

MINUTES
MICHIGAN STATE TRANSPORTATION COMMISSION MEETING
December 9, 2004
Lansing, Michigan

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

Present: Ted Wahby, Chairman
Betty Jean Awrey, Vice Chairwoman
John Garside, Commissioner
Vincent J. Brennan, Commissioner

Also Present: Gloria J. Jeff, Director
Kirk Steudle, Chief Deputy Director
Larry Tibbits, Chief Operations Officer
Frank E. Kelley, Commission Advisor
Marneta Griffin, Executive Assistant
Jerry Jones, Commission Auditor
John Friend, Bureau Director, Highway Delivery
Rob Abent, Bureau Director, Multi-Modal Transportation
Ron DeCook, Director, Office of Governmental Affairs
Jackie Shinn, Office of Economic Development/Chief of Staff
Susan Mortel, Bureau Director, Transportation Planning
Patrick Isom, Assistant Attorney General
Leon Hank, Chief Administrative Officer
Denise Jackson, Statewide Planning
Tony Benavides, Mayor of Lansing
Michael C. Murphy, Michigan House of Representatives

Excused: Robert Bender, Commissioner
Linda Miller Atkinson, Commissioner

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

Chairman Wahby called the meeting to order at 9:05 a.m. in the Aeronautics Auditorium in Lansing, Michigan.

I. COMMISSION BUSINESS

Commission Minutes

Chairman entertained a motion for approval of the minutes of the State Transportation Commission meeting of November 18, 2004.

Moved by Commissioner Garside, with support from Commissioner Awrey, to approve the minutes of the Commission meeting of November 18, 2004. MOTION CARRIED.

II. **OVERSIGHT**

Commission/State Administrative Board Contracts/Agreements (Exhibit A) – Director Jeff

The City of Lansing has requested a \$1,266,000 State Infrastructure Bank (SIB) loan to be repaid from the city's Act 51 distribution over 10 years. The loan would support a \$4,371,000 project to replace the Pennsylvania Avenue Bridge over the Norfolk Southern Railway. The remaining \$3,105,000 for the project will come from federal highway funds. Bids for construction were received by MDOT on November 5, 2004. Construction is expected to begin the first week of January 2005. The bridge has reached the end of its useful life and has deteriorated to the point that repair costs are excessive. Delay in replacing the bridge would result in excessive additional repair costs and emergency road closures.

Director Jeff asked for approval of Exhibit A.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brennan, supported by Commissioner Awrey to approve Exhibit A. Motion carried on a unanimous voice vote.

III. **DIRECTOR'S REPORT – DIRECTOR GLORIA J. JEFF**

Director Jeff asked Chairman Wahby to join her at the podium for the presentation of a check in the amount of \$1,266,000 to Lansing Mayor Tony Benavides and State Representative Michael C. Murphy for the State Infrastructure Bank (SIB) loan to support a \$4,371,000 project to replace the Pennsylvania Avenue Bridge over the Norfolk Southern Railway.

IV. **PRESENTATIONS**

Five Year Transportation Program Draft - Denise Jackson, Statewide Planning

Director Jeff began with an introduction by stating that this presentation will provide the Commission with information on what is contained in the FY 2005-2009 Five Year Transportation Program. It will provide an overview of how we are implementing the Transportation Commission's policies, identify revenues available to support the program and MDOT's investment strategy, provide an overview of major program emphasis areas, establish next steps, and obtain Transportation Commission agreement to conduct listening sessions.

The Budgetary Reporting Requirements (Section 307) states that before February 1 of each year, the department will provide to the legislature, the state budget office, and the house and senate fiscal agencies its rolling 5-year plan listing by county or by county road commission all highway construction projects for the fiscal year and all expected projects for the ensuing fiscal years.

Chairman Wahby asked if the budget is predicated upon 2003 TEA-21 money.

Director Jeff answered that they are projecting forward from 2003; the details of which come later in the presentation. They have assumed a 3.2% increase over 2003/2004.

Director went on to state that the key messages within the Five Year Program is that it is a multi-modal Five Year Program. It continues to improve our methods, processes, and customer satisfaction, focusing on system preservation and safety. The department continues to wait for federal transportation bill reauthorizations (highways and transit), continues the course set by the Transportation Commission, implements the strategies and goals that have been approved (continues progress toward pavement & bridge goals, provides for appropriate mix of fixes, focuses on most traveled routes, uses tools developed under the Commissions' direction). The Five Year Program has become a method for maintaining stable program delivery, a way of communicating with Michigan's public, and a critical control check point for managing our financing strategies. Following this program ensures we meet commitments to traveling public, and ensures system maintenance and preservation continues to be our highest priority.

