

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

**April 24, 2007**

**Voting Members**

Mayor Bobby Bright, Chairman  
Mr. Ken Groves, Secretary  
Mr. Randall Estes, ALDOT Sixth Division  
Mr. Todd Strange, County Commission  
Councilman Charles Jinright, City of Montgomery  
Mayor Jo Glenn, City of Wetumpka  
Mr. Joe Faulk, County Commission

**Guests**

Mr. Richie Beyer, Elmore County  
Ms. Barbara Hendricks, ALDOT  
Mr. Scott C. Leach, Johnson & Associates  
Ms. Carol Hall, ALDOT  
Mr. Greg Clark, CARPDC  
Mr. Kindell Anderson, CARPDC  
Mr. James Kelley, Montgomery County  
Dr. Emmanuel C. Oranika, ALDOT  
Mr. Stuart Manson, City of Montgomery  
Mr. Bubba Bowden, City of Montgomery  
Mr. Jerry Peters, City of Millbrook  
Mr. Stuart Peters, Landmark Engineering  
Mr. Johnny Jackson, CAC  
Mr. Randy Logan, City of Wetumpka

**MPO Staff**

Mr. Robert Smith  
Mr. James Askew  
Ms. Dianna Drummond  
Ms. Allison Settles

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At the regularly scheduled meeting of the Montgomery Area Metropolitan Planning Organization (MPO) on April 24, 2007 at 9:00 a.m. in the Mayor's Conference Room, City Hall, Montgomery, Alabama, the aforementioned members were present. The meeting was called to order by Mayor Bobby Bright, Chairman. Mayor Bright asked Mr. Ken Groves if a quorum was

present. Mr. Groves replied that a quorum was present. He then recognized guests who were in attendance. Mr. Groves asked Kelvin Miller to introduce his guest. Mr. Miller announced that it was actually his first MPO meeting. Mr. Groves then proceeded to introduce Mr. Miller. He said that Mr. Miller was the General Manager of Montgomery Area Transit System (MATS), and he took over the program absolutely seamlessly from Tim Omick who had been much-loved around this community. He further said that Mr. Miller was doing as good a job with MATS. Mr. Miller introduced Butch Gaut. He said that Mr. Gaut was a senior consultant with First Transit, and he was presently working for the City of Montgomery on the TDP (Transit Development Plan) update for years 2008-2012. Mr. Groves recognized Ms. Lynn Beshear and thanked her for attending.

Mayor Bright commended Ms. Beshear on the recent Statewide Transportation Conference. He said he had heard many great things about it and that there were many people in attendance that morning. He told Ms. Beshear that she did a good job.

Mayor Bright moved on to agenda item No. 4 and asked for a motion to approve the minutes of the last meeting. A motion was made and seconded to approve the minutes from the February 15, 2007 MPO meeting, and the minutes were adopted.

Mayor Bright asked Mr. Groves to explain agenda item No.5. Mr. Groves said the projects had been put before the CAC and the TCC, and they were recommended for approval. He then asked Mr. Robert Smith to explain the proposed amendment projects to the FY 2006-2008 TIP.

Mr. Smith referred to page 1 in the document and said it was for widening, leveling, and resurfacing of Fort Toulouse Road. This is an Elmore County project (EC-12-AM). The county commission is combining their preliminary engineering (PE) budget funds that were set aside for this project with the construction (CN) funds to equal a total of \$402,500. They also requested a new cost increase of \$34,500 because the state ALDOT office engineer released new estimates. This will make the total cost of the project \$437,000 dollars. This facility will also have a bike lane on it with a striping and signs.

Mr. Smith went the next project, State of Alabama project (ST-1-AM). He said it was to widen Bell St. from Washington Ferry Rd. to the CSXT Railroad Bridge to a four lane, median divided,

parkway. He said that the project is in conjunction with Maxwell Air Force Base and is for utility relocation (UT) with a start date of 9-1-07. The total cost is \$500,000. Commissioner Strange asked if that was a firm date. Mr. Groves said it is as firm as we can make it. Mr. Estes added that it is their best guess, and it is the date they will work toward. Mayor Bright asked if all the property had been acquired. Mr. Groves said that all of the property had not been acquired, and said that we may have to take the estate property through condemnation. Mayor Bright interjected that we “may” have to do it that way, and Mr. Groves agreed with that wording.

