

**Mobile Area Transportation Study
Metropolitan Planning Organization and
Technical Citizens Committee Meeting
February 23, 2005, 10:00 a.m.
SARPC Board Room**

MPO Members Present

Commissioner Sam Jones
Mayor Jim Trout
Mayor Ron Davis
Mr. Bob Williams
Mr. Ron Poiroux
Mr. Russell Wimberly
Mr. Chris Azubuike (Rep. Mr. George Ray)
Mr. Vic McSwain (Rep. Mayor Mike Dow)
Ms. Betty Donald (Rep. Mayor Ken Williams)
Mr. David Harris (Rep. Mr. Joe Wilkerson)

TCC Members Present

Mr. Kevin Harrison
Ms. April Guthrie
Mr. Russell J. Wimberly
Mr. Vic McSwain
Mr. Bill Sisson
Mr. Bill Metzger
Ms. Betty Donald
Ms. Ginny Russell
Ms. Sandra Forbus
Mr. Larry Cook
Mr. John Murphy
Mr. Jackie Glasgow
Mr. James Foster (Rep. Mr. Joe Ruffer)
Ms. Margie Wilcox
Ms. Shayla Jones Beaco
Mr. Donald Watson
Mr. Ron Adler (Rep. Mr. Joseph Threadcraft)
Mr. Craig Thomas (Rep. Mr. Bob Jilla)
Mr. Dave Harris
Mr. Colyn Moatts (Rep. Ms. Alfredo Acoff)

Guests:

Dr. Burt Eichold, Mobile County Health Dept.
Mr. Bill Finch, Mobile Register
Mr. Andrew Findley, WKRG
Ms. Judith Adams, AL State Port Authority

MPO Members Absent

Councilman Reggie Copeland
Councilman Thomas Sullivan
Mr. Norman Walton
Mayor William Bush
Mayor Don Nelson
Mayor Stan Wright

TCC Members Absent

Mr. John Bell
Dr. Emmanuel Oranika
Ms. Laura Clarke
Mr. Len Lacour
Mr. Cornell L. Tatum
Mr. Bay Haas
Mr. Bob Vogtner
Mr. J. B. Horst

Guests (continued):

Mr. Bob Harris, AL State Port Authority
Ms. Casi Callaway, Mobile Bay Watch
Ms. Sarah Sandy, Mobile Bay Watch
Ms. Jean Matties, Citizens for Smart Growth
Ms. Leon Matties, Citizens for Smart Growth
Mr. James Eubanks, Citizens for Smart Growth
Ms. Wanda McFadin
Ms. Val McFadin
Ms. Amanda Griffin
Ms. James Bagley
Mr. Robert Gulley
Mr. Ric Carry
Mr. Danny McMillan

Commissioner Sam Jones called the meeting to order at 10:00 a.m., February 23, 2005. Motion was made by Mr. Vic McSwain to approve the minutes of the September 1, 2004 MPO/TCC meeting, second by Mr. Ron Poiroux. Motion was approved unanimously.

Comm. Jones said that prior to considering our resolutions, we have a number of people who would like to make some comments to the MPO prior to voting. With the number of people who would like to make comments, we have allotted about 15 minutes which equals 3 minutes a piece. We have five people that have told us that they would like to make some comments. We will take those comments in the order that they came in. We will take those comments now and the first person is Casi Callaway. We have five people in 15 minute that is three minutes apiece, let me ask that you respect that so we will have time for the other people who want to comment. Will you please also tell us what you are commenting on because we have several items on the agenda.

Ms. Casi Callaway said I am commenting on the overall presentation for the 2030 Transportation Plan. My name is Casi Callaway. I am the Director of Mobile BayWatch/Mobile Baykeeper. I would like to, and Ron Poiroux can attest to this, Mobile BayWatch has only commented on one road project in our history, and that is Highway 98. My only reason for commenting on this project is because our comments on Highway 98 appear to come about 25 years too late. The plan that has been developed for today concerns me because it does not seem to include anything other than two components, future households that are planned predominately by developers that are on the plate and turned into the community but have not been built yet and projected new employment. The work and effort that has gone into this community in the past several years for smart growth, cautious planning, and sustainable community does not seem to be a component of this plan at all. The work that Mayor Dow has done and the work that our county commissioners have done to promote especially our downtown rebirth, the City of Prichard and all the work that you are doing. I live in City of Chickasaw, and we have done a lot to invest in our community and make it big with our historic districts. Communities with a western bypass, it seems to me, just promotes going around the city and not promote the inner-city growth. The environmental components are what we do and they are not included in this transportation plan. There is not a listing of how many wetlands would have to be crossed. There is not a listing in how many streams would be crossed. I understand that

