

**MINUTES**  
**MICHIGAN STATE TRANSPORTATION COMMISSION MEETING**  
**July 28, 2005**  
**Muskegon, Michigan**

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

Present: Ted Wahby, Chairman  
Linda Miller Atkinson, Vice Chairwoman  
Maureen Miller Brosnan, Commissioner  
James R. Rosendall, Commissioner

Also Present: Gloria J. Jeff, Director  
Kirk Steudle, Chief Deputy Director  
Leon Hank, Chief Administrative Officer  
Frank E. Kelley, Commission Advisor  
Marneta Griffin, Executive Assistant  
Jerry Jones, Commission Auditor  
James Shell, Attorney General's Office, Transportation Division  
John Friend, Bureau Director, Highway Delivery  
John Polasek, Bureau Director, Highway Development  
Larry Tibbits, Chief Operations Officer  
Dave Wresinski, Bureau Director, Transportation Planning  
Tim Hoeffner, Administrator, Intermodal Policy  
Rob Abent, Bureau Director, Multi-Modal Transportation

Excused: Robert Bender, Commissioner  
Vincent J. Brennan, Commissioner

A list of those people who attended the meeting is attached to the official minutes.

Chairman Wahby called the meeting to order at 9:00 a.m. in the 1<sup>st</sup> Floor Commission Chambers, City Hall Building in Muskegon, Michigan.

**I. COMMISSION BUSINESS**

Chairman Wahby thanked the Grand Region staff and the City of Muskegon for their hospitality and a job well done on the tours that were conducted throughout the previous day.

Commission Minutes

Chairman entertained a motion for approval of the minutes of the State Transportation Commission meeting of June 30, 2005.

Moved by Commissioner Brosnan, with support from Commissioner Rosendall, to approve the minutes of the Commission meeting of June 30, 2005. MOTION CARRIED.

## II. DIRECTOR'S REPORT – DIRECTOR GLORIA J. JEFF

Director Jeff introduced Phil Becker of

### **International Bridge**

The International Bridge opened to traffic on October 31, 1962, totaling \$20 million (USD). Contracted concrete deck overlay was completed in the mid 1990's; contracted blast cleaning and repainting of steel was completed in 2003. Routine maintenance of the bridge is performed by the International Bridge Administration (IBA—different from the International Bridge Authority). Annual inspection over the last 43 years has shown that the “bridge is in good condition and well maintained”.

The original International Bridge Authority, IBA, not to be confused with the current International Bridge Administration, also IBA, was created in 1935 and in 1940 given congressional approval to build a crossing. Similarly, in 1955 the Canadian Parliament created the SMRBC, a crown corporation, to represent Canadian interests in the bi-national initiative.

The original construction bonds were paid off on September 1, 2000 at which time the International Bridge Authority accomplished its mission, and therefore ceased to exist and was replaced by a governance and operational framework prescribed in an 40 year governmental agreement signed by MDOT and the SMRBC, the owners of the bridge assets in each country. The Agreement established the Joint International Bridge Authority (JIBA) consisting of six members, three Michigan members appointed by the Governor, and three Canadian members recommended by the SMRBC and confirmed the Canadian Minister of Transport. The JIBA is the policy board that regularly meets quarterly with owner's representatives present. The JIBA is responsible for policy issues, contract and budget approvals, insurance limits, setting toll rates and operational regulations, etc. The agreement establishes the IBA as the operational entity responsible for the day-to-day operation of the bridge including all bridge assets both in Canada and the U.S. The IBA is an administration entity within MDOT and therefore follows the administration policies and procedures of MDOT.

Annual traffic peaked at nearly 3.5 million crossings in 1993 at the height of cross border stopping phenomenon. Since 1995 traffic has steadily declined and is currently about ½ of what it was a decade ago, or about 1.8 million crossings annually. The reasons for the decline are thought to be attributable to things such as a weak Canadian dollar during most of the period, similar shopping and recreational opportunities have developed on both sides of the border (CDN Casino, CDN Wal-Mart, and Home Depot) and of course border security checks and wait times. Traffic has stabilized in 2005 and has shown some modest increases. The rebound could be due to a strong Canadian dollar in the last couple of years, easing of security check bridge backups and hopefully due to our discounted “IQ” debit card toll program.

