

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD JUNE 10, 2015
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday,
June 10, 2015, at 4 p.m., in the Council Chambers of the
Municipal Building, Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

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| Mr. Dale Strong, Chairman | Chairman, Madison County Commission |
| Mr. Shane Davis, Proxy for Mayor Tommy Battle | City of Huntsville |
| Mayor Troy Trulock | City of Madison |
| Mayor Mary Caudle | Town of Triana |
| Councilwoman Jennie Robinson | Huntsville City Council |
| Mr. Johnny Harris | ALDOT/Guntersville |

Metropolitan Planning Organization Members Absent:

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| Mayor Tommy Battle | City of Huntsville |
| Mayor Tony Craig | Town of Owens Cross Roads |

Staff Members Present:

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| Ms. Tanjie Kling | Huntsville Planning Division |
| Mr. James Moore | Huntsville Planning Division |
| Mr. James Vandiver | Huntsville Planning Division |
| Ms. Tracy Meshberg | Huntsville Planning Division |
| Ms. Paige Colburn | Huntsville Planning Division |

Chairman Strong called the meeting to order.

Chairman Strong asked that the record reflect that the following members of the Metropolitan Planning Organization were present for this meeting: Councilwoman Jennie Robinson, Johnny Harris from the Alabama Department of Transportation, Mayor Trulock, Shane Davis as a proxy vote for Mayor Battle, and Mayor Caudle.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the prior meeting.

The minutes of the MPO meeting held March 18, 2015, were approved as submitted.

Chairman Strong stated that the next item on the agenda was a resolution to adopt the Draft FY 2016 Unified Planning Work Program.

Chairman Strong recognized Mr. James Moore.

Mr. Moore made a PowerPoint presentation. He stated that Resolution No. 8-15 would adopt the Draft FY 2016 Unified Planning Work Program (UPWP) for the Huntsville urbanized area. He stated that, by Federal definition, the UPWP was "A statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds."

Mr. Moore stated that the purpose of the UPWP was to

outline multimodal transportation planning activities within a financially constrained budget to be conducted in the Huntsville MPO planning area.

Mr. Moore stated that the UPWP, or Business Plan, was updated every year to provide citizens and stakeholders the necessary transparency to see how Federal and State transportation planning dollars were expended by the Huntsville MPO and the Alabama Department of Transportation in order to meet Federal metropolitan planning requirements.

Mr. Moore stated that examples of tasks performed in the UPWP by the staff were as follows:

Task I, Administration, which covered the administrative support activities, such as financial management, contract management, public outreach, and the general management of the MPO.

Task II, Data Development and Maintenance, which covered the collection, maintenance, and analysis of transportation data. He stated that these activities included the development of socio-economic forecasts and travel demand models to determine where future transportation investments would be made.

Tasks III and IV, Short and Long Range Planning, which addressed planning for activities taking within a three- to five-year time frame, including the management of the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and covered planning activities for the

long-term, including the development of the 2040 Regional Transportation Plan, Air Quality Planning, Bicycle and Pedestrian Facilities, Transit, and the Promotion of Sustainable Development.

Task V, Special Studies, which covered other Planning issues and studies, including Major Corridor Studies, Planning, Freight Planning, Congestion Management, and Safety Management, as well as Environmental Justice, Mitigation, and Climate Change.

Mr. Moore displayed a chart which he stated indicated the UPWP Funding for the prior two years. He stated that there was a total of Federal Highway funds received of \$396,780. He continued that the local match for the City of Huntsville, for the MPO, was \$99,195. He stated that the ALDOT funds for 2015 and 2016 were for special projects, and that \$43,750 was the 20 percent match. He stated that Mayor Trulock had inquired about this earlier in the day, and that this was a match for the \$175,000, that it was an 80/20 match.

Mr. Moore stated that the UPWP had been developed by the MPO staff, in consultation with partner agencies and input from local citizens and stakeholders. He stated that the document could be amended to account for changes in funding or project needs.

