

Citizen Advisory Committee
Meeting Minutes

June 19, 2007

Voting Members

Mr. David Sikes, Chairman
Mr. Jon Broadway
Mr. James Brown
Mr. Rodger Burnett
Ms. Kathy LeCroix
Ms. Ruth Ott
Mr. Blair Rehnberg
Mr. Edward Stevens
Ms. Gracie Stroud

Guests

Mr. David B. Bollie, ALDOT
Trent B. Deason, ALDOT

MPO Staff

Mr. Robert Smith
Mr. James Askew
Mr. Kelvin Miller
Ms. Diana Drummond
Ms. April Delchamps

At the regular scheduled meeting of the Citizens Advisory Committee (CAC) on June 19, 2007, at 2:00 p.m. at the Small Business Resource Center, Montgomery, Alabama, the aforementioned members were present.

The meeting was called to order by Mr. David Sikes, Chairman. Mr. Sikes recognized guests who were in attendance and announced that a quorum was present. The Chairman made a motion to approve the minutes of the April 17, 2007 meeting and Mr. Rodger Burnett made a correction to the minutes of April 17, 2007. Mr. Burnett wanted to make the MPO staff aware that his name had been omitted from the minutes due to him not signing the sign-in sheet in addition to another correction that was made to the minutes in the misspelling of Ms. Valeria Harman's first name and the corrections were noted. After the noted corrections to the minutes, a motion was made and seconded to approve the minutes from the April 17, 2007 meeting and the minutes were adopted.

Mr. Sikes then referenced the portion of the agenda that referred to the Draft FY-2008 Unified Planning Work Program (UPWP). Mr. Sikes asked Mr. Smith to present the Draft FY-2008 UPWP and Mr. Smith stated that the UPWP was a basic document that outlined the work activities for the MPO staff for the new Fiscal Year of 2008. Mr. Smith also stated that the Draft FY-2008 UPWP highlighted that the estimated Federal Highway Planning Fund which totaled \$403,000. He said that the total budget was \$503,750 federal funds with the local match being \$100,750, and stated that this year the FTA Section 5303 Planning Funds have been combined with Federal Highway Administration Public Funds to become one fund. He stated that the Federal Highway Administration Planning Funds have about \$40,000 to continue with the update of the Congestion Management System Plan for the years 2008-2012 which allowed the CMS Plan to continue on through Fiscal Year 2008, and since this was the start of the project it would not be complete by the end of this fiscal year. He stated that there would be routine maintenance on the 2008-2011 Transportation Improvement Program which would have add-ins currently and in the future. There would be continued collections of socio-economic data for the year 2035 Long Range Transportation Plan update and maintenance on the amendments in addition to the current work on correcting socio-economic data for the next Long Range Plan with the base year of the next plan year being 2005 and the forecast year being 2035. There was a Bicycle Pedestrian Plan update for Fiscal Year 2008, which was an item that would be produced in-house and the current plan would be updated to check the conditions of the materials on the streets. Mr. Smith stated that the update would be more on the pedestrian side, basically on sidewalks to collect information about where to fill in the gaps, make repairs or build new sidewalks.

Ms. LeCroix asked if the current forecast was for 2030 or 2035. Mr. Smith stated that the existing forecast was for 2030 which would be updated to 2035 because the document had to be updated every five (5) years. He stated that after next year (2008), beginning in year 2009 the document would start being updated because it took about 1 ½ years to make all recommended changes. Ms. LeCroix asked if all the data from the 2005 would be used to forecast for 2035, and Mr. Smith responded that was correct. Mr. Smith also mentioned various other activities that the staff performed such as the placement of advertisement for the preparation of the Authorized Transportation Projects that listed, reported and advertised the actual details of the projects that were authorized in the previous fiscal years that were due and bound by federal regulations for advertisement. He stated that typically the Montgomery area authorized about \$30M per year which was a total of both State and local funds, but this year the total was well over that amount. Mr. Smith also stated that there were other items in the document such as GIS database updates and maintenance, traffic count updates, grant writings and all the information within the document itself. He then entertained questions from the committee regarding the Draft FY-2008 Unified Planning Work Program.