this is a projected plan, but at the same time if you don't include that in the early stages you loose out on understanding exactly what the final picture will be. The third thing I would like to comment on is public participation. I know that you said and I appreciate your hard work to get the Mobile Register sorry Bill to do a story on this in advance and that did not happen. However, SARPC has an excellent listserv that I have received numerous notices of meetings on. I believe also you have a large affected area that should receive letters. I think the development of this plan should include citizen participation. I strongly encourage you to send this back to the drawing board. Thank you very much.

Comm. Jones said thank you. Next is Mr. Jim Eubanks.

Mr. James M. Eubanks said my name is James M. Eubanks. I am the president of the Mobile Citizens for Smart Growth in Mobile County. I have a card I'd like to pass around to everyone. We started forming ourselves as Citizens against the Interstate bypass a couple of years ago. The organization just grew spontaneously. We had somewhere between 1500 and 3000 people at one time or another in the organization. We were able to convince the ALDOT people to cancel that road that they were planning to build out there. Now we see in this plan today that there is western freeway- that freeway will be the excuse I think and I fear for ALDOT to once again seek funding to re-institute the bypass, an interstate grade highway that will go right by the Mobile water supply at the Big Creek Lake area. When we were first organized we had a brochure that we used. It is out of date a little bit as far as the political leaders that are mentioned on here, but the reasons for resisting the interstate bypass are still valid even for this expressway that they are talking about today. What we would like to do is to urge you to delete that expressway from the plan. If you do not delete it, then we would ask that you to at least table that part of the plan until you can get an adequate amount of public input. One of the things I would like for you to look at is a map which we used when we were working on the interstate bypass. These are the last routes that were presented by ALDOT and you can see that Big Creek Lake is a north-south primarily body of water. The 98 bypass that goes across the top only crosses this area up here. If you put an expressway in here you are going down the full length not just across the top. All of these areas to the right or to the east of Big Creek drain into Big Creek Lake. The input for the Mobile water supply is right there so if you had a hazardous waste truck to have wreck in that area there would be no time to attenuate that. It would go directly into the Mobile water supply. If you think you have a problem trying to deal with terrorist and things of that nature now just think what you had to shut down every restaurant, every hotel, every school, every home in Mobile in Mobile County and even in Spanish Fort because they get some of there water out of that lake because of an accident. So we urge you in the strongest possible terms to delete this expressway from today's plan or if not deleting it at least table it until a later date.

Comm. Jones said thank you Mr. Eubanks. Mr. Steele Holman.

Mr. Steele Holman said good morning; thank you all. I am speaking in support of the twenty-five year plan. I am here to represent the Mobile Area Chamber of Commerce and also the Transportation Funding Coalition. The Mobile Area Chamber of Commerce has made the attainment of funding both federal and state for highway infrastructure needs, one of its top two priorities for 2005 and into the future. The Funding Coalition is a group of local organizations that seeks to identify and attain funding for key infrastructure projects in our area. We are firmly convinced that

if we as a community do not speak out in favor getting additional highway dollars spent in our area, then our continued outflow of our gasoline taxes that we are suffering now will continue into the future. The Transportation Funding Coalition, I want to tell you some of the members, Associated Builders and Contractors, Partners for Environmental Progress, Associated General Contractors, Local Area Association of Realtors, Homebuilders Association of Metro Mobile, the Mobile County Road builders Association, AAA of Alabama, the Mobile Airport Authority, and the Alabama State Docks. We believe that this MATS 25 year plan is based on sound analysis of the available data. We support SARPC's recommendation of Alternate 9 because it contains the Western Bypass or Outer Loop that would connect Highway 98 to I-10. This project is directly related to economic growth in our community. The population in unincorporated areas of Mobile is like 134,000. That is in non-municipal areas. This growth is going to continue into the future. We have seen projections were over the next 25 years, there is going to be a 20% increase in jobs in residential areas in our county, most of it is going to be west of I-65. It is not a matter of whether there is going to be continued growth. It is inevitable. The issue is whether the county is going too adequately plan for this growth that is going to be here come what may. We strongly urge you to adopt the MATS 25 year plan. Thank you very much.

Comm. Jones said thank you Mr. Holman. Malcolm Steeves.