Mr. Moore stated that Huntsville MPO's current UPWP, which was adopted in September 2014, extended through September 30, 2015. He stated that as adopted, the program funded over

\$700,000 worth of planning activities and studies for the Huntsville MPO region.

Mayor Trulock read and introduced a resolution adopting the Draft FY 2016 Unified Planning Work Program, as follows:

(RESOLUTION NO. 8-15)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Councilwoman Robinson.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was a resolution amending the FY 2012-2015 Transportation Improvement Program (TIP).

Chairman Strong recognized Ms. Tanjie Kling.

Ms. Kling stated that the Alabama Department of Transportation requested that this five-mile resurfacing and striping project in Limestone County be added to the FY 2012-2015 TIP. She stated that the allocation of \$771,850 would allow for the maintenance of East Limestone Road from US 72 to Copeland Road. She stated that the project would be paid for with Federal and State funds out of the State's Other Surface Transportation Program. She stated that the bid date

for this project was scheduled for approximately September 25, 2015.

Mr. Harris read and introduced a resolution amending the Other Surface Transportation Program Projects Section in the adopted FY 2012-2015 TIP to add funds for East Limestone Road, as follows:

(RESOLUTION NO. 9-15)

Mr. Harris moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Caudle.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was a resolution adopting the Draft FY 2016-2019 Transportation Improvement Program (TIP).

Chairman Strong recognized Ms. Kling.

Ms. Kling made a PowerPoint presentation. She stated that the TIP, the Transportation Improvement Program, was the financial plan that specified what road improvements, bike/ped facilities, and transit programs would be funded for a four-year period. She stated that the plan was adopted every four years, and that it was periodically amended during the time it covered. She stated that all projects in this

Draft 2016-2019 TIP originated from the MPO's Long Range Transportation Plan. She stated that this TIP was essentially a continuation of the projects that had not been completed during the previous 2012-2015 financial cycle, with a few new projects added.

Ms. Kling stated that there had been several updates to this Plan, noting that, specifically, they had made some textual changes to the Plan. She stated that the document had been updated to MAP-21 Legislation. She stated that while this legislation and funding had expired September 30, 2014, Congress had already passed two continuing resolutions to guarantee the funding for the various phases of road construction, maintenance activities, and transit programs until at least July 31, 2015. She stated that until there was a new highway bill passed, they would continue to fall under the planning requirements of MAP-21.

Ms. Kling stated that, additionally, new planning emphasis areas were added. She stated that these were as follows: MAP-21 implementation, which she noted was a focus on performance measures and targets; the Models of Regional Planning Cooperation, to promote cooperation across MPO and State boundaries; and the Ladders of Opportunity, to provide connectivity where there might be gaps in service. She stated that this pertained mostly to transit programs.

Ms. Kling stated that they had also expanded the Title 6 and Environmental Justice section, and that the Level of

Efforts section had been rewritten to mirror a Memorandum of Understanding signed between the Alabama Department of Transportation and the Federal Highway Administration.

Ms. Kling stated that the Appendices were updated as well. She stated that every four years the MPO had to submit a Self-Certification to the Federal Highway Administration that indicated compliance with certain Federal laws and regulations. She stated that for this TIP, the Federal Highway Administration had required six pages of questions to be answered by the MPO staff, with input from jurisdictions, to verify this compliance.

Ms. Kling stated that, additionally, a signed Memorandum of Understanding was included. She stated that this Memorandum of Understanding established procedures for the development of the FY 2016-2019 State Transportation Improvement Program and the Transportation Improvement Program approved locally and the amendments that might follow.

Ms. Kling stated that aside from all the text, projects were scheduled for 2016 through 2019, with the FY 2015 Planned Projects to be included. She stated that projects that had not yet been authorized were included in the Plan. She stated that if the funds were not released for those projects before October 1, 2015, the projects would be rolled over to 2016 or another date, to be established by the State.

Ms. Kling stated that for the Projects section of the Plan, she wanted to highlight the changes that had been made.

She stated that a few changes had been made under the Funding Category of Surface Transportation Attributable Projects, which she noted were the only Federal funds the MPO controlled.