Seventy percent of our customer base is local from within Chippewa County/Algoma District, nearly half are frequent users and two-thirds are CDN residents. Approximately 7% of our customer base is commercial truck traffic, but because truck toll rates are

naturally higher due to heavier axle loads, that 7% provides 50% of our toll revenue or about \$2.2 million per year. The US currency toll rates have not changed since 1968. Because of currency exchange rate fluctuations the CDN currency toll has changed several times since 1995.

We utilize the same toll computer system used by the MBA and BWB and we share support staff and system operational issues. In October 2004 we replaced the discounted bridge fare "ticket book" with electronic toll collection by virtue of the International Bridge International Quick (IQ) Card. The toll debit card provides the same 45% discount as the ticket book, but has many added customer service features, is operationally much more efficient at a significantly reduced operational cost. IQ card sales have increased the frequent user customer base by 25% and on an average represent 45% of crossings. About 9000 accounts are active. We also have over 130 commercial debit card accounts.

A security assessment study of the bridge was conducted in 2002 and a final report issued in November of that year. The study assessed terrorism risk, developed cost/benefit analysis of mitigation options, and recommended cost effective mitigation measures. The sensitive nature of the findings and recommendations do not allow for details to be shared in a public setting. The report highlighted the fact that there is a significant concentration of key critical assets at the crossing of which the bridge is but one component.

The primary mitigation recommendation is a \$1.3 million security enhancement project that is under contract and will be operational by year's end. The project involves traffic management and security cameras, sensing devices and central security monitoring center. The project will also enable security stakeholders such as CBP, CBSA, local law enforcement and emergency response agencies the ability to remotely monitor security camera images. The system will also allow us to provide real time traffic camera views of bridge traffic conditions via the MDOT and MTO websites so that users can make informed decisions before crossing. This will help mitigate seasonal weekend traffic wait times that exceed 30 minutes due to customs inspections.

Other security projects and initiatives in place include security patrols, direct emergency lines to CBP, CBSA, routine security training through DHS, CBP and local emergency management director. Plus emergency response plan testing and development of a buffer zone protection plan to provide local law enforcement agency deployment to protect the US portion of the bridge at elevated threat conditions.

Other smaller risk mitigation projects have been completed by the IBA maintenance forces. For instance, the IBA recently installed a piping system from the ground to deck level at two locations that can be quickly connected to municipal water systems in both cities to provide uninterrupted, high pressure water supply to fight any fire event on the bridge from the bridge deck.

The IBA has a five year business plan that indicates through 2009 we are financially sound and can cover all expected operational and capital improvement expenditures without a revenue enhancement.

The ‘Mission’ of the bridge states: “The Joint International Bridge Authority and the International Bridge Administration are committed to the safe and efficient movement of people and goods across the International Bridge between Sault Ste. Marie, Ontario and Sault Ste. Marie, Michigan. The International Bridge is an asset which must be maintained and preserved to protect the mobility of local, state and provincial residents and to promote U.S. and Canadian trade, tourism, and regional economic development.”

Mr. Becker asked for questions.

Commissioner Brosnan asked, relative to the biggest challenges in the coming year, what he sees as some of the preliminary answers to the shortfall.

Mr. Becker answered that the long range committees’ recommendations include a toll enhancement (short term), and developing the customer base (long term). This is an elastic situation—if you increase tolls, there will be a decrease in traffic.

Commissioner Brosnan asked if in that long range process, they are conducting a needs assessment to determine what people desire from the bridge in terms of service, safety, etc.

Mr. Becker answered yes—a customer survey was done about two years ago that led them to the IQ card. He referred back to the mission statement which projects what the people want—low cost, quick, and safe crossing of the International Bridge. They are not in total control of the environment, but they are doing what they can.

Commissioner Brosnan asked if they anticipate having Homeland Security funds to help with projects such as renovating the CBSA plaza.

Mr. Becker answered that the Canadian contingent on JIBA is looking at the option of trying to get federal funding through the Canadian government for that project. IBA is working with a local intermodal committee that is looking at the need to enhance and expand that to improve industrial marketing for Sault-Ontario.

No other questions were forthcoming.

