

**Mobile Area Transportation Study
Technical / Citizens Committee Meeting
March 18, 2009, 10:00 a.m.
SARPC Training Room**

TCC/CAC Members Present

Mr. Nick Amberger
Mr. Russell Wimberly
Mr. Bryan Kegley
Mr. Bill Metzger
Ms. Jennifer White
Ms. Shayla Jones Beaco for Ginny Russell
Mr. Gerald Alfred
Mr. George Crozier
Mr. James Jacobs
Mr. James Foster
Mr. John Murphy
Mr. Jackie Glasgow
Ms. Lindsay Hutchission
Ms. Tywanda Jackson
Ms. Margie Wilcox
Mr. Thomas Hughes
Mr. Donald Watson
Mr. John Bell
Ms. Betty Donald
Mr. Donald Watson
Mr. Randy Delchamps
Mr. Bert Hoffman

Guests:

Mr. Tyrone Parker – The WAVE Transit
Mr. Robert Bartlett - City of Prichard
Mr. Dave Harris – FHWA
Mr. Chris Miller – SARPC
Mr. Neal Howard - Polysurveying (Bayou La Batre)
Mr. Bill Couch – ALDOT - Montgomery
Mr. Don Powell – ALDOT – 9th Division
Mr. David Webber – Volkert
Mr. Buddy Covington – Volkert
Mr. Dan Murtaugh – Press-Register
Mr. Ricky Mitchell – Mobile County
Mr. Sam Rawls – City of Chickasaw
Mr. Tom Brian – City of Satsuma
Mayor Don Nelson – City of Creola

Staff:

Mr. Kevin Harrison
Mr. Tom Piper
Ms. Monica Williamson

TCC/CAC Members Absent

Mr. Hunter Winton
Ms. Mary Mullins
Steve Perry
Joseph Threadcraft
Casi Callaway
Jennifer Denson
Sandy Forbus

After a presentation by Mr. Dave Harris, Federal Highway Administration, on American Recovery and Reinvestment Act (ARRA), Mr. Russell Wimberly called the meeting to order.

The first item on the agenda was the development of the Mobile ARRA Project listing.

Mr. Wimberly asked Kevin to conduct a formal roll call and then everyone to introduce themselves.

Mr. Harrison explained that some proxies were present. In February of 2008 the Technical Coordinating Committee was adopted. Some of the positions are still vacant so even though you may be here representing a specific city today, the bylaws specifically state that TCC/CAC members have to be appointed by an MPO member and voted on by the MPO.

Mr. Harrison then proceeded with the roll call. Those not present included Bert Hoffman, Joseph Threadcraft, Hunter Winton, Mary Mullins, and Steve Perry from the TCC and from the CAC not present were Casi Callaway, Jennifer Denson, and Sandy Forbus. Twenty one members were present constituting a quorum.

Mr. Wimberly then had the guests introduce themselves and then asked Kevin to start the business.

Mr. Harrison said as Dave Harris said this with funding, the state got \$513 million; \$43 million went to areas over 200,000. Based on the per capita formulas, Mobile MPO gets \$11 million. Of that money, the state's portion of it, there are projects down here. They are resurfacing Shelton Beach Road and resurfacing 188 with the state's discretionary funds of the stimulus money. The MPO money, the \$11 million, we have one year to authorize or obligate this money. The money is use it or lose it. I would like to see all these projects done. This pot of money is not attributable funds. This pot of money is a separate pot of money. As you all know, traditionally our attributable funds have been for additional capacity. This is not attributable funds so I don't expect to see projects like this to come in the future with attributable.

Mr. Harris said actually Kevin is correct. This money came out of the general fund so it's not even Highway Trust Fund dollars.

Mr. Harrison said so even though we are talking today about funding types of projects like signals, resurfacing, sidewalks and stuff like that, traditionally those are not the types of projects that we deal with the attributable pot of money. At the end of the day today, we need a final list of project that equals \$11 million or as close as possible. It will require some give and take. I don't expect any feelings to get hurt today. We have been submitted \$35 million worth of projects. What I want to know is what do you as a group think what projects rise to the top. These projects, as far as cost overruns, has not been decided, but I think it would be a good recommendation for it to be provided by the sponsors so even though these projects are 100% funds, if there is a cost overrun on these projects, I think that needs to be provided by the sponsor. That really needs to be taken into consideration because if there is a cost overrun and that sponsor can't provide it, this money is use it or lose it. The state is going to pay the contractors. This is going to prevent any of the smaller cities with cash flow problems. Mr. Couch is here if anybody has a question on that.

Mr. Couch said that's the projects that the State let's the contracts. Some of the local areas do their own. We would reimburse them for the money. What I'm saying, it's just like our regular process. If we let the contract, we will pay the contractors.

Someone asked if the local municipalities can let the contract themselves.

Mr. Harris clarified that local governments would not be administering the contracts with this money.

Mr. Murphy asked if that means CE& I would be charged to the projects.

Mr. Harris said yes.

Mr. Harrison went over the items in the folder which included a letter stating the amount the MPO received, guidelines from Senator Oberstar's office, a list of the projects and the projects with documentation submitted by the members.

Mr. Harrison said that the projects should be based on priority, not necessarily a certain dollar amount, but that we should be fair and equitable in distributing the money to all the cities and the county.

Sheets were handed out that detailed a proportion per capita. Mr. Harrison explained the sheet. Total population per the 2000 Census was listed. Since then some of the cities have updated their city limits so estimates were done on current population with the updated information. The \$11,006,128 was divided in proportion per capita. Some areas are more densely populated so there are offsets that include number of lane miles of functionally classified roadways that are not interstate. Numbers were combined to get a combination percent and apportion per jurisdiction.

Mr. Harrison also explained that there was a no way to stick closely to the dollar amount. There were some pretty big projects submitted. He continued that there was a spreadsheet on the overhead and as projects were cut or amended the amounts would be taken off until the projects totaled \$11 million.

Mr. Wimberly asked if with the attributable monies that we have, if we come up with over \$11 million can we take some of the money that's on our list for the attributable money and use that to take care of the balance.

Mr. Harris said that is eligible. Overruns, STP is an eligible use.

Mr. Harrison said if we have a positive balance in our TIP. The next item on the agenda is to go over the TIP because we still have a negative balance with the attributable funds.

Ms. Jackson asked if the cities that do not have any projects in the attributable funds would be taken into consideration and given priority.

Mr. Harrison replied that is something for the committee because everyone here thinks their project is priority.