The Five Year Program document is composed of two parts: 1) Overview of statewide accomplishments; and, 2) the FY 2005-2009 Transportation Program (multi-modal format, 2005 aviation, transit, rail, marine/port programs and major projects, 2005-2009 highway program and project lists, and revenue projections and investment strategies). The program on an annual basis will represent about \$1.74 billion (highways at \$1.25 billion, aviation at \$217 million, and bus, rail and marine at \$265 million).

Director Jeff turned the presentation over to Denise Jackson.

Ms. Jackson introduced Pam Boyd, Transportation Planner, who was instrumental in putting together the Program in a comprehensive form for the Commission.

Highway Program Accomplishments and Benefits

Since 2002, more than 94% of the Road and Bridge Preservation Program announced have been completed, 1,430 miles of roadway have been rehabilitated, nearly 40 miles of passing relief lanes were constructed, approximately 1,045 bridges have been upgraded, and approximately 4,300 roadway miles were improved by the CPM Program. Our system's health is improving - average remaining pavement life has increased by 30% from 6.8 years in 1996 to 8.8 years in 2004. We are making good progress toward our pavement goals. We met the non-freeway bridge goal and stabilized the deterioration rate.

Important strides were made in our Comprehensive Safety Program. A Strategic Highway Safety Plan was developed. We are continuing to work with industry to improve driver guidance (improve pavement marking and signing, better reflectivity and longer life expectancy), minimizing the consequences of leaving the road (Guardrail Program and Median Barrier Program). We have adopted milled-in rumble strips on the freeway shoulders as a standard. These help to warn for motorists before they actually leave the roadway. In 2004, 114 miles of freeway rumble strips were constructed.

Other areas of accomplishments include work zone safety, Courtesy Patrol Program, wetland mitigation, support economic development opportunities, and Context Sensitive Solutions. Our Five Year Program is about making a difference.

FY 2005-2009 Highway, Road and Bridge Program

Program strategies include road and bridge maintenance and preservation continuing to be our highest priority. This is the third year of our Preserve First Initiative which began in 2003 and extends through 2007. This initiative allows added preservation projects (\$317 million), increased Safety Programs (by \$8 million per year through 2007), increased Enhancement Programs (by \$5 million per year through 2007), and implementing a Noise Abatement Program consistent with the Commission policy. The strategy is also to continue to provide a safe and secure transportation system, make government effective, efficient and inclusive, protect natural resources and air quality, provide economic development opportunities.

Federal Revenue Assumptions Highway Program: Future federal funding is still uncertain due to inaction on federal reauthorization bill. This federal aid revenue estimate is based on 2003 national authorization of \$31.6 billion. For this Plan we have assumed an increase of 3.2% compound annually from the 2003 level. MDOT's expected share for the state trunkline program is \$3.63 billion over the five years.

State Revenue Assumptions Highway Program: Total state revenue available over the five year time frame is estimated at \$2.8 billion (includes revenue for capital outlay and routine maintenance). These assumptions also include the Diesel Fuel Simplification Package as signed into Michigan law in 2003.

State Revenue Assumptions Highway Program Bonding: This is included in the Program consistent with what the Commission has already approved. Issuance of up to \$260 million in new bonds is expected in 2006 to help fund Preserve First and reinstated capacity projects. There is \$63 million from the (\$200 million) FY 2004 bond issue to utilize in FY 2005. We will convert short-term Garvee Notes (Build Michigan II Notes) to long-term debt beginning in 2006.

Total Highway Program Revenue: Total revenues available for the Five Year Highway Program after bond debt service and refinancing is estimated to be \$6.33 billion.

2005 – 2009 Highway Program Investment Strategy: On average, our annual road and bridge program, both capital and maintenance, will total \$1.26 billion annually. We are anticipating being able to improve over 390 miles of road and 350 bridges annually, and extend the life of approximately 1,500 miles of pavement each year through the Capital Preventive Maintenance (CPM) Program. The annual average investment within the Five Year Program timeframe is \$1.26 billion. The total over the five years of the program is \$6.28 billion; comparing favorably to the revenue that we expect to have available over the five years, which is \$6.33 billion. Ninety-five percent of the program preserves the existing system, with the other 5% being dedicated to capacity and new roads program.

