

MINUTES OF THE
METROPOLITAN PLANNING ORGANIZATION MEETING
HELD JUNE 7, 2017
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, June 7, 2017, at 4 p.m., in the Council Chambers of the Municipal Building of the City of Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mayor Paul Finley	City of Madison
Mr. Curtis W. Vincent	ALDOT/Guntersville
Mr. Bill Kling	Huntsville City Council
Mayor Mary Caudle	Town of Triana
Mr. Trey Riley	City of Huntsville (Proxy for Mayor Battle)

Metropolitan Planning Organization Members Absent:

Mayor Tony Craig	Town of Owens Cross Roads
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Staff Members Present:

Mr. Dennis Madsen	MPO Staff
Ms. Paige Colburn	MPO Staff
Mr. James Moore	MPO Staff
Mr. James Vandiver	MPO Staff
Ms. Connie Graham	MPO Staff
Mr. Steve Dinges	MPO Staff

Chairman Strong called the meeting to order.

Chairman Strong asked that the record reflect that in attendance at the meeting were the following persons: Mr. Trey Riley, Proxy for Mayor Tommy Battle; Mayor Mary Caudle, Town of Triana; Chairman Strong; Mr. Curtis Vincent, Alabama Department of Transportation; Mayor Finley, City of Madison; and Mr. Bill Kling, Councilman, City of Huntsville. He stated that absent was Mayor Tony Craig, Town of Owens Cross Roads.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the MPO meeting of March 29, 2017.

Mayor Finley moved for approval of the minutes of the MPO meeting held on March 29, 2017.

Said motion was duly seconded by Mayor Caudle.

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

Chairman Strong stated that the next item on the agenda was the adoption of the Draft Fiscal Year 2018 Unified Planning Work Program, the UPWP.

Chairman Strong recognized Mr. Moore.

Mr. Moore made a PowerPoint presentation.

Mr. Moore stated that the purpose of the Unified Planning Work Program was basically to outline the multimodal transportation planning activities within a financially constrained budget, to be conducted in the Huntsville MPO planning area.

Mr. Moore stated that the UPWP 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.

Mr. Moore stated that examples of tasks performed in the UPWP were as follows: Task I, Administration, covering administrative support activities such as financial management, contract management, public outreach, and the general management of the MPO; Task II, Data Development and Maintenance, covering the collection, maintenance, and analysis of transportation data, including the development of socioeconomic forecasts and travel demand models to determine where future transportation investments would be; Tasks III and IV, Short and Long-Range Planning, addressing planning for activities taking place within a three- to five-year time frame, including the management of the Transportation Improvement Program, the TIP, the Unified Planning Work Program, the UPWP, and covering 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; and Task V, Special Studies, covering other planning issues and studies, including major corridor studies; planning, freight planning, congestion management, and safety management, as well as environmental justice and

climate change.

Mr. Moore stated that the 2018 Draft UPWP was developed by the MPO staff, in consultation with partner agencies and input from local citizens and stakeholders. He continued that the document may be amended to account for changes in funding or project needs.

Mr. Moore stated, concerning the 2017-2018 Budget, that the Huntsville MPO's current UPWP, adopted in September 2016, extended through September 30, 2017. He stated that as adopted, the 2018 program funded over \$756,000 worth of planning activities and studies for the Huntsville MPO region.

Mr. Moore stated that there were some comments concerning this resolution by the Citizens Advisory Committee, as to the difference between the Final FY 2017 UPWP total funds and the Draft FY 2018 UPWP total funds. He stated that the Final FY 2017 UPWP funds totaled \$745,816.

Mr. Moore stated that the Citizens Advisory Committee had also inquired about the Transit System and had said that the Transit Study should look at additional routes and service after 6 p.m. and on Saturdays. He stated that Huntsville Public Transit had answered that the study would look at mid-term expansion options for more service, a greater service area, and the mid-term steps, in the next 2 to 15 years, toward a long-term goal of a regional transit system.

Mr. Riley read and introduced a resolution adopting the Draft Fiscal 2018 Unified Planning Work Program, as follows:

(RESOLUTION NO. 04-17)

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

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

Chairman Strong recognized Mr. Kling.

Mr. Kling asked if there was anything included in the UPWP that would deal with congestion in the city of Huntsville, noting that in the past persons might have heard talk about accelerating the Ring Road System: Rideout Road, Rideout Road Extension, Martin Luther King, bringing that over to Hampton Cove and the Southern Bypass. He asked if any of that had been addressed in this or if this would be something else.

