

**Florida MPO Advisory Council
Meeting of the Governing Board
July 18, 2016
Meeting Minutes**

GOVERNING BOARD MEMBERS IN ATTENDANCE:

Commissioner Nick Maddox, Vice Chair, Capital Region TPA
Councilmember Bryan Caletka, Broward MPO
Commissioner James Herston, Charlotte County-Punta Gorda MPO
Councilmember Charles Bare, Florida-Alabama TPO
Councilmember Doreen Caudell, Forward Pinellas
Commissioner Nicholas Nicholson, Hernando/Citrus MPO
Commissioner Troy McDonald, Martin MPO
Bruno Barreiro, Miami-Dade MPO
Dick Rynearson, Okaloosa-Walton TPO
Commissioner Nat Birdsong, Polk TPO
Councilmember Pat Patterson, River to Sea TPO
Councilmember Patrick Roff, Sarasota/Manatee MPO
Mayor Kathy Meehan, Space Coast TPO

OTHERS IN ATTENDANCE:

Carl Mikyska, MPOAC
Paul Gougelman, MPOAC
Karen Brunelle, Federal Highway Administration
James Christian, Federal Highway Administration
Lee Ann Jacobs, Federal Highway Administration
Jim Wood, Florida Department of Transportation
Sean Santalla, Florida Department of Transportation
Sarita Taylor, Florida Department of Transportation
Stephen Benson, Florida Department of Transportation District 7
Jeff Kramer, Center for Urban Transportation Research
Alex Carroll, Center for Urban Transportation Research
Matt Ubben, Floridians for Better Transportation
Ray Chiaramonte, Tampa Bay Area Regional Transportation Authority
Michael Case, Tampa Bay Area Regional Transportation Authority
Ann McNeill, National Association of Black Women in Construction
Bob Herrington, Charlotte County-Punta Gorda MPO
Mary Beth Washnock, Florida-Alabama TPO/Okaloosa-Walton TPO/Bay County TPO
Greg Stuart, Broward MPO
Whit Blanton, Forward Pinellas
Michael Escalante, Gainesville MTPO
Steve Diez, Hernando/Citrus MPO
Dennis Dix, Hernando/Citrus MPO

Beth Alden, Hillsborough MPO
Andy Sobczate, Indian River County MPO
Donald Scott, Lee County MPO
Beth Beltran, Martin MPO
Gary Huttman, MetroPlan Orlando
Ronnie Blackshear, Polk TPO
Lois Bollenback, River to Sea TPO
Lisa Hickman, Space Coast TPO
Bob Kamm, Space Coast TPO
Peter Buchwald, St. Lucie TPO
John Kaliski, Cambridge Systematics
Hal Beardall, FCRC Consensus Center
William Roll, Kimley-Horn & Associates
Rob Cursey, Tindale Oliver

1. CALL TO ORDER

Commissioner Nick Maddox, Vice Chair, Capital Region TPA, called the meeting to order at 12:31pm. The Vice Chair welcomed those in attendance and self-introductions were made. All stood for the Pledge of Allegiance.

Commissioner Maddox entertained a motion to move Agenda Item 6-F: FHWA/FTA Notice of Proposed Rulemaking on MPO Coordination and Planning Area Reform to Agenda Item 4: Executive Director's Report. Commissioner Troy McDonald, Martin MPO, moved to advance the item. Councilmember Charles Bare, Florida-Alabama TPO, seconded. The motion was approved.

2. APPROVAL OF MINUTES

Councilmember Charles Bare, Florida-Alabama TPO, moved to approve the minutes of the April 28, 2016 meeting of the MPOAC Governing Board. Mayor Kathy Meehan, Space Coast TPO, seconded the motion. The motion carried unanimously.

Commissioner Nick Maddox, Vice Chair, Capital Region TPA, congratulated Commissioner Bob Dallari, MetroPlan Orlando, and Councilmember Bryan Caletka, Broward MPO, for their new leadership positions with the National Association of Regional Councils (NARC).

3. PUBLIC COMMENTS

No public comments were made.

4. FHWA/FTA NOTICE OF PROPOSED RULEMAKING ON MPO COORDINATION AND PLANNING AREA REFORM (ISSUED 6/27/16)

Carl Mikyska, MPOAC Executive Director, presented information on the FHWA/FTA Notice of Proposed Rulemaking (NPRM) on MPO Coordination and Planning Area Reform, which was issued on June 27, 2016.