Director Jeff announced that MDOT is the recipient of the Francis Francois Innovation award from AASHTO (focusing on the bridge inspection management system). This award includes a \$10,000 scholarship that can be designated to a student at one of our state institutions majoring in a transportation related field. Another award was given by the National Academy of Sciences Transportation Research Board recognizing Michigan for their unique partnerships to focus on land use and transportation linkages.

#### **FY 2006 Transportation Budget**

The Governor’s budget recommendation was revised by \$5 million to recognize projected FY 2006 state revenue shortfall in CTF. The House and Senate version of MDOT’s budget does not consider this revenue reduction. Part of the increase in the Governor’s budget was based on assumption of a 6.6% (\$75 million) increase in federal

aid.

There are some differences between the House, Senate and Governor's recommendations. The Senate leaves \$1 million of Economic Development Funds unappropriated reducing economic activity in Michigan. The House and Senate reduces AMTRAK subsidy by \$1 million. AMTRAK has indicated that this will cause the elimination of service in Michigan on both the Pere Marquette and the Blue Water lines. Senate reduced CTF budget by \$10 million, and House reduced IT development by \$2.5 million. Other differences include the House reducing MITS funding by \$3.5 million. They are also proposing administrative cuts of \$4.2 million. The Senate and House reduced IDGs to other departments by \$1.9 million and \$1.4 million, primarily Treasury. The Senate eliminated \$1 million in funding for Emerald Ash Borer tree removal program. This means that we will have to eliminate them off the state right of way at our own expense.

An area of concern is the proposed boilerplate language which includes an effort to impose more legislative oversight over MDOT and project selection. The House and Senate includes approval by Legislature of the distribution of federal aid (state and local), and the House includes approval by Legislature of the Five Year Plan. Another example of the Legislature trying to assume more control over MDOT operations is HB 4592. This requires legislative approval of MDOT bonding.

There are over 30 Earmark Projects—over \$70 million contained in the Senate and House versions of the bill. We continue to discuss budget issues with key legislators, and anticipate an approved budget by September 30<sup>th</sup>.

Director Jeff asked for questions; none were forthcoming.

### **Federal Reauthorization Update**

Director Jeff stated that there should be an announcement today that the Conference Committee has reached an agreement on language for reauthorization. The two chambers will take action this week (Friday and Saturday) to pass that version. We will look for a signing by the President sometime in the month of August.

The investment level agreed to by conferees of \$286.4 billion (which represents a small increase of \$2.5 billion over the President's proposed spending level) can be viewed as a minor victory, since it appears the Administration has signaled their approval of this higher level.

The concepts of minimum guarantee and scope go hand and hand. The scope measures the portion of highway funding that is subject to the minimum guarantee calculation. For Michigan, the scope is as important as the minimum guarantee because a proportional increase in one or the other will yield roughly the same level of additional funding. The conferees agreement on scope fails to maintain the level contained in TEA 21. This reduction in scope will cost Michigan nearly \$6 million per year relative to what we would receive if TEA 21 scope is maintained in the reauthorization bill. Reports are that conferees may have settled on the level of the minimum guarantee, which would ramp up the guaranteed return according to the following schedule: FY 2005 – 90.5%; FY 2006 – 91.5%; FY 2007 – 91.5%; FY 2008 – 92%; FY 2009 – 92%.

Points of agreement also include the Earmarks. There are some \$21 billion in Earmarks nationally (\$15 billion in high priority projects “below the line” are subject to the minimum guarantee; \$6 billion in mega-projects “above the line” are likely to be allocated to those in leadership positions). What this means for Michigan is yet to be determined.

Congressional direction over states’ highway spending is growing at a far more rapid pace than growth in overall funding. This reduces our flexibility to address needs and priorities that are determined through careful and deliberate study. In addition, because the growth in the number of congressionally designated projects exceeds the growth in project funding, the earmarks amount to a shrinking portion of total project costs. Finally, the agreement governing earmarks will result in the enactment of a level of earmarks appropriate for a six-year bill, in what has essentially become a four-year bill.

Following is a short list of issues that remain to be resolved, or that have been resolved, but not announced:

RABA (Revenue Alignment Budget Allocation): The new revenue projections (from the White House’s Office of Management and Budget) show that if RABA continues as it was, a negative adjustment will be required in the years ahead. That’s lead to discussion of eliminating the adjustment altogether if the negotiators can not agree on a calculation method that will avoid the impending negative adjustment.