Mr. Smith went to the next project, State of Alabama project. He said it was for PE and CN on the widening of SR-110 from CR-137 (Vaughn Rd.) to Bridlebrook Blvd. The total estimated cost was \$2,860,000. Mayor Bright asked Mr. Estes if anyone in particular was pushing the project. Mr. Estes replied, yes, us (ALDOT), and Commissioner Strange said us (Montgomery County). Yes, everybody, said Mr. Estes, the developers, the county, and some city interest. Mayor Bright asked if the project takes away funds we have to maintain or improve or possibly do some inner city work. Mr. Groves said it was all state money, and it comes from their pot. Mr. Smith said it comes from State discretionary money. Who controls that, asked Mayor Bright. The Governor’s office and ALDOT front office, stated Mr. Groves. Commissioner Strange asked Mayor Bright why he seemed to be against the project. Mayor Bright said that he was not against it, but just wanted to know the details as to why it was being pushed. Commissioner Strange said it is a project that we have talked about two or three times. It was originally supposed to be done last year or this year, and it was pushed back by a couple of years.

Commissioner Strange said that this was the intersection that we’ve all come together to help with. Mayor Bright asked if it was just now being put in the TIP. Mr. Smith said that it had been moved in and out several times, and now it is coming back in again. Ms. Carol Hall said that it was a larger project. It was scheduled to go out to the proposed Outer Loop Rd, but now they have cut it back to the Bridlebrook subdivision entrance. Mayor Bright asked if it was being pushed by the developers and the county for development reasons or political reasons. Mr. Estes said that there was already development there, as well as, other planned interests in that area. Mr. Jinright commented that there is an 800-home annexation along that piece of road, and there will be one right next door to it. Mr. Groves stated that he believed it is mutually beneficial. The Mayor said he is watching it very closely, and he just wants us to grow wise and

smart. Commissioner Strange asked if that project would start now, in the next few months, or is it still '09 when construction starts. Mr. Estes asked Ms. Hall if she remembered the schedule. Ms. Hall stated that the PE is shown as April 2<sup>nd</sup>, but she didn't see anything on it actually being authorized but as soon as it is it should start. Commissioner Strange said it is not like it would be another year. Ms. Hall agreed. Mr. Estes said it should have been authorized by the state but we don't have authorization authority in the 6<sup>th</sup> Division.

Mr. Smith went to the next project. He said it was a City of Montgomery project (TR-9-AM), for the Intelligent Transportation System (ITS) Acquisition and Implementation. This is for FY-2007 and 2008 allocations. The funding source is Federal Transit Administration (FTA) section 5309 funds, and it is an earmark from Senator Shelby. It comes straight to the City of Montgomery. He said that the very first phase of this project is ongoing right now with the contract the City of Montgomery has with Big Wireless for the infrastructure. He said that the next couple of phases would be when the actual improvements could be seen.

Mr. Smith asked Mr. Bubba Bowden to help explain the ITS project. Mr. Bowden said the project would include variable message signs, cameras and traffic signal controllers. Mayor Bright asked if they were like the signs going into Birmingham that never work. He said that they are the same kind of sign, but, hopefully, we won't have that problem, said Mr. Smith. Mr. Bowden stated that we would not have the problem they are having with the signs. He said that signal controllers will have communication back to a central source, central computer that we have set up. We have other cameras that are being placed in outlying areas of the city. It is good for the city to get communication and fiber put in other places where we can add more cameras and things like that. Mr. Smith added that this would be a combination of emergency response, being able to look at cameras, and traffic engineers, being able to manage congestion, accidents, and everything that deals with it. Mayor Bright asked if this has already started. Mr. Smith replied that the FY-06 funds have been approved, and we just received the Federal Register notice to go ahead with FY-07 money. We'll be making an application for that. FY-'08 is just a planned project for now, but once we get the authorization to go ahead with that then we will. The total estimated cost for the project is \$2,483,750.

