

**HUNTSVILLE-AREA
METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - May 19, 2021 - 4 p.m.

Huntsville, Alabama

Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Paul Finley	City of Madison
Ms. Frances Akridge	Huntsville City Council
Mr. Curtis Vincent	ALDOT/Guntersville

Members Absent:

Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

MPO Staff Present:

Mr. Dennis Madsen
Ms. Shontrill Lowe
Mr. James Moore
Mr. James Vandiver

The meeting was called to order by Chairman Strong.

Chairman Strong stated that in attendance at the meeting were Mayor Finley, Mr. Vincent, Mayor Battle, Ms. Akridge, and Chairman Strong.

Chairman Strong stated that the first item on the agenda was Approval of Minutes, of the meeting held on Wednesday, February 24, 2021.

Mr. Vincent moved for approval of the minutes of the meeting on February 24, 2021, which motion was duly seconded by Ms. Akridge.

Chairman Strong asked if there was any discussion.

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 an informational item, TMA Certification Review, noting that this was an update.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the TMA Certification last reviewed the MPO in May of 2017, and they had just repeated their review this year in April, which she noted they did every four years. She stated that they had turned in a questionnaire the prior week, and their section had been completed. She thanked everyone for their participation in this process, noting that she was aware a couple of them had participated. She stated that for those persons who would like to participate, that on the displayed slide was the contact information for FHWA (Federal Highway Administration), and they could still turn in any comments or any questions. She stated that after that, they should have a completed report, around late June or early July.

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked if Ms. Lowe would remind her, as well as the public, what "TMA" stood for.

Ms. Lowe stated that it was Transportation Management Area. She stated that it was consisting of areas of 200,000+ populations, whereas the MPO was consisting of populations of 50,000 or more.

Chairman Strong stated that the next item on the agenda was also an informational item, OMB (Office of Management and Budget) and Census Updates.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that the MPO members might have heard in the news lately that the federal government was proposing changes to the Metropolitan Statistical Area (MSA) and urban area criteria for use once the 2020 census data was published. He stated that as some of the jurisdictions had asked about these changes and the possible implications to MPO operations, they wanted to brief the boards on the proposed changes and answer any questions they might have.

Mr. Vandiver stated that the different boundaries the MPO, the state, and federal authorities used could be a bit overwhelming. He stated that what was displayed were the current urbanized, urban, and study area boundaries the MPO had adopted as of 2015. He stated that the purple area was determined by the Census Bureau, based on population density results from the 2010 Census.

Mr. Vandiver stated that the Huntsville Urbanized Area included parts of the city of Huntsville, the city of Madison, Redstone Arsenal, and unincorporated areas of Madison and Limestone counties. He stated that the green was drawn by the MPO to encompass all of the urbanized area, plus areas the MPO believed might become urban within the next 25 years. He stated that the MPO urban area included the jurisdictions he had mentioned earlier, plus the towns of Owens Cross Roads and Triana. He stated that beyond that, the area outlined in blue, the Study Area, was the extent that the MPO approved projects and collected data for transportation plans. He continued that on top of all that, the Huntsville Metropolitan Statistical Area, or MSA, was designated by the Office of Management and Budget based on commuter patterns. He stated that the Huntsville MSA currently included all of Madison

and Limestone counties.

Mr. Vandiver displayed another slide, concerning the proposed changes. He stated that in January, the OMB released their recommendations for MSA designations over the next 10 years, and they had proposed a schedule for changes to be released. He stated that previously changes were announced every five years or so, but with little warning beforehand. He stated that the next major update was scheduled for the summer of 2023, and this update would be the only one where changes to the "central" counties of an MSA would be considered this decade. He continued that a county was considered "central" once there was enough of an urban population in the county to be a draw for commuters from throughout the metro area.

Mr. Vandiver stated that currently Madison County was the central county for their MSA. He stated that outlying counties were included if enough of their workforce commuted to the central counties, which was why Limestone County was included. He stated that the most controversial change the OMB proposed was an increase to the urban area population threshold for MSA designation. He continued that currently the minimum was 50,000, but the proposed rules would set it at 100,000.

Mr. Vandiver displayed another slide, and he stated that the impact of these changes to the Huntsville MPO would be minimal at worst. He stated that something they were going to keep an eye on, due to the industrial and residential expansion in Limestone County, was the transition of Limestone County from an "outlying" county to a "central" county, which would create a much larger MSA in the future. He stated that they were going to keep an eye on that in the summer of 2023.