Mr. Moore stated that this would be the long-range plan. He stated that these were the documents that they used to implement all the tasks he had just mentioned.

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

There was no response.

Chairman Strong called for the vote on Resolution No. 04-17, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, the TIP. He stated that Resolution No. 05-17 would amend the Other Surface Transportation Program Projects Section

of the adopted FY 2016-2019 TIP to add a Utility Relocation phase to the Winchester Road project from Naugher Road to Riverton Road.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that the display showed an image of this project as it was currently in the 2016-2019 TIP. She stated that the Construction phase of this project was slated for August 25, 2017, and it had been in the TIP for several years. She stated that what this amendment would do would be to add a Utility Relocation phase to the project within the TIP. She stated that this Utility Relocation phase would be \$1.7 million, and the breakdown would be Federal, \$1.1 million, and Other, local funds, of \$572,740.

Ms. Colburn stated that the CAC comments related to this project were a discussion and questions regarding the complexity of jurisdictional utility issues in the area, if this was a Madison County Water Utility relocation issue or a Huntsville Utilities Power and Gas relocation. She continued that during the Technical Coordinating Committee meeting, they had answered these questions and comments, saying "Yes" to both questions. She stated that the Madison County Engineering Department had said that both would have to happen as part of this project.

Chairman Strong asked if there were any questions for Ms. Colburn concerning the above item.

There was no response.

Mr. Kling read and introduced a resolution amending the Other Surface Transportation Program Projects Section of the adopted FY 2016-2019 TIP to add a Utility Relocation phase to the Winchester Road project from Naugher Road to Riverton Road, as follows:

(RESOLUTION NO. 05-17)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 05-17, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, the TIP. He stated that this resolution would amend the Other Surface Transportation Program Projects Section of the adopted FY 2016-2019 TIP to add a maintenance resurfacing project on US Highway 72, from the intersection of US Highway 231/431 to the intersection of I-565.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was a new project that would be added to the TIP, that it did not currently exist in the

TIP. She stated that it was a Federal maintenance project. She stated that on the display, under Phase, one would see "FM." She stated that typically one would see "CN" for Construction; "PE" for Preliminary Engineering; but that this was an "FM," meaning "Federal Maintenance." She stated that this was a Federal Highway, Federal dollars, and the State was matching the Federal dollars that came in. She stated that, basically, they were told that this project was going to happen, so it needed to be included in the TIP. She stated that the project was scheduled to start on June 30, 2017, and the funds had already been authorized.

Ms. Colburn stated that the CAC input on this item was a question concerning the Meridian Street Bridge, if it was going to be upgraded or otherwise affected by this project, perhaps closed or something such as that, for any period of time, and that the answer from ALDOT had been "No," that there were not going to be any structural changes to the Meridian Street Bridge as part of this project.

Mayor Finley read and introduced a resolution amending the Other Surface Transportation Program Projects Section of the adopted FY 2016-2019 TIP to add a maintenance resurfacing project on US Highway 72 from the intersection of US Highway 231/431 to the intersection of I-565, as follows:

(RESOLUTION NO. 06-17)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 06-17, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, the TIP. He stated that this resolution would amend the Transit Projects Section of the adopted FY 2016-2019 TIP to alter the Section 5307 FTA transit funding by deleting a City of Huntsville FY 2018 transit project and adding a replacement FY 2018 transit project.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that Section 5307 FTA transit funding was one of their types of grants that went specifically to the City of Huntsville's Fixed-Route Transit System. She stated that what would happen in the TIP was that the Section 5307 FTA transit funds would be edited by deleting a project, which she noted was shown on the left on the display. She stated that Project No. 100064132 would be deleted from the TIP and replaced with Project No. 100067016, depicted in the blue box at the bottom of the display. She stated that there was an increase in Federal funding and an increase in the local match related to this change.

Ms. Colburn stated that this change was also related to the Transportation Management Area Certification Review that had taken place in February. She stated that the FTA had requested this edit to the TIP because 100064132, which she noted one could see on the top line of the display, had the description of the project as "Other Capital Projects/Items" for FY 2018, and that during the TMA Certification Review, the FTA had requested greater knowledge of what "Other Capital Projects" might be. She continued that the text in red on the display would accompany the new project, 100067016, to describe "Communications Equipment Acquisitions."

Ms. Colburn stated that the CAC had asked about these Communications Equipment Acquisitions specifically, as to what they were, and the City of Huntsville Public Transit had described an enhancement to their Automated Vehicle Location system, to be paid for using this increase in FTA 5307 funds. She stated that the CAC had also wondered if more bus drivers could be hired using these funds, and there was continued discussion about the expansion of the transit system to nights and weekends that had been discussed during the UPWP conversation. She stated that staff could be paid through the 5307 funds, but that none of this particular increase would be used for hiring more drivers.