Mr. Smith went to the next project and said that it contains a similar type of funding category but was a different project (TR-10-AM). He said that this project was sponsored by the Montgomery

Regional Airport and is for the Airport Intermodal Facility project. He said that the Montgomery Airport was issued an earmark from Senator Shelby using FTA section 5309 funds. They have about a \$4 million dollar earmark that has the exact same dollar amount as the City of Montgomery earmark for ITS. The Airport Intermodal facility will allow them to build, basically, a surface level parking type facility that will take multiple modes of vehicles and allow them to park and ride and transfer and will also possibly allow for a connection to the downtown intermodal facility.

Commissioner Strange asked what the \$2,483,750 was for. He said if you've got a \$4 million dollar earmark, and it's going to cost sixteen to build, what's the \$2,483,750 for, he asked. Mr. Smith said the airport has not made an application for FY-'06 funds yet. That will be about \$1 million; FY-'07 is \$1.9 million; FY-'08 is \$1.2 million; and they will have an earmark in FY-'09 that will be for about the same amount. Mr. Groves added that they get \$4 million but it comes to them \$1 million per year. Mayor Bright asked why they haven't already applied for the other money. Mr. Smith said they are still trying to figure out what they actually want to do, and they are trying to come up with the local matching funds also. Commissioner Strange asked if the total project was \$16 million. Yes, Mr. Smith said, and they are actively pursuing local matching funds and other funds to help them do the project. To date they have not started, and they've not made an application to the FTA. Mayor Bright asked if they stand to lose those funds if they don't apply within a certain time. Mr. Groves said it takes a long time if the authorization ran out. Well, on the year one funds, they have about two years to make the application to obligate the funds, said Mr. Smith. He said as soon as the funds are obligated, they are good for five years to spend them. He said that they are sort of running on the deadline of the year one funds, and I've been in communication with them. He said that they want us to help them to, at least, make the application for that year one funding, so they don't lose it. Mr. Groves added that it's just like with the Intermodal. Let me know when you start that process, stated Mayor Bright. Mr. Groves added that if it got close to running out of money, then they could get some new legislation done by the Senators that would extend its life. Let's don't run that risk, though, stated Mayor Bright. If we got it, then we need to move on it if we can; or they do.

Mr. Smith went to the next project, a City of Montgomery project for the installation of street signs at major intersections in downtown, but said that it was being requested to be deleted. He said that the City had already completed the signs project. Mr. Bowden said the next two

projects deal with the same thing. What we're doing was putting that into adding more cameras in outlying areas, the bypass area, downtown area, and other places. The overhead street signs are being installed at most intersections in the downtown area that we were going to do. We're actually just utilizing the funds from those two things on these next two projects to do more camera installations in and around the city. Mr. Groves clarified that pages 6 and 7 get deleted, and they become page 8. This is for additional cameras, we have a fiber backbone network in place, said Mr. Bowden. So, same thing with page 7, it's scheduled for deletion also, added Mr. Smith.

Mr. Smith moved on to page 8 which was mentioned before. The money from page 6 and 7 is actually going into page 8 with an additional \$20,000 extra dollars that the state requires us to use for the PE for this project. This one is for the purchase and installation of traffic cameras at various intersections in the city.

Mr. Smith went to the next project, Perry Hill Road widening P.E. (M-13-AM), but the project limits are being widened. What's happening here is Perry Hill Road, the original project was set up to be Perry Hill Road widening from Harrison Rd. to Atlanta Hwy. The City Engineer and his Assistant actually want to combine the section from the I-85 on/off ramps to Harrison Rd. to make it one project so they can do the PE work for this project as a whole. It's about a \$100,000 to \$125,000 increase on PE. Commissioner Strange asked when the start date would be since the description says 2006. Mr. Smith said the PE has already started on the part from Harrison Rd. to Atlanta Hwy, and what they want to do is bring in the section from the I-85 on/off ramps.

Mayor Bright asked if this would cause a delay of what we've already done. Mr. Groves said that it would not. It just adds that additional engineering to the same project. Mr. Smith also said he thought they are about 50%-60% complete on the PE for Harrison Rd. to Atlanta Hwy. For Harrison Rd. back to the interstate, asked Mr. Jinright. Yes, that's what this will add, Mr. Smith and Mr. Groves answered. It was then asked if the project had already been let. No, this will just add it to the existing engineering contract, said Mr. Groves. Mr. Smith agreed that it would just add to the existing professional services that are going on for it. Someone asked about the construction aspect of the project. Mr. Smith said that construction will be more of the same. Construction has been set up to be from Harrison Rd. to Atlanta Hwy., and we'll put in a request and do this part when we update the TIP.