Mr. Malcolm Steeves said Mr. Chairman thank you for this opportunity to say something about the concerns of the Mobile Water System. I am primarily concerned with the status of the environmental considerations in preparing a document like this that involves hundreds of millions of dollars that are planned. We like plans to go forward smoothly and we would ask that you not increase the priority of any of these projects without a full environmental consideration of the individual projects. Beyond that we would like for the next five year plan to include environmental considerations at least as a component of how alternatives are ranked.

Comm. Jones said thank you. Judith Adams.

Ms. Judith Adams said Hi. I am Judith Adams. I am the manager of economic development for the Port Authority. We are speaking before you in support of the MATS plan in essence because it is a plan. It gets reviewed every five years. There are spot issues in this plan, but the plan is necessary for securing our long term and short term funding needs here in community. Without it, we do not have options with that funding, but the plan does get reviewed and each project is reviewed on an individual basis and I think some of the valid concerns that are raised here will be addressed in time. What we need is to adopt a plan and address each individual project as we move forward. I think from our prospective we want to see long term planning in transportation area just simply because it links the port to the vital market. We are the world wide connection for this region, so we are in support of adopting a plan and moving forward. Thank you.

Comm. Jones said thank you Ms. Adams. Would anyone on the committee like to, Kevin would you talk about this process and how we got to where we are and where we go from here.

Mr. Kevin Harrison said the Long Range Plan was developed through travel demand modeling forecasting. You have all run over the tubes across the road. Those are traffic counters and that data comes back to us. We run a traffic simulator, or a model, calibrated to those traffic counts. The

input to that model is employment, household, and vehicle availability. It is an extensive data collection. Once the model is calibrated, we forecast the input of socioeconomic data. The model basically tells us what areas are capacity deficient. We came up with ten alternates. The Technical Coordinating Committee met, and they recommended that alternate nine, which is this alternate, be recommended to the MPO to vote on. This chart over here shows that in the year 2030 that is what the traffic will look at if we stop building roads right now. If we get no more money, the red is one inch equals 125,000 vehicles. There is a lot of red if we stop building roads. Alternate nine is the next slide, which there is hardly any red.

Mr. Russ Wimberly asked of the public input.

Mr. Harrison said on January 28 we sent the Mobile Press Register, the Long Range Plan, the date of the MPO meeting, and the date of the public hearing. We asked them to do a telephone survey. They said they would look into it and never did it. I also asked them to do an article before the public hearing date. They said they were going to do that and they never did that. We had a public hearing on February 16 from 4 to 7. We had over 40 attendees. In your folders, there is a summary on the amount of comments that we got. We got an overwhelming amount of input. Written comments supporting the recommending plan, whether in form of a comment form or e-mail, we had 64. We had documents supporting from the Mobile Area Chamber of Commerce Board of Directors, a document supporting it from the Transportation Funding Coalition, and the Alabama Port Authority. Specifically pertaining to the outer loop, we had 74 e-mails or written comment forms, and a letter from the Secretary of the Citizens for Smart Growth. Locations concerns pertaining to the outer loop, not necessarily opposed to it, we had 16. Proximity to Hutchins Elementary Schools, we had 8 concerns. The Mobile Area Water and Sewer System sent their concerns, which we just heard Malcolm Steeves. Southern Environmental Law Center requested that we extended the comment period and the use of the Internet for increased public participation. We got a comment from Mobile BayWatch. We also had several other concerns about the Long Range Plan. Support of the Airport Boulevard expressway, opposition to the new US98, Grelot Road, and one comment opposed to the location of the I-10 Bridge.

Mr. Wimberly said a copy of the plan was positioned in all city halls in the metropolitan area, my office, chambers of commerce which included Tillman's Corner, Saraland as well, as well as the libraries. There was plenty of access to the plan before this.

Comm. Jones said it seems to me that most of the questions have centered on environmental concerns and reviews. Ronnie could you speak to at what part of the process does that take place.

Mr. Ronnie Poiroux said each project will have an environmental study. The level of study will be determined by the Federal Highway Administration if it is a federal project. Each project will have its own environmental study at the time the project is instituted.

Comm. Jones said so the 25 year plan is basically a conceptual plan.

Mr. Poiroux said right, and even on the outer loop the location is not tied down. What is on a map is not the location. We have to go through the federal regulations on project development. We will look at different alternates if this project goes forward. This is a plan. This outer loop project is in

the last tier of these projects so this plan will probably have to be reviewed two more times before that project ever gets to the point of starting.