The purpose of the NPRM is to “promote more effective regional planning by States and metropolitan planning organizations.” The stated intention of the US Department of Transportation (USDOT) is to “right-size” metropolitan transportation planning and to consolidate MPO products. The rule would require Metropolitan Planning Area (MPA) boundaries to include the entire urbanized area (UZA) and contiguous area expected to become urbanized within 20 years. Currently separate MPOs that would fall within a single MPA would be required to either merge or remain separate if all affected MPOs in the UZA agree and the Governor agrees, but coordinate a variety of planning activities and products. In MPAs where more than one MPO is designated, the MPOs would be required to jointly develop a single LRTP and TIP, and to establish a single set of performance targets for the entire MPA.

The proposed rule would also require that metropolitan planning agreements include coordination strategies and dispute resolution procedures between state(s) and MPOs as well as between MPOs that share MPA boundaries. Planning data must be consistent between states and MPOs.

In the NPRM, the US Secretary of Transportation states that he believes (and the FHWA and FTA Concur) that the metropolitan transportation planning rules in effect since 2007 have undermined the original intent of federal law by allowing multiple MPAs to exist within a single UZA. He believes that this has fostered confusion and resulted in less efficient planning outcomes. The proposed rule is designed to correct the problems and return to the structure embodied in the rule prior to the 2007 amendments.

The proposed revisions are intended to clarify:

- That the MPA must include the entire urbanized area and contiguous area expected to become urbanized within 20 years;
- The statutory requirements for the MPA to include an urbanized area in its entirety; and
- The exception provisions allowing more than one MPO to serve a single MPA, if warranted by the size and complexity of the MPA and agreed upon by the Governor and the existing MPOs.

Comments on the proposed rule are due by August 26, 2016. Implementation of the rule would be phased in over two years. Any MPO products produced after that two-year mark must comply with the new rule.

Mr. Mikyska noted that the proposed rule has generally not been well received. Several members shared their thoughts. Some noted that this would be an agenda item at their next governing board meeting and that they would include feedback from their board in their comments on the proposed rule. One member expressed concern that a single LRTP and TIP would be unable to address unique issues in certain areas. Setting priorities and establishing performance targets would be extremely challenging given the diversity of each area (e.g. variations in community character, transit systems, air quality, etc.).

Mr. Mikyska also relayed some of the comments expressed by the Staff Directors. A single long range transportation plan (LRTP) could be beneficial, but it should have local elements to address more localized issues and needs. Florida is already a national leader in regional coordination, so there was some sentiment that this rule seems heavy-handed and superfluous. Joint performance measures and targets would also be very challenging given the diversity of geographic areas. The staff directors also suggested that if the Governor takes no action in relation to MPO consolidation, then the MPO designations should remain as they currently exist.

Several Governing Board members also provided comment on the proposed rule. Many expressed concern that this rule would undermine the fundamental purpose of MPOs – to provide a local voice in transportation planning. There was also concern about the ability of consolidated MPOs to establish and meet performance targets given the different conditions, character, and values in each community. A few members agreed that the approach is very “one-size-fits-all”, and that this would not be appropriate for most of Florida’s MPOs. Some members emphasized that Florida’s MPOs are already engaging in effective regional coordination, making this rule unnecessary, and that Florida’s existing regional coordination efforts should suffice to meet the intent of the rule.

Bryan Caletka, Broward MPO, moved to authorize Mr. Mikyska to draft a letter of opposition to the proposed rule and incorporate MPOAC member comments, as stated above. Nick Nicholson, Hernando/Citrus MPO, seconded the motion. The motion was approved unanimously. Mr. Mikyska noted that he will email a draft letter to the members of the Governing Board and request final comments before submission.

EXECUTIVE DIRECTOR’S REPORT

Carl Mikyska, MPOAC Executive Director, spoke in regards to the MPOwerment Roundtable he and Mayor Susan Haynie, Palm Beach MPO, Chair of the MPOAC Governing Board attended last week at the White House. About 30 different officials from across the country attended the roundtable, including secretaries of state DOTs, mayors, MPO directors, and regional council executive directors. The discussion focused on how MPOs can have more influence on the transportation planning process. The US Department of Transportation (USDOT) is interested in expanding this roundtable discussion and visit different areas across the nation. Mr. Mikyska volunteered Florida to host one of those sessions if USDOT decides to come to Florida.