Mr. Jon Broadway referenced statements from the bottom of page twenty-three (p.23) and the top of page twenty-four (p.24) of the UPWP document entitled, Task 5C: Paratransit Service for the Disabled, Previous Work. In the first sentence of this section the text stated that, "The City of Montgomery annually certifies that it complies with the transit requirements of the ADA of 1990", of which Mr. Broadway said was a statement from last year's resolution. Mr. Broadway also referenced the section at the top of page twenty-four that stated that the MPO staff worked with the Mayor's Advisory Committee for Improved Accessibility to review the ADA transition plan and components. Mr. Broadway stated that he was concerned about that statement because there had been two recent meetings where this item had been discussed and that neither the transition plan nor the components were complete. He also stated that the transition plan had not been revised according to Mr. Groves's comments since 1999 with the Mayor as Chairman. Mr. Broadway then asked therefore would it be appropriate to move, that the MPO staff report back to the CAC Committee regarding the state of compliance of the ADA. Mr. Smith asked Mr. Broadway if Mr. Broadway wanted to have the MPO staff give a report on compliance of the transition plan, and if Mr. Broadway wanted the CAC committee to receive a report on the state of compliance between the City of Montgomery and the American with Disability Act. Mr.

Broadway stated yes and moved to have this information disclosed to the CAC committee. Ms. Ruth Ott of the committee asked Mr. Broadway to repeat his motion to the committee again. Once again, Mr. Broadway stated that he would like to move that the MPO staff report on the state of compliance with the ADA Act. He stated that what he was referring was the two sentences at the bottom of page twenty-three (p.23) and the top of page twenty-four (p.24) that stated the staff had been working with MACIA to review the transition plan and updated the components as necessary.

Mr. Broadway stated that the update should state that the report was prepared in October 2006 which pointed out deficiencies of which to Mr. Broadway's knowledge had not been addressed, and he was concerned because he stated that every year the report stated that the CAC Committee was in compliance with the report when in fact the committee was not. Mr. Edwards Stevens of the committee asked Mr. Broadway if those were the issues that Mr. Broadway wanted to address and Mr. Broadway stated yes. Ms. Ott added that the MPO staff would submit a report to the committee at the next meeting. Mr. Stevens made a motion to second the aforementioned statements and Mr. Sikes repeated that the report would be submitted at the next meeting. A motion was made, seconded and approved to have the MPO staff report to the CAC committee, the state of compliance with the ADA Act at the next regularly scheduled meeting. The Chairman then entertained questions on the UPWP of which there were none.

Mr. Sikes stated that the previous process involved an action item whereas Mr. Smith asked to have the Draft FY-2008 UPWP approved thereby a motion was made, seconded and approved to adopt the Draft FY-2008 Unified Planning Work Program (UPWP). The Chairman then referenced the next item on the agenda which was to consider the proposed amendments projects to the FY-2006-2008 TIP. Mr. Sikes asked Mr. Smith to present the amendments and Mr. Smith referred to the proposed amendment projects to the FY 2006-2008 TIP:

ST-3-AM (CR-29/Titus Rd/at Weoka Creek) Bridge Replacement

NHS-5-AM (Perry Hill Road @ I-85) Bridge Widening & interchange Improvements

CR-65 (Sprague-Junction Rd) at CSX Railroad east of SR-9 in Sprague

The Chairman made a motion to accept these FY 2006-2008 TIP proposed amendments and the motion was seconded and approved to accept the proposed amendments to the FY 2006-

2008 TIP. Mr. Sikes entertained questions regarding the proposed amendments projects to the FY 2006-2008 TIP, and Ms. LeCroix asked if the proposed amendments referenced at the current meeting were amendments received throughout the year and Mr. Smith stated that they had been. Mrs. LeCroix then asked if there were a deadline in which to submit proposed amendments and Mr. Smith stated that the deadline for proposed amendments submittal to the TIP was always two weeks before the TCC Committee meeting, in the event that anyone was interested in submitting an amendment to the TIP. Ms. LeCroix then asked if the submission date for a proposed amendment was two weeks before the current TCC Committee meeting or any TCC Committee meeting and Mr. Smith explained that the best submittal date would be two weeks before the very first TCC Committee meeting.

The Chairman then asked Mr. Smith to introduce the next item on the agenda which was the Transportation Projects Status Report (ALDOT) presented by Mr. David Bollie. Mr. Smith introduced Mr. Bollie as a County Transportation Engineer with the Sixth Division (ALDOT) who replaced Ms. Carol Hall. Mr. Smith stated that Mr. Bollie had attended previous TCC Committee meetings for approximately four (4) months and would represent the Sixth Division and present the Transportation Projects Status Report. Mr. Bollie presented and updated the Transportation Project Status Report (ALDOT).

