taught us he will be the namesake of this nationwide award. It will be granted each year to the top individuals who share those philosophies.

Mr. Smith stated that the MPO 101 training session would be on Jan 25, 2011 at 11:00. He added that the Air Quality letter sent to the Alabama Delegation was also in the packet. It was asked where the air quality monitors are located. He said that there is one here in north Montgomery county and another in Elmore county. If they change the guidelines and we go into noncompliance based on the way we are set up right now then it would be on the entire MPO area. That is why the MPO is taking a stand against it as well as 383 other MPO's nationwide that would be impacted by the air quality rule change. Chairman Jinright suggested possibly telling the Chambers of Commerce about the issue so they would be aware of

it. Mr. Smith said that Senator Sessions's office did say they had gotten the letter and would be discussing the issue on the floor of the Senate in the near future.

The Chairman moved on to Agenda Item 5: TCC and CAC Advisory Actions.

Mr. Smith commented that the only advisory actions were about the TIP amendments. They did approve all of those without any corrections.

The Chairman moved to Agenda Item 6: FY 2008-2011 TIP Amendments.

Mr. Smith reviewed the projects.

Page 1: Project W-5-AM. This project is proposed to be deleted. The Total Funds (\$339,572) for this project will be moved to the project on Page 2, W-6-AM.

Page 2: W-6-AM, will absorb the money from W-5-AM in the amount of \$339,572. The project is sponsored by the City of Wetumpka. It will be for Resurface and Sidewalk improvements on Company Street and S. Main Street. Total Funds will be \$339,572.

Page 3: Project TE-10-AM is sponsored by the City of Wetumpka. This will add sidewalk along SR-9 (US 231) from the Post Office to the recently developed bike trail. Total Funds are \$168,000.

Page 4: Project TR-8-AM is sponsored by the Wetumpka Wellness Coalition. This is for the purchase of a van with 5310 Transit Funds. The total funds will be \$47,087.

Page 5: Project TR-9-AM. The total funds will be \$37,500 in 5310 transit funds for Ride Link. Sponsored by Montgomery County Commission. Rides may be primarily for medical care. People may ride for other reasons as well. This will be paid on a reimbursement method based on the monthly costs incurred for operations and administration. It will be run through CARPDC. The program is called Ride Link (Rural transit for Montgomery County).

Page 6: TR-10-AM. The total funds will be \$69,400 in FTA 5317 (New Freedom Transit) transit funds for Ride Link. Sponsored by Easter Seals of Central AL.

Page 7: Project TR-11-AM. This will use section 5317 JARC transit funds. Total Funds will be \$66,000. Sponsored by Easter Seals of Central AL.

Page 8: Project M-50-AM involves Resurface, Landscape, and convert from one Way to Two Way on Clay and Herron Street. This is proposed to be deleted and the Federal Funds (\$812,370) applied to Page 9 Project M-51-AM.

Page 9: Project M-51-AM is for Resurfacing Congressman W. L. Dickinson Drive from CSX RR to .23 miles south of the North Blvd. This will STPOA funds and is sponsored by the City of Montgomery. Total funds are listed at \$2,500,000 for PE and CN. This is in conjunction with an Industrial Access Grant for about \$500,000 to add left turn lanes coming from North Blvd entering Maxwell-Gunter AFB and for the construction of an acceleration lane exiting the base going towards North Blvd. Mayor Strange added that Gunter AFB will also be expanding and improving their entrances in that location as well. They have about 400 jobs they are trying to fill as part of that command. This project will really help handle that

traffic with the new jobs and existing jobs. He added that the city is also working with Maxwell AFB to get a Left-Hand turn into the base at the main gate.

Mr. Smith referred to the constraint table and current projects. He stated that the MPO balance is \$683,959 left in the pot for cost overruns, etc.

Mayor Willis referred back to when the MPO had to send money back to the FEDS in the rescission. He asked if there was going to be any requirement to return funds this year. Mr. Smith stated that we would not have to return any this year. It will all carry over as will the current \$683,959. Anytime there is a balance it will carry over to the next year unless it is obligated.

A motion was made and seconded to pass the TIP Amendments and they were passed unanimously.