Commissioner Strange commented that the construction was set up to be from the Interstate to Harrison Rd. first, then from there on up to Atlanta Hwy. Mr. Strange then asked what the time frame is. Mr. Smith said it has an FY-'08 time frame for the construction on the section from Harrison Rd. to Atlanta Hwy. but, again, that will get changed. Mr. Strange asked where Harrison Rd. to I-85 is. Mr. Jinright added that Harrison Rd. to Atlanta Hwy doesn't matter if you can't get from Harrison Rd. to the Interstate. Mayor Bright asked Mr. Bowden to explain where we are on that because we've been talking about that for several years; from Harrison Road to the Interstate. Mr. Bowden stated that he believed it was City Engineering's intent for the City to combine the project into one instead of dividing it into phases. So, at the same time they do the construction work from Harrison Rd. to the Atlanta Hwy., they're going to do the construction work from Harrison Rd. to the Interstate. That's my understanding, he concluded.

Mayor Bright said we'll get some more in depth on that, but let me tell you what it was. Harrison Rd. to the Interstate has been on the agenda for a long time, and if I'm not badly mistaken we've already engineered that. We've already got the right-of-way. I don't want that to be delayed to get this other extension on over to Atlanta Hwy. That should be on the drawing board, and it is on the drawing board. Why we're putting this in here I don't know, the Mayor stated. Mr. Bowden commented that one of the things they wanted to do was to make sure the alignment matched up from Harrison Rd. in both directions, and that's why they wanted the consultant that's involved with the northern part to also be involved with the south part to I-85.

Mayor Bright stated that it's going to match up, trust me. I understand all that, but I just don't want this to delay what we've been talking about for a number of years to get this extension widened and improved. We've already got the engineering done on that, in house. Councilman Jinright commented that on the project list, Perry Hill, I-85 to Harrison Road start date was 7-27-07, and it has CN. What does CN mean? Mr. Smith said it meant construction. So, construction starts in July; I'm OK then, Councilman Jinright said. Commissioner Strange asked if that date was right. Mr. Groves said he didn't know, while Mayor Bright said to check with Maintenance. Mayor Bright and Mr. Groves pointed out that we can't do it ourselves. We have to have a set of construction documents. You know, if they had not changed their ruling, we could have gone ahead and built that. The Mayor added that up to about a year ago, we could do these projects ourselves and save a lot of money, quite frankly, which they say is illegal and that we've been scurrying the law for many years. But now we've got a new Federal Highway Director who has

changed the rules and says we have to bid this out on every job. Mr. Groves said we can't do any forced account work with our own staff. I checked with Shelby's and Sessions' staffs, and they reported that it was the intent of Congress that all this work be bid out to contractors. Mayor Bright said there was a real strong private general contractor who helped force that. That may be where it came from, said Mr. Groves. There was a time in this state when the various ALDOT divisions did some of their own work, too. I guess we don't do that any more, do we.

Mr. Smith went to page number 10. This is a City of Montgomery project (M-14-AM). It is for widening, resurfacing, improvements and realignment of Ann St. from Highland Av. and re-align it with Federal Dr. The City of Montgomery is requesting a cost increase for PE due to underestimating the complexity of the PE. The projects increase is proposed to go from \$100,000 total dollars to \$332,813 total dollars. In Federal funds that would be an increase of \$186,250 with the local match increase being \$36,563. Mr. Jinright commented that this one is saying it construction is in August of this year. When would the bid process be, and who does the bid process for this project, he asked. Mr. Groves said that we do it under contract. We have to do that, yeah. We'll follow the ALDOT process. We take the construction documents and advertise them as provided by the law, take the bids, and submit them to ALDOT for concurrence. So, we manage all that process, and do you think we'll be on the time to bid this one, asked Mr. Jinright. Mr. Groves replied that he would have to confirm that with Mr. Chris Conway (City Engineer), since he and his staff manage the process. The PE has been authorized, but I don't know if we have all the right-of-way necessary, Mr. Smith stated.