Transit: Until recently, all the focus has been on the highway program. Decisions on how transit programs will change and what levels of funding they will receive are only now beginning to be considered.

Project development process: Both bills contain proposals for streamlining the project development process intended to speed the time required to complete the work required before dirt fly’s.

Other Issue: Both the House and the Senate bills were over 1,000 pages long. Once the major issues are resolved, that leaves only roughly 500 pages of content to reconcile.

There is growing optimism that reauthorizing legislation will be approved by the end of July. We are currently at 667 days late and extension number 10. We are guaranteed extension number 11 because number 10 runs out today.

Chairman Wahby asked if anyone had questions for Director Jeff; none were forthcoming.

Chairman Wahby introduced James Shell from the MDOT Attorney General’s office that is filling in for Patrick Isom.

III. **POLICY**

Self-Insurance Program for Mackinac Bridge – Director Jeff

This policy draft states: A self-insurance program for risk exposures at the Mackinac Bridge may be maintained where such a program will result in long-term cost savings for the State of Michigan. The Department may enter into agreements with the Department of Management & Budget or other parties to structure such programs. To satisfy claims arising out of the maintenance and operation of the bridge, the Department may expend available revenue from the State Transportation Fund that may be used for that purpose augmenting, as may be necessary, a reserve account, the funding of which is worked out with the Mackinac Bridge Authority. In the event that the Department begins such a self-insurance program and then decides to return to purchasing traditional insurance, it is the intent of the Commission that the Department shall provide notice of the change to the Mackinac Bridge Authority allowing a period of six months, if possible, to take any measures necessary to make the change.

MDOT will meet with the Mackinac Bridge Authority board on August 8, 2005 for their review. The current policy expires September 1, 2005. Background information was provided just after last months' meeting. All members were asked to submit any questions and/or changes to Mr. Kelley.

Director Jeff asked for questions; none were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Atkinson to approve the Self-Insurance Program policy. Motion carried on a unanimous voice vote.

IV. **OVERSIGHT**

Commission/State Administrative Board Contracts/Agreements (Exhibit A) – Leon Hank

Mr. Hank stated that the projects and agreements have been given for review. Pending any questions, Mr. Hank asked for approval of Exhibit A.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Atkinson to approve Exhibit A Motion carried on a unanimous voice vote.

Bid Letting Pre-Approvals (Exhibit A-1) – Leon Hank

Mr. Hank gave a brief re-cap of the August 5<sup>th</sup> bid letting activities. Pending any questions, Mr. Hank asked for approval of the bid items for the August letting in Exhibit A-1.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Atkinson to approve the August bid letting. Motion

carried on a unanimous voice vote.

Supplemental Bid Letting Pre-Approvals (Exhibit A-1) – Leon Hank

Mr. Hank noted 3 small paving jobs. Pending any questions, Mr. Hank asked for approval of the supplemental bid items for the August letting in Supplemental Exhibit A-1.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Rosendall to approve the Supplemental August bid letting. Motion carried on a unanimous voice vote.

Information Items (Exhibit A-3) – Leon Hank

Mr. Hank reported that these exhibit items are for information only.

This item had a single bidder with the actual bid being below the engineers' estimate. There is no action required.

Chairman Wahby asked for questions; none were forthcoming.

Contract Adjustments (Exhibit B) – John Friend

Mr. Friend reported that June finalled out at about \$121 million worth of projects. Four projects are up for approval. On Extra 2005-91 (department project; Job #73171-75175; 7.20 mile of concrete overlay, etc. on I-75 from M-57 north to Birch Run Creek) they are asking for approval of about \$1.6 million in additional costs. This is totally offset by other project decreases.

Pending any questions, Mr. Friend asked for approval of Exhibit B.

Commissioner Atkinson thanked Mr. Friend for including information that shows whether or not a project has previous been before the Commission.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Atkinson to approve Exhibit B. Motion carried on a unanimous voice vote.

V. PRESENTATIONS

Brief remarks were made by the following:

Ms. Lee Slaughter, Assistant City Manager, City of Muskegon, welcomed the Commission to the Muskegon area and thanked MDOT for their vision of improving the transportation needs of the state of Michigan. Muskegon is a significant beneficiary of the forward thinking, progressive approach to development. This vision has resulted into a number of significant development projects, i.e., Shoreline Drive, the SMART Zone Initiative, and the downtown mall area.