Ms. Jackson asked for questions; none were forthcoming.

Jim Fillwock, Transportation Planner, continued with the presentation.

Preserving the System

This Five Year Transportation Program (5YTP) will direct an average annual investment of \$525 million towards pavement preservation. Over the five year period of 2005-2009 we will repair and rebuild an average of 390 miles of pavement, using a cost effective strategy that includes a mix of both long term and intermediate term fixes. Approximately 1,500 miles of pavement will be improved each year of this five year program, extending pavement life up to 7 years.

The Preserve First (PF) Program began in 2003 to place increased emphasis on preserving our transportation system. The PF Program dedicated \$500 million for preservation efforts between 2003 and 2007. The additional funding associated with the PF Program allows us to improve the condition of our existing roads and bridges and assist in achieving our established condition goals. The PF Program will continue through FY 2007. This 5YTP includes approximately \$317 million in road and bridge preservation work from 2005-2007. An additional \$54 million will be directed to our Safety, Enhancement, and Noise Abatement programs from 2005-2007.

We are making good progress toward both our freeway and non-freeway pavement condition goals by 2007. Currently, the statewide freeway pavement condition is at 86% good in 2004. At our current funding level we are forecasted to be at 91% good in 2007. Beyond 2007, the freeway system condition stabilizes in the range of 87-89%. The statewide non-freeway pavement condition is currently at 81% good in 2004. At our current funding level we expect to be at 84% good on the non-freeway system by 2007 - nearly reaching the goal of 85% good by 2007.

After 2007, progress falls off dramatically. The issue with sustaining the goal beyond 2007 is the large percentage of non-freeway pavements in category II (pavements with a Remaining Service Life of 3-7 years). These pavements will slip into the poor category (RSL of 0-2) if more funding is not dedicated to address these pavements. It is hoped that the federal reauthorization will provide additional funding that will allow us to meet and sustain the goals. We have good strategies in place, however more funding is needed to reach the 95% freeway goal.

For bridge preservation, the average annual investment in this 5YTP is \$196 million. This investment level will improve approximately 350 bridges annually. It is important to note that we have already met the 2008 non-freeway bridge condition goal of 85% good/fair - early. We continue to make good progress toward the freeway bridge condition goal, and project to be at 87% good by 2008 under the current funding level. Additional funding will be needed to reach the 95% goal by 2008. Again, it is hoped that the federal reauthorization will provide the additional funding necessary to reach and sustain the freeway bridge goal.

The Transportation Enhancement Program continues in this 5YTP with an average annual investment of \$20 million. The Enhancement Program helps to improve communities through roadway beautification, streetscaping, pedestrian and bike facilities,

and preservation of historic transportation facilities. An example of improvements done in this program is the Capital Loop project in downtown Lansing. A two year project that's first stage was completed in 2004. Phase two is scheduled for completion in 2005.

Safety and Security: Traffic and Safety Program

The 5YTP provides an average annual investment of \$55 million to fund Traffic and Safety Program activities to achieve an overall goal of increasing safety and efficiency of the state highway system. Investment categories include signing, pavement markings, traffic signals, guardrail replacement, and safety programs. Total investment over the five year period is \$274 million. With safety and preservation being the highest priorities, the department will strive to achieve the goal of reducing fatalities to 1.0 per 100 million vehicle miles traveled by 2008 on all Michigan roads. The current level is 1.3 fatalities per 100 million vehicle miles traveled.

The Comprehensive Safety Program includes initiatives that focus on elder driver (brighter sign legends, clearer fonts, guide signs and traffic signal displays), pedestrian safety (installation of countdown pedestrian signals that will provide additional information to pedestrians as well as peace of mind to the crossing pedestrian), traffic operations (construction of roundabouts. A couple of examples include locations at M-53 at 18½ mile and I-75 at M-81 ramps scheduled for 2006), and roadway delineation (improved nighttime visibility of centerline, wider edge lines, and painted curbs). In the area of Work Zone Safety, MDOT identifies locations across the state where increased law enforcement in work zones may help keep motorists and workers safer during the construction season. Added patrols along with increased fines and penalties for violators help protect highway workers and drivers.

This year's five year program includes a comprehensive discussion on MDOT's Safety and Security strategies. The Homeland Protection Board is responsible for developing and implementing a coordinated Homeland Security strategy, and responsible for the state's domestic preparedness. (Director Jeff is a board member representing the transportation sector). MDOT will continue to meet with transportation partners and stakeholders regarding security initiatives and will continue to implement Risk Mitigation efforts.