Mr. Vandiver stated that the population threshold increase from 50,000

to 100,000 would not affect them because their urban area population was greater than 300,000; however, many of their neighbors, such as Florence and Decatur, were at risk of becoming "micropolitan" areas, which were smaller areas, noting that Albertville and Scottsboro were currently micropolitan areas. He stated that more than 900 comments were received by the OMB regarding these changes, so there was likely to be some discussion of this over the next few months.

Mr. Vandiver displayed another slide, and he stated that in February, in a completely separate announcement, the Census Bureau had released urban area boundary changes for the 2020 Census. He stated that in prior updates, a Census block was considered "urban" if the population density was greater than 1,000 people per square mile. He stated that the proposed criteria would consider housing unit density rather than population, noting that 385 housing units per square mile would be the criteria, which he noted was the national equivalent to the 1,000 persons per square mile, about 2.6 persons per household. He stated that since the Census Bureau updated its housing and database annually, as opposed to every 10 years, with population, they would be able to update the urban area boundaries more frequently. He stated that this also allowed for the delineation of urban areas to be free from potential concerns about the accuracy of the population numbers coming from the 2020 Census.

Mr. Vandiver stated that jumps were used to connect urban blocks that were separated by low-density areas, via roads or other physical features. He stated that the Census Bureau proposed that the maximum length of jumps would be reduced from 2.5 to 1.5 miles, reverting to a standard used after the 2000 Census. He stated that the bigger jumps created overlapping issues in

places like the Northeast, where cities liked to run into each other, like Philadelphia and New York. He stated that, also, the low-density blocks between the urban areas would not be included in the proposed criteria. He stated that the smaller jumps and non-contiguous boundaries would make urban areas smaller this time around.

Mr. Vandiver stated that other changes proposed by the Census Bureau included a new policy on merging or splitting urban areas, which would be determined using commuter data. He stated that the minimum threshold of urban areas would be increased to 10,000 population or 4,000 housing units, noting that this was the first time this had been changed since 1950. He stated that, finally, there would no longer be urban clusters, which were smaller urban areas, and urbanized areas, which were larger urban areas, that they would all be called "urban areas."

Mr. Vandiver stated that unlike the MSA changes, there were significant implications to the Huntsville MPO if these criteria for urban areas were approved as proposed. He stated that the potential for urban areas to be updated as frequently as every year would create uncertainty in funding and project planning, as these were determined by their urban area population and boundaries. He stated that because of population and housing growth in the area since 2010, they did not anticipate too many changes from the modifications to the jumps and the low-density blocks because a lot of the jumps they had back in 2010 had at this time been filled with housing.

Mr. Vandiver displayed another slide, and he stated that the MPO staff had sent a letter to the Census Bureau on May 10th, addressing their concerns over the potential for frequent, unscheduled updates to the urban area boundaries. He stated that they had recommended a schedule of no fewer than

five years between changes to existing urban areas. He continued that this would line up well with their LRTP updates, which occurred every five years. He stated that they had also recommended that a set schedule be released with the final criteria, similar to what the OMB proposed with the MSA updates.

Mr. Vandiver displayed another slide, concerning the Timeline, and he stated that in the coming winter, the Census Bureau would unveil the final urban area criteria for 2020, and the following summer they would release the urban area boundaries. He continued that by the fall of 2022, the MPO would get its PL funding allocation adjusted, based on the 2020 Census population of the new urban area. He continued that starting around that time, the MPO staff would be drawing new urban and study area boundaries, based on the Census urban area. He stated that they would need to include all of the Huntsville urban area, plus any other urban area immediately adjacent, or touching, the Huntsville area.

Mr. Vandiver displayed another slide, and he stated that in June of 2023, the OMB would release a major update to the MSA boundaries, including an update to the central counties they were looking at. He continued that in the summer of 2023, the MPO would adopt the next TIP. He stated that this was also their target date for having MPO boundaries approved by the boards, the state, and FHWA. He stated that the absolute, federally mandated deadline for the new MPO boundaries was at the time of their next LRTP update, which would occur in the spring of 2025.

Mr. Vandiver stated that he would be happy to answer any questions the MPO members might have, either at this time or after the meeting.

Chairman Strong asked if there were any questions for Mr. Vandiver related to this information.