A. BUDGET REPORT

Carl Mikyska, MPOAC Executive Director, reported on the MPOAC budget. During the 4th quarter (April 1 – June 30, 2016), approximately \$164,471 was spent, roughly 32% of the total \$532,048 budget. The MPOAC finished FY 2015/2016 \$25,086 below budget.

5. AGENCY REPORTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION

Mr. Jim Wood, State Transportation Planning Administrator, Florida Department of Transportation (FDOT), updated the members on FDOT activities and brought forward topics of interest to the MPOs.

- Florida Transportation Plan (FTP)
 - The Vision Element was completed in August 2015, and the Policy Element was completed in December 2015. FDOT is now working on the Implementation Element of the FTP with the assistance of an Implementation Committee, formerly the FTP Steering Committee. The Implementation Element is expected to be completed by the end of the calendar year.
- Florida Strategic Highway Safety Plan
 - FDOT's Safety Office is in the process of updating the State Highway Safety Plan (SHSP). Safety was a major component of the FTP, and FDOT is actively working to coordinate its plans internally. A webinar is scheduled for July 25, 2016 to inform stakeholders of the contents of the Florida SHSP and to accept comment on the final draft. The comment period closes on August 4, 2016 and is expected to be submitted for executive review shortly thereafter.
- Future Corridors
 - I-75 Relief Task Force
 - Mr. Wood provided an update on the I-75 Relief Task Force. The Task Force's goal is to evaluate options that:
 - Provide relief to I-75 and improve mobility in the Initial Focus Counties
 - Enhance regional connectivity between Tampa and Northeast Florida.
 - The Task Force has had six of its seven meetings. The seventh meeting is scheduled for August 12, 2016 where they will be providing a series of recommendations. Their draft framework includes three components:
 - Optimize existing corridors through operational improvements such as Intelligent Transportation Systems (ITS) strategies (short-term).

- Evaluate potential enhancements to or transformation of existing transportation corridors, such as truck-only lanes and express lanes (mid-term).
 - Evaluate potential for new multimodal, multi-use corridors after evaluation of I-75 and other connecting roads, and determination of need (long-term).
 - East Central Florida Corridor Task Force
 - In 2013, Governor Scott created the East Central Florida Corridor Task Force and charged the Task Force to develop consensus recommendations for future transportation corridor planning in portions of Brevard, Orange, and Osceola counties. In December 2014, the Task Force submitted a final report documenting findings and recommendations, including a proposed action plan for strategic transportation corridors. The Task Force recommended nine corridor alternatives for further study, five of which emphasize multimodal improvements to existing corridors. Recently, the FDOT selected a consultant to develop an innovative approach to evaluating the nine corridors for further development and potential implementation. A Project Advisory Group (PAG) has been established for the evaluation stage consisting of representatives of Florida’s Turnpike Enterprise, the three study area counties, MetroPlan Orlando, Space Coast TPO, Central Florida Expressway Authority, and East Central Florida Regional Planning Council. The Central Florida MPO Alliance will lead the development of a Regional Transit Vision to complement and inform the multimodal corridor evaluation effort.
- Shared Use Nonmotorized Trail Program (SUNTrail)
 - Mr. Wood provided an update on the SUNTrail Program. The Coast-to-Coast Connector was selected as the top tier regional trail system, and the St. Johns River to the Sea Loop was selected as the second tier regional trail system. The third tier involves individual trails, which have not yet been selected. Final selection of projects for FY2017 will take place in August 2016 and a Work Program Amendment to add those projects will occur in September 2016. There were over \$300 million in projects submitted for consideration, and up to \$50 million is expected to be programmed for FY2017. Mr. Wood thanked the MPOs for supporting this program by prioritizing and submitting projects.
 - Some of the funding will be programmed for construction-ready projects, and some for feasibility and Project Development and Environment (PD&E) studies. FDOT is also trying to ensure that funds are spread geographically throughout the state. Mr. Wood noted that there may be gaps in some regions, but only because some areas did not have any projects ready. FDOT is focusing mainly on what will be funded in FY2017, but will also maintain a long-term vision throughout the programming process.