Ms. Jackson said again, as far as the projects go, kind of piggybacking on what Mr. Wimberly was saying, if you can use the attributable funds...

Mr. Harrison said no we can't use attributable. We can, it's eligible, but we have projects slated with the attributable funds and we already have a negative balance. We already have to push projects back with the attributable funds.

Mr. Piper said but you're saying that you're not receiving attributable funds so you should receive these funds.

Ms. Jackson said exactly.

Mr. Murphy added that we have to keep in mind to select projects that can get through the system and can get done in a twelve month period of time. I'm not familiar with all of these projects, but some of them look like they would be very difficult unless they are already approved in Montgomery to get done in 12 month period of time. Mr. Murphy asked Mr. Couch if they had additional people working to get through the reviews quicker.

Mr. Couch responded that I don't think the review time is going to affects us. The projects to be done with the stimulus money are going to take priority. He asked Mr. Murphy from his question earlier if he was talking about if the state was going to handle environmental.

Mr. Murphy said no I was talking about if the state was going to handle the CE&I work after the project was bid and I thought I had heard that the answer was yes so that's going to be part of the money.

Mr. Couch said yes, that will be part of the project cost.

Mr. Murphy continued, if you going to do design and go through the state and you don't have it designed yourself, you have to go through the selective process and have it approved through Montgomery and my experience with that is that takes 6 months, if you're lucky. Our thoughts were that we were going to handle design with anything that we have on here so that we can handle that and select the engineering and get the work done, but we still got to go through the state reviews, but at least we saved on going through the selection process, because John you know how long that takes going through the selection process. I just wanted to talk about some of that before we got into the actual projects.

Jackie Glasgow was asked to speak to the whole group on the difference in the state requirements.

Mr. Glasgow said that the requirements through the state are more stringent than what would be on just a regular city project. Reviews have to be met and we would look at all the projects and try to expedite and get all of that done, but we are talking about a lot of projects that has to go through in that time.

Mr. Murphy said that is why we are leaning towards resurfacing because it would be easier to get through the process or a bridge if you already have it designed right now. If you don't have it designed right now, a bridge is even as bad as some of the one's on this list. Getting through the reviews of the state is going to be very difficult in my opinion and getting authorized in a 12 month period.

Mr. Harrison asked Ms. Jackson if the City of Prichard had any of the projects under plans.

Ms. Jackson said yes.

Mr. Harrison suggested that we figure out which projects are not feasible of getting done in a year, of the plans getting ready signed off and approved on and have one year to get authorized. So maybe they should become last priority and taken off the list first.

Mr. Watson asked for clarification on 'get this done within one year.'

Mr. Harrison explained that the project has to be authorized which means, if there's environmental work it has to be done, signed off and approved on. Preliminary engineering work has to be completed, signed off and approved. The right of way also has to be done.

A few questions were asked about right of way. One person asked if the right of way had to be acquired within the year. The answer was yes.

Mr. Harris said a good rule of thumb is if you need to acquire right of way and you have environmental to get done, it's probably not going to happen.

Someone then asked clarification on the shovel ready criteria.

Mr. Harrison said that shovel ready is one thing, but projects available under Title 23 is another. Preliminary Engineering is available as an eligible project to be funded.

Mr. Piper said you could, for example replacing Michigan Avenue Bridges and Approaches, if the PE isn't done, you could just ask for money for the PE and not money to do the construction.

Mr. Bell said let's talk about the Michigan Avenue bridge. That's the City of Mobile's number one priority. The City of Mobile has hired a consultant. The bridge could be shut down in the next couple of months and leave just one entrance to Brookley field.

Mr. Murphy asked if it had been reviewed at all by the State.

Mr. Bell said no, it hasn't but Volkert has assured us that they are going to meet all the requirements and the time frame. This is the best approach for funding this bridge at this time. We don't know what's going to happen to EADS, but we certainly would not want to go into that with the main artery into Brookley field shut down. There's no funding to replace a bridge.

Ms. Wilcox added that it meets several criteria – job creation and economic development. Brookley is certainly an area that we have concentrated economic development. It doesn't make sense to have such a safety hazard.

Someone else said that it is a big concern for the largest employer in Brookley. Trucks are already rerouted and it would shutdown the whole artery going into Brookley.

Mr. Murphy said let me ask a question, if we chose a project and 4 months from now we see that project is not getting advanced, do we have the opportunity to come and substitute something that we think we could get done in the last eight months?

Mr. Harrison said I would imagine so. It would have to go back to the MPO. We do have to think about what we can do in one year.

Mr. Murphy said it's not a matter that one of us is going to get to use it; it's that none of us will get to use. It's not going to come to Mobile, or the state of Alabama. It's going to go elsewhere.

Mr. Piper asked if some money were spent on a project and then it wasn't going to be done and the sponsor said okay we're not going to do this project, then the money that was spent, does it have to be paid back? That's the way it typically works with the MPO attributable funding project.

Mr. Murphy said if it's a project like John's, they're paying for the design anyway so we are not running that risk.

Mr. Harrison some of the projects have design included.

Mr. Murphy said whoever has that in there really needs to think hard about it because we've been through trying to go through the selection process and that takes how long Jackie? What's the shortest you've ever seen the selection and actually getting a contract with an engineer.

Mr. Glasgow said a year.

Mr. Murphy said any project that has to be designed and we are going to use these funds on, in my opinion doesn't need to be on the list. Whoever is going to sponsor them is going to have to pay for the design for it to make the 12 month deadline, in my opinion. If we have any projects on this list that the design is included on, we need to know that so we can take those off the list.

Mr. Harrison so John you're saying that it's not possible to fund preliminary engineering with these funds and get the project signed off and approved on in one year.

Mr. Murphy said that's my opinion. Now someone else can correct me.

Mr. Harrison said I would hate to see some of these cities have projects cut and not get any money because of that reason.

Mr. Glasgow said that's right. If they have not selected a consulted by now, ready to start work, they are not going to make it.

Mr. Murphy said that's if they are going to go through the selection process. This project in here, for example, if we want to do a project or any municipality and they're willing to pay for the engineering, then they could come around tomorrow, hire an engineer and still make the 12 month deadline. My point is, if you are going to go through and make it eligible for these funds, then that means you have to go to the state process for selection and that means you've got to get approval first, then you got to do an RFP, then you got to do the selection, then you got to go back through Montgomery for approval and then you got to get a signed contract for approval through Montgomery which we're still working on some of those projects that's been there six months. It's just going to be an impossible task and you can't start design until the contracts approved. It's just a matter of fact that you are not going to get those projects through and done and funded in a 12 month time to include design.