Expanding the System

This 5YTP continues to invest in Capacity Improvement and New Roads (CI/NR) projects with a total investment level of \$345 million. Approximately 75% of this investment is scheduled for FY 2005. The remaining program funding drops significantly from \$35 million in 2006 to \$0 in 2009. Construction on M-6 was completed early, providing a link between I-96 and I-196, and was opened to traffic in November 2004. We will continue to complete ongoing phase commitments, and fully utilize federally designated funding, such as funding for high priority projects. Examples of our CI/NR projects that are included in the 5YTP: Gateway Project (I-75 at the Ambassador Bridge), I-96 at 36th Street (construction of a new interchange), and I-696 at Franklin (construction of a new interchange and bridge). These are scheduled to be let to contract in 2005.

Commissioner Brennan wanted to know how the budget for expanding the system would be affected if we received a higher level of federal funding than we were hoping for.

Director Jeff stated that, once we had a sense of what additional federal funding would be made available, maintaining the fact that between now and 2007 we need to achieve the pavement and bridge goals that have been established, we would talk about what changes to our investment strategy needed to take place in order to do that, through a process of communication with the Commission.

Mr. Fillwock continued with the presentation.

The Transportation Economic Development Fund Program (TEDF) Category A, Target Industries provides funding for transportation improvements through private/public partnerships. These investments support Michigan's economy by attracting private investment and creating/retaining jobs. An average of \$56 of private money will be invested for every \$1 of state money. The total 2005-2009 investment on state trunklines is \$9.3 million. Examples of recent state trunkline investments for this program include: reconstruction of crossovers and pavement resurfacing on Fort Street/M-85 between Schaefer and Oakwood in the City of Detroit, and improvements made to the M-24/Brown Road intersection in Oakland County.

Protecting Natural Resources

This 5YTP provides a total of \$13.7 million for wetland pre-mitigation activities. The Wetland Mitigation Banking Program is beneficial because it involves creating wetlands in advance of anticipated losses. It provides wetland "credits" which can be used by MDOT to meet future wetland impact needs. Other benefits include increasing the state's wetland resources, as well as reducing mitigation costs. Law requires a replacement rate of a minimum 1.5 acres to every 1 acre impacted by construction.

A total of \$108 million is provided in the 5YTP to fund activities in order to address Congestion Mitigation and Air Quality (CMAQ) conformity needs.

The Carpool Parking Lot program is provided a total of \$5.5 million to fund improvements to existing carpool parking lot locations as well as new lot construction. Benefits of the program include reducing congestion, energy conservation and air quality improvement.

Mr. Fillwock asked for questions.

Commissioner Garside stated that he did not see anything in the presentation addressing rest areas.

Mr. Fillwock stated that rest areas were not addressed during the presentation, but is addressed in the 5YTP document that was provided to them.

Director Jeff further stated that the department continues to invest in rest areas in a multi-year program approach in which we are identifying 3 per year. Director Jeff asked for clarification from Larry Tibbits.

Mr. Tibbits stated that it was \$9 million per year for the 60+ rest areas; primarily building replacement and parking.

Director Jeff further responded that in choosing what to put in the presentation for today, the issue of rest areas was left to the written documentation provided.

No other questions were forthcoming.

Tim Hoeffner, Rail Passenger Service Manager, continued with the presentation.

Multi-Modal Transportation Services Program

Last year was the transitional year from a Highway, Road and Bridge Program to a Multi-Modal Transportation Program. Our goal over the next couple of years is to refine the incorporation of Multi-Modal Programs, focusing on increasing coordination and cooperation between Multi-Modal Transportation Services Bureau (MMTSB) and regions/TSCs (MMTSB and regions/TSCs need to understand each others' business better).

When talking about MMTSB, we are really talking about working with the transit providers, airport and port authorities, intercity air, bus and rail carriers, railroads, private sector, and bcal units of government. The MMTSB does not own the transit systems, airports, etc. We administer grants to local agencies for capital improvements of **locally owned** infrastructure, and operating assistance for **locally owned** services. We also regulate, permit and inspect agencies, operations and infrastructure. Our relationship with the service providers is similar to your relationships with local road authorities.