I-65 Alabama River Bridge (widening project)

I-65 from the north end of the Catoma Creek Bridge to the south end of Mill

St Bridge (for pavement rehab and widening)

I-65 from the north of Fairview Ave to the Alabama River Bridge (bridge widening)

I-65 on the north end of Mill St Bridge to the Alabama River Bridge (add'l lanes with existing concrete pavement rehab)

I-85 pavement from I-65 to Hall St (rehab the existing concrete and place a thin overlay)

I-85 from the Eastern Blvd to Perry Hill Rd (extend the southbound outside acceleration lane)

I-85/Eastern Blvd interchange improvements (widen bridge on each side)

I-85 at Mitylene interchange project

SR-110 from CR-137 (Vaughn Rd) to the Outer Loop (add lanes to widen SR-110 from two to five lanes from the end of Chantilly Parkway to the SR-110/Outer Loop interchange)

Bell St from Washington Ferry Rd to the CSX Railroad Bridge (add lanes)

US-231 from Charles Ave to Main St in Wetumpka (widening)

SR-14 and SR-143 (Main St/Millbrook-intersection improvements)

SR-14 from Callaway Creek to junction of SR-212 in Elmore County (widening)

US-82 from US-31 to west of SR-14 (add two additional lanes to the north with a divided median)

Ms. Ott asked Mr. Bollie for an update on the Outer Loop project and the wet lands conditions regarding the Outer Loop. Mr. Bollie explained that the State of Alabama did not have money to fund projects on the Outer Loop at this time. Mr. Sikes entertained questions but none were addressed. The Chairman then moved to the item on the agenda that referenced the Commute Smart Program for the Montgomery Area. Mr. Sikes asked Mr. Smith to introduce the project and Mr. Smith explained that the Commute Smart Program was introduced to the Transportation Planning Division about one and a half years ago from the Greater Birmingham Regional Planning Commission. Mr. Smith stated that the Greater Birmingham Regional Planning Commission wanted to partner with the City of Montgomery to implement car/vanpools commuter type service in the Montgomery Area. He stated that the RFP was sent to ADECA particularly the Energy Weatherization of Technology Division that was concerned with saving energy by reducing the number of vehicles on the road as well as eliminate auto emission in the air to improve air quality. After Mr. Smith brief introduction of the Commute Smart Program for the Montgomery Area, he then introduced Ms. April Delchamps, who joined the Transportation Planning Division from the Mobile MPO. Mr. Smith stated that Ms. Delchamps would be the project lead on the Commute Smart Program and the liaison between the Transportation Planning Division and the Greater Birmingham Regional Planning Commission. Ms. Delchamps explained that the Regional Planning Commission (RPC) of Greater Birmingham operated the Commute Smart Birmingham Program which would be the model for the Montgomery program. She stated that the Regional Planning Commission (RPC) provided technical support for the Huntsville and Mobile program which also carried the tag name "Commute Smart". Ms. Delchamps stated that since the RPC was well experienced in implementing, maintaining and developing a ridership program, that they would be the program management staff for the program. She explained that the program proposed various tasks and elements, that Task I had the responsibility of putting the plan together and consisted of four (4) elements. She also stated that element #1 implemented rideshares and developed policies and procedures to protect and informed the roles; element #2 implemented on-line

ride-matching services and website support and exposure; element #3 implemented vanpool coordination, that the Regional Planning Commission (RPC) had a rideshare program from Montgomery to Birmingham (Monday thru Friday) but wanted to increase vanpools in the Montgomery Area; and element #4 implemented the emergency ride home which allowed carpool riders who were stranded to get emergency rides home relief. Ms. Delchamps further explained that Task II provided marketing strategies to inform the public, and that Task III provided outreach to employers. Finally, she stated that employers' participation could influence employees to participate in car and vanpool as well.