Mr. Harris said if it helps the way the state selected their initial round of projects, it was mostly resurfacing just for that reason.

Mr. Murphy said I got a copy of it here just so we could talk about it. The state has done it for the exact same reason.

Mr. Metzger said John there's going to be some exceptions to that like the state approved list of engineers authorized to retime signals. The contractors are authorized on a state list. All you have to do is pick one of them and it doesn't have to go through the formal routing of some of the other consulting.

Mr. Murphy said yes, but that's only two projects on the list.

Mr. Harrison said are there any thoughts from some of the municipalities that have included that work to be funded with this money.

Mr. Briand said we originally asked for \$500,000 but can we change that to just the engineering? It's an ALDOT Bridge. We've already had the state down looking at it.

Mr. Piper said that is an eligible expense.

Mr. Brian said the bridge already has to be replaced. We've already had to close it down. If we could get the engineering only.

Mr. Murphy said is FHWA going to authorize just preliminary engineering.

Mr. Harris said I was going to say that is kind of getting away from the purpose of the act which is creating jobs. Shovel ready projects that are going to create jobs that is using just pure engineering is not the best way to go about that. You're going to have a difficult time when it comes to reporting if you gave funds to an engineering firm to design. It would be a high standard there to show job creation.

Mr. Harris said remember you're going to have OIG and the Government Accountability Office looking at you. And that might be one, I can't speak for them, but they may say it doesn't meet the test.

Mr. Murphy added at which time you would have to reimburse that money that you've spent.

Mr. Harris said that's a possibility.

Mr. Harrison said what do you mean that doesn't meet the test.

Mr. Harris said creating jobs, shovel ready. At the end of the year, all you have is set of plans and that is not the intent of the act.

Mr. Harrison asked if it would be possible for Satsuma to do those plans? If we put construction in here, does Satsuma have the funds to that on their own right now to have the project ready?

Mr. Briand asked if that was going to speed up getting the drawings completed.

Someone said absolutely.

Mr. Harrison said if you fund it with your own money, that's going to speed the process up and the possibility of getting it authorized in less than a year is yes.

Mr. Briand said I can't give you that answer today, no.

Someone said did I hear right that once it gets on our list then it's going to go to FHWA for another approval.

Mr. Harrison said no. This gets submitted to ALDOT. We have to submit a list of projects with number of jobs and all that stuff which is why all the worksheets had jobs created and job years to Congressman Oberstar by April 4th.

Mr. Harris said you also need to amend your TIP.

Someone said you're talking about it may not make the test.

Mr. Harris said we're not going to be making that call. Projects you select will be amended in your TIP, submitted to ALDOT. ALDOT will amend their STP. Just a word of caution on the types of projects you select.

Mr. Rawls said we've done preliminary work already. I did include the CE&I. I understood that we could include. Is it not an eligible cost?

Mr. Murphy said it is an eligible cost. What we are saying is though if you go through the selection process, you're not going to make the twelve month deadline and you're going to lose the money.

Mr. Rawls asked if they do have the liberty to adjust that. Taking my engineering cost out and asking my council and mayor to bear the burden? Or any other items we want to cut out?

Mr. Harrison said yes.

Someone asked at what time frame.

Mr. Harrison said well that's a problem because we really have to advertise the projects by April 4th. But a bigger problem is if we say, here's this amount of money for the construction of the project based on the cities doing the planning and the city doesn't do those plans, that money that we allocated for that project is use it or lose it. We lose the project.

Mr. Rawls said our project is estimated to be a short construction time. I think we could still...

Mr. Harrison said construction time isn't what we are talking about. We are talking about the paperwork.

Mr. Rawls said I think we can still complete that.

Mr. Harrison said let's start. Let's go city by city and the county. We've got \$22 million worth of projects that we've got to get rid of. Instead of prolonging that, I think we just need to start chopping. There's no easy way to do that.

Someone suggested that we go the other way and pick \$11 million worth of projects that are priority.

Mr. Harrison said or we can go the other way. If everyone picks a project that they feel is priority. Then we'll see what the spreadsheet looks like and build it up. This is done alphabetically. It's not done by anything else.

Mr. Murphy said and it's just the people's name that you called out that can vote so it takes 11 votes to make a project.

Mr. Harrison said it takes 11 votes to finalize a project. Now the MPO has the authority to change this on April 1st.

Ms. Wilcox said well wait a minute. Can I just have one request before we go to voting on individual projects; is there any filters that we can apply like there's just no way that job can be done?

Mr. Murphy said I'm looking at one. That Celeste Road project 6 ½ million, I'm not willing to vote for that. It's a much needed project but 6 ½ million out of our 11 million for one project is not going to get my vote.

Ms. White said what about a project that has an option for different funding. I mean that Bayou La Batre sidewalk project qualifies for TE funds and that's going to be 100% federal money this time. I mean they could apply for that project through that.

Mr. Piper said that application period is over. I don't know if they applied for it or not, but it ended last week.

Mr. Harrison said why don't we start with Bayou La Batre.

Mr. Howard from Poly Surveying said our top priority project is the sidewalk.

Mr. Murphy said but according to your portion of the share they only can use 64,000 and that's over a ½ million dollar project so that means that somebody that is supposed to get that other ½ million is going to lose a ½ million.

Mr. Harrison said there's a possibility that we can break some projects up which is why I asked the engineers to be here today that created the worksheets for us. However, there's going to have to be some give and take.

Mr. Howard said we can trim that down, but we certainly couldn't trim that down to \$64,000.

Mr. Harrison said right, that's 2 miles of sidewalk so if we broke that down to a mile is that based on a linear cost of sidewalk.

Mr. Howard said it's going to be basically ½ of that, \$277,000.

Mr. Harrison said \$277,000. Okay, that's Bayou La Batre's first priority.

Mr. Howard said and that included our preliminary engineering. We can take that out.

Mr. Murphy said is this located anywhere where you going to get into any environmental problems.

Mr. Howard said this is downtown right around the old Alba school.

Mr. Harrison said is this rehabilitation? Is a sidewalk already there?

Someone asked if there was drainage associated with it.

Mr. Howard said I don't think there was any drainage considered in it.

Someone asked a question that was inaudible.

Mr. Howard replied we've got some guard rails set up in some areas to address any concerns with that. A few pipe extensions so there would be some drainage addressed in that.

Someone stated that I bring that up because I know with ALDOT drainage reviews that can be a lengthy process. It depends on the level of drainage you have to do.