Mr. Harrison said the purpose of the Long Range Plan is to recognize need. By the year 2030 something is going to be needed to be done in west Mobile, and in that respect the Long Range Plan has served it's purpose.

Comm. Jones said we have all been involved in the 98 corridor and some of the environmental concerns about that. As we move forward, not necessarily with this conceptual planning process, but when we get into the planning for the actual alignment, would it possible for us to make sure that we give all environmental interests notice as to where we are in each stage of these. At the same time, try to develop a local process by which we can keep everyone informed as to where the planning process is and where we are proceeding with it.

Mr. Poiroux said I think that will be no problem involving the different groups in. Working through US 98, we have come to the point where we know we have to work with each other just like our agreement with the Water and Sewer Board and the Health Department. We know their concerns and we are going to try to address them on all of our road projects.

Mr. Harrison said on the next Long Range Plan the environmental concerns can be included into the formula to set the priority, which is what some other MPOs do.

Comm. Jones said I think it is incumbent upon us to look at some other methods since we have had a lot of concerns and we have a lot of interest in that area. I think we should examine some other methods. At least to get more people involved and informed as we move forward on these projects. Are there any other comments from any of the members of the MPOs? Dr. Eichold missed signing up. I have seen him back there doing this for the last five minutes. Okay, go ahead.

Dr. Burt Eichold said I commend the group because transportation is a very important issue. Part of it is the process of how we get from A to B. The public hearings that we have and the comments that we get from e-mail are all important but I think as a community the old stand up register, and I apologize for not getting into to other options, where your registered people stand up in front of everyone else and its an educational process at the same time I have not seen all the exact data that we have and we have a community meeting in a large area. This is very important to the community to sit down and say here is the data, here are the alternate routes, and here is the process how we got there. Somebody who may have a PhD. in road building from California stands up and says I think that is a good idea or the Chamber of Commerce says the economic development or the road builders or everybody sits down and hears everybody. There is something in the process of a formal hearing were people are heard, they learn, they participate, yes they can give a written comment. Will it take time? Yes. Will cost it a little money? Yes. But is it good for the common good to let this o forward in that format. It is procedure and process, but I think we will have a better product in the end.

Comm. Jones said did you make the February 16 public hearing?

Dr. Eichold said I was out of town.

Mr. Harrison said all the data was available at the public hearing.

Dr. Eichold said I know. The data is, but let me say I teach in the College of Medicine. Part of the process is to say everything you want from medical knowledge is in the library. Part of it is how you present it and going through the process. During the educational process, the community deserves from the MPO and from ALDOT to have an educational process of how the decisions are made. That is part of this continued conflict that we have and then we end up further down the road. If everybody as Mr. Poiroux says works together on the same thing. How do we get here? There may be some smart guys out there in the country who have a lot more experience and knowledge on different issue. We are a very dynamic community. There are lots of new persons who have come to town and they might be able to help us make better decisions. I think that is all I am talking about. Yes you can say it is available, yes it's on the Internet, yes the legal. Meeting the legal criteria...

Comm. Jones said the important thing is yes there was a public hearing.

Dr. Eichold said it is not do we meet the letter of the law, it is do we meet the intent and spirit of the law.

Comm. Jones said it is if we participate in the public hearing process.

Dr. Eichold said it is how we do the public hearing.

Comm. Jones said we won't know if we do not show up.

Dr. Eichold said I am guilty as charged for not showing up. I have attended many public hearings before.

Comm. Jones said I understand your concern. I think it is noted. I think as we go through this process on the other project and this one.

Dr. Eichold said I think that is the issue, the process.

Comm. Jones said any other comments from any other members. Voting members of the MPO have blue folders. If there no further discussion from the members, we are on item three, Consider Revisions to the 2004 Transportation Improvement Program as proposed by ALDOT.

Mr. Harrison said in your folders you will find a resolution adopting three items to be amended to the fiscal year 04 Transportation Improvement Program. Attached to that resolution is a letter from ALDOT requesting that these projects be added to the TIP. The first project is a resurfacing project on US43 from Plateau Avenue to the south end of Cedar Creek Bridge. It is a construction project with National Highway Funds scheduled for FY05 in the amount of \$3,461,000. The second project is really two projects that are STP enhancement funds. Saraland landscaping along I-65 at Industrial Parkway scheduled for construction in 2005 at \$97,475. The third project is also a landscaping project in Saraland along Industrial Boulevard and construction is scheduled for FY05 at \$103,300. If there are any comments ALDOT can probably answer them.