Ms. LeCroix asked about the car and vanpools destinations and Ms. Delchamps stated that the destinations did not matter since the service would be an on-line matching program. Ms. LeCroix then asked if the service could be extended to anywhere in Montgomery for example: to South Montgomery, from Hope Hull to Montgomery, or from Montgomery to Hope Hull, and stated that there was a current carpool service that ran from Birmingham to Montgomery already. Ms. Delchamps stated that she was only familiar with the Mobile program but in order to receive funds for the Montgomery program the vanpool had to intersect or start in the Montgomery area. Mr. Edward Stevens wanted to know if this had been the same program that had been in the Atlanta area for some time and Ms. Delchamps stated that she was not familiar with the Atlanta area either. Mr. Smith stated that he thought that it was the same type program except that Atlanta's program was larger. Ms. Gracie Stroud commented that Atlanta had to have at least two riders in the car or a situation similar to that and Mr. Smith commented that those were considered as high occupancy vehicle lanes which were a totally different situation than the Commute Smart Program. Mr. Smith also stated that Montgomery should consider projects such as the high occupancy vehicle lanes. Ms. Ott commented that the vanpool program could be an interest when traveling from Wetumpka and Prattville into Montgomery since there were so many state employees who worked for the state who could use the ride. Mr. Smith stated that there were about 18,000 employees in downtown Montgomery which was one of the concepts for putting the lunch trolley into use and the city felt that a certain percentage of downtown employees would use the service.

Mr. Sikes suggested that a commuter bus could be used to travel from downtown Montgomery to Prattville and from Prattville back to downtown Montgomery to the state complex to transport state workers. Mr. Stevens asked if anyone was familiar with the

trolley that had been profiled on the news which had been proposed for the Montgomery area and wanted to know if the trolley was electric or gasoline. Mr. Smith suggested that he felt that Mr. Stevens was referring to the electric trolley; Mr. Stevens commented that Mr. Smith was correct and offered to explain that there were three areas of electricity, one connected to water, one connected to nuclear and another to wind which would all be less expensive than oil. Mr. Smith stated that there was an ongoing study on the feasibility of restoring the electric trolley in downtown Montgomery to possibly run on the exact same route as it did years ago. Mr. Stevens commented that he could imagine the trolley runs being extended to Prattville and Wetumpka and other comments were made about other trolley runs in many other areas of the country which included San Francisco, New Orleans, California, South Carolina as well as Arkansas. Mr. Sikes added that electric trolleys ran all over Europe and Mr. Stevens stated that a trolley run in the city would mean savings for the city. Mr. Sikes then asked Ms. Delchamps to explain the project schedule section listed in the Commuter Smart bulletin and Ms. Delchamps explained that the project schedule list was just an example as to how the schedule would be computed once the commute service was in place. Ms. Delchamps also explained that the Commuter Smart service was in the process of developing a statewide website that would be linked by a graphic site of a map of the State of Alabama that would allow Alabamians to commute with each other as well as develop a strong base name that would be recognizable. Mr. Smith stated that the website address for Commute Smart was www.CommuteSmartAL.org and that Birmingham was the only area that had a site fully implemented and in service. Mr. Sikes wanted to know how many participants had been served by the Birmingham and Mobile services and Ms. Delchamps stated that Mobile was not operational as of yet due to a lack of funding for the emergency ride home program whereas Montgomery would not have a problem with funding due to ADECA provided funds. She stated that Birmingham served between one to three thousands participants and Mr. Smith added that they operated twenty-eight (28) vanpools, two hundred and thirty-five (235) active carpools, with 1,800 names in their rideshare database. Ms. LeCroix asked about the incentives for employers and Ms. Delchamps explained that some employers could receive federal tax credit incentives in the event that employers paid for passes for employees to ride the bus. Therefore employers could receive tax credit for accounting purposes for the funds used to purchase bus passes for employees.

Mr. Sikes expressed that the overall program was a good idea and that the committee would find out more about the project as the program continued. Mr. Sikes then moved the meeting to the general session. Mr. Smith made the committee aware that the Statewide Transportation Plan Update (SWTP) would hold a Public Involvement Meeting on Thursday, July 12, 2007 whereby state employees would take public comments from the general public on the improvements of public transportation programs. The meeting would be coordinated by Carter-Burgess to give a statewide transportation plan update. Mr. Stevens wanted to know how much of this information would be available to the general public and felt that the study was a good idea. Mr. Smith stated that he felt that the SWTP had a marketing plan that would be made public via news media, through the MPO's in the state, through policy-making committees, and by word-of-mouth of committee members. Ms. Ott stated that the local television stations offered 5:00 p.m. and 6:00 p.m. news broadcast and that the 5:00 p.m. newscast had been doing long stories whereby the 6:00 p.m. newscast had been doing shorter stories, thereby the same stories would not be repeated at the 6:00 p.m. newscast. Ms. Ott also stated that the 5:00 p.m. cast might be a good media opportunity for the SWTP to use to get the messages out to the public since many viewers had become accustomed to watching the 5:00 p.m. news broadcast. Mr. Smith stated that he favored the option of placing the information on the 5:00 p.m. news and would forward the information to ALDOT.

