

South Alabama Regional Planning Commission

Rural Planning Organization Meeting

September 25, 2013

Those in attendance included:

Mayor James Adams – Town of Mount Vernon
Mayor John Koniar – City of Foley
Mayor Patsy Parker – Town of Perdido Beach
Commissioner Bob James – Baldwin County
Edwin Perry III – ALDOT Southwest Region
Chris Black- City of Atmore
Steve Griffin – City of Gulf Shores
Andy Bauer – City of Gulf Shores
Bryan Kegley - Mobile County
James Foster – Mobile County
Richard Spraggins – Mobile County
Stan Virden – Baldwin County Public Transit Coalition
Taylor Rider – Baldwin County / Baldwin Rural Area Transit System
Chandra Middleton - Baldwin County / Baldwin Rural Area Transit System
Matthew Brown – Baldwin County

SARPC Staff

Kevin Harrison
Monica Williamson
Tom Piper

Mayor Adams called the meeting to order.

The second item on the agenda was to approve the minutes from the September 26, 2012 meeting. A motion was made by Mr. Stan Verdin to approve the minutes with a second by Mr. James Foster. The minutes were approved.

The third item on the agenda was to review and adopt the Fiscal Year 2014 Work Program.

Mr. Piper said this is our work program, not the list of projects. This is what we do as the staff. It is like our annual budget. The budget page is on the back. It is the same one we've had since 2007. It hasn't changed at all.

Motion was made by Mayor Konair to approve the Work Program.

Mr. Verdin said I didn't notice a whole lot in here about helping BRATS with more facilities to expand services to public up and down in particularly the Gulf Shores area needs some kind of terminal. I bend my city official's ear on the need for a combined terminal for a high speed ferry and bus in the new waterway district area. I see a real synergy between what is going on there and the growing need for north south transportation down to the beach and back. I talked to our mayor about that not long ago and sent him a copy of the plan we worked out some years ago that we paid a lot of money for and has been gathering dust since. The makings are in there for improving the mobility of citizens in this area particularly in the South Baldwin area. We have a growing population of the elderly. I turned 80 the other day and they are still letting me drive, but more and more of us are having our keys taken away from us so I would like to see some improvement in that area and I would like SARPC to put some shoulder behind that.

Someone asked if the county Commission had stopped some of the hubs because Foley had a dedicated piece of property for it and then it was funded.

Mr. Rider said regarding some of the earmark we had roughly a million dollars that was a 5309 earmark and when the new commission came in, we were going to be a direct recipient of those funds because ALDOT was all tied up in ARRA. There were a lot of regulations that the county had to put in place to be a direct recipient instead of a subrecipient through ALDOT. After some discussions and issues they were having with FTA, they decided not to accept the money. What was left was the ARRA and with that money we build the Fairhope hub since that was the number one priority in the transit study and renovated and added to the Robertsdale facility. We are back to square one on the other hubs but we are also working now with the Eastern Shore MPO on additional hubs under the 5307 program.

Mr. Piper said let me interrupt, as far as this document (the Work Program); it doesn't identify projects like that. Those would be in the other document (the Transportation Plan. We'll get to that in a minute. It actually does identify the transit hub and things like that in it. I just wanted to make it clear that this is our budget for the staff.

Mr. Verdin said my thought is that SARPC should play a role here because you dominate this RPO and the RPO is what benefits. While you may not have the funds in your planning to do anything about it, you can at least get the ideas out there that attract funds in the long run.

Mr. Piper said we did the South Baldwin Transit Plan that you mentioned and we did a regional transit plan for Congressman Bonner and this our Transportation Plan actually lists out what you mentioned.

Mr. Verdin said your high speed ferry plan dates back to 2002, I think.

Mr. Harrison said there are other plans, the Human Coordinated Services Transportation Plan that we do for the three counties is also funded. That's why the work program is kind of vague because we are allowed to do things like that. The ferry, I don't know exactly where the ferry is at this point.

Mr. Verdin said I don't know either but I think we need to do something about it because the original thought of that ferry was that it was going to open up the whole bay area for mobility and people would be much more familiar with each other if they could use something like that ferry to get around and certainly from a Gulf Shores perspective cuts off the stress of getting over to Mobile.