Mr. Murphy asked if the City of Bayou La Batre was doing the PE.

Mr. Howard said that Craig Bryant would have that information.

Mr. Harrison said CE&I for that Bayou La Batre sidewalk was \$80,000. Is that right? Everyone's folder contains what was submitted to us from everybody with the exception of Creola's traffic study which had a signal timing warrant document which was a big document so I didn't give everybody, but that was submitted with the City of Creola's project. If we take that 80,000 for CE&I...

Mr. Howard said it would be half of that if we said that \$44,000 came out of the \$277,000. That would be a more realistic number for us.

Mr. Harrison said do the plans need to be done for that.

Mr. Howard said yes.

Mr. Harrison said is that included in here. If we put \$277,000 minus \$44,000 with the understanding that if Bayou La Batre doesn't do that project we are going to lose this money. That leaves \$233,000 for that one sidewalk project for Bayou La Batre.

Mr. Murphy says that included CE&I but doesn't include design. Is that what I'm hearing?

Mr. Harrison said that's correct.

Mr. Powell said I think you're going to have to include the CE&I on it.

Mr. Murphy said yes that's right, but I thought we decided that we were not going to do any design, is that right?

Mr. Piper said yes, that CE&I and PE are different. So we do need to include some for CE&I, not take that whole \$44,000?

Mr. Harrison said the total cost is \$554,000. Are the plans done and the preliminary engineering included in this?

Mr. Howard said in the engineering and inspection part. That's \$80,000. There's some PE in that.

Mr. Harrison said that needs to come out. How much is that?

There was some discussion. An answer was given of \$23,000.

Mr. Piper asked if it was \$277,000 minus 23,000.

The spreadsheet was changed to reflect the new amount of \$254,000.

Mr. Harrison said City of Chickasaw?

Mr. Piper said so are we doing away with the other two projects for Bayou La Batre.

Mr. Harrison said I just want to get everyone's number one priority first, before we look and see what is fair and equitable. The spreadsheet is set up, I don't know if everybody can see it. We've got a goal of \$11,006,000. The parenthetical number is what is our override. We've got to get that down to \$0.

Mr. Rawls said our priority is widening and overlay of Viaduct Road. We also have some street lighting which was requested by businesses down there in the area. I think we could probably pay for own CE&I and the lighting.

Mr. Harrison said your preliminary engineering was not included in the original estimate. Has that already been done.

Mr. Rawls said yes.

Mr. Murphy said is this going to include any work on the bridge.

Mr. Rawls said no sir.

Mr. Murphy said on the bridge itself. Is the bridge sound?

Mr. Rawls said the bridge is sound. It's strictly just street work. We're trying to widen it. We've got an awful lot of trucking that comes in there. Business has exploded down there. We just had a company buy 14 more acres and they will be under construction also. Passage of the trucks is going to Crimson Shipping, the biodiesel plant. We're just having some major problems with traffic. Our roads are taking a beating right now. We are in dire need of some help.

Ms. Wilcox said so the Viaduct is your top priority and what did you get that number down to?

Mr. Rawls said I think we deducted \$140,000.

Mr. Piper asked we are taking \$140,000 off of the \$675,000?

Mr. Harrison asked why \$140,000 was taken off?

Ms. White said he took out the lighting and the CE &I.

Mr. Harrison said, I'm confused. I thought the CE&I had to be included.

Mr. Murphy said the design is what...

Mr. Harrison said you said the design has already been done.

There was some discussion on what was to be included according to the worksheet and if the design had already been completed.

Mr. Harrison said #11 on the worksheet.

Mr. Murphy asked how long is this road.

Mr. Rawls said a mile and a half.

Ms. White said it's the only major access into the Port of Chickasaw also.

Mr. Harrison asked if there was any environmental work since it was going through wetlands.

Mr. Rawls said I don't think so since it is just an overlay.

Mr. Murphy asked if any right of way had to be acquired?

Mr. Rawls answered no.

Mr. Piper asked are we taking out \$140,000? That gets us to \$535,000.

Mr. Harrison said we may have to come back to some of these numbers. And that's priority over West Lee Street?

Mr. Rawls said yes, it is to us. It's the only access off of the interstate coming into our city. We have head-on collisions there in the turn lanes. It's just open lanes. We are trying to get a control system there. But we consider that also a priority.

Mr. Harrison said City of Creola?

Mr. Powell said Kevin before you move on, going to back to Bayou La Batre, you took his 554 and cut it in half and then asked him to subtract the PE off of there. Well you already reduced the PE by ½. If you run his numbers following the same math, he is somewhere around \$298 instead of \$254.

Mr. Powell gave the explanation of the math and there was some discussion. The project was adjusted to \$298,000.

Mr. Harrison said City of Creola?

Mayor Don Nelson said their priority was the light at Jackson Road. Let me give everybody an idea where Jackson Road is. If you know where I-65 is and where Hwy 43 intersects, Jackson Road is just North of I-65 right at the Gunnessy Creek Bridge. That service road services about 100 residents and about 100 individuals in an RV park. They are getting ready to break ground on several hotels, they are closing today. There is a fast food restaurant and about a 250 unit apartment complex back there in that immediate area. We are about to double the people in that area or even triple it and have access to that. That is our priority. I didn't put resurfacing for a reason. For me, my safety is the most important thing. We've had several fatalities at that particular intersection. If you've every had the chance to be on Hwy 43, the TK Corridor, it's just a constant type of moving of traffic. My worst fear is a school bus going in and out of there getting smacked one morning. I don't want to see that happen. We've been in communication with and talking, working with ALDOT for a light at that area right there for about the last year. For me that's a priority. The second one there allows people at the ramp. That allows people, if you've every come north from Mobile if you have to make that hard turn across 43, you've got to go across two lanes to get to that Jackson Road right there. It's something that I can work with ALDOT on, but the one at Jackson that's my priority. It's all related to just safety, safety, safety, not a nice new thing which I had six projects of resurfacing that I could have listed on here, but I didn't. I said that to me is an essential type thing.

There was some discussion on whether or not it was still an ALDOT project. ALDOT still going back and forth between FHWA. Plans are not underway as of yet. There was a question about if ALDOT would allow a signal there.

Mayor Nelson said that the discussions between ALDOT and FHWA is a project that is 2 years away that cost \$4 million.

Mayor Nelson again restated the need for safety there due to the high number of wrecks.

There was some discussion that FHWA wanted Jackson Road moved north.