Mr. Stevens stated that he had one more item of interest that he wanted to express regarding the Commute to Work Program (page 12) in reference to the Impact Assessment. Mr. Stevens stated that he felt that after reading the Impact Assessment report in the Commute Smart booklet, he felt that the adverse impact that the transportation projects had on low-income and minority populations led to many interstate plans studies, which caused a lot of dilapidated houses to be torn down that needed to be torn down. Mr. Stevens also stated that although he agreed with the interstate plans studies, those houses were owned by minorities or low-income people and that those were the residents' homes that they had bought or they inherited. Mr. Stevens then stated that the money that those homeowners received for their homes was not enough for the homeowners to relocate, therefore those homeowners were left "out in the cold so to speak" because the homeowners were not able to relocated since their homes had already been sold and they did not receive enough money from the sale of their homes to buy another. Mr. Stevens further stated that he would like to advise the planners of the impact assessment, that in their studies take under consideration and conduct

an in-depth study before any final actions should be taken and consider the impact that those studies would have on the low-income and minority groups since those would be the citizens who would be adversely affected by those studies. Mr. Smith commented that he felt that the planners conducted a better study today than during the 1970's since now the planners could go out and inspect the environment before action would be taken. Mr. Stevens repeated his concern for the impact that those studies would have on the low-income families and minority groups. Mr. Smith stated that those citizens should be given fair market values for their homes comparable to what their homes were worth and Mr. Sikes stated, in agreement with Mr. Stevens that the fair market value of houses today was so low that it impacted where homeowners could afford to relocate and also agreed that the homeowners needed to live somewhere, as did Mr. Stevens. Ms. Ott added that most of those homeowners preferred to stay close to the communities from where they came.

Mr. Kelvin Miller, General Manager of MATS gave a transit report update and stated that he wanted to address an agenda item from the last meeting. Mr. Miller stated that on April 9, 2007 MATS offered extended hours of operation for bus service, with Monday through Friday hours of operations being changed from 7:30 p.m. to 9:30 p.m. and on Saturdays until 7:30 p.m. He stated that MATS offered two (2) additional hours of extended service each night of the week besides Sundays. Mr. Miller advised the committee that MATS had also extended Route #6 which was the route for the Southlawn and Twingates subdivisions, to extend to the Dannelly Pines subdivision and the Montgomery Regional Airport. Mr. Miller stated that the extended route was also changed to run in front of the Montgomery Regional Airport. Mr. Miller stated that on April 24, 2007 the Lunch Trolley Express began Monday through Friday from 11:00 a.m. to 2:00 p.m. for persons in the downtown area and for people who would come downtown to visit local restaurants. He stated that the Lunch Trolley Express offered free service to the public, traveled to the majority of the downtown restaurants, averaged about 75-80 passengers per day, and that Thursdays and Fridays had the highest ridership peak with about 100 riders per day.

Ms. Ott told Mr. Miller that she wanted to thank him for moving some of the bus benches back from being so close to the edges of the streets because she feared that someone would become hurt by a passing vehicle. Mr. Miller stated that on May 29, 2007 the bus route to Maxwell AFB which covered the Hunter Station area had been extended to run on additional streets which included the Western Blvd, Old Selma Road and Trinity Road. Mr. Miller

said that he did not have any other immediate improvement to report but that MATS was always opened for additional improvements.

Ms. Stroud mentioned again, the bus bench that was located at the turning lane on the Troy Highway and Mr. Miller assured Ms. Stroud that the bus bench at the turning lane on Troy Highway would be taken care of. Mr. Sikes asked Mr. Miller how had MATS been received since the extended hours of operations went into affect and Mr. Miller responded that a review of the reports showed that MATS received over 150 riders per day and that Saturdays had been more successful than the weekdays because there were more riders during the extended hours on Saturday than during the week. Mr. Miller stated that overall the changes had been successful and felt that the combination of the changes and the gas prices contributed to the success. Finally, Mr. Miller stated that in September 2007 MATS forecast to received over a million rides for the year. He stated that from a historical perspective, back in 2000 the ridership was about 261,000 riders and seven years later in 2007 MATS anticipate over one million riders.

Finally, there being no further business, the chairman made the motion to adjourn the meeting at 3:00 p.m.