Mr. Kling read and introduced a resolution amending the Transit Projects Section of the adopted FY 2016-2019 TIP to alter the Section 5307 FTA transit funding by deleting a

City of Huntsville FY 2018 transit project and adding a replacement FY 2018 transit project, as follows:

(RESOLUTION NO. 07-17)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 07-17, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program, the TIP. He stated that the resolution would amend the Transit Projects Section of the adopted FY 2016-2019 TIP to add two new FY 2017 transit project numbers for existing Section 5311 and Section 5310 FTA funding for the Madison County Commission and the ARC of Madison County.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that the 5311 and 5310 FTA funding was already in the TIP, that this body, as well as the CAC and the TCC, had voted to approve both of these types of funding, for the Madison County Commission's on-call Transportation for Rural Areas of Madison County (TRAM) system and for the ARC of Madison County's system, which helped persons with

disabilities. She stated that they had heard from these organizations in the past, when these projects had come before this body, but that at this time project numbers were being assigned to these projects, which she noted made them officially new projects that needed to be added to the TIP.

Ms. Colburn stated that, as one could see on the display, the funds had already been authorized, that they had been authorized in the prior October. She continued that the start date for both of these projects had already passed. She stated that Susan Klingel was present at the meeting representing the ARC and Madison County's Public Transit was present representing TRAM to discuss any of these items.

Mayor Finley read and introduced a resolution amending the Transit Projects Section of the adopted FY 2016-2019 TIP to add two new FY 2017 transit project numbers for existing Section 5311 and Section 5310 FTA funding for the Madison County Commission and the ARC of Madison County, as follows:

(RESOLUTION NO. 08-17)

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

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

There was no response.

Chairman Strong called for the vote on Resolution No. 08-17, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was City of Huntsville Public Transit Shares Transit Asset Management Performance Measures with MPO.

Ms. Colburn stated that it was a requirement by the FTA that a Transit Asset Management Plan be developed by the local transit providers, and that as a part of the plan, Performance Measures were the first step. She stated that these did not have to be voted on or adopted by this body, that they simply needed to be shared with the body. She continued that the City of Huntsville Public Transit would do that at this time.

Mr. John Autry appeared before the MPO, stating that he was the Public Transit Manager for the City of Huntsville. He stated that the City of Huntsville Public Transit Assets included 20 fixed-route transit buses, 22 paratransit mini buses, one bus transfer station, and a transit station at Bridge Street Town Centre.

Mr. Autry stated that the performance measures he would be sharing were in line with the City's vehicle replacement schedule. He stated that on shuttle buses, there would be no more than 20 percent exceeding their useful life; facilities maintained at FTA level 3 or better; and paratransit vehicles, known as "Handi Ride," would also be maintained with no more than 20 percent exceeding their useful life.

Chairman Strong asked if there were any questions for Mr. Autry.

There was no response.

Chairman Strong stated that the next item on the agenda was Review of Administrative Modifications to MPO Documents since the last MPO Meeting.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this was a new agenda item they had added in 2017 for MPO, CAC, and TCC agendas. She stated that the TIP definition of "Administrative Modification" was "A minor revision to the cost, funding sources, or initiation dates of any transportation projects therein." She stated that by practice, it was a routine edit to MPO documents that occurred between MPO meetings; and that by ALDOT practice, this also included Highway Safety Improvement Program (HSIP) project additions, which were automatically added to the State Transportation Improvement Program, the STIP, and as such automatically added to the TIP.

Ms. Colburn stated that the staff would now report these Administrative Modifications that were made every quarter to the MPO, the CAC, and the TCC.

Ms. Colburn stated that the first Administrative Modification that had taken place since March was Project No. 100066585, a Construction project. She stated that this was the addition of a safety project on James Record Road. She continued that there would be bars added at that railroad intersection that one could see on the display. She stated that this was facing east, toward Wall Triana Highway, that the

stop light that one could see at the interchange was at Wall Triana. She stated that the cost was \$300,000, and that the project would begin in July.

Ms. Colburn stated that the next safety project that was added by an Administrative Modification was Project No. 100066853, and that construction would start the upcoming week, at a cost of \$50,000. She stated that this would be patching the northbound outside lane of Governors Drive, going up the mountain, just past Parkhill Road. She stated that one could see on the display the intersection with Parkhill Road.