Chairman Strong thanked Mr. Vandiver for the presentation.

Chairman Strong stated that the next item on the agenda was the adoption of a Final FY 2021 UPWP Amendment, that Resolution No. 13-21 adopted and supported the addition of the FY 2020 carryover funding to the Final FY 2021 UPWP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 13-21 adopted and supported the addition of FY 2020 carryover funds. She continued that the current total was approximately \$967,200, and the carryover funds for FY 2020 were a little over \$115,000, resulting in the new FY 2021 UPWP totals being approximately \$1 million. She stated that they should be mindful that they would have to subtract the FY 2021 expenses. She stated that if they looked at the chart that was displayed, they would see that the 2020 expenses were a little over \$463,000.

Mayor Finley read and introduced a resolution amending the FY 2021 UPWP by adopting carryover funds from Fiscal Year 2020, as follows:

(RESOLUTION NO. 13-21)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 13-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was the adoption of Draft FY 2022 UPWP. He stated that Resolution No. 14-21 adopted and supported the annual Draft FY 2022 Unified Planning Work

Program.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 14-21 was their new resolution for the FY 2022 program year. She stated that this was the total of their transportation planning activities within an annual year. She stated that they had the Administrative tasks, which was the general management of the MPO, public outreach, et cetera. She stated that Task II was Data Development, where they looked at the socioeconomic forecasts and travel demand models.

Ms. Lowe stated that Task III was the Short-range and Long-range Planning Activities, where they looked at their TIP and UPWP, bike/ped facilities, et cetera.

Ms. Lowe displayed another slide, and she stated that the current UPWP went from August 2020 through September 2021. She stated that the new UPWP federal apportionment was \$454,326, and that this figure included the FTA 5303 planning funds, which they utilized for transit planning activities.

Ms. Lowe stated that the FY 2022 total funds would be approximately \$567,900. She continued that of that, the current tasks would be the continuation of the comprehensive regional transit/rail planning element, and also a couple of new tasks, being the updating of the Public Participation Plan and adopting the ADA Accessibility Plan.

Mr. Vincent read and introduced a resolution adopting the Draft Unified Planning Work Program for Fiscal Year 2022, as follows:

(RESOLUTION NO. 14-21)

Mr. Vincent moved for approval of the foregoing resolution, which

motion was duly seconded by Ms. Akridge.

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 14-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 15-21 adopted and supported the project description name change in Resolution No. 10-21, for Project #100073420, Phase 2 of the new I-565 interchange at Town Madison Development Road (flyover bridges for westbound on/off ramps), as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this amendment was a name change, in addition to a project number, to a project approved by the MPO board at the February 24, 2021, meeting. He stated that they originally had it as the "I-565 Interchange at Zierdt Road," and at this time it had been changed to the "I-565 Interchange at Town Madison Development Road."

Mr. Vandiver stated that what was displayed at this time was a location map for this particular project.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) with the correction of Project #100073420 description name, Phase II of the new I-565 Interchange at Town Madison Development Road (Flyover Bridges for Westbound On/Off Ramps) to connect with Phase I of the new I-565 Interchange at Town Madison Development (EB On/Off Ramp), as follows:

(RESOLUTION NO. 15-21)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 15-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 16-21 adopted and supported the addition of new Project #100073190, Advanced Corridor Management TSMO, on I-565 from County Line Road to End of Route, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this was a TSMO (Transportation Systems Management and Operations) project, that it was part of a project to install ITS infrastructure along I-565, in the Madison County portion. He stated that this would include cameras, message signs, and things such as that.

Mayor Finley read and introduced a resolution amending the National Highway System Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP), with the addition of Project #100073190 (PE phase) Advanced Corridor Management TSMO, on I-565 from County Line Road to End of Route, as follows:

(RESOLUTION NO. 16-21)

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.

Chairman Strong called for the vote on Resolution No. 16-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP Amendment. He stated that Resolution No. 17-21 adopted and supported new Project #100072838, adding north and southbound left-turn lanes and traffic signals on SR-53 at Harvest Road, McKee Road, and Old Railroad Bed Road, as approved by ALDOT.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this was a new project, which included improvements at three intersections along Alabama State Route 53 in northwest Madison County.

Mr. Vandiver stated that what was displayed at this time was a map of the project.