Mayor Nelson again mentioned safety and that he would have to reduce the speed.

More discussion on what the state plans followed and what the state would allow as far as a temporary light. Mayor Nelson explained the 4 options of possibilities to help correct the situation.

Some questions were asked about what the least amount it would take to put up a signal.

Mr. Powell said the \$300,000 included the design work and geotech work which we've already talked about that has to go through the selection process which would take an extended period of time. Mayor Nelson could you get Creola to pay for the design work and this money just be the installation of the signal. I don't know what those numbers are, but that was what we discussed earlier.

Mayor Nelson said unfortunately dealing with a municipality you can say today, yes I can, but you have to take it back to your legislative body and get their blessings. We would be willing to try to put what we could up to move towards that traffic signal.

Ms. Wilcox said you work on them like you worked on us and you can get it done.

Mayor Nelson said well I'm selfish. I got grandkids that live back there and my thought is seeing a bus hit there one morning. Foggy mornings, if you've never been there, and Tom's been there, you owe to yourself to see what it looks like with TK. It's almost to the point where I've got to call Channel 10 to help me.

Ms. Wilcox said well what can you do? If you can do the preliminary engineering and get you a decent amount of money we think we got you there. But we've got to make the numbers work.

Mayor Nelson said we can try to come up with the engineering.

Mr. Glasgow said it's not just the money. We have to have a warranting before we put up signal. There is just as much liability of putting one up where it's not warranted as much as not putting up one.

Mr. Harrison said well that was done wasn't it?

Mr. Glasgow said it has not been finalized.

Mr. Harrison said what is our answer? Should we put it at \$100,000 and if it's not approved, we're going to have to come back to this list anyway.

There was some discussion and then \$100,000 was put in for the City of Creola traffic signal at US 43 and Jackson Street.

Mr. Harrison called on the City of Mobile. Obviously, the Michigan Avenue Bridge, and that number of \$3,304,000 is a good number without plans or anything.

Mr. Amberger said our second priority would be the traffic signal LEDs with pedestrian signals for \$911,640 with the third priority of Government Street widening with a cost of \$3 million.

There was some discussion on the cost of the Michigan Avenue project. The amount to be paid for with stimulus funds is \$3,304,000.

Mr. Murphy said then the traffic signal LEDs was number two.

Mr. Piper asked if it was okay to take retiming existing traffic signals off the list?

Mr. Harrison asked what if we took everything below Michigan off?

Mr. Murphy said quite frankly it looks like they would be better off keeping several of those smaller ones in and getting rid of Government Street widening or they are going to end up a million dollars over their number.

There was some discussion among members of what to take off.

Mr. Harrison said right now we have traffic signal LED's and Michigan Avenue with a total of \$4.3 million.

Mr. Amberger said I think we would want to keep resurface Springhill Ave from I-65 to Moffett Road for \$210,350. Then depending on how close we stick to the breakdown, I think our next priority would be the next section of Springhill Avenue for \$287,500.

After some discussion, Mr. Amberger said in the interest of give, I think we would just want to add that other small one, retiming existing traffic signal systems.

Mr. Harrison said the City of Prichard. Ya'll have two bridge replacements and Main Street Reconstruction.

Ms. Jackson said right now, Kevin, the Main Street Reconstruction would be our top priority project.

Mr. Harrison asked if the plans had been done on that?

Ms. Jackson said no it hasn't, but we are looking at the plan taking 30 to 60 days. Then two months for construction. With the time constraints in mind, is there any other way to accelerate a project?

Mr. Harrison said not unless the funds are local.

Ms. Jackson asked if the MPO or the county could pay for the engineering.

Mr. Harrison said if the MPO did it, that is still federal money and that would take even longer.

Ms. Jackson said I'm just trying to find a way to expedite this project.

Mr. Harrison asked can the county?

Mr. Murphy said no.

Ms. Jackson said those were two questions that I had, but ultimately that would be our top priority project.

Mr. Bell said just a question in regard to that, in previous MPO meetings, Mayor Davis has indicated resurfacing, resurfacing, resurfacing Main Street, but here reconstruction, curb and gutter, is what you have referenced regarding to reconstruction.

Ms. Jackson said you were saying that previously, Mayor Davis talked about resurfacing.

Mr. Bell said yes, resurfacing Main Street, numerous times.

Mr. David Webber said it is just resurfacing.

Ms. Jackson said it's a resurfacing project. We are not redoing the whole thing.

Mr. Bell said I define resurfacing to go in mill and put new asphalt down. Reconstruction suggests to me that you are going to do something other than mill the street and put new asphalt down. That's what I'm trying to clarify.

Ms. Jackson said it will be a resurfacing project.

Mr. Murphy asked if it includes design.

Mr. Harrison said will it speed up Jackie if instead of a 3 mile project, it was a 1 ½ mile project.

The reply was the it wouldn't speed up the project but it would obviously be cheaper.

There was some discussion about speeding up the process.

Mr. Harrison said it would be cheaper for Prichard if the length was shortened.

Mr. Powell said I think design work for 3 miles versus 1 ½ miles, there is not much difference. You're talking about because you're just going to add stations to it. The only money you save by cutting it in half would be stimulus.

Mr. Piper asked how much is the preliminary engineering.

Ms. Jackson said bare minimum is \$50,000.

Mr. Webber said that the survey cost would make preliminary engineering \$80,000.

Mr. Harrison said asked how much of the project would be at the responsibility of the City of Prichard.

Ms. Jackson said right now, we are not in a position to be able to pay for any of it right now. We're asking for the entire project to be funded.

Mr. Harrison said that poses a problem, if these plans take longer than we have if we did it with this pot of money. That's the problem we're having.

Mr. Piper asked is it possible to get it authorized in a year if the money to pay for the PE is coming out of this?

Mr. Murphy said we went through that earlier and said that is not possible.

Mr. Harrison asked how much would plans be for that project?

Ms. Jackson said about \$80,000.

Mr. Harrison asked Jackie and Don would that be faster if maybe ALDOT did the plans?

Mr. Powell said if we had personnel to do it. I mean we have our own stimulus plan that we are working on. If it was only \$80,000, yes we could do that, but we were directed from Montgomery that we could not do resurfacing plans because we tried that with our stimulus projects. I don't know if he would be willing to do something like this for a municipality. I don't know.

There was more discussion on whether this was reconstruction or resurfacing.

Mr. Murphy said that's what I asked earlier, if we allow something like this to stay in and we checked backed in 4 months, they haven't even got their engineering approved; can we go onto something else?