Mr. Harrison said we were going to do a TIGER application and part of the TIGER application is that it had to be ready to build which is not just purchasing the ferry, you have to build a dock and everything. As part of the TIGER application, you had to have a commitment of operation funds. As ya'll may recall, we met over at the Grand Hotel, we had county commissioners and mayors and we said we need help operating this passenger ferry from Mobile to Gulf Shores. In order to be a part of this application, we need some commitment, who is in and nobody could raise their hands. Everybody's hands were tied as far as committing to operations. AS we went into the application, if any federal funds are used for a passenger ferry, it is going to be on a functionally classified route just like a road. Now, you've got to do either an environmental assessment or environmental impact statement, EIS, on that route. There is underwater grasses and manatees and that environmental work is going to have to paid for locally and who is going to step up to the plate and start that process for passenger ferry.

Mr. Verdin said you have a passenger ferry terminal over at the new museum in Mobile and Mobile originally had a commitment to a high speed ferry under the federal grant that allowed them to fix up the waterfront and build that museum among other things. I don't know what has happened to that.

Mr. Harrison said the intermodal complex is how the legislation is written. That was the only word on the bill. There is a rail station available. The rail line goes straight through the museum and the bulkhead, there is also the availability for a ferry, private or public, and so a private party could constitute a ferry.

Mr. Taylor said so are you saying technically the ferry was never an integral part of that overall grant.

Mr. Harrison said it was, but I don't think it is any more.

Mr. Taylor said I thought that was one of the requirements for that to take place. Is that not true?

Mr. Harrison said the ferry police haven't come and said where's the ferry. It was an earmark under Senator Shelby, but that it was what the earmark said, intermodal passenger complex.

Mr. Verdin said maybe he implied too much and didn't specify. That passenger ferry aside from making it easier to get back and forth between Gulf Shores and Mobile and perhaps Point Clear and Mobile, allow a lot of tourist interaction between the two locations for one thing and cut down an awful lot on the strain of driving over there. Cut down on the traffic of driving over there, it's easier for the coastal tourist organization to hire people from a broader area to come over in those condos. There are an awful lot of benefits that come from having a high speed ferry. Furthermore, I think if you have the high speed ferry, I think it is going to stimulate the development of land transportation.

Mr. Harrison said I think we are probably getting off track of what this document actually is. My example, the TIGER application, was helped through the RPO and these are kind of written vague so that we can do things like that and help BRATS and help other projects within the rural area.

Mr. Verdin said I just keep looking at a lot of good plans with a lot of dust on them.

Mayor Adams said we need to go ahead and approve this.

Motion was made previously by Mayor Konair. Ms. Chandra Middleton provided a second. The Fiscal Year 2014 Work Program was approved.

The next item on the agenda was to amend the bylaws and discuss changes to RPO Membership due to the creation of the Eastern Shore MPO.

Mr. Piper said as most of you know, we have the Eastern Shore MPO now. Fairhope, Spanish Fort, Daphne, Robertsdale, Loxley and Silverhill and some areas of Baldwin County that are unincorporated used to be in the RPO. The Chairman of the RPO was actually the Mayor of Robertsdale. Since the creation of the MPO, they designated their study area and anything that falls in that study area; they identify the road projects through their process so they are no longer a part of the RPO process. In addition, Orange Beach was included into the Alabama-Florida TPO (Transportation Planning Organization) so these members are no longer part of the RPO process so we had to amend the bylaws due to that. There were a few other small changes, nothing significant. This was also mailed out to everyone. I think it actually has some errors that the county and I worked together to correct. What you have here is the corrected version and it has been available on our website also for everyone to review.

Mayor Adams asked for any more amendments or discussion for changes.

Motion was made by Mayor Konair with a second by Mr. Bryan Kegley to accept the amendments of the bylaws. Motion passed.

The next item on the agenda was the appointment of Chairperson and Vice-Chair positions.

Mr. Piper said Mayor Murphy (the Mayor of Robertsdale) was our chairman. Mayor Adams is our Vice Chair. Now that Robertsdale is no longer a part of the RPO, we need to have elections.

Mr. Rider said so Robertsdale is not officially a part of it.

Mr. Piper said right because they are in the study area of the Eastern Shore MPO so their projects have to be identified through the MPO Planning Process, not the RPO Planning Process even though they are not members.

Mr. Harrison said you are either in the MPO or the RPO.

Mr. Piper said and if you are in the study area, then your projects have to be identified in the MPO's TIP.

Mr. Rider said I didn't think all of Robertsdale was in the MPO, is it Matthew?