Ms. Akridge read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP), with the addition of Project #100072838 (PE phase), "ADDING NORTH AND SOUTH BOUND LEFTTURN LANES AND TRAFFIC SIGNALS ON SR53 AT HARVEST ROAD, MCKEE ROAD, AND OLD RAILROAD BED ROAD," as follows:

(RESOLUTION NO. 17-21)

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

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 17-21, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an FY 2020-2023 TIP amendment. He stated that Resolution No. 18-21 adopted and supported a new Project #100073306, adding north and southbound left-turn lanes and traffic signals on SR-53 at Harvest Road, McKee Road, and Old Railroad Bed Road.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that this was the construction phase of the project that was discussed in the prior resolution. He stated that this was a state-funded project.

Mayor Finley read and introduced a resolution amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP), with the addition of Project #100073306, (CN phase), "ADDING NORTH AND SOUTH BOUND LEFTTURN LANES AND TRAFFIC SIGNALS ON SR-53 AT HARVEST ROAD, MCKEE ROAD, AND OLD RAILROAD BED ROAD," as follows:

(RESOLUTION NO. 18-21)

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

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked Mr. Vandiver for a clarification. She stated that this one was for construction, and she inquired as to what the other one was for.

Mr. Vandiver stated that it was Preliminary Engineering, PE.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 18-21, and it was

unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was FY 2020-2023 TIP Administrative Modifications.

Chairman Strong recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that there were six Administrative Modifications. He stated that these were not to be voted on, that they were for information only.

Mr. Vandiver stated that the first modification was concerning a Coronavirus Relief Act Funding letter, which was a request for Huntsville's allocation of this Act by the federal government to be utilized on the Martin Road widening, Phase 2.

Mr. Vandiver stated that the next modification was the Dry Creek time extension letter, which was a request for a time extension to begin construction on the Dry Creek Greenway, which was a TAP (Transportation Alternatives Program) created by the MPO a few years prior.

Mr. Vandiver stated that the next modification was the Huntsville and Madison County Railroad Authority project support letter. He stated that this was for a federal grant for a bridge replacement on their main route, behind the VBC.

Mr. Vandiver stated that the next modification was a \$5,000 increase in PE funds on the Northern Bypass project.

Mr. Vandiver stated that the next modification was a Redstone Arsenal support letter, for a military construction grant for improvements at Gate 7, which he noted was Martin Road West.

Mr. Vandiver stated that the next modification was some text changes to

Resolution No. 16-20, which had been approved by the MPO the prior year.

Chairman Strong stated that the next item on the agenda was Agency Reports. He recognized Mr. Rodney Ellis of the Alabama Department of Transportation.

Mr. Ellis stated that the first project was Church Street, Phase I, between Pratt Avenue and Monroe Street, in the city of Huntsville. He stated that this project was approximately 80 percent complete, that the project cost was in excess of \$15.5 million, and it was estimated to be completed sometime in the current summer.

Mr. Ellis stated that the next project was the Northern Bypass, from Pulaski Pike to U.S. Highway 231/431. He stated that the plans were approximately 85 percent complete and the right-of-way acquisition should be completed sometime soon. He continued that the estimated cost of this project was approximately \$40 million, and that the anticipated start date was in FY 2022.

Mr. Ellis stated that the next project was the Martin Road improvements, between Zierdt Road and Laracy Drive. He stated that this project was in two separate phases, and the first phase, from Old Jim Williams Road to Zierdt Road, was under construction, that it had been started in July of 2018, and it was approximately 65 percent complete, and it was anticipated to be completed in the fall of 2021. He stated that Phase II was currently scheduled for construction in FY 2023. He stated that the combined cost for both phases was approximately \$25 million.

Mr. Ellis stated that the next project was the North Parkway improvements, including the overpass at Mastin Lake Road. He stated that the plans were approximately 90 percent complete, and the right-of-way

acquisition was complete. He stated that they had completed the structure removal the past year, and the utility relocation work was currently under way. He stated that the roadway improvement project was scheduled to begin sometime in FY 2022, and the estimated total cost was in excess of \$42.5 million.

Mr. Ellis stated that the next project was Access Management on U.S. 231 between Weatherly Road and Hobbs Road. He stated that the plans were approximately 50 percent complete, and they were working toward holding a virtual public involvement process sometime within the next couple of months. He stated that the estimated cost for this project was approximately \$15 million, and the construction work was anticipated to begin in the fall of 2022.