Ms. Colburn stated that there were changes to project costs made by Administrative Modifications since the last MPO meeting. She stated that Project No. 100055286 had decreased by \$700,000, for the cost of construction on Martin Road from Wall Triana Boulevard to Old Jim Williams Road. She stated that Project No. 100049499 had an increase in the amount of \$871,188. She stated that this was the widening and realignment of Church Street, Phase 1. She stated that Project No. 100064133 had increased by \$54,942, stating that this was a transit project for Huntsville Public Transit's operating assistance. She stated that that one had not needed to be done by amendment because there was no deletion or addition of projects, that this was simply a cost increase that could be done by Administrative Modification.

Chairman Strong stated that the next item on the agenda was a Status Report of ATRIP Projects and Other Major

Transportation Projects, by the Alabama Department of Transportation.

Mr. Rodney Ellis appeared before the MPO.

Mr. Ellis made a PowerPoint presentation.

Mr. Ellis stated that the first project was City of Huntsville, the Widening and Realignment of Church Street, Phase 1, from Monroe Street to east of Pratt Avenue. He stated that the Estimated Cost was approximately \$9 million, the Right-of-Way Acquisition was complete, and the clearing and grubbing project, with partial Utility Relocation, had been let in April 2016, and that work had been completed. He stated that the projected letting date for the Road and Bridge Construction Project was the fall of 2017, depending on some of the additional Utility Relocation work.

Mr. Ellis stated that the next project was the City of Huntsville, Additional Lanes on Winchester Road, from Dominion Circle to Naugher Road, and that the projected cost was \$15.5 million. He stated that the design was almost complete, and the Right-of-Way acquisition should begin soon. He stated that due to significant utility work, it had been decided to split this into a clearing, grubbing and utility project and then a road construction project at a later date. He stated that the current letting date was FY 2018.

Mr. Ellis stated that the next project was the City of Huntsville, the Huntsville Northern Bypass, from 1.2 miles east of Pulaski Pike to just east of US 231/US 431. He stated that

the cost was approximately \$23.6 million, that the design was 60 percent complete, and the Right-of-Way acquisition was underway. He stated that the current letting date was scheduled for FY 2018.

Mr. Ellis stated that the next project was the City of Huntsville, Additional Lanes on Martin Road, from Old Jim Williams Road to Zierdt Road, the ATRIP portion. He stated that the projected cost was \$12 million, that the design was 95 percent complete, and Right-of-Way acquisition was underway and almost complete. He stated that it was currently scheduled for a fall 2017 letting date.

Mr. Ellis stated that the next project was the City of Huntsville, Additional Lanes on Martin Road, from Wall Triana Boulevard to Old Jim Williams Road, the STPAA portion. He stated that the cost was approximately \$13.6 million, that the design was approximately 90 percent complete, and the Right-of-Way acquisition was underway. He stated that this was scheduled for a letting date of FY 2018.

Mr. Ellis stated that the next project was the City of Huntsville, Memorial Parkway, from north of Whitesburg Drive to south of Golf Road. He stated that the cost was approximately \$54 million, and the project had been bid in September of 2015, and the work was approximately 60 percent complete.

Mr. Ellis stated that the next project was the City of Huntsville, Memorial Parkway, from Sparkman Drive to Winchester Road, including an overpass at Mastin Lake Road. He stated

that the projected cost was approximately \$31 million, and that the design was approximately 60 percent complete. He stated that the environmental process was almost complete, and the Right-of-Way acquisition would hopefully start toward the end of the summer. He stated that the projected letting date was FY 2018.

Mr. Ellis stated that the next project was the cities of Huntsville and Madison, Zierdt Road northbound lanes, from north of Martin Road to south of Madison Boulevard. He stated that the cost was approximately \$4.7 million, and that work had started in February 2015. He stated that they had supplemented this project to add the work at the wetlands area near Lady Ann Lake. He stated that hopefully this work would be completed by the end of the summer 2017.

Mr. Ellis stated that the next project was the cities of Huntsville and Madison, Zierdt Road southbound lanes and a Greenway, from Martin Road to Madison Boulevard. He stated that the estimated cost was \$16.8 million, that the design was 90 percent complete, and the Right-of-Way acquisition was underway. He stated that there was a projected letting date of fall 2017.

Mr. Ellis stated that the next project was the cities of Huntsville and Madison, Additional Lanes on US 72, from County Line Road to Providence Main Street. He stated that the estimated construction cost was approximately \$60 million, with an additional \$10 million plus in Right-of-Way costs. He

stated that the design was approximately 40 percent complete, and the Right-of-Way acquisition should start in FY 2017. He stated that the projected letting date was FY 2019 for construction.