- MPO Program Management Handbook
 - FDOT is updating its MPO Program Management Handbook to reflect changes in federal and state laws and policies. It is also being converted to a web-based, user-friendly format. New content will be developed, including:
 - An enhanced certification checklist
 - Ethics requirements for board members
 - Public involvement
 - Performance management
 - Long-range planning
 - Other planning products/supporting programs
 - Glossary
- Calendar Items
 - State Highway Safety Plan Webinar: July 25, 2016
 - SASHTO Conference: West Virginia, August 27-30, 2016
 - Tools of the Trade Conference (TRB, Transportation Planning in Small and Medium Sized Communities): Charleston, SC, September 12-14, 2016
 - Florida Metropolitan Planning Partnership Statewide Meeting, Orlando, September 27-28, 2016
 - Florida Automated Vehicles Summit: Tampa, November 28-30, 2016
 - Florida Public Transportation Association and Commission for the Transportation Disadvantaged Annual Conference: Jacksonville, December 11-13, 2016

B. FEDERAL HIGHWAY ADMINISTRATION

Ms. Lee Ann Jacobs, Planning Team Leader, Federal Highway Administration (FHWA) Office of Project Development, made several announcements of interest to the members:

- New bicycle and pedestrian enhancements are now available on PlanWorks, including a bicycle/pedestrian application, weblinks, and tools to support collaboration. The FHWA Office of Human Environment will be offering a virtual workshop in August for practitioners interested in the new PlanWorks features.
- FHWA announced the Round 7 recipients for the final round of assistance in the SHRP2 Implementation Assistance Program. FDOT was a recipient in two categories: “Advanced Methods to Identify Pavement Delamination” and “Reliability in Simulation and Planning Models”.
- Several innovations from Round 4 of Every Day Counts may be of interest to the MPOs. These include Accelerating Traffic Incident Management (TIM) Data Collection, Automated Traffic Signal Performance Measures, Community Connections, Data-Driven Safety Analysis, Safe Transportation for Every Pedestrian (STEP), as well as a variety of other innovation categories.
- The FHWA contact persons for each FDOT District are as follows:
 - Danielle Coles: Districts 1 and 3

- Shundreka Givan: District 2
- Stacie Blizzard: Districts 4, 5, and 6
- Lee Ann Jacobs: District 7

Ms. Jacobs then briefly discussed the Notice of Proposed Rulemaking (NPRM) on MPO Coordination and Planning Area Reform. She reminded the members that more information can be found at <https://www.federalregister.gov/articles/2016/06/27/2016-14854/metropolitan-planning-organization-coordination-and-planning-area-reform> and that comments are due on or before August 26.

Ms. Jacobs also provided an update on the Transportation Performance Management rulemaking schedule:

Performance Area	NPRM	Comments Due	Final Rule
Safety Performance Measures	March 11, 2014	<u>Closed</u> June 30, 2014	Published March 15, 2016
Highway Safety Improvement Program	March 28, 2014	<u>Closed</u> June 30, 2014	Published March 15, 2016
Statewide and Metro Planning; Non-Metro Planning	June 2, 2014	<u>Closed</u> October 2, 2014	Published May 27, 2016
Pavement and Bridge Performance Measures	January 5, 2015	<u>Closed</u> May 8, 2015	Anticipated December 2016
Highway Asset Management Plan	February 20, 2015	<u>Closed</u> May 29, 2015	Anticipated December 2016
Performance of the NHS, Freight, and CMAQ Measures	April 22, 2016	<u>Open</u> until August 20, 2016	TBD

Ms. Karen Brunelle, Director, FHWA Office of Project Development, then presented information on new planning regulations for metropolitan planning organizations. The new planning regulations were published and made effective May 27, 2016. These changes reflect changes in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) and provide some clarifications as well as organizational improvements. Changes include:

- Twelve new definitions, five updated definitions, one deleted definition;
- An expanded focus on performance management;
- Two new planning factors;
- An expanded MPO structure;
- Strengthened support for transit; and
- A phase-in schedule.