Cindy Larsen, President, Muskegon Area Chamber of Commerce, welcomed the Commission and expressed appreciation for the investment into Muskegon's infrastructure development.

Director Jeff announced that on yesterday two checks were presented to Muskegon County and city officials on behalf of Governor Jennifer M. Granholm in the total amount of \$2,624,830 million dollars. The grants will help to make a vital city in west Michigan even more attractive to visitors and businesses, and further develop a recreational area that adds so much to Muskegon's quality of life.

Mayor Rillastine Wilkins, Chair and Sandeep Dey, Executive Director, West Michigan Shoreline Regional Development Commission (WMSRDC), welcomed the Commission and thanked the staff of the Muskegon TSC for their fine work and consistent accessibility to public and business concerns in the area.

Roger Safford, Region Engineer, Grand Region, introduced himself and his staff for brief updates on the Grand Region.

### **Operational Areas of Focus**

The state of Michigan now has a Strategic Safety Plan which enables the operating regions and TSCs to begin to take a look at how their activities could be brought into alignment with this plan. Parts of these activities involve conversations with local units of government 1<sup>st</sup> and 2<sup>nd</sup> responders to help with managing incidents and emergencies on our system. In connection with these activities we have an opportunity in west Michigan to use and leverage technology to assist in those operational needs.

### **Grand Region Transportation Partners - Dennis Kent, Grand Region Planner**

The partnership consists of 8 counties (1.221 million people as of the 2000 census), 2 regional planning organizations, 3 metropolitan planning organizations, 3 rural task forces, and 7 small urban areas.

### **Outreach Efforts**

The region maintains regular, ongoing communication with the 3 MPO committees and staff, attends Rural Planning Process meetings held by each TSC, meetings with regional planning agencies and Rural Task Forces, conduct individual TSC Summits with our Transportation Partners, hold annual legislative briefings, and statewide Five Year Program listening sessions.

### **Context Sensitive Solutions**

Efforts are ongoing in the areas of US-131 @ M-11 (28<sup>th</sup> St.) (coordination of construction schedules and pedestrian access with Wyoming and Grand Rapids); I-96 @ 36<sup>th</sup> St. (new interchange) (aesthetic treatments and landscaping in coordination with KCRC project, GRFIAP and local officials; Shoreline Drive (City of Muskegon) (boulevard construction, turn lanes, signalization, access management, local street improvements, non-motorized path and landscaping; M-104 (US-31 to I-96) (access management study); M-44 (Northland Dr.) bridge over the Grand River (pedestrian

facility improvement with enhancement and township funds); M-82 (City of Fremont) (coordination of local landscaping, sidewalk and lighting).

### **Highway System**

This system consists of 2,700 lane miles (freeway = 1,032 and non-freeway = 1,668), 740 bridges, 5.7 billion annual vehicle miles traveled in 2003, 11 rest areas, 37 car pool lots, 12 roadside parks, ITS facilities (DMS, cameras, and planned TOC).

### **Integrated Transportation Facilities**

There are 38 airports (2 are commercial); 5 marine ports (3 are commercial); 275 miles of active railroad tracks (75,000 AMTRAK 2003 passengers with revenues of \$1.7M; 2 large freight yards in Kent County); over 200 miles of non-motorized paths (10 major trails, 8 of which are longer than 20 miles); an intercity bus route system (6 routes with 4 stations); and 18 local public transit services (2 countywide, 7 specialized, 6 small community and 3 urban agencies).

### **Current Major Studies**

I-196/I-96 Environmental Assessment (issues involve congestion, safety, access to downtown Grand Rapids and the Life-Service Corridor); I-196 at Chicago Drive/Baldwin Street interchange modification (issues involve congestion, freeway operations and emergency service access); US-31: Holland to Grand Haven (issues involve tourism, congestion, system redundancy and trunkline connectivity).