Ms. Kling stated that in the past, the City of Madison had received Federal earmarks for the engineering design for Balch Road from south of the Madison city limits to Gooch Lane. She continued that a few years prior, the State had programmed the remainder of the project to be financed with their Surface Transportation Other funds. She stated that recently, however, the State had reconsidered their funding ability for the construction of this project and indicated that if it was to be built, construction should be funded either by the City of Madison or through the MPO's Surface Transportation Attributable Projects funds, which she noted took care of more localized roads rather than more Federal and State type infrastructure.

Ms. Kling stated that the State was limiting their financial participation to a portion of Right-of-Way funding for FY 2019, using their dedicated funds, their Surface Transportation Other funds, in the amount of \$497,316. She stated that the State had also moved the remainder of the Balch Road project to the Surface Transportation Attributable category of funds for FY 2019 for Right-of-Way and Utility Relocation, noting that this required \$356,670 in Federal funds.

Ms. Kling stated that the project's Right-of-Way and

Utility Relocation would cost a total of more than \$1,067,000, with the total Federal amount being \$853,986. She continued that she believed the City of Madison's share was \$89,000 of this, and that the State would pick up the remainder.

Ms. Kling stated that there were also two new projects that would appear in this funding category, Surface Transportation Attributable Projects, and that these two projects had been added in the prior year to the State's schedule, per MPO resolutions. She stated these were Slaughter Road from Old Madison Pike to Madison Boulevard, with engineering design scheduled for FY 2019; and the Old Highway 431 Bridge Replacements, with construction scheduled for FY 2018.

Ms. Kling stated that under the Other Surface Transportation Program Projects, the State had added, for FY 2017, Curb Ramp installation on State routes at various locations in Madison County. She stated that, additionally, this section included mostly the ATRIP projects that were previously approved. She stated that these projects, if not bid in 2015, would roll over to 2016. She stated that these were, typically, Winchester Road, Zierdt Road, and several projects for Limestone County, and also Kellner Road, etc.

Ms. Kling stated that while she was in this section, she wanted to mention that the prior week, ALDOT had just added utility relocation for Madison County's ATRIP project of Winchester Road from the Flint River to Bell Factory Road. She

continued that the total cost of this project was more than \$1.4 million, and that it was being paid for with Federal and State funds. She stated that no TIP amendment was required for this, according to ALDOT in Montgomery, but she wanted the minutes of this meeting to reflect this addition.

Ms. Kling stated that under the National Highway System/Interstate Maintenance/NHS Bridge Projects Section, there was the inclusion of the right-of-way, utility relocation, and the construction of Memorial Parkway from Sparkman Drive to Mastin Lake Road, including an overpass at Mastin Lake Road. She stated that this was a "Restore our Roads" project that was being matched by the City of Huntsville and the State. She stated that this would be a 50-50 allocation, with the State and the City of Huntsville splitting that cost. She stated that the total cost of this project was more than \$31 million, and that it was scheduled for FY 2016.

Ms. Kling stated that there were also two other projects that were going to be competed in this category of funds, being the completion of the Northern Bypass from Pulaski Pike to the US 231/431 intersection, with utility relocation and construction scheduled for FY 2017. She stated that the total cost of this project was more than \$32.5 million, and that it was also a "Restore Our Roads" project.

Ms. Kling stated that there would also be the completion of Access Management and Intersection Improvements on US 231 from Hobbs Road to south of Weatherly Road, with right-of-way

acquisition scheduled for FY 2016 and utility relocation and construction in 2017. She stated that the total cost of this project was more than \$13 million. She stated that this would also be split 50-50 between the State of Alabama and the City of Huntsville.

Ms. Kling stated that, also, four resurfacing projects had been added by the State for FY 2016. She stated that these were as follows: Alabama Highway 53 resurfacing from south of I-565 to south of Mastin Lake Road; US 72 resurfacing from Perimeter Parkway to Memorial Parkway; resurfacing and two-foot safety widening from US 431 to Old Highway 431 to Victorian Lane; and US 431 from Marshall/Madison County Line to Old Highway 431.