Detailed changes to federal planning regulations include:

- National policy was clarified and sets the stage for strengthened emphasis on performance management, safety, efficiency, and public transportation. MPOs shall carry out the 3-C process that:
 - Results in a performance-based multimodal transportation system;
 - Promotes the safe and efficient development, management, and operations of surface transportation systems; and
 - Takes into account resiliency needs
- The FAST Act identifies two new planning factors: (1) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation, and (2) enhance travel and tourism.
- There is a strengthened emphasis on basing the planning process on ideas that enhance livability, including land use, economic development, and environmental issues. There is also a greater emphasis on using a performance-based approach throughout the decision-making process.
- The final rule clarifies that Transportation Management Areas (TMAs) must include officials that provide public transportation. However, it also clarifies that the representative on the policy board may be someone who already serves on the board as a representative of a local government.
- Metropolitan planning agreements should be reviewed and updated periodically to reflect any changes in the process. Agreements must clarify how information and data will be developed and shared among the partner agencies. The MPOs, State(s), and public transportation providers must jointly agree and develop specific written provisions for developing and sharing information related to performance data, targets, and progress.
- Public involvement for the LRTP and TIP must include public ports and private transportation providers. MPOs should also involve tourism agencies and agencies involved in natural disaster risk reduction.
- A new section of the planning regulations related to programmatic mitigation plans. If a mitigation plan is adopted by an MPO, any federal agency responsible for environmental reviews, permits, or approvals for transportation projects shall give substantial weight to the recommendations in the plan when carrying out its responsibilities under the National Environmental Policy Act (NEPA) or other environmental laws.
- The final rule describes travel demand reduction strategies that must be considered in the Congestion Management Process. It also clarifies that, while the process is still required, the plan itself is optional. If a plan is developed, certain requirements must be met.
- Several changes were made concerning the LRTP, including new performance measure requirements. Plans must have a description of the performance measures and targets used in assessing the performance of the transportation system. It must include a system performance report and subsequent updates evaluating the

condition and performance of the transportation system with respect to the performance targets. Plans should also integrate into the LRTP the goals, priorities, countermeasures, strategies or projects in the HSIP/SHSP.

- An MPO may voluntarily elect to develop multiple scenarios for consideration as part of LRTP development. Regulation encourages MPOs to consider several factors, including regional investments, population and employment distribution, and maintenance of baseline conditions.
- The TIP shall be designed such that, once implemented, it makes progress toward achieving the performance targets. The TIP must also include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP and link investment priorities to those performance targets.

6. BUSINESS ITEMS & PRESENTATIONS

A. SAFE ROUTES TO SCHOOL PROGRAM CHANGES

Ms. Sarita Taylor, Florida Safe Routes to School Coordinator, FDOT Safety Office, presented some background information and updates regarding the State's Safe Routes to School Program. Safe Routes to School (SRTS) is a sustained effort by parents, schools, community leaders, and local, state, and federal governments to improve the health and well-being of students by enabling and encouraging them to walk and bicycle to school. Congress established the Federal SRTS Program in September 2005, which provided over \$1 billion to states for community SRTS projects. The funds, provided to state DOTs, were allocated to both infrastructure projects (70-90%) and to non-infrastructure activities (10-30%)

Florida was awarded \$58 million through September 2012, which was used for 269 SRTS projects and programs and reached over 1,000 schools. There were more applications than funds available, which indicated a high level of interest in the program.

Florida's SRTS call for applications this year will be from November 14, 2016 to March 31, 2017. Eligible applicants are K-12 schools, and eligible maintaining agencies are FDOT, counties, MPOs, and cities, though applicants are encouraged to engage other partners. The application, as well as a guidance and other informational resources, can be found at www.srtsfl.org.

There have been some recent changes to the SRTS program. MAP-21 eliminated the SRTS program and integrated it into the Transportation Alternatives Program (TAP). MAP-21 added TAP activities to the eligible activities for the Surface Transportation Program (STP). Therefore, SRTS projects now qualify for STP funding. MAP-21 also eliminated the prohibition against using STP funds on local roads. Now they can be used for SRTS activities on any public road. There is also a higher priority placed on projects or programs that address hazardous walking conditions as well as schools in rural communities.

Florida SRTS conducted educational activities in 13 counties in Fiscal Year 2016. Beginning with the 2016-17 school year, SRTS will start a phased approach by training teachers in several counties at a time over a three-year period. Once all counties in Florida have received the training, the bicycle/pedestrian training initiative will fall under the responsibility of the Florida Department of Education and FDOT will no longer fund non-infrastructure programs.