#### Agenda Item 7: Bike and Pedestrian Plan Update

Mr. Smith commented that the Update was started in November. Our last Update was done in 2003 and we like to make a new one every five years. We are a couple of years behind right now. We've done a round of Public Involvement meetings in the MPO area already. We've had two in Montgomery with about 50-60 people attending and one in Prattville and Millbrook which were also pretty well attended. We had citizens give us their ideas and thoughts on maps and comment forms. Mr. Smith reviewed some of the markup maps and ideas made to this point. Mayor Strange asked if there was any specific pot of money just for bike lanes. Mr. Smith replied that there is not a fund just for bike lanes and sidewalks but the money just approved in the spreadsheet can be used for any transportation project you have. You can use Transportation Enhancement funds. Mr. Bollie (ALDOT) added that there are several options where you can get some money for this. Transportation Enhancement is an 80% / 20% split. Safe Routes to School is 100% but is for construction only. All the engineering is city funds, however. For all new roadways, including resurfacing only, you will have to justify why you are NOT putting it in. Mayor Strange asked how to go about getting the bike lanes from Montgomery to Prattville, Wetumpka, Pike Road and others. Mr. Smith replied that the Bike and Pedestrian Plan is designed to see if those ideas and routes make sense as far as rideability and safety.

Mayor Strange then asked if there are any plans for Zelda Road and widening it to five lanes. Mr. Smith said there is a project programmed and is still in early engineering and that right of way was needed. Mr. Bollie commented that it would likely need to go through environmental again because it has been so long. It has likely been more than 8 years. Mr. Smith said there are funds allocated so if the MPO wanted to move on the project then it could.

The MPO also took a Bike and Pedestrian Survey. There were about 290 respondents. The survey is viewable on the MPO website (<http://montgomerympo.org>).

Mrs. Delchamps gave some highlights of the survey results received by January 17, 2011. There were 253 completed surveys and 37 partially completed. Montgomery had the most surveys returned so far. Prattville is having more turned in since they put the survey on their website.

The age demographic with the most users was between 20-60 years old. The older group actually had more users.

For a large majority, a walkable community is very important.

Almost 2/3 of the surveys showed people who walked at least 3 times per week.

The most important destination for walkers was trails and greenways.

The most discouraging items to walking were the lack of sidewalks and trails. The second most discouraging was traffic and unsafe street crossings. Next were unsafe street crossings, again, aggressive motorist behavior, and traffic.

More Pedestrian Friendly Destinations was overwhelmingly chosen as the action which would help increase walking. The next best action was to build new sidewalks and repair old or damaged ones.

Pedestrian safety was selected as the most important factor to determine where sidewalks should go.

For Bicyclers, the next plan of action for the Bicycle and Pedestrian Plan will be to form a committee of selected TCC Members, Bicycle and Pedestrian Advocates, and other individuals to analyze citizen comments, survey results and the 2003 Bicycle Pedestrian Plan to determine priority pedestrian and bicycle projects to present in the second round of public involvements meetings. Mr. Smith stated in order for the survey to have high priority, there needed to be a total of 700 completed surveys, about 150 from each surrounding county.

Agenda Item 8: Pros and Cons of Two MPO:

(PROS) A. Funding is currently inequitable. It's allocated to the MPO based on the urbanized area, which is within the City of Montgomery Municipal Limits with some minimal overlap in Montgomery County. If there were to two MPOs then both would have funding based on population and problem solved. There could be the potential of one area to attempt to access two pots of money if a north MPO was retained in the current MPO, or there could be the operation of two MPO's under the current MPO make-up and funding could be separated.

B. The funding formula is as follow:  $\$4,000,000/196,892=\$20.31$  per capita rate (per person). All persons counted for funding are in the City of Montgomery only. If there were two MPO's then both would have funding based on population.

C. Funding for MPO Transportation Planning Staff is currently in equitable. City of Montgomery pays for all transportation planning activity for Montgomery City-County, Town of Pike Road, Elmore County, Autauga County, City of Prattville, City of Millbrook, Town of Coosada, Town of Elmore, City of Wetumpka, Town of Deatsville, Town of Autaugaville (small portion of town municipal limits on the western edge of MPO Study area). No contributors except City of Montgomery currently.

D. Current Voting Structure is inequitable. Based on the current voting structure each government is apportioned votes based on the old “one jurisdiction/one one” (unweighted) status method. This type situation gives local government the same degree of power in MPO policy making (voting) and resource allocation, although the current urbanized population is solely in Montgomery. If there were two MPO’s then both could form a more equitable voting structure or the current voting structure could be setup based on population. A more equitable voting structure based on population for the policy board could be a weighted structure based on population whereby 16 votes would be for the City of Montgomery, 1 for Montgomery County, 2 for Prattville, 1 for Autauga County, 1 for Millbrook, 1 for Coosada , 2 for Elmore County and 1 for Wetumpka (total = 25). Or could continue consensus voting by regional cooperation.