Ms. Kling stated that the next category of funds with new projects was the Transportation Alternatives Program, noting that this program allocated funding for greenways, bike and pedestrian access, and other types of projects that did not involve motorized transportation.

Ms. Kling stated that under this category of funds, the Madison Downtown Streetscape project had been deleted, per the City of Madison's request. She stated that they had not abandoned this project, but they had determined it was more feasible and more prudent to utilize their local funds to construct this project.

Ms. Kling stated that, additionally, the City of Huntsville had two projects in this category. She stated that

the City of Huntsville would be pursuing an Enhanced Use Lease Bike/Ped Corridor from Redstone Arsenal to Governors Drive West. She continued that the amount allocated for this in FY 2017, for construction, was \$115,000.

Ms. Kling stated that, additionally, the Aldridge Creek Greenway Extension from Weatherly Road to Esslinger Road, in the total amount of \$1,020,000, for construction in FY 2017, had been added.

Ms. Kling stated that for the Transit section, all allocations for FY 2015 had been retained until the Final FY 2016-2019 TIP would be developed and adopted.

Ms. Kling stated that for Madison County, the TRAM program for FY 2016-2019, for operating capital and administration, was more than \$1.9 million.

Ms. Kling stated that for the City of Huntsville Transit Program, which she noted operated under an urbanized formula grant estimate, the total allocation for FY 2016-2019 was estimated to be more than \$18.7 million.

Ms. Kling stated that the next category of funds to be discussed and highlighted was Regionally Significant Projects. She stated that Federal regulations required that projects funded without Federal Aid be included in the TIP if they served major planned developments or activity centers, such as major retail and major developments or complexes, and/or served regional transportation needs.

Ms. Kling stated that four locally funded projects met

this criteria, and that they had been added to the Plan. She stated that these projects included 100 percent local participation from the City of Huntsville, Madison County, and the City of Madison. She stated that more than \$84.8 million was being paid out locally for these projects. She stated that these four projects were as follows:

Greenbrier Road from Old Highway 20 to 5,000 feet north of Old Highway 20, with the sponsor for the project being the City of Huntsville, committing \$10.2 million in local funds in FY 2016.

Old Highway 20 from County Line Road to Segers Road, with the sponsor for the project being the City of Huntsville, committing approximately \$5.6 million for FY 2016.

The I-565 and Madison Boulevard Interchange modification for Resolute Way access at Redstone Arsenal, with the sponsor being the City of Huntsville, with utility relocation scheduled for FY 2018 and construction scheduled for FY 2019, and with the City's commitment for both phases being \$37.5 million.

The I-565 Interchange near Zierdt Road, with the sponsors being the City of Madison and Madison County, and with both utility relocation and construction being scheduled for FY 2016, with a commitment of approximately \$26.5 million.

Ms. Kling stated that concluding with the financial commitments for the Draft FY 2016-2019 TIP, one could see that the Federal Aid road improvements made up approximately \$264 million of the financial commitment. She continued that

the Transit section comprised approximately \$24.7 million; the Transportation Alternatives, approximately \$1.1 million; and the Regionally Significant Projects, approximately \$84.8 million.

Ms. Kling stated that the total investment for the 2016-2019 TIP was approximately \$374.6 million. She stated that all the Federal Aid projects, with matching funds, had been programmed. She continued that this also included Transit, as well as Transportation Alternatives, and that this was approximately \$289.9 million. She stated that locally, the 100 percent funding that was being put forth by the City of Huntsville, Madison County, and the City of Madison was approximately \$84.8 million, which she noted was approximately 30 percent of the total investment.

Ms. Kling stated that this concluded her remarks.

Councilwoman Robinson read and introduced a resolution adopting the Draft FY 2016-2019 Transportation Improvement Program (TIP), as follows:

(RESOLUTION NO. 10-15)

Councilwoman Robinson moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Trulock.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members

present.