Mr. Ellis stated that the next project was the City of Madison, Widening and Resurfacing of County Line Road, from Madison Boulevard to the Madison city limits. He stated that the approximate cost was \$8.2 million. He stated that the project had been let in the fall of 2014, and that it was approximately 99 percent complete, and that hopefully it would be completed soon.

Mr. Ellis stated that the next project was the City of Madison, Kellner Road Extension to Zierdt Road. He stated that the approximate cost was \$12 million, that the design was 35 percent complete, with a letting date of FY 2018.

Mr. Ellis stated that the next project was Madison County, the construction of an interchange at Blake Bottom Road and State Route 255. He stated that the estimated construction cost was \$7 million, that the design was approximately 95 percent complete, and Right-of-Way acquisition was underway. He stated that it should be let before the end of the summer of 2017.

Mr. Ellis stated that the next project was Madison County, Bridge Replacement and Approaches on Winchester Road, over the Flint River. He stated that the approximate cost was \$5.4 million, that it was under construction and approximately

80 percent complete.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Winchester Road, from Naugher Road to Riverton Road. He stated that the estimated cost was \$9.4 million, that the design was approximately 90 percent complete, and the Right-of-Way acquisition was essentially complete. He stated that it should be let toward the end of FY 2017.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Winchester Road, from the Flint River to just past Bell Factory Road. He stated that this was bid in May of 2016, for approximately \$2.8 million, and that it was approximately 85 percent complete and should be finished by summer 2017.

Mr. Ellis stated that the next project was Madison County, Additional Lanes on Jeff Road, from south of Capshaw Road to Douglas Road. He stated that the estimated cost was \$13.5 million, that the NEPA document process was underway, and that there were approximately 100 Right-of-Way tracts that should be acquired in approximately two years. He stated that the letting was currently scheduled for FY 2018, depending on Right-of-Way.

Mr. Ellis stated that the total amount under construction or in design was \$308,504,305.

Chairman Strong asked if there were any questions for Mr. Ellis.

Chairman Strong recognized Mr. Kling.

Mr. Kling asked, concerning the South Parkway overpass project, which was begun in 2015, if there was a ball park estimate as to the completion date.

Mr. Ellis stated that he was thinking that the way that contract was structured, it should be completed by December of 2018.

Chairman Strong asked if there were any further questions for Mr. Ellis.

There was no response.

Chairman Strong stated that the next item on the agenda was Public Comments. He asked anyone who would like to address the Metropolitan Planning Organization to come to a microphone and state their name and address before speaking.

Ms. Jackie Reed, Jack Coleman Drive, appeared before the MPO, stating that she had been trying to find out earlier how they came up with all these things, and that she had been told, and she appreciated it. She stated that everyone had an input, and that was a good thing.

Ms. Reed stated that the northern overpasses were great, that it was smooth sailing up and down the north overpasses. She stated that, however, when one went south, that was a big mess, and it was not getting any better, that it was getting worse. She stated that it was a nightmare going south, the way that road was laid out and the big things that one had to drive under. She stated that it was just a mess, and she hoped that

they did not think that up somewhere else down the line, as far as overpasses went.

Ms. Reed stated that the City of Huntsville was congested with traffic. She stated that she did not see anything in there anywhere to help with this. She continued that she did see something on Governors Drive, bringing more traffic onto one street, trying to get it over the mountain, which she stated was not going to help anything on that road. She stated that there were wrecks all over the city, that it was just piled up every day, that the congested traffic went on eight hours a day. She asked if anyone was looking at a plan to try to help work with this traffic. She stated that she was aware that they wanted to bring persons into the city of Huntsville and get their tax money, that that had been talked about for 30 years. She stated that she did not know what had happened to the Southern Bypass. She asked if it had been buried. She stated that she wished someone would try to help with the traffic in the city of Huntsville.

Ms. Reed stated that she was thankful for Madison Pike, a road going into Madison. She stated that it had finally gotten completed, although it had taken a while.

Ms. Reed stated that they had to look into the congested roads in the city, that it was bad. She stated that she would be back on this.

Chairman Strong asked if there was anyone else in the audience who would like to address the MPO.

There was no response.

Chairman Strong asked if there was any other business to come before the Metropolitan Planning Organization.

Ms. Colburn stated that there was no other business to bring before the body at this time.

Chairman Strong asked if any of the MPO members had anything to bring before the MPO.

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