E. Two MPO’s can keep political rivalries or competition from sharing funds that have been truly allocated for a particular area’s population, which is the case currently. Two MPO’s may allow for more peaceful decision making provided that people in the same jurisdiction get along.

Cons of having two MPO’s:

- A. There might be less communication between regional politicians to share ideas and collaborate. Coordination could still be done with two MPOs. Coordination with planners, engineers, transit and elected leadership.
- B. Politicians might travel to the ALDOT separately versus on one accord as one. This practice is generally done separately on most occasions.
- C. Having two MPO’s would require the development of two separate Long Range Transportation Plans, two Transportation Improvement Programs and other dual documents, which still could be the desired outcome for some. Coordination of efforts would done when needed.
- D. Having two MPO’s could mean funding two separate planning staffs, unless the two MPO’s are managed under one operation or one could be managed by the other largest urban area. Again, coordination for planning efforts could be done with meeting of two planning staffs and ALDOT.

Another factor to consider two MPO’s would be Travel Interactivity and Economic and Social interactivity within the Area. No action was done on this item, further discussion was requested to be done based on the 2010 Census release in April 2010 or when then new urbanized area geography and population are released.

Agenda Item 9: Discussion Regarding Strategic Long Range Plan Strategy: It was said that a long range planning strategy was needed at the previous meeting by Mayor Strange and Commissioner Dean. This item was tabled due to the adoption of the 2035 LRTP and the release of the 2010 Census population and urbanized area.

Agenda Item 10: Transportation Project Status (ALDOT): David Bollie stated the following projects are waiting for permanent striping; however there's a delay due to a shortage for thermoplastic. After the thermoplastic come in, the following projects will get permanent stripes. For the I-65 interchange at the Clay/Herron Street exit, some added work is being done at the ramp and erect some overhead signage is all that needs to be done there, along with resurfacing. Some corrective work along the Northern Blvd out to State Route 14, South of Cobbs Ford Road. From SR-143 to I-65 to Coosada Road down Main Street in Millbrook is corrective work and permanent stripes. On the Atlanta Highway corrective worked and permanent striping; Highway 231 to Charles Avenue (Wetumpka) punch lists items. I-85 which begin at the Mitylene exit to the county line have a completion date of October 1<sup>st</sup>, 2011 ; is about 10% near completion; has had some delays due to the weather.

Agenda Item 11: Other Issues/ Business Concerns: No other issues to discuss

Agenda Item 12: Adjournment: Meeting adjourned at 12:26 p.m.

# Montgomery MPO Resolution

To Amend the FY 2008-2011 Transportation Improvement Program (TIP)

To Add the Following Projects by Addendum

Project Number	Type Work	Project Description/Location	Total Cost	Fiscal Year	County
1. W-5-AM STPOA() 100055829 100055832	PE CN	Drainage extensions and Add sidewalks on US Hwy 231 from Ft. Toulouse Road to Charles Rd (Distance 0.6 miles)	\$339,572	FY-2011	Elmore
Funding Source: Surface Transportation Program Other Area (STPOA) Funds					
Total Funds:			\$339,572		
Federal (80%):			\$271,658		
Sponsor – (20% Local Match –City of Wetumpka)			\$ 67,914		
Functional Classification – Principal Arterial					
*This project has been deleted.*					
2. W-6-AM STPOA() 100056089 100056090	PE CN	Resurface and Sidewalk Improvements on Company St from Logan St to E. Bridge St and E. Bridge St to US-231 (to include Hill St and Orlene St) (Distance 1.12 miles)	\$339,572	FY-2011	Elmore
Funding Source: Surface Transportation Program Other Area (STPOA) Funds					
Total Funds:			\$339,572		
Federal (80%):			\$271,658		
Sponsor – (20% Local Match-City of Wetumpka)			\$67,914		
(PE \$24,453) (\$19,563 Federal and \$4,890 Local Match)					
(CN \$315,119) (\$252,096 Federal and \$63,023 Local Match)					
Functional Classification – Urban Collector					
*New project*					
3. TE-10-AM STPTE-TE10 (906) 100055938	CN	Pedestrian Sidewalks along SR-9 (US-231) on Ft. Toulouse Rd (from Post Office to Elmore Co. bike trail) in the City of Wetumpka (Distance NA)	\$168,000	FY-2011	Elmore
Funding Source: Surface Transportation Program Transportation Enhancement (STPTE) Funds					
Total Funds:			\$168,000		
Federal (80%):			\$134,400		
Sponsor – (20% Local Match -Wetumpka)			\$ 33,600		
Functional Classification –Principal Arterial					
4. TR-8-AM UMTAC - 5310() 100055965	TR	Section 5310 Transit in the City of Wetumpka Capital vehicle (1MV) – Wetumpka Wellness Coalition (Distance: NA)	\$ 47,087	FY-2011	Elmore
Funding Source: Federal Transit Administration Section 5310 Transit (TR) Funds					
Total Funds:			\$ 47,087		
Federal (80%):			\$ 37,670		
Sponsor – (20% Match Wetumpka Wellness Coalition)			\$ 9,417		
Functional Classification – N/A					
5. TR-9-AM UMTAC-5310() 100055982	TR	Section 5310 Transit Montgomery County Capital Purchased Transportation (Distance N/A)	\$ 37,500	FY-2011	Montgomery
Funding Source: Federal Transit Administration Section 5310 Transit (TR) Funds					
Total Funds:			\$ 37,500		
Federal (80%):			\$ 30,000		
Sponsor – (20% Match-Montgomery):			\$ 7,500		