Mr. Harrison said right.

Mr. Piper asked do you want to do it that way?

Mr. Murphy said I'm willing to let it stay under those conditions. The other side of me tells me that they are not going to be able to meet that, but we can't wait too much longer down the road when somebody else can get something done and get it authorized.

Ms. Wilcox said kind of the same way we are doing with Creola with the signal. If they can work through that issue, its there, if not we can do something else.

Mr. Harrison so what are your suggestions for putting that \$1.294 million minus \$80,000.

There was some discussion.

Mr. Murphy said let them give it a shot if they think they can get it approved.

Mr. Piper asked, Prichard are you alright with that?

Ms. Jackson asked what was that?

Mr. Harrison said we are going to leave it in there at \$1.294 million and that's going to include the plans, but if you don't get it done within 4 months because this money is use it or lose it, and if you don't get it done, then that portion of the money, and it's not just you, it's others too, it will have to be redistributed to projects that can and will be done within one year.

Ms. Jackson said that's fine.

Someone said realistically, if you try to administer to project and you try to administer getting the state on board, we all know that's a deadline that's not going to be feasible. If you work with ALDOT and see if they will allow their consultant to do resurfacing. That's a question that has to be answered in Montgomery.

Mr. Murphy said or if they can find some other source of income for the design in the next month or so.

Mr. Harrison said City of Saraland. Celeste Road Improvement from Lafitte to Dead Lake Drive. What is Saraland's priority?

Ms. Donald said John's already shot it down.

Mr. Murphy said well the practicality of it...

Ms. Donald said but he's got 11 million of it in here and all of it is in South Mobile County. He's ignoring us I think.

Mr. Murphy said but we know that we are not going to get 11 million either. That was my only statement. I can't see me giving over half of all our money to that one project. It's a much needed project, Betty. I fully agree. We've been trying to help get that project down for quite awhile.

Ms. Donald said it's just a project that needs to be done and Saraland is trying to get help where they can get it. We realize that's a lot.

Mr. Harrison said so we'll just keep roadway striping and marking of Celeste Road for \$150,000 and ya'll are getting Shelton Beach Road done through the state's ARRA.

Mr. Piper asked so delete the 6.5 million?

Mr. Harrison said right. City of Satsuma.

Mr. Briand said yes sir. The Baker Road Resurfacing. Definitely, that's what we would like.

There was some discussion on which one. The question was asked; do away with the widening one.

There was some discussion on whether it included the design.

Mr. Briand said there's not a whole of engineering involved if it's just resurfacing. We're just going to tear up what's there and lay it back down and do striping that sort of thing. Our only lead way here is just to shorten how much we can do.

The question was asked if they could cover the engineering and there was again discussion of getting done it time.

Mr. Briand said there's no real design. We've already went to the engineers and they've already drawn it up.

There was discussion on being able to use the engineer that they already had if design was going to be paid for with federal funds including putting RFPs out, advertise and go through the selection process.

Mr. Murphy continued saying that if you have already started design and you already have an engineer, you can't put the design in it.

Mr. Powell said you said that you already have some of the design.

Mr. Briand said, like I said, there's not a whole lot of design on resurfacing a road. He's doing some other drainage work in the area so he has all of the information in the computer already.

Someone asked who was the consultant?

Mr. Powell said, Kevin, I can email you the selection process and you can distribute that to everyone just so they know what exactly it entails. I know we are trying to talk about it, but that would give him something in writing.

Someone said it sounds like he has a consultant that is familiar with ALDOT. Not just a set of plans.

Mr. Murphy said he still has to go through the selection process to get to that engineer.

Several said unless he pays for it himself.

Mr. Briand said I can't give you that answer without talking to the mayor.

Mr. Harrison said but for now for the purpose of producing a list, if we leave the plans in, the cost estimate is \$297,000.

Mr. Briand said, if we leave them yes.

Mr. Harrison said it would be the same situation as Prichard. Four months, and after that it may be redistributed.

Mr. Wimberly said can I ask a question, and this is a question of Bill Couch. I'm just throwing this thing out of the blue. For stimulus, for ARRA purposes, can ALDOT, can the state of Alabama waive the selection process as it stands right now, just for stimulus money and just use the consultants on the list. For all the consultants that are on your accepted list, can you waive all that process? Can you shorten it?

Mr. Couch we just talked to Jackie about it. You know we have on call consultants. They would just select one off the list.

Mr. Wimberly said that's what I'm talking about.

Mr. Harrison said but that's only three. Can you increase that list? Those guys are going to be pretty busy, if there's just three.

Mr. Couch said I guess it could be done.

Mr. Winberly said you know I'm not saying forever. I'm saying just for the stimulus money. Projects for the stimulus money.

Mr. Couch said I'm sure there can be some concessions there. You know the normal process takes a long time.

Mr. Wimberly said that's what I'm getting out if we can shorten that process, and I don't mean shorten it, I mean streamline it just for this particular case. Why don't we look at that?

Mr. Couch said that would be

Someone said if we had known some of this going into this, we might have worked something out.

There was some more discussion on streamlining the process.

Mr. Harrison said for right now, for today, we are going to leave that number at \$297.

Mr. Briand said yes sir. That's our request.

Mr. Harrison said next we have MARC – Mobile Association for Retarded Citizens – four new vans, \$135,000. This is, they're not obviously on the per capita list. Vans are an allowable expense with attributable money.

Someone said does it meet the litmus paper test of creating jobs?

Ms. Hutchisson said well we have longevity where that job would be created for 10 years. We'll create a job for each new van, create a new route, provide transportation for people with disabilities and it will stay in route.

Mr. Murphy said I'm surprised that MARC was able to be on the list. I'm not against what they are doing. I'm just surprised that they are on the list. I thought they had to be one of the agencies that belong to the MPO or had a member on the TCC.

Mr. Harrison said I had to ask several questions to make sure they could be on the list when we got it submitted.

Mr. Murphy said it seems like somebody would have to be their sponsor. I guess is what I'm saying. City of Mobile or...

Ms. Wilcox said Mobile County.

There was some discussion on who would be the sponsor.

Mr. Harrison said MARC would be the sponsor.

They can be their own sponsor?

Mr. Harrison said it is somewhere in the federal regulations that a sponsor of attributable funds/STP funds can be private nonprofit. There doesn't necessarily have to be a sponsor. Now, this is not attributable money. I'm not suggesting that we do that with attributable funds, but for the purposes of this pot of money, they did submit for vans. It's up to the committee to accept that.