### **Grand Rapids TSC 2005 Construction Highlights - Erick Kind, Acting Manager**

I-96/36<sup>th</sup> Street is a new interchange that will provide new access to Gerald R. Ford International Airport. Aesthetic treatments include native prairie plantings, decorative patterns and colored concrete on bridges and retaining walls. This project is coordinated with the Kent County Road Commission's 36th Street Extension. Construction is underway (eastbound I-96 to the connector will open fall 2005) and the overall open to traffic date is fall 2006. Approximate cost is \$30 million.

### **Howard City TSC 2005 Construction Highlights - Karl Koivisto, Manager**

The M-21: Lincoln Avenue to M-66 (Ionia) project involves 0.8 miles of HMA milling and resurfacing, and 0.3 miles of HMA reconstruction with storm sewer, sanitary sewer and water main. Construction started in June, 2005, will open to traffic in mid August, 2005, and the overall project completion is scheduled for mid September, 2005. The total cost of the project is \$1.9 million.

### **Muskegon TSC 2005 Construction Highlights - Tim Judge, Manager**

The M-104: US-31 to East Village limits of Spring Lake project involves concrete joint repairs and sealing within the US-31/M-104 interchange, 2.6 miles of HMA milling and resurfacing, and 0.6 miles of HMA two course overlay, including reconstruction of the Lake Street intersection. Construction is due to begin in early September, 2005. A public informational meeting is scheduled for August 17, 2005. Project specific brochures will be distributed to adjacent businesses and homes along the corridor prior to this meeting. Majority of work will be completed during the evening hours. This project will be open to traffic in late October, 2005. The total cost is \$1.3 million.

Mr. Judge asked for questions of any of the Grand Region presenters; none were forthcoming.

Jim Koens, Manager, Muskegon Area Transit Authority (MATS) thanked the Commission for choosing the Muskegon area to hold their meeting. Mr. Koens stated that public transportation in Muskegon services not just the stores, but many other economic locations, as well providing a linkage to the ferry service between Milwaukee and Muskegon. Every trip begins and ends with a pedestrian, therefore they are very interested in improving pedestrian access throughout the community—sidewalks are critically important.

Commissioner Atkinson asked what transit services are available to those who arrive at the Lake Express terminal.

Mr. Koens answered that they currently have a fixed route that travels past the terminal Monday through Saturday provides a linkage to all the other routes. They also have a seasonal trolley route that pulls right into the ferry terminal dock itself—2 times per hour.

Commissioner Atkinson stated that the Lake Express tour information indicated a large increase in the number of people coming in to Muskegon via the ferry for tourism and other spending. She asked how the transit system evaluates its routes for determination of potential increases.

Mr. Koens answered that in setting up their seasonal routes they consider the traffic volume they had been receiving, made estimations based upon this information, and try to determine where people may want to go.

No other questions were forthcoming.

Marty Piette, Manager, Muskegon County Airport, welcomed everyone to the Muskegon area. Mr. Piette gave special mention of the primary wintertime north-south runway extension project which is 5,000 feet in length, but is being increased to address the need for a safety area at the end of the runway. The FAA requires a 1,000 foot safety area at the end of the runway.

The FAA has issued a finding of no significant impact for the extension. They are waiting for the federal funding to come through—state contract has already been signed between the state and the county. Design will take the remainder of this year with ground breaking to occur in 2006. Project completion will be in 2007. Total cost is approximately \$15 million over the life.

Chairman Wahby asked is most of the funds were coming from federal appropriations.

Mr. Piette answered yes; 95% from federal, 2.5% from the state and 2.5% from the county.

Chairman Wahby commended the Commission, Director Jeff and her staff for all the hard work put into the meetings and the work being done in the regions.

VI. **PUBLIC COMMENTS**

Chairman Wahby asked if anyone wanted to address the Commission; none were forthcoming.

Chairman Wahby expressed his appreciation of such fine Commission members who are hard working and have a tremendous amount of interest in what is going on. He also commended the Director and her staff for the work they are doing.

Chairman Wahby asked if any member of the Commission had comments; no other comments were forthcoming.

**ADJOURNMENT**

There being no further business to come before the Commission, the Chairman declared the meeting adjourned at 11:00 a.m.

The next full meeting of the Michigan State Transportation Commission will be held on August 25, 2005, in the Bureau of Aeronautics Auditorium in Lansing, Michigan, commencing at the hour of 9:00 a.m.

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Frank E. Kelley  
Commission Advisor