Mr. Groves told the Chairman that we could consider this all in a single motion unless someone would like to have one considered separately. A motion was made and seconded to approve the FY 2006-2008 TIP amendment projects, and they passed unanimously.

The Chairman moved to agenda item 6 which is the FY 2008-2011 TIP Kick-Off. Mr. Smith said he sent out two memos this time, one announcing the meeting and one announcing the FY 2008-2011 Transportation Improvement Program (TIP) Kick-Off. Of course, as we did the last time, we had to update the TIP for fiscal years 2006-2008. Now we're in an update cycle, again, of the document. This is the '06-'08 document right here, which I think you've seen before. Now we have to update the document again for the years 2008-2011, and this is just sort of a kick-off to start that. He said that all of your technical representatives have been apprised, and

they will be coming back to you, hopefully, to speak to you about which projects you want for the next four years. Commissioner Strange asked if that is how a project, like the Ryan Road intersection at Chantilly, gets onto the table. Mr. Groves replied that it is part of the process, and it is going to be tough this year. He said that ALDOT's already been notified they'll have to trim back \$60 million in funding, Statewide, and that's going to hurt. The highway trust fund starts to go deficit in 2009, so we're dealing with, at best, a guess at what resources are going to be available to do these projects. It's a good time for everybody to remember the "Three C's" of planning: Continuous, Cooperative, and Comprehensive. Mayor Bright asked if they had the money in their budget. Mr. Smith responded by saying they have to send back \$62 million in cash to the federal government that will sort of have a ripple effect across the whole State. Mayor Bright asked if a vote was needed on item number 6. Mr. Smith said it was not required, so he moved on to Agenda item number 7.

Mr. Smith said that item 7 is to consider proposed amendment projects to the Montgomery Study Area Bicycle and Pedestrian Plan. Does anybody have questions or comments about that, asked Mayor Bright. Mr. Groves announced that we are just adding proposed routes on the plan. Mayor Bright asked if they needed to vote on the plan, and Mr. Groves answered affirmatively. Mayor Bright asked if there was any discussion about this particular item. Commissioner Strange asked who drew the bicycle route, and Mr. Smith said he had. Mr. Groves added that it was done while working with local advocates and a bicycle club. A motion was made to approve, seconded and passed.

Mayor Bright moved to Agenda item 8, the Internet Travel Survey for Montgomery Transportation Study Area. Mr. Smith commented that he did not know how many members had a chance to actually do the travel survey, but he knew that Mr. Jinright had. Thank you, said Mr. Jinright. But, I don't know how many other people have. Well, basically, we've got this tool called the Regional Travel Demand Model. This tool allows us to do, basically, a systems analysis of the transportation network to see where we need to apply resources so that we can have free-flowing conditions and not have traffic congestion. The Travel Survey will actually allow us or allow Dr. Michael Anderson (Transportation Engineering Researcher and Professor-University of Alabama in Huntsville) and the ALDOT to get the necessary information needed to update the model parameters. Mr. Smith said that Dr. Emmanuel Oranika is with the Transportation Planning section at ALDOT, and he is, the ALDOT Chief

Modeler/Transportation Planning Engineer. Mr. Smith said that ALDOT had contracted with Dr. Anderson to do a travel survey, and the results will allow the parameters of the model to be updated. They have not been updated in about ten year. This survey will allow us to get the necessary statistical data to put into the model as parameters. Mayor Bright asked Robert what this is going to do, and what this is. Mr. Groves said this is going to give us a picture of the travel behavior of people using automobiles, and it's going to see where trips are made from and to initially, how many are made and incomes of households. In the old days they used to come out and you would spend a million on the consultants to do this type thing. They would put up barricades to stop people and ask them where they were going and where they came from. This is just another way to use modern technology to get out that same information, and if enough people respond to this, there will be adequate information to update the travel demand model. We'll be able to detect if there's any change in basic human behavior.