Mr. Brown said I don't think all of it is.

Mr. Piper said there are no functionally classified roads that are not in the study area. We have a map actually.

Mr. Rider said it seems to me that they can kind of get left out in the cold without a vote anywhere.

Mr. Harrison said there is no money tied to this program.

Mr. Piper said the green line there is, and I may not have the latest city limits, the study area.

Mr. Harrison said so like Spanish Fort goes outside the study area also but there are no functionally classified roads there.

Mr. Piper said if any part of project touches the line of the MPO study area; it has to be in the MPO TIP. It trumps the RPO, even if it is just a small part of it. We have projects like that. They go all the way to the Mississippi line but there is a small part of it in our study area so it has to be in our TIP.

Mr. Harrison said the RPO Policy Board has to nominate a chairman.

Mayor Konair was nominated by Mayor Parker. Mayor Konair declined the nomination. Mayor Adams was nominated as the chairperson. Mayor Parker was nominated as the vice chair. Nominations were closed and approved unanimously.

The next item on the agenda was the update of the Transportation Plan and Safety Needs List of Projects.

Mr. Piper said this is this document that you have in your folder here. I sent this out a while ago and then we did an email with an update.

Mr. Spraggins said we should add a discussion about Airbus.

Mr. Piper said yes, we probably do need to add Airbus. Even though it is in the urban area, it will have a regional impact so we can certainly do that. Also behind this document in your folder is an email that has been printed out from Steve Griffin. These were some projects that he sent to me yesterday that he wanted to make sure that we added to this document. If you look in the back, there is a big list of projects that actually starts on page 28. These are projects that we have talked to several of you through email or in person and these were projects that were identified that you wanted us to submit to the state to be on the radar. I want to point out that there is no funding for this.

Mr. Harrison said the Rural Planning Organization actually takes the place of the state's rural consultation process. That is actually what this so this list goes to the state. It is a locally derived list.

Mayor Adams said I submitted one to the state earlier this year and it didn't show up here.

Mr. Harrison said if you have a project in Mt. Vernon that you want; it could only help to add it to this list.

Mayor Adams said basically it was a highway improvement. Mine was stating that the center lane through the town, I want it closed in and put a lane straight down which is about a mile. It still coincides with what is on the list as highway improvements. We still have the steel mill up there and certain times of the day we can hardly get on there because of traffic in the afternoon and in the morning because we don't have turn lanes. If we had that middle lane, it would help us out a lot.

Mr. Piper said anything that you want to send us, we can add to the list. We can amend it to include whatever before we submit.

Mr. Griffin said I didn't have a copy that had page numbers so forgive me and I just got this yesterday. There were a couple that just needed some edits and then a couple of new ones. First one I listed; there already is a state and access management plan and signalization on highway 59. The access management plan has been completed and we are about ready to implement the signalization study so we wanted to reword it, not just doing the plan and the study but implementing as well. The other one is kind of

more nebulous but these are two adds but with the new lodge and conference center coming and in the process we wanted a statement of something about enhancing the Gulf State Park road system to accommodate a new lodge and conference center. Second, we actually have grants and already on the way is extend 20th Street east in Gulf Shores for a new connection to Highway 180. It is to soften the curve and bring that around. Another one, unless I didn't see it, I saw where you had a section for bridge repairs and I didn't see anything about new bridge or expanding bridge, but there is two biggies to add. One being Highway 59 Intercostal Water Bridge widening to have three south bound lanes. Right now there is only three northbound. Second, and this is the biggie is to construct a new intercostal waterway crossing to relieve Highway 59 volumes. Finally, and this is our TAP grant and I think ya'll were asking about what we got and this is a reword, a bicycle pedestrian way along the east side of State Highway 59 South of the Intercostal Canal. I wanted to reword that to a Bike/Pedestrian Way on the east and west side of Highway 59 south of the Intercostal Canal to Highway 180. Those are my suggested adds. They are somewhere in the process already, but I wanted to make sure it was consistent with ya'll plan.

Mr. Piper said would the new intercostal waterway bridge be consistent with the Barber Bridge.

Mr. Griffin said that could be yes.

Mr. Piper said okay because that is sort of mentioned here.

Mr. Griffin said it's not bridge site specific, but it is just to add another bridge.

Mr. Rider said I would like to add under Baldwin County transit needs, a deviated fixed route with transfers between BRATS, ECATS and the Wave. If we continue to work with Airbus, and we have some meetings coming up in the next couple of weeks with them about routes into Airbus and their facility, it is very important for us to be interactive with the Wave.