Comm. Jones said is there any questions from the MPO on those projects.

There were no further discussions, motion to Consider Modifications to the FY2004 Transportation Improvement Projects made by Mr. Vic McSwain, second by Mr. Ronnie Poiroux. Motion passed unanimously.

RESOLUTION

MOBILE AREA TRANSPORTATION STUDY (MATS) METROPOLITAN PLANNING ORGANIZATION (MPO)

Modifying the FY 2004 Transportation Improvement Program

WHEREAS, certain provisions of Title 23 USC and provisions of the Transportation Equity Act for the 21st Century governing urban transportation planning under the Federal Highway Administration and the Federal Transit Administration require the preparation and adoption of a Transportation Improvement Program (TIP), which sets forth the types and amounts of funds to be used for transportation projects in the study area; and,

WHEREAS, consistent with the criteria enumerated therein, the MATS MPO did adopt on September 3, 2003, and did revise on January 28, 2004, June 23, 2004, and September 1, 2004 an FY 2004 - 2008 TIP which details funding for proposed transportation projects in the MATS area; and,

WHEREAS, since that time, the Alabama Department of Transportation has requested that the TIP be amended to include funding for additional projects as described below:

National Highway Funds-

Resurface SR-13 (US 43) from Plateau Ave. to the south end of Cedar Creek Bridge	CN	FY '05	\$ 3,461,000
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STP Enhancement Funds-

Saraland, Landscaping along I-65, SR-158	CN	FY '05	97,475
Saraland, Landscaping along SR-158	CN	FY '05	103,300

now,

THEREFORE, BE IT RESOLVED that after review and evaluation, the MATS Metropolitan Planning Organization in session this 23rd day of February, 2005, does hereby modify the FY 2004 Transportation Improvement Program as summarized above.

Comm. Jones called to order the fourth item on the agenda, Review and Adopt the 2030 Long Range Transportation Plan.

Mr. Harrison said in your folders you will find the Executive Summary of the recommended Long Range Plan and a resolution adopting the recommended alternate as the 2030 Long Range Plan.

Comm. Jones said if there is no further discussion.

Mr. Harrison said I would like to say something. Since the review draft has been out to the MPO members, there have been several changes to the priorities. The priorities set in the Executive Summary are the correct priorities compared to the review draft. Once the Long Range Plan is adopted, all MPO members and TCC members will receive another copy of the Long Range Plan.

Mayor Ron Davis said are there opportunities to make revisions to the plan at some time.

Mr. Harrison said in the future there will be opportunities to make revisions to the plan.

Mayor Davis said how often are they...?

Mr. Harrison said the plan is updated every five years.

Mr. Poiroux said I would like to say one other thing. We have to approve this Long Range Plan to keep federal funds coming to the Mobile area. If we do not, our federal funds, if I am correct, will be stopped on any federal project in Mobile.

Mr. Wimberly said that is future projects, right Ronnie.

Mr. Poiroux said right. This is a planning process that we need to approve at some point to continue to receive federal funds.

Comm. Jones said as we get to the point where revisions can be made, and if there are determinations that revisions need to be made, that can be done prior to any action taken on any project in the plan?

Mr. Harrison said that is correct.

There were no further discussions, motion to Adopt the 2030 Long Range Plan (Resolution) was made by Mr. Vic McSwain, second by Mayor Ron Davis. Motion passed unanimously.

RESOLUTION

MOBILE AREA TRANSPORTATION STUDY (MATS)

METROPOLITAN PLANNING ORGANIZATION (MPO)

Adopting the Mobile Area Transportation Study 2030 Long-Range Transportation Plan

WHEREAS, certain provisions of Title 23 USC and provisions of the Transportation Equity Act for the 21st Century governing urban transportation planning under the U. S. Department of Transportation require the preparation and adoption of a 20-year Transportation Plan; and,

WHEREAS, consistent with these criteria, the South Alabama Regional Planning Commission (SARPC), in cooperation with the Alabama Department of Transportation (ALDOT) and The Wave Transit System, representing and cooperating with Mobile County and the municipalities of Mobile, Prichard, Chickasaw, Saraland, Satsuma, Creola, and Bayou La Batre initiated studies to update the adopted MATS 2025 Transportation Plan to accommodate anticipated 2030 conditions and address all surface transportation modes, including automobile, transit, bicycle, and pedestrians; and

WHEREAS, SARPC, working with the MATS Technical Committee, has developed a recommended bicycle/pedestrian plan and transit plan, and has developed and evaluated several alternate highway networks; and