FY 2004 Accomplishments:

Aviation/Aeronautics (includes operations and infrastructure): All Weather Airport Access Program (over 60% of eligible airports have achieved all weather accessibility); Air Service Program (June 10, 2004 initiated jet service to Muskegon County Airport); Education & Safety Program (200 teachers attend May workshop, 42 Pilot Safety seminars with approximately 3,000 people attending, and Michigan Aviation publication sent to 18,000 pilots); Safety Inspections & Registrations (conducted annual inspections at over 300 airports and heliports, licensed 80 flight schools and 225 aircraft dealers, registered approximately 7,000 aircraft); Airport Improvement Program (contracted 55 projects to either preserve or expand the existing infrastructure, Cherry Capital Airport opened new terminal in October, Southwest Michigan Regional Airport in Benton Harbor continues work to facilitate runway construction and safety areas).

Local Transit: Granted over \$161 million for local bus operating assistance, granted nearly \$4 million for specialized service payments, granted approximately \$2.2 million to 49 agencies for transportation to work, negotiated contracts for medium duty and small

buses for use by smaller transit agencies statewide, ITP in Grand Rapids opened a new terminal.

Intercity Bus: Provided operating assistance for Northern Lower and Upper Peninsula services, purchased 8 new motor coaches for lease to Indian Trails and Greyhound, conducted safety inspections or certifications on nearly 6,000 motor coaches or limousines.

Rail Freight: Completed rehabilitation on over 52 miles of track, inspected 42 bridges, completed vegetation control of over 480 miles of state owned railroad right-of-way, loaned \$2.75 million to 4 projects under the MiRLAP Program, conducted on-site reviews at 2,402 public highway-railroad grade crossings.

Rail Passenger: Provided operating assistance to Amtrak for two services, celebrated the 20th anniversary of the Pere Marquette with record ridership, inaugurated the Blue Water service between Port Huron and Chicago, resulting in strong ridership growth, work with Amtrak in implementation of High Speed Rail, worked with 8 other midwest states on Midwest Regional Rail System (MWRRS), work with SEMCOG in commuter study between Ann Arbor and Detroit, provided state safety oversight for the Detroit People Mover.

Marine Port: Complete statewide port study, contract with Detroit/Wayne County Port Authority to support operations.

Marine Passenger: Provide operating assistance to Eastern Upper Peninsula Transportation Authority and Beaver Island Transportation Authority.

Revenue Assumptions:

One of the things that we need on the public transportation side is flexibility to accommodate outside agencies. We need to adjust within fiscal year and between years.

Federal Revenue: Aviation funding - VISION-100 (includes \$14 billion in FAA discretionary spending, 95% federal/2.5% state/2.5% local); Reauthorization of TEA-21 Transit Funding (future federal funding uncertain due to inaction on federal reauthorization bill).

State Revenue: 10% fuel tax minus deductions (generally receive less than 10%), CTF \$10 million reduction in FY 2005); General Fund (portion of sales tax on auto related purchases, increased pressure due to economic climate).

Sources of funding include Bonding Revenue. Bonds have been a significant source of funding - short term (bond revenue increases funding), and long term (debt service will impact revenue, therefore, program size).

Anticipated Programs and Budgets:

Air Improvement Budget - \$203.45 million (aeronautics facility improvements (\$0.4 million, air service program \$1 million, airport programs \$202 million).

Aviation Program - \$217 million (general aviation airports \$79.5 million, statewide programs \$0.5 million, primary airports \$137 million).

Bus, Rail and Marine Budget - \$292.52 million (debt service \$28.49 million, grade crossing safety \$6.44 million, public transportation development \$58.47 million, intercity passenger and freight \$22.84 million, local operating \$176.28 million).

Bus, Rail and Marine Programs - \$293.89 million (debt service \$28.49 million, rail passenger services \$7.2 million, rail freight infrastructure and safety \$11.98 million, marine and port services \$1.3 million, intercity bus services \$8.9 million, local transit services \$236.02 million).

The following shows how the department plans to utilize the above funds.

FY 2005 Programs:

Aviation Program Level – Continue the airport and heliport inspection program, pilot safety seminars, teacher workshop and publications, licensing flight schools and aircraft dealers, registering aircraft.

Aviation Project Level - **Livingston County Airport** in Howell (construction of new 5,000 ft runway), **Tulip City Airport** in Holland (complete construction of new 6,000 ft runway), **Capital City Airport** in Lansing (construction of new 8,000 ft runway), **Sawyer International Airport** in Marquette (construction of new aircraft rescue and fire fighting storage building).