Mr. Harrison said today, actually, 5:00 pm is the deadline for proposals to do a Transit Development Plan for the Wave Transit. Included in that scope of work is to kind of talk to ya'll about any kind of regional transit possibility or at least discussions about that. The whole purpose for the Transit Development Plan is a couple of things. One is Airbus, to start planning for

Airbus. Now that the Airport is within the city limits of Mobile, we can get fixed route service to the airport which hopefully will increase access to the airport and enplanements to the airport. Another one is increase ridership downtown. In the scope of work we have all of that plus talking with ya'll about the possibility of regional transit.

Mr. Piper said and looking in the rural areas of Mobile like Mt. Vernon for transit.

Mr. Harrison said yes, we have no rural transit in Mobile at all and the Mobile County Commission is not interested in it at all.

Mr. Rider said and they are not interested in funding it either.

Mr. Harrison said no and we get calls from all types of folks that need to get to dialysis and there is no transportation at all. Mobile County gets 5311 funds that are not being spent.

Mr. Kegley asked how much would the county get in 5311.

Mr. Harrison said it is probably at least a million dollars per year. It is 50% operating and it is 80/20 for capital which I think is purchasing trips. Is purchasing trips capital or operating like if we wanted to purchase trips from a private provider?

Mr. Rider said we are not allowed to do that.

Mr. Harrison said I know but I think that is something that is allowed under the new transportation funding bill. If you use 5311 funds, you might be able to purchase trips from a private provider and I am not sure what the match on that would be. That is one of the things that we are looking at in the transit development plan. That deadline is today. It is 5:00 for proposals. I am hoping to get the study up and running by the end of October and done in the spring.

Mr. Rider said I have already received two calls from someone representing Airbus within the last month.

Mr. Harrison said we have met with them also.

Mr. Piper said yes, they were wanting to see if they could hire ya'll to bring in riders.

Mr. Rider said that is going to be a part of the discussion.

Mr. Piper said they were trying to get some leed credits.

Mr. Harrison said what is the urban to urban FTA. It was bad enough going from rural to urban.

Mr. Rider said it is going to be much easier.

Mr. Harrison said is it really?

Mr. Rider said I don't know. We are still working on it.

Mr. Harrison said to go from rural to urban, you are allowed to go to one spot and go back, right. Is there any lead way into what you might be able to do urban to urban?

Mr. Rider said we feel like we are going to be able to Airbus direct and come back because the Wave, talking with Tyrone, they are going to be full so this transferring thing with them is not going to work because all of their buses are going to be full coming in as well. We think we are going to be able to go directly to Airbus and go back to the Eastern Shore.

Mr. Harrison said I have kind of got that worded out in the scope of work. I will talk to you later about that when we get the consultant.

Ms. Middleton said since we are kind of talking about drivers and needs of transit, something I really noticed that we need is to get some type of vehicle stationary at the testing sites for the CDL stations like in Mobile, or in Evergreen, that would be fantastic. Right now, we are having a real difficult time finding people with CDL's with passenger endorsements to drive the vehicles. It is becoming harder and harder. We are finding out that people are going to the testing sites and taking all the test that are available to them, but since there is no passenger vehicle to drive they are not getting that additional endorsement which is hurting us from an employment standpoint. If you guys have any ideas on how ya'll could help with that, it would be a great benefit for us.

Mr. Rider said if it is someone that we are working with already like with the temp service, we will go with them, but people going on their own, they don't have a way to drive.

Mr. Harrison so they need transportation to Evergreen and Mobile.

Ms. Middleton said no what I am talking about is when individuals go to have their CDL test taken, they are taking all the tests that are available to them at that testing site in Evergreen and Mobile, but there is no CDL passenger vehicle there for them to take that section of the test so they are not getting that portion of the CDL. The CDL with passenger endorsements are becoming harder and harder for us to find to employ. I know that is not directly, but just as we are talking about transit issues, it is becoming a bigger and bigger issue.

Mr. Piper said I wonder if workforce development could somehow assist in something like that.

Mr. Harrison said you know Map 21 combined JARC funds with 5307 and I guess New Freedom is now combined with 5310. I am wondering if the JARC money might be able to help ya'll.