B. STAFF DIRECTORS REPORT

Carl Mikyska, MPOAC Executive Director, relayed a suggestion from the MPOAC Policy and Technical Subcommittee to consider changing the MPOAC Staff Directors' Advisory Committee meeting format. Instead of occurring immediately before the MPOAC Governing Board meeting, the Staff Directors meeting would take place a month in advance. This would be similar to how MPO Technical Advisory Committees meet, would allow for more in-depth meetings, would allow for suggestions to be vetted and formally presented to the MPOAC Governing Board, and would double as a Policy and Technical Subcommittee meeting. It would require a minor revision to the MPOAC by-laws. The Staff Directors discussed this at their meeting and decided to table it until the next quarterly meeting in October.

C. MPOAC STRATEGIC PLAN WORKING GROUPS

Carl Mikyska, MPOAC Executive Director, noted an interest in forming an MPO Program Management Handbook Drafting Committee to help FDOT draft three chapters of the Handbook. Five members from the Staff Directors' Advisory Committee volunteered to serve on the MPO Program Management Handbook Drafting Committee.

Mr. Mikyska also referred the members to the final MPOAC Strategic Plan in their agenda packets. The plan is currently undergoing some formatting and design changes and will be ready to post to the MPOAC website soon.

D. FHWA/FTA FINAL PLANNING RULE (ISSUED 05/27/2016)

Carl Mikyska, MPOAC Executive Director, noted that the FHWA presentation on the final planning rule covered this agenda item. Mr. Mikyska reminded the members that the effective date for Federal Register purposes is June 27, 2016, but the effective date for MPO compliance is two years from issuance (May 27, 2018).

E. FHWA NOTICE OF PROPOSED RULEMAKING TO ASSESS THE PERFORMANCE OF THE NATIONAL HIGHWAY SYSTEM, FREIGHT MOVEMENT ON THE INTERSTATE SYSTEM, AND THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM (ISSUED 04/22/2016)

Carl Mikyska, MPOAC Executive Director, presented on the Notice of Proposed Rulemaking (NPRM) for performance measures. The document itself is 109 pages long in the Federal Register. Mr. Mikyska reminded the members that he sent out a shorter PowerPoint presentation that provided an overview of the NPRM, as well as suggestions for how the MPOAC and individual MPOs shall move forward in light of the proposed rule. Many of the requirements in the NPRM apply to FDOT, though the rule does require MPO and state coordination.

Mr. Mikyska stated that the implementation of system performance measures would have several benefits, such as enabling the MPOs to tell a national story, allowing for identical data across states and regions, and demonstrating a need for increased transportation funding. One shortcoming is that only certain aspects of the total system will be measured and the transportation measures may not reflect broader societal values (e.g. affordable housing). Mr. Mikyska noted that this is a step in the right direction.

Mr. Mikyska also noted that the NPRM included a suggestion for a proposal on greenhouse gas performance measures. The vagueness of this suggestion is somewhat concerning, as it does not specify where the data would come from, responsible parties, how to set targets, and what agencies would be responsible for meeting those targets.

Mr. Mikyska recommended that the MPOAC submit comments in support of FDOT.

F. FHWA/FTA NOTICE OF PROPOSED RULEMAKING ON MPO COORDINATION AND PLANNING AREA REFORM (ISSUED 06/27/2016)

This agenda item was moved to after Agenda Item 3: Public Comments.

7. COMMUNICATIONS

Carl Mikyska, MPOAC Executive Director, noted the following communication items in the agenda packet:

- Email from Bryna Helfer, FHWA Office of the Secretary, inviting Carl Mikyska to a White House Roundtable Discussion

8. MEMBER COMMENTS

Commissioner James Herston, Charlotte County-Punta Gorda MPO, announced that the Punta Gorda Airport received the 2016 Commercial Airport of the Year Award.

Bob Kamm, Space Coast TPO, noted that the next meeting will be held on Thursday, October 6, 2016 in Cocoa Beach, FL. The Space Coast TPO is in the process of organizing a VIP tour of the Kennedy Space Center for the following day (Friday, October 7, 2016) for interested members.

9. ADJOURNMENT

The meeting was adjourned at 2:04pm. The next meeting of the MPOAC Governing Board will be held on Thursday, October 6, 2016.