Chairman Strong stated that the next item on the agenda was the MPO Self-Certification.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the MPO Self-Certification was a Federal requirement to be completed every four years. She stated that the signed certification form was inserted into the Transportation Improvement Program. She stated that this was a self-evaluation of the MPO for compliance with Federal regulations pertaining to the transportation planning process performed by the MPO. She continued that these were: MPO planning regulations; air quality where applicable; and non-discrimination, to include the Americans With Disabilities Act and the involvement of Disadvantaged Business Enterprises in the planning processes. She stated that the air quality requirement did not apply to the MPO.

Ms. Kling stated that in the current year, the Federal Highway Administration was requiring Alabama MPOs to answer approximately six pages of questions, and that the responses were published in the TIP. She stated that the MPO, through the City of Huntsville and in coordination with the State of Alabama, complied in principle in regard to Federal Aid and the transportation planning process.

Chairman Strong asked if there was any further discussion of this matter.

There was no response.

Councilwoman Robinson moved for approval of the MPO Self-Certification, which motion was duly seconded by Mayor Caudle and was unanimously approved by the MPO members present.

Chairman Strong stated that the next item on the agenda was the recommendation of the Alabama Department of Transportation as the designated recipient of the FTA Section 5310 program funds for the Huntsville Urbanized Area.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the MAP-21 Legislation required the Governor to designate a recipient for the Federal Transit Administration's Section 5310 Formula Grant Funds for the Enhanced Mobility of Seniors and Individuals with Disabilities. She stated that this grant was the funding source for human service agencies and other eligible non-profits that provided transportation services as part of their mission to their elderly and/or disabled clients.

Ms. Kling stated that, as the MPO members might recall, a few meetings prior they had recommended TARCOG as the designated recipient and the pass-through agency for the Section 5310 Formula Grant Funds. She stated that at that time, the TARCOG staff had agreed to this responsibility, but that recently the TARCOG Board had declined the management and oversight of this program.

Ms. Kling stated that the City of Huntsville Transit Division had taken the lead on this and the MPO staff had

participated in negotiations among Huntsville Transit, the Federal Transit Administration, and the State of Alabama concerning the need for another agency to fill this role. She stated that as a result, the Alabama Department of Transportation had agreed to be the designated recipient of these funds and to serve as the pass-through agency to distribute these monies.

Ms. Kling stated that previously these types of funds had been passed through ALDOT, noting that they had a procedure already in place to manage such a program. She stated that ALDOT was required to submit a letter from the Governor formalizing this approval, a signed resolution of approval by the MPO, and legal assurances. She stated that adoption of this resolution would allow the State of Alabama to be able to distribute these funds appropriately and legally.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Councilwoman Robinson read and introduced a resolution recommending the Alabama Department of Transportation to the Governor of the State of Alabama as the Designated Recipient of the FTA Section 5310 program funds for the Huntsville Urbanized Area, as follows:

(RESOLUTION NO. 11-15)

Councilwoman Robinson moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Trulock.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was a presentation on the Status of Active Transportation Projects. He stated that this presentation would be by Mr. Les Hopson with the Alabama Department of Transportation.

Mr. Hopson made a PowerPoint presentation. He stated that the first project was City of Huntsville, additional lanes on US 72, westbound, with an additional turn lane at Moores Mill Road. He stated that the work was approximately 25 percent complete, with an estimated completion date of February 2016.

Mr. Hopson stated that the next project was the City of Huntsville, Zierdt Road northbound lanes, from north of Martin Road to south of Madison Boulevard. He stated that this was approximately 25 percent complete, with an estimated completion date of September 2016.

Mr. Hopson stated that the next project was City of Huntsville, widening and realignment of Church Street, Phase 1. He stated that the right-of-way acquisition was almost complete, and that there was a significant amount of utility work to be done. He stated that they were projecting a letting

in Fiscal Year 2016 for this project.

Mr. Hopson stated that the next project, the City of Huntsville, was Phase 2 of Church Street, which he noted was essentially complete.