Mr. Jinright said that in the BONDS program with the neighborhood program here in Montgomery, if all the neighborhood associations knew about this, and a lot of them are on the internet now, they would probably get some response by getting into these neighborhoods. Well, Mr. Groves added, we can help Dr. Anderson get his information out to people. Mayor Bright asked what the MPO Staff was doing to get the word out. Mr. Smith said he had been working with Mr. Michael Briddell, and he was supposed to bring a proposal to the Chairman to talk about how to better get the word out. Mr. Smith said that he is working on some sort of media strategy and this is a preview at the survey right now so we've got plenty of time. Mr. Jinright said to put Bonds on the list because they've got the homeowners groups and that'll be a good way to get the grass roots. We'll do it, said Mr. Groves.

Mr. Smith said he would do a quick demo of the Travel Survey for those who have not done it, and did it. It only takes a minute or two for you to fill it out. The survey is accessible on the MPO web site at [www.montgomerympo.org](http://www.montgomerympo.org) . The Travel Survey link is at the bottom left. Dr. Anderson is doing one of these for every MPO in the State. All you need to do is enter in your name, address, number of vehicles in your household, number of trips each person in your household makes, and the type of auto you have, if any or other mode of travel. You will then go to a mapping exercise where you will do your first trip of the day. Mayor Bright asked if the ALDOT or who will be using this. Mr. Groves said the ALDOT will be using it, and it will be Statewide in everybody's Travel Demand Model for each of the MPO's. Dr. Oranika, with the

ALDOT, added that the ALDOT uses it in the entire State, and all the MPO's have to use it for us to see what the MPO's do. The purpose is for what, asked the Mayor Bright. Mr. Groves responded that it was to calibrate our Travel Demand Model which we use to predict where future travel is going, so that we can respond before it gets there.

Mayor Bright expressed his concern that the average person might not want to submit personal data. I'm not going to tell folks how much I make. Mr. Smith said they had about 300 that have already done it. Mr. Estes stated that there is no name associated with this. Mr. Smith confirmed that no name was associated with the survey, just address, income information, and number of trips. Mr. Groves said it goes into a database that's kept private. That goes into the model. Mr. Bowden asked Robert how many people will look at this data, just Dr. Anderson, right. Yes, just Dr. Anderson and the State, answered Robert. It was also asked how far out the data will be available. Mr. Smith said it would not be available to anyone but Dr. Anderson and the State. Dr. Oranika said it would not go any other place.

Mr. Smith continued with the demo, and said the census bureau reports the average person makes about six trips per day. Your number of trips needs to be more than one. Mr. Groves said the exercise is important to do because it is the only access we have to some information to verify what people are actually thinking and doing. Mayor Bright asked how many times a person can fill out the survey, individually, and would that skew the results. Mr. Smith said that you could do it a bunch of times without us knowing it based on the results once compiled. Mr. Groves added that it may skew the results if a person went around the city to different addresses and just made something up. You only need to do it once, though, and you never have to go back to it. The address information will not be shared with anybody. Robert asked if you all, as administrators, could make it mandatory for your employees then that would be good. Dr. Oranika said it is very important that all the employees do the survey because the model will be more accurate if you can get all the employees to do the survey and if it is possible to make it mandatory.

Mr. Groves responded by saying to encourage it anyway. Mayor Bright asked if there were any reasons why we wouldn't want to make it mandatory. Commissioner Strange asked what the ALDOT was doing about it. Mr. Groves said the ALDOT and Dr. Anderson were working on the State. Are they making it mandatory, are they pushing the State to do it, asked Mr. Jinright.

Dr. Oranika commented that they are encouraging them to do it, yes. But, like I said it is really city-by-city. The information we get will be good for that cities and counties.

Mayor Bright asked Robert to send a draft of that to each one of these folks. Put in that memo what you want us to do or are asking us to do. We can either request it or demand it.