Ms. Hutchisson said it's my understanding that ARC's throughout the state are doing this. Montgomery, Birmingham, Huntsville with the other regional planning commissions because it does qualify. That's the word that we have been given.

Mr. Harrison said so if the committee allows it, it's going to be more give and take.

Ms. Hutchisson said and we are certainly willing since it's 4 vans we would be happy with one. So whatever portion of that.

Mr. Couch asked where did all of the transit money go.

Mr. Harrison said Mobile is getting 5307 money as far as the stimulus package. That's \$4 million. I think the Wave is purchasing 10 buses with that. You are correct. This is a transit function that we will be spending highway dollars on, but it is an eligible expense.

Mr. Couch said that's right and other areas are doing it.

Ms. Wilcox asked where are we going to get the money from? There will be certain municipalities that give up portions of this money?

Mr. Bell said well the city is giving up quite a bit.

Mr. Harrison said like I said there's going to have to be some give and take.

There was a question about transferring money to FTA. Mr. Harris explained that with this money, there would not be any transfers. The department such as multi-modal would handle it.

Ms. Wilcox said I guess I object because I don't know that MARC provides their numbers to our overall numbers count and I just don't see how this applies to what we are doing. It is not economic development. There is not a safety issue to it so I'm the skunk at the garden party today. I'm sorry MARC.

Ms. Hutchisson said this is kind of a new way for us. It was handed down to us that this money was available for this purpose because there was no money available.

Ms. Wilcox said well didn't ya'll just get \$600,000 just a couple of months ago.

Ms. Hutchisson said that was 5310 vans.

Ms. Wilcox said but still in the overall scheme of it.

Ms. Hutchisson said right, but we provide transportation for 400 people every single day and those vans that we were replacing were over 100,000 miles each. We provide a lot of miles everyday and we haven't been able to add any routes to that in years and provide for those new people that are waiting for transportation services because of that. I mean I don't really have an answer for you except for that.

Ms. Wilcox said I don't disagree with what you're doing or what you're mission is, I just don't see how it applies to this particular pot of money. Overall, I love what you do, but I'm also trying to make sure that when we make transportation decisions it's the overall big transportation and I only go into over in Florida as to how they get so much money because they count those passenger miles and they count them

right. I don't know that you submit your numbers to the transit authority so those can be submitted for our overall funding for not just your population but for all of the population.

Mr. Parker said the urban area.

Ms. Wilcox said the whole urbanized area. Without those numbers, if you're coming and getting the money, you've got to contribute your numbers and your data so that we can all get funding. I think you don't do that so therefore you should not participate in the money.

Mr. Parker said Kevin this is my point from the WAVE Transit. We were the direct recipient of the stimulus funding, \$4 million and it is my understanding that it is classified 5340, but it's ruled to operate under 5307 as far as formula funding. It is my understanding such as MARC if we do not fully utilize our funding it goes back to the state and it can be redirected to the MPO and to MARC, but that is if the recipient doesn't utilize all the funding.

Mr. Harrison said so are you offering...

Mr. Parker said no sir. We are going to utilize our funding, but I'm just throwing that out for the committee itself. That's the only way that I understand that MARC can receive that.

Mr. Harrison said MARC has received JARC which is a FTA Job Access Reverse Commute funding. Those numbers get reported to FTA, don't they? I mean for total ridership.

Mr. Parker asked who are they reporting to?

Ms. Wilcox said they have to report it through the WAVE.

Mr. Parker said we are not receiving them.

Mr. Piper said not the state, not the rural money. It doesn't get reported through the WAVE. The JARC Rural wouldn't be reported to the WAVE. It would be reported to the state I would think.

Mr. Harrison said I mean they've received federal funds before. They've received 5310, they've received JARC.

Mr. Parker said I understand but under this allocation it's strictly for transit agencies, not sub recipients, but for transit agencies.

Mr. Harrison said I'm not talking about 5307. I'm talking about MARC.

Mr. Parker said I'm not sure who they are reporting their numbers to, but they are not coming to the WAVE.

Mr. Harrison said well like I'm saying this is a federal pot of money just like any other federal pot of money so are they required to do it know with JARC and 5310.

Ms. Wilcox said how it happens in other areas is that there is one central recording number. I've worked very closely with the Transit Authority at ECAT. We also report some of our numbers now to the WAVE. You have to have it all going into one central agency. It's been my experience that they have not. But she may know differently.

Ms. Hutchisson said no, we've never been asked to report our numbers to the WAVE. We're a private nonprofit, we've never had..

Ms. Wilcox said you have been but it was long before your time, but yeah ya'll had been.

Ms. Hutchission said we've been doing this for 50 some odd years so yeah that's before my time.

Mr. Harrison said is that a benefit. Is that something that they can start doing?

Mr. Parker said it benefits everyone that is included inside the urbanized area. We have to have those numbers. That helps for our traditional funding that comes down from year to year.

Mr. Harrison said if they can use those numbers with these vans to help your reporting.

Mr. Parker said it's not just me. It's Margie and some other agencies also.

Ms. Wilcox said every municipality in here did all these transportation and passenger miles get reported.

Mr. Hutchission said we will be glad to do that. We want to contribute certainly.

Mr. Harris said I think it does meet the test. You're creating a new route, you are creating jobs. It also would address the economically distressed area with the population that you serve so I mean I don't think it's a stretch for the project itself.

Mr. Parker said let me just say this, I wanted to use my funding for operating cost also, but I was limited just for capital.

Mr. Harrison said this is capital.

There was some discussion that they were just buying vans.

Mr. Bell asked how they were planning to fund the jobs.

Ms. Hutchisson said we will have to include that into our budget.

There was some discussion on the funds for jobs with an explanation from Ms. Hutchisson that it will be added to their budget.

Mr. Bell suggested that we compromise and cut it in half. She indicated that she would be glad to get one.

Mr. Harrison said does that please the board.

There were no objections.

Mr. Bell said okay John, you get the rest.

Mr. Harrison said we are left now with a remainder of a deficit of 7.6 and we'll come back and revisit everything that we've done. With that, what are the top priority projects for the county?

Mr. Murphy said the Howell's Ferry Road Project, the McCrary Road project and the Irvington Bayou La Batre project.

Mr. Piper asked so what can I take off?

Mr. Murphy said the rest of them.

Mr. Piper took some of the projects off the list.

Mr. Harrison said okay, we've got a deficit of \$583,000 that we've got to correct.