WHEREAS, consistent with US DOT requirements relating to Environmental Justice, the MPO staff has evaluated this proposed Plan to determine the equity of the impact on minority and low income populations, has determined that the Plan complies with the requirements of Environmental Justice, and has documented this evaluation and analysis in the report; and

WHEREAS, the SARPC staff has compiled the Committee's recommendations regarding these plans into a document entitled MATS 2030 Transportation Plan, which has been made available for public review, comment and input for the past 20 days; now,

THEREFORE, BE IT RESOLVED that after consideration of these facts and review of the recommended plans, the MATS Metropolitan Planning Organization in session this 23th day of February, 2005, does hereby endorse and adopt the aforementioned report as the MATS Long-Range Transportation Plan, and

BE IT FURTHER RESOLVED, that:

1. each MATS member government recognizes that there must be an effective continuing planning process and that all major projects implemented must be in conformance with the adopted plan; and
2. there are procedures which must be followed in requesting a modification or change in the adopted plan; and,
3. each governmental entity certifies that it intends to follow the transportation planning process for the implementation of all projects in the adopted plan.

Comm. Jones called to order the fifth item on the agenda, Review Public Participation Summary for FY2004.

Mr. Harrison said as a result of a certification review several years ago it was recommended that this

MPO and most MPOs try to quantify the effectiveness of their public participation program. The MPOs really had no direction on how to do that. The only way that we could come up with is document all correspondence, all telephone calls, and all e-mails, tally it at the end of the year and compare it to the amount of money that we spent on public involvement. We have a summary for the FY04. There is no action required of this. It is just required we present it to the MPO.

Ms. April Guthrie said one of the things that we do is we track our website. We have different sections. We have the Long Range Plan once it is approved on the website. We have the map that is included inside the Executive Summary, as well as a listing of each project. We track the number of views that the page gets and there were 218 views in May and the low was 169 in September. The average was 198. Another thing that we do is we track the number of telephone inquiries that's everything from citizens to consultants to people trying to build a business wanting traffic counts. We had a total of twenty-five in FY 2004. We also had 15 guests at the MPO meetings. Another thing we instituted in the past fiscal year is we have a user-friendly format of the notice. We put that in every senior citizen center in a large format. We use color paper and have them put it on their bulletin boards so that everyone may read it. We also send the document or hand deliver the document to 42 sites throughout Mobile County. We track the number of signatures that is acquired at each site, and we have an attachment, the last page, is what documents and how many people signed. We also have a check format, which was instated at the request of ALDOT for people who did not want to sign there name. They read the document and were informed. We had twenty-seven checks for that. The number of signatures we received last year was over 200% higher than FY2003. From a lot of things we do and from talking to librarians indicated that once we instated the check format, we were able to get them more involved, more people do read the document, some people still do not check. There are indications that more people do read the document. They are put in a very obvious place in each library and the librarians know exactly where they are. Another thing we do is we track how much money we spend at the Mobile Register for Public Notices. When we send out the public notice we list if there is a document and we list the sites where you can read the document and go over it and also to sign. We spent \$4,309 on FY2004 on documents and on public notices.

Comm. Jones said is there opportunities for community groups or individuals to give you input on public participation on how they think it could be better.

Ms. Guthrie said yes we always take comments. Also, every year or two we update the public involvement program that I believe was last adopted in FY 2004. It was at the beginning of year, and we added more sites this last time including the Saraland Chamber of Commerce, the Tillman's Corner Chamber of Commerce, and couple of libraries once we included Bayou La Batre.

Comm. Jones said so if someone has some recommendations for your public participation they could forward them to you.

Ms. Guthrie said yes.

Mr. Harrison said our public participation procedures have to be adopted by the MPO.

Comm. Jones said no action on these?

Mr. Harrison said no.

Under New Business.

Mr. Harrison said since the deadline for public involvement for this meeting, there have been several projects requested by ALDOT and the Wave Transit to be added to the TIP, so at some point in the future we are going to have another MPO meeting. Also, with regard to that the Technical Coordinating Committee is going to have to meet in the next month to go over the 2006 TIP. A lot of the projects have been updated, moved back or forward, and some have been let and completed. It has to be adopted by the MPO by this summer, so in the next month or so the TCC is going to have to meet, and we are going to have to go over the TIP.

There being no Old Business and no further business, the meeting adjourned at 10:45 a.m.

ATTEST:

Chairman, MPO

Chairman, TCC