Commissioner Strange asked about the Transportation Conference and said to tell him about it. Mr. Groves said it was a Transportation Means Business conference. It started out over a year ago to be a conference on an entirely different topic which was mostly related to transit. As Lynn Beshear and the planning committee worked and talked to different people, the need for this conference expressed itself from the highest level, down; the Governor, Mr. McInnis, ALDOT director, Billy Canary and the League of Municipalities. Everybody said we need a conference on transportation and land use that covers all modes of transportation. And, so that's what Lynn organized, and she did such a good job of it that one of the major speakers, Bill Millar, and I heard him say this, "my job is going to conferences and presenting and I go to conferences all over the world. Every day I travel to a conference and I've never participated in one that was as meaningful or well organized as this one." So, we had what may have been, in this State, the first real meaningful dialogue between highway people, water people, transit people, and freight people about what we're going to do given the fact that we're running out of money to build infrastructure. So, we're just not going to have it. With the trust fund going bad in 2009, the Governor, in his talk, talked about public and private partnerships and the need for tolls and more privately financed roadway facilities and other things. So, we began this dialogue, and hopefully it will result in something like the state of Utah did. They took their envision process and did one statewide. In fact, they were one of the major presentations at this conference. And, so, perhaps an envision Alabama will grow out of this that looks at what our needs are and how to go about best meeting them. You know, we have planned in the past relying on people expressing their wants, and everybody's got something to want. We can all envision more economic development if we do this, or an easier way to work if we do that, but the fact of the matter is not all those things can be done. There's just not enough money so we're going to have to make better sets, and it really needs to be on a statewide basis so that we know what parts of the State are going to be best for industry, what parts of the State are going to be best for handling freight, and those sorts of things to kind of fill our needs. Mayor Bright asked what our number one need is that came out of this conference that we all need to be focused on. Mr. Groves replied that we all need to get together as a State and do land use planning and

transportation planning in concert. Mayor Bright commented that that was kind of a catch-all phrase. How can we do it locally and make it happen and stay alive, he asked. Mr. Groves replied that we need the Statewide forum to inform us locally. What we need is to do things like what Lynn pulled off and just keep this matter at the highest level. I mean, we had the attention of the Governor, the ALDOT director and a lot of Legislators were there. So, the need is there, we're following on the heels of the Legislature's study of the infrastructure, and we need to coalesce or form a process that will go about the business of doing this plan. It could be a Governor's commission, it could be an envision type process, that's the next step that needs to happen to give us all direction on how we can make our local plans better conform to some general purposes.

After conference how should we support that Total Vote that's being proposed and was there any discussion about that, asked Mayor Bright. Mr. Groves said there was not about specific toll roads but just about that as an approach that's going to have to be relied on more in the future. Mr. Smith said there is currently a prohibition on highway funds being used on transit, and there's a push for that prohibition to be taken off so some of it can be flexed towards transit. That was one of the messages. Mr. Groves added that there is a tremendous need for rural transit in this State. You know, you've got a lot of poor people out in rural areas that need access to healthcare and other things, and that was a big need that was identified.

Lynn, would you like to add to that from your own perspective, asked Mr. Groves. Ms. Beshear commented that it was interesting to hear your assessment of it, and I think you're right on target. Thank you for asking me to speak. I think what Ken said is absolutely right on target. We've got to have new partnerships that we've never had before particularly between business and government. That just came out over and over and over. I just want to thank the city and the county for your Platinum Sponsorship. Mr. Groves added that you can be sure, by your support, you have taken the leadership role in a Statewide function which is something that I know is important to you Mayor. Ms. Beshear went on to say that near the end, we had people calling up and wanting to sponsor this. They wanted to be a part of it, so, that was huge. I spoke to the Governor at lunch and thanked him for coming; he looked at me and said "did I have a choice?" And I said no sir you didn't. You know, we tried to set it up to where the highest level people would be there and be part of this conversation. The other piece that we really worked to do was to try to put the movement of workforce and consumer raw products and materials all together