Mr. Ellis stated that the next project was the widening of Winchester Road from Dominion Circle to Naugher Road. He stated that these plans were 90 percent complete, and the right-of-way acquisition was ongoing. He stated that the cost of this project was estimated at \$15.5 million, and the construction was scheduled for FY 2022.

Mr. Ellis stated that the next project was improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road. He stated that the plans were 65 percent complete, that the estimated cost was approximately \$1.7 million, and the project was scheduled for FY 2022.

Mr. Ellis stated that the next project was improvements to State Route 255 (Research Park Boulevard) from U.S. 72 to south of Old Madison Pike. He stated that this work was under way, that it had started in August of 2019, and it was approximately 60 percent complete. He stated that the project cost was estimated at a little under \$23.5 million, and the

estimated completion date was sometime in early calendar year 2022.

Mr. Ellis stated that the next project was improvements to U.S. 72 West between Providence Main and County Line Road. He stated that these plans were approximately 30 percent complete. He stated that they were exploring different funding sources due to the cost of the project. He stated that right-of-way acquisition was anticipated to commence in FY 2022. He stated that the estimated cost was in excess of \$60 million. He stated that the construction phase was currently scheduled for FY 2025.

Mr. Ellis stated that the next project was Improvements to Zierdt Road between Madison Boulevard and Martin Road. He stated that this project was completed, or was ongoing in four phases. He state that work had begun in 2015, and the last phase was under construction, and the total cost for this project was approximately \$27 million. He stated that the work on Phase IV had started in the fall of 2018, and it was approximately 65 percent complete, and the anticipated completion date was later in the current summer.

Mr. Ellis stated that the next project was Winchester Road improvements, from Naugher Road to Riverton Road. He stated that this project was completed in the last few months, and the total project cost was in excess of \$6.5 million.

Mr. Ellis stated that the next project was Four Bridge Replacements on Old Highway 431. He stated that this project was under construction and was approximately 55 percent complete. He stated that the project cost was approximately \$13.5 million, and it was estimated to be completed sometime in the spring of 2022.

Mr. Ellis stated that the next project was I-565 Additional Lanes from I-565 to County Line Road. He stated that this project was under construction

and was approximately 50 percent complete. He stated that the project cost was approximately \$18.7 million, and the projected completion date was the fall of 2021.

Mr. Ellis stated that the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway. He stated that this project was in the design phase at this time. He stated that the survey work was basically completed, in the field work. He continued that they were doing the processing work with the survey in Montgomery. He stated that the design of the roadway should start soon, and that the project was scheduled for Fiscal Year 2024, with the cost projected at a little over \$46.5 million.

Mr. Ellis stated that the next project was Jeff Road Improvements, additional lanes from south of Capshaw Road to north of Douglass Road. He stated that these plans were approximately 35 percent complete, and that the virtual public involvement process had been held in April of the current year. He stated that the project was currently scheduled for FY 2022, with the cost anticipated at approximately \$13.5 million.

Mr. Ellis stated that the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated that these plans were approximately 90 percent complete, and it was scheduled to let later in the current fiscal year, with an anticipated cost of about \$1.9 million.

Mr. Ellis stated that the next project was the Widening of Blake Bottom Road from Jeff Road to SR 255. He stated that these plans were approximately 65 percent complete, and it was projected to be let for construction in FY 2022, with an estimated cost of approximately \$8.8 million.

Mr. Ellis stated that the next project was Intersection Improvements on State Route 53 at Harvest, McKee, and Old Railroad Bed roads. He stated that

this project had been recently approved for funding, and the preliminary scoping and design process was getting under way. He stated that this was currently scheduled for FY 2023, and the estimated total cost, of all phases, was approximately \$5 million.

Mr. Ellis stated that the total work he had just presented was in excess of \$380 million.

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

Chairman Strong thanked Mr. Ellis for the presentation.

Chairman Strong stated that the next item on the agenda was Opportunity for Public Comment.

Chairman Strong stated that anyone who would like to address the MPO should go to a microphone and state their name and address, and they would be allowed three minutes to speak.

There was no response.

Chairman Strong stated that the next item on the agenda was MPO Policy Board Member Comments.

Chairman Strong asked if any of the board members had any comments.

There was no response.

Chairman Strong asked Mr. Vandiver if there was any further business to come before the Board.

Mr. Vandiver replied in the negative.

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

Chairman, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned at 4:30 p.m. on May 19, 2021.)