Local Transit Program Level - Contract with transit agencies for \$161.7 million operating assistance, contract with specialized service providers for \$3.6 million operating assistance, match federal grants to the level possible (may not be able to meet entire 20%), coordination with other state agencies associated with the **United We Ride** federal initiative).

Local Transit Project Level - **Ann Arbor Transportation Authority** (modifying and expanding service county-wide), **Bay Area Transportation Authority** in Traverse City (construction of downtown transfer and administration facility), **Capital Area Transportation Authority** in Lansing (purchase 3 new articulated buses and renovate facility), **Detroit Department of Transportation** (develop a Time Square transit center and maintenance facilities renovations), **City of Jackson Transportation Authority** (will be purchasing 7 medium duty vehicles), **Marquette County Transit Authority** (constructing a new administration, maintenance and operations facility).

Intercity Transit Program Level - Support Upper Peninsula intercity bus service provided by Greyhound, support Northern Lower Michigan intercity bus service provided by Indian Trails, purchase intercity motor coaches for lease to Indian Trails and Greyhound, work with intercity carriers to increase ridership by increasing awareness.

Rail Freight Program Level - Rehabilitate 26 miles of state owned infrastructure, undertake approximately 50 highway-railroad grade crossing projects and identify approximately 11 surface repair pilot projects, negotiate and process MiRLAP loans

based on the response to the January deadline, conduct on-sight inspections at approximately half of all highway-railroad grade crossings.

Rail Passenger Program Level - Provide operating assistance to Amtrak for the Pere Marquette and Blue Water services and continue to grow ridership, increase maximum train speed on Amtrak ownership in southwest Michigan, work with SEMCOG on Ann Arbor to Detroit commuter study, continue to work with Midwest states on the MWRRS plan.

Marine and Port Program Level - Provide operating assistance for Beaver, Drummond, Neebish and Sugar Island ferry services, provide support for the Detroit/Wayne County Port Authority.

Mr. Hoeffner asked for questions.

Commissioner Brennan asked if Mr. Hoeffner had the numbers (in ridership) for the Blue Water to Chicago service.

Mr. Hoeffner answered that the numbers were up about 16-17% for the fiscal year. Numbers in November were up about 20%. Mr. Hoeffner further stated that it appears we are starting to see the fruits of the switch we made from the International to the Blue Water. As an example, in November there were 9,000 passengers on the Blue Water.

Director Jeff interjected that it is important to recognize that we did not make the change to the Blue Water until about the middle of the fiscal year; therefore it's only half the year that we are getting these overall increases in ridership.

Commissioner Brennan asked why that is.

Mr. Hoeffner stated that we are building on the successful model that we had with the Pere Marquette where that it's an early morning departure to Chicago, an afternoon/evening departure from Chicago back to Michigan—that's when people want to travel. On the International it used to go through Michigan midday so you got to Chicago or Toronto in the evening.

No other questions were forthcoming.

Next Steps

Director Jeff asked the Commission for their permission to go out and conduct Listening Sessions with the public with respect to this Program so that the department could bring back comments from members of the transportation community, the public at large, and elected officials, so that at the January meeting the Commission could take final action allowing MDOT to make their deadline to submit to the legislature by February 1, 2005.

Chairman Wahby asked if a formal vote was required.

Director Jeff stated in the negative.

Chairman Wahby responded that this has been a very thorough presentation and by virtue of no questions from the Commission, permission is granted.

Commissioner Brennan concurred.

V. **PUBLIC COMMENTS**

Chairman Wahby called for public comments from members of the audience; none were forthcoming.

Chairman Wahby thanked and congratulated Director Jeff and her staff for the job that they have done during this past year. Chairman Wahby thanked Frank E. Kelley, Commission Advisor, for his work with the Commission. Further, Chairman Wahby complimented Ms. Jackson and her staff on their work regarding the Five Year Transportation Program.

Chairman Wahby called for comments from members of the Commission.

Commissioner Garside stated that he continues to be impressed by the work of Ms. Jackson and her staff.

ADJOURNMENT

There being no further business to come before the Commission, the Chairman declared the meeting adjourned at 10:15 a.m.

A full meeting of the Michigan State Transportation Commission will be held in Lansing, Michigan, on January 27, 2005, commencing at the hour of 9:00 a.m.

Frank E. Kelley
Commission Advisor