Mr. Powell said, Kevin before we get to that, I talked to Stan.....the consultant management engineer for the state. He said what the municipalities could do is that when they submit a request to select a consultant that they request to use the alternate selection process and what that entails is then we would respond and send them a list of our on call consultants or consultants that work with county/city. And then they pick off of that list.

Mr. Harrison said how big is that list?

Mr. Powell said well I think it is 15 to 20 consultants. For this area, I think there is a pretty good selection of people. I guess the question, Stan had for me, and he wasn't sure that stimulus funds could pay for PE. Are we sure that on these projects, it can?

Mr. Harrison said that's what we've been told.

There was some discussion on shovel ready and eligible expenses. Also the selection process was again discussed.

Mr. Harrison said we still have a \$583,000 deficit based on the projects on the overhead. All of the projects have been discussed. I think we need to try to figure out some way to maybe amend some of these projects to maybe reduce some of the cost. I don't know where to begin with that. Main Street resurfacing. How many miles was that? 3.1. Is it possible to shorten that?

Mr. Murphy said Kevin, let me throw out something. We would be willing on our first two projects on our list; we can put say 10% of those two projects out of county money to match that. That's around \$200,000.

The amounts were refigured on the list of projects.

Mr. Harrison said Chickasaw and Prichard, is it possible to shorten the scope of those projects.

Ms. Jackson said we would have to get with the engineers on that.

Mr. Harrison said he's here.

Ms. Jackson said I'll yield to David on that.

Mr. Webber said yes we could shorten it. It's a linear estimate.

Mr. Murphy said one point of discussion, the estimates that were done. I know that we are experiencing that the bids that we are receiving right now compared to what we were receiving ten months ago, but all of us is scared what they will be 10 months from now. I don't know how much cushion everybody's got in their numbers. If it is an estimate that was done a year ago, then I would say you probably got some pretty good cushion.

Mr. Harrison said there's going to be a contract with ALDOT that the sponsor pays cost overruns.

Mr. Murphy but the other side is if we put a million six and it's a million four, then we've lost 200,000 so that's the point. My point is let's not be too conservative with our numbers that's why we are willing to take that 10% out because the last thing we want is to leave that 10% in and lose that 200,000 so I'm just asking everyone else to look at their numbers the same way.

Ms. Jackson said in regards to our City of Prichard estimate we submitted the project at 1.5 so it's already been reduced down to the 1.3. In reference, it's already been deducted some so are you asking to shorten the project more.

Mr. Harrison asked David did you work up a new estimate?

Mr. Webber said no, we are leaving our estimate. We are assuming that with all of these stimulus projects being submitted at once that the prices will go back up.

Mr. Harrison said but that was for three miles. Is there a possibility of reducing that in length?

Mr. Harrison said how much could you do with \$900,000 compared to 1.3.

David said 2.7.

Ms. Jackson said that's acceptable.

Mr. Piper adjusted the cost of the projects.

Mr. Murphy said just make sure that they understand that if it comes in over that they have to pay that cost because if they don't pay it we all lose a million.

Mr. Harrison said does everyone understand that. This money is use it or lose it and we don't want to lose it.

Ms. Wilcox said are we going to set a hard date like as everyone mark their calendar of when they have to report back that they are not going to get it done within that four months.

Mr. Harrison said we will bring that up at the MPO meeting.

Ms. Wilcox made a motion to submit them as they were built on the overhead.

Motion passed.

The next item on the agenda was to balance the TIP attributable funds.

Mr. Harrison said explained the attributable funds. He stated that Old Shell Road came in under and that 8.6 million would be coming from the attributable funds so some money was freed up, but not enough.

Mr. Harrison said we hashed this out at the last TCC meeting, but we tabled it at the MPO because we weren't sure of the cost estimate so we now have new numbers which is in fiscal year 2010. Even though we were fortunate that Old Shell came in low, we still have a deficit in 2010 so we've got to slide \$1.3 million out of 2010.

Mr. Piper said keep in mind that when you move something out a year, it increases by 4%.

Mr. Harrison said of these projects, the county and the city has a couple of projects so does the county or the city have any suggestions as to what projects are moved out of 2010 and possibly 2011. We are required to have a positive balance in the first four years.

There was some discussion among members.

Mr. Harrison said it can be a combination of several projects. Like in January we suggested the lump sum of Schillinger's Road, 98 to Lott back a year. The last TCC meeting what we suggested if you recall, we were down, we had quite a big deficit so we suggested that Schillinger Road be moved from 2010, construction for \$7.795 million to 2012. That project was tabled at the MPO meeting. We moved the construction for Schillinger back.

There were some discussion about what to move.

Mr. Harrison said somehow we've got to have a positive balance for 2010.

Mr. Powell suggested that the right of way for Zeigler, Schillinger to Cody, we're having some problems getting really going on that project. We're kind of stuck at 30% so we are having to rescope that project. \$800,000 is not going to get us all the way there, but it's going to help.

Mr. Piper asked move that to 2011?

Someone said that's going to cause problems for 2011.

Mr. Powell said if that's the case, you can probably move the utilities and construction for that project to 2012 because it's going to take more than year just to buy the right of way.

Someone asked about the project.

Mr. Powell said we had 30%, that was from the county and then we talked about adding turn lanes, then some agreements had been declined. I think we sent that letter to you.

Someone said you're just stretching that job out a whole lot longer.

Mr. Powell explained that he was just saying move the right of way for that project to 11. Now I don't know if we have to move utilities and construction as well because I don't know how long it's going to take us to acquire the right of way. I'm sure it's going to be at least a year.

There was some discussion among the members amongst themselves.

Mr. Harrison said if we moved that back, we still have a deficit.

Mr. Piper said \$482,000.

Mr. Harrison said there are a couple of options here. McDonald, Dauphin St, Three Notch and combination thereof. Move those PEs back and that might get us to a positive balance. We can take one of the cities and one of the counties.

Mr. Murphy said we'll let the Three Notch one go.

Mr. Harrison said okay and one of the cities would be Dauphin St, Sage to Springhill, if we move that PE back to 2011.

There was some discussion on the 4%.

Mr. Piper said that does it.

Mr. Harrison said now we are going to have to have MPO approval to move, what did we just move out.

Mr. Murphy said can we move the million the McDonald construction back into 11.

Mr. Piper moved it back in. It was still positive.

There was some discussion on the 4% being taken away.

Mr. Harrison so that gets us a positive balance and hopefully that won't change between now and April 1st, but it probably will. Is everybody in agreement.

Motion was made to present to the MPO.

ATTEST:

Chairman, TCC