because it's all part of the economy. We just got to start thinking about this in a whole different way, and I just heard you say \$62 million; we've got to write a check for \$62 million to send back to the Feds. I mean that is going to hurt us in a big way. We don't have enough money to start as you all well know. Mr. Groves commented that it's the first time, Lynn, that I can recall in thirty years in this State that we had trucking, business, highway, railroad, water, air, all in the same room and all at the same time. I mean it was an incredible assemblage of people. These are the kinds of people that make the decisions every day that really affect what we're able to do. Ms. Beshear agreed and said you're exactly right, and I hand-carried a letter to Joe McInnis the next day. I have a letter in my car that I 'm going to carry up to the Governor to say ok, here we are, this is what we have, we've got the momentum, we've got the people at the table, we have identified an incredible network of people and what do you all want to be the next steps? We sort of have a couple of thoughts in our minds about that. I'm not sure what role, if any, the envision process will play in the future. We were asked to chair this because we are the envision process for the capitol city region. It was an amazing experience for over eighteen months. Mayor Bright said I guess that's the point I'm making here, we need to make sure that we don't let that energy die. We need to play off it, and keep it going. Mr. Groves added that it will really take State level leadership. The best thing you all could do is write your Governor or call him and say we need to follow along whether you appoint a study commission or whether you want to consider...Mayor Bright interjected and said why don't you propose a draft letter to us which we can cut and paste, then we can sign and send it out, and a list of who to send it to. We could also pass a resolution, as the MPO, supporting the efforts here and commending what happened here. Someone made a motion; it was seconded and passed unanimously. It was suggested to send it to the Governor, Joe McInnis, and all the rest. Mayor Bright asked Mr. Groves and Mr. Smith to draft a resolution and a letter with the support of the MPO. Very good, we'll do that, answered Mr. Groves.

Commissioner Strange commented that he knew the Mayor had a very important function in about forty minutes, but I want to ask one question. At the last meeting we had some extensive conversation about the I-65 and I-85 situation, and I thought I understood that I -65 was going ahead now but that I-85 was going to be delayed until I-65. My County Engineer tells me that we're now going to follow on I-65 with I-85 about two months after that. Now I'm trying to get to what the right sequence is. Mr. Estes replied that we're greatly pressed for time, but Carol had a one hour report to give today. I'll ask her to hold that to three projects, the two I-65 projects

and one I-85. Mr. Chairman if you'll give her just a moment, I'll ask her to do that. I know this is of interest to everybody. Mayor Bright said this, Randy and everybody else; I hope you know this is a priority in our system. I-85 and I-65 are a major priority, so if we don't focus on this at any of our meetings just know that we are focused on this as a priority for our whole area. So, I'll turn it over to you now.

Ms. Hall said she would just go over the status of those projects, and I know it has changed from time to time. They do want to do the I-65 projects prior to the I-85, and they are tying them closer together. The I-65 project will include rubbelizing, the additional lanes from the Catoma Creek Bridge to just north of Fairview Av., and also the bridge widening from Fairview Av. to the river. Those are going to be let in a special letting on May 18, 2007. Did you say bridge widening, someone asked. The bridge widening on the project from Fairview to the river; there are a couple of bridges that will be added in with the southern project which will be bridge widening. Mayor Bright asked if that was a bridge over the interstate or a bridge over...Mr. Estes said this is the bridge that carries the interstate traffic. They have to be widened first to accommodate the extra lanes. Ms. Hall said, again, they will be included in the southern project and will be included in the special letting on May 18. They've got a project completion date of October 15, 2009, and there will be some type of incentive in there, I'm not sure what the exact amount is for them to complete it. You know if they get done early, they are rewarded; and if they are late, they are penalized. But the estimated cost on that is \$61 million. The I-65 project, additional lanes and pavement rehab for north of Fairview to the river, will be to add the widening in the median and actually rehab the existing concrete pavement. That's scheduled for November 2008. The estimated cost on that is \$45 million. The I-85 pavement rehab that you had talked about, that goes from I-65 to Hall Street. That's to rehab the existing concrete that's out there and to put a thin asphalt overlay. That's scheduled for June of 2007. Commissioner Strange commented that we've pushed it back, we're going to sit on that one for awhile. Yes, they'll be working on that one at the same time they'll be working on the I-65 project. Commissioner Strange asked Ms. Hall if she had any handouts. Ms. Hall replied that she had three handouts, but that copies could be made.

Mayor Bright asked Ms. Hall if there was any more time needed on that. He then asked if there were any more questions about this or any other items. I want to invite everybody, before we get out of here, to the Court Square Roundabout re-opening if you have time this morning. We've

put a lot of work into that Roundabout, and I think you'll like it once everybody gets used to it. When you go through, use caution because it's not your standard intersection, so educate yourself about the use of the Roundabout before you go in there. Mayor, some of us were used to it before it was closed, commented Mr. Estes.

The Chairman asked Mr. Groves if there was any other business to attend to. Mr. Groves said there was not. Mayor Bright asked for a motion to adjourn. A motion was made and seconded to conclude the meeting at 9:55 a.m.