Ms. Middleton said right now, they are coming on with us part-time and we will train them and we will actually take our vehicle up and allow them to take the test and get the passenger endorsement. However, there is no guarantee how long they are going to stay with us and as soon as a Board of Education job opens or something that is higher pay, we are doing all the training, and then losing them.

Mr. Rider said but that is going to get better this year isn't it Commissioner James, we gave them a raise.

Mr. Harrison said so you wanted to include under Baldwin County transit, fixed routes with ECATS and the Wave to Airbus.

Mr. Piper said deviated fixed routes.

A motion was made by Mr. Taylor Rider with a second by Mr. Edwin Perry to approve the update and changes to the Transportation Plan and Safety Needs List of Projects. Motion passed.

The next item on the agenda was the ALDOT update of current and future transportation projects.

Mr. Piper said Edwin Perry is here with the Southwest Region of ALDOT.

Mr. Perry said I have a short presentation and have a little map of where we have our projects. I was just looking at current and five year future

projects. We have one bridge replacement project going over the Conecuh River. Right now, plans are complete. We are just waiting for January to let the project as it is scheduled in our funding. Next I have ALDOT capacity projects. The first project, 181 going from State Route 104 to County 64, right now we are in the process of acquiring the right of way. Plans are about 65% complete. Zone work is ongoing and right now, we are looking to let this project sometime in fiscal year 2021.

Someone said did you say fiscal year 2021.

Mr. Perry said yes, it is just how our funding is right now. We had to push some projects back.

Mr. Piper said it can always get pushed up.

Mr. Perry said we are actively working on the project with design and acquiring right of way, but due to the cost of it, that's where it sits right now. Project 2 is widening of State Route 180. Currently plans are about 80% complete. We are having discussions with Orange Beach on how to finalize that design but currently that process is also scheduled with 2021. This is a map of our interstate maintenance resurfacing projects. Project 1 is on I-10 from the Mississippi line to County Road 39. Currently that project is scheduled to let in November of 2014 and design has started on that project. Project 2, picking up where that one left off, County Road 39 to County Road 59. That is one is scheduled to let in 2015 and design is just starting on that project. Project 3, I-10 from Halls Mill Creek to the West Entrance of the Tunnel, that project is just about complete and we plan to let the resurfacing of that section of I-10, December of this year.

Mr. Harrison said is that getting rid of the pedestrian bridge too.

Mr. Perry said yes.

Mr. Foster said does that include the entrance realignment.

MR. Perry said no, this is just resurfacing the interstate and then we are going to jack up the Michigan Avenue Bridge. The only reason we are doing that is because it has a low clearance over I-10. Project 4 on I-10 is from the east end of the Bayway Bridge to State Route 59. Currently, plans are about 90% complete and scheduled to let November of 2014. Project 5 on I-65 goes from State Route 225 to Dyas Creek. Design has just started and is

currently scheduled for November of 2014. Project 6 is on I-65. It continues on from Dyas Creek to the Escambia County line. Design has just started on that project as well as is scheduled for November of 2014. Project 7 is on I-65 Service Road. This will resurface the service road from Baybridge Road to Whistler Street. Design has just started on this project as well. It is scheduled for November of 2014. The last project, number 8, is on I-65 and it is going to resurface from Main Street to State Route 158. Design has just started on this project and it is scheduled for November 2014. Next is a list of our interstate capacity projects. Project 1 is Mobile River Bridge. Right now we are trying to finalize the draft EIS and we are hoping to have a public meeting by the end of the year. Project 2 is the west Tunnel interchange at I-10. Plans are about 60% complete and it is scheduled to let November of 2014. This is the project that we will have some realignment of I-10 and we will do a divergent diamond interchange at Canal Street. Project 3 is on I-65 and US 43 Interchange Improvements. Plans are about 60% complete. They are scheduled to let November of 2016. Project 4 on I-65, Celeste Road Interchange modifications. Currently that project has been awarded ATRIP funding and plans are about 50% complete. It is shooting for a 2015 let date.

Someone asked what kind of improvements is that.

Mr. Perry said replacing the bridge, widening Celeste.

Mr. Foster asked about signals.

Mr. Perry said they have not finished the signal analysis yet. Next, this is our list of resurfacing projects. Project 1 is on State Route 188 in Mobile County and it is for resurfacing from I-10 to the north abutment of Franklin Creek. Our plans are almost complete and scheduled for November of this year letting. Project 2 on State 41 in Escambia Country from the Florida state line to about milepost 6 ½. Plans are about 60% complete and is scheduled to let January of 2014. Project 3 is on State Route 180 in Baldwin County and it is from west of Foley Beach Express to State Route 161 and it is scheduled to let December of this year.