Mr. Hopson stated that the next project, the City of Huntsville, was additional lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that the design was almost complete, and the right-of-way acquisition should start during the current summer. He stated that there was a significant utility relocation involvement. He continued that they were looking at a letting date of Fiscal Year 2017.

Mr. Hopson stated that the next project, the City of Huntsville, was additional lanes on Martin Road from Old Jim Williams Road to Zierdt Road. He continued that this was the ATRIP funded portion. He stated that design was 80 percent complete, and the right-of-way acquisition was underway at this time. He stated that they were looking at a letting date of January 2016.

Mr. Hopson stated that the next project, City of Huntsville, was the next portion of Martin Road, from Wall Triana Boulevard to Old Jim Williams Road. He stated that this was STPAA funded. He stated that the right-of-way acquisition was underway at this time. He stated that once the other portion of Martin Road would be started, this one would be phased in.

Mr. Hopson stated that the next project, the City of

Huntsville, was the Memorial Parkway overpasses and service roads. He stated that the design on this was almost complete, and that they were hoping that the letting date of August 2015 would be in place.

Mr. Hopson stated that the next project was the City of Huntsville, and that was Memorial Parkway, the overpass at Mastin Lake Road. He stated that the design was 30 percent complete, and that they were working on the environmental document at this time. He stated that they were looking at either 2016 or 2017 at this time.

Mr. Hopson stated that the next project, the City of Huntsville, was Old Madison Pike. He stated that this was approximately 75 percent complete at this time, with an estimated completion date of November 2015.

Mr. Hopson stated that the next project was the Cities of Huntsville and Madison, and that this was for additional lanes on US 72, from County Line Road to Providence Main Street. He stated that this work was essentially suspended at this time, but they hoped to start back on this soon.

Mr. Hopson stated that the next project was the City of Madison, widening of County Line Road. He stated that this work was approximately 40 percent complete at this time.

Mr. Hopson stated that the next project was the City of Madison, the I-565 new interchange at County Line Road. He stated this work was essentially complete, that they were working on a punch list at this time.

Mr. Hopson stated that the next project was the City of Madison, Kellner Road Extension. He stated that this was in the very early preliminary design stage at this time.

Mr. Hopson stated that the next project was Madison County, an interchange at Blake Bottom Road overpass. He stated that right-of-way acquisition was about to begin on this, and that they were looking at a letting date of January 2016.

Mr. Hopson stated that the next project was Madison County, bridge replacement on Winchester Road over the Flint River. He stated that work was approximately 10 percent complete on this.

Mr. Hopson stated that the next project was Madison County, additional lanes on Winchester Road, from Naugher Road to Riverton Road. He stated that right-of-way acquisition was well underway, and that they were looking at a letting date at some time in FY 2016. He continued that there would be utility relocation involved with this project.

Mr. Hopson stated that the next project was Madison County, additional lanes on Winchester Road, from the Flint River to 0.10 mile past Bell Factory Road. He stated that right-of-way acquisition was underway on this, and that they were looking at a letting date of January 2016.

Mr. Hopson stated that the next project was Madison County, additional lanes on Jeff Road, from south of County Road 28 to Douglass Road. He stated that the environmental

process was underway at this time, and that they were looking at right-of-way acquisition starting in 2016. He stated that this was quite a significant project, and that they were looking at a letting in 2018.

Mr. Hopson stated that the slide that was being displayed showed the total dollar amount at this time, noting that it was quite a significant amount, \$287,578,584.

Chairman Strong thanked Mr. Hopson for his presentation, noting it had been very informative.

Chairman Strong stated that the next item on the agenda was Public Comments. He asked if there was anyone in the audience who would like to address the Metropolitan Planning Organization.

There was no response.

Chairman Strong stated that the next item on the agenda was Other Business. He asked if there was any other business to come before the Metropolitan Planning Organization.

There was no response.

Chairman Strong stated that with no further business to come before the Metropolitan Planning Organization, the meeting was adjourned.

Chairman,
Metropolitan Planning Organization

ATTEST:

Secretary,
Metropolitan Planning Organization