Functional Classification – N/A

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6. TR-10-AM	TR	Section 5317 New Freedom, Easter Seals of	\$ 69,400	FY-2011	Montgomery
NTIS-5317()		Central Alabama, FY 2011 (Senior Services)			
100055905		(Distance N/A)			

Funding Source: Federal Transit Administration Section 5317 New Freedom (TR) Funds  
Total Funds: \$ 69,400  
Federal (80%): \$ 55,520  
Sponsor – (20% Other Match-Easter Seals) \$ 13,880  
Functional Classification – N/A

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7. TR-11-AM	TR	Section 5316 JARC Easter Seals of Central	\$ 66,000	FY-2011	Montgomery
JARC-5316()		Alabama, FY 2011 (Senior Services)			
100055902		(Distance N/A )			

Funding Source: Federal Transit Administration Section 5317 JARC (Job Access and Reverse Commute) Funds  
Total Funds: \$ 66,000  
Federal (50%): \$ 33,000  
Sponsor – (50% Other Match-Easter Seals) \$ 33,000  
Functional Classification – N/A

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8. M-50-AM	CN	Resurface, Landscape and Convert	\$1,015,462	FY-2011	Montgomery
STPOA-1065()		from One way to 2 way on Clay and Herron St. (Exit 172)			
100046478		(Distance .75 miles)			

Funding Source: Surface Transportation Program Other Area (STPOA) Funds  
Total Funds: \$1,015,462  
Federal (80%): \$ 812,370  
Sponsor – (20% Local Match-City of Montgomery) \$ 203,092  
Functional Classification –Minor Arterial

**\*This project has been deleted\***

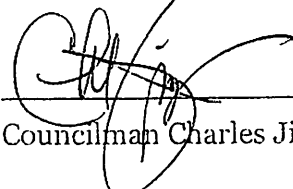
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9. M-51-AM	PE	Resurface Cong. W.L. Dickinson Dr from CSX	\$2,500,000	FY-2011	Montgomery
STPOA ()	CN	Railroad to 0.23 miles south of N. Blvd			
100056091		(Distance 1.94 miles)			
100056092					


Funding Source: Surface Transportation Program Other Area (STPOA) Funds  
Total Funds: \$2,500,000  
Federal (80%): \$2,000,000  
Sponsor – (20% Local Match-City of Montgomery) \$ 500,000  
(PE \$100,000) (\$80,000 Federal and \$20,000 Local Match)  
(CN \$2,400,000) (\$1,920,000 Federal and \$480,000 Local Match)  
Functional Classification –Minor Arterial

**\*New project\***

ADOPTED THIS THE 20<sup>th</sup> DAY OF January, 2011

  
\_\_\_\_\_  
Councilman Charles Jinright, MPO Chairman

Attest:

  
\_\_\_\_\_  
Mr. Jeff Downes Deputy Mayor/Acting Director of Planning and Development, MPO Secretary

RES-25-2008-2011 – 17<sup>TH</sup> in FY 2008-2011TIP