Mr. Piper asked if that would have bike/ped or a wide shoulder for bikes or anything like that.

Mr. Perry said I don't have that. A lot of these projects if there isn't a shoulder, they will do a 2 foot safety widening. Project 4 is on State Route

83 from the intersection of us 31. It is not going to show on the map because it is in Conecuh County. Project 5, US 90 from east abutment of Halls Mill Creek to Pinehill Drive in Mobile County is scheduled to let January 2014.

Mr. Kegley said that has a wrong number. Number 5 is in Escambia County.

Mr. Perry said that is number 7 that I just read. I guess what is 5 on the map, that is scheduled for January 2014 and then US 90 which is project 7 is scheduled for January of 2014 as well. Project 6 is on State Route 59 and it is from the intersection of 59 and State Route 182 to South Poles Bridge. That is scheduled for April 2014.

Mr. Piper said will that have any kind of shoulder.

Mr. Perry said I don't know for sure but the only widening that they have been doing is the 2 foot safety shoulder widening.

Someone said we are putting 8 foot sidewalks with a TAP grant right there.

Mr. Perry said project 8 is State route 21 from Little River Bridge in Monroe County to milepost 8 and that one is scheduled for January of 2014. Project 9 is also on US 90 in Baldwin County from I-10 US 90 ramp to State Route 181. The plans are about 30% complete and is scheduled for February of 2014. Project 10, State Route 163 from south of 193 to Dog River Bridge. That project is scheduled for April of 2014. Project 11 on US 31 from Eastern Shore Boulevard to the intersection of 31 and State Route 59 is scheduled for April 2014. This is the route for our US 98 project. Currently we have the whole corridor broken up into 13 projects. We are looking to let the first project going from Schillingers Road to Lott Road sometime next year. We will build the entire Schillinger Road Interchange and then we will build a two lane road going to Lott Road. From there on, we are going to let a project each fiscal year. We have a budget and we are trying to keep projects under \$20 million. We are looking at doing a grading and draining project from Lott to a half mile east of Glenwood which gets you into the number 4 area and then we will come back and do a base and pave from Lott to Glenwood. Then moving our way further west until we get a two lane connection, project 2 is a bridge replacement project and bridge extension, we would put a bridge going over US 98 on Glenwood and then we would extend the existing bridges that were built in the grade and drain. Then project 3 would tie in to the two lane that we have built from ½ mile east of

Glenwood midway to the US 98 project and then project 5 would build the remainder of the two lane picking up where project 3 left off to tie into the Mississippi line. From there we would come back and build the west bound lanes.

MR. Piper said when will that all be done. Any idea?

Mr. Perry said it is broken up into 13 projects now. If we let a project a year, then we are about 15 years away from the entire project being complete but if more funding becomes available this is a project that our regional is pushing on completing, then we will let more projects. From our current plans of letting a project a year, it will be about 15 years.

Mr. Harrison said I am hearing rumors that the state is going to only spend about \$150 million per year on extra capacity projects, have you heard that? Mr. Cooper is trying to cut back and increase spending on maintenance and resurfacing.

MR. Perry said as our maps were showing, we have hardly any capacity projects.

Mr. Harrison said but \$20 million per year on 98, that is about 13% of what the state is going to spend on additional capacity projects. I just wanted to know if you had heard anything along those lines.

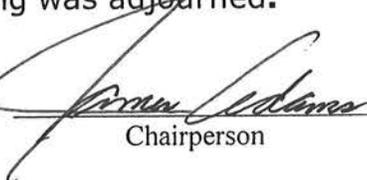
Mr. Perry said from our conversations with Montgomery, they said if you want to have a chance of letting a project and continuing the progress on US 98, it has to be under \$20 million. Currently, the project cost got so high just like all of the other projects, it was just getting moved out so we broke it up into \$20 million segments and we are trying to make it usable projects so that once we build something, it can be used by the public.

Mayor Adams asked if there was any more discussion.

There being no more discussion, Mayor Adams called for old business. There was no old business or new business.

Mayor Konair made a motion to adjourn with a second by Mr. Foster. Meeting was adjourned.

SIGNED:


Chairperson

ATTEST:

