

**HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

MINUTES

Regular Meeting - August 7, 2024 - 4:00 p.m.

Huntsville, Alabama

Members Present:

Mr. Mac McCutcheon, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Paul Finley	City of Madison
Mr. Curtis Vincent	ALDOT
Mr. John Meredith	Huntsville City Council

Members Absent:

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

MPO Staff Present:

Mr. Dennis Madsen
Mr. James Vandiver
Mr. Kevin Bernard
Mr. James Moore

The meeting was called to order by Chairman McCutcheon.

The Minutes of the Regular Meeting of the MPO Policy Board held on June 12, 2024, were approved as submitted.

Chairman McCutcheon said the next item on the agenda was Resolution No. 08-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 08-24 adopted and supported changes to the NHS/Interstate Maintenance/NHS Bridge Project section of the 2024-2027 TIP, pertaining to Projects #100061845, #100061846, and #100061847 for PHASE 1; Projects #100078809, #100078810, #100078811, and #100078812 for PHASE 2; and #100078813, #100078814, #100078815,

and #100078816 for PHASE 3.

Mr. Bernard said this was the widening or adding of lanes to US 72 West. He said initially this project had not been phased; however, it was being divided into three separate phases, Phase 1 from Providence Main Street to Huntsville Memory Gardens; Phase 2, Huntsville Memory Gardens to Walnut Street; and Phase 3, Walnut Street to County Line Road.

Mr. Bernard said the new project estimated cost was \$91,686,349.

Mr. Meredith moved for approval of Resolution No. 08-24, amending the NHS/Interstate Maintenance/NHS Bridge Projects section of the FY 2024-2027 TIP, to modify Projects #100061845, #100061846, and #100061847 for (PHASE 1); and add Projects #100078809, #100078810, #100078811, and #100078812 for (PHASE 2); #100078813, #100078814, #100078815, and #100078816 for (PHASE 3) "FOR ADDITIONAL LANES ON SR-2 (US-72) FROM COUNTY LINE ROAD TO PROVIDENCE MAIN STREET IN THE CITY LIMITS OF HUNTSVILLE."

Said motion was seconded by Mayor Battle and was unanimously adopted by the MPO Policy Board Members Present.

(RESOLUTION NO. 08-24)

Chairman McCutcheon said the next item on the agenda was Resolution No. 12-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 12-24 would adopt the Final FY 2025 Unified Planning Work Program. He said this was the day-to-day operations of the MPO, which included their budget, based on what they projected they would be working on in FY 2025. He said they had some increased funding for their LRTP, for congestion management, data collection and analysis, and a

few other areas, for the new fiscal year's budget, which he noted was a total of approximately \$1.3 million.

Mayor Battle moved for approval of Resolution No. 12-24, adopting the Final FY 2025 Unified Planning Work Program.

Said motion was seconded by Mr. Meredith.

Mayor Finley said they had the total funding on this, and he asked if they could get a breakdown of what that looked like. He said they had previously asked for this, and he asked when they could expect to get it, what the \$1.3 million was.

Mr. Vandiver said that was sent to the entire Board earlier on this date, but they could get a copy of it for Mayor Finley.

Chairman McCutcheon called for the vote on Resolution No. 12-24, and it was unanimously adopted by the MPO Policy Board members present.

(RESOLUTION NO. 12-24)

Chairman McCutcheon said the next item on the agenda was Resolution No. 13-24.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 13-24 adopted and supported the addition of Projects #100075911, #100078825, #100078826, and #100078827 to the Other State and Federal Projects section of the 2024-2027 TIP.

Mr. Bernard said this was a pedestrian access and a redevelopment corridor, also known as PARC. He said this corridor, along Pinhook Creek, was the City of Huntsville's vision for improving downtown pedestrian access while providing an economic boost to lower income communities. He said this project would be funded using a mix of City of Huntsville local funds and federal grants, with the grants being administered by the U.S. Department of

Transportation. He said no MPO funds would be used for this project.

Mr. Bernard said the total estimate for the project was approximately \$83 million.

Mr. Bernard said that, as they could see on the displayed chart, this had been broken down into four components and these funds would fund the completion of Component 1, and then they would have the phasing of Components 2, 3, and 4 subsequently.

Mayor Finley moved for approval of Resolution No. 13-24, amending the Other Federal and State Aid Projects section of the FY 2024-2027 TIP to add (4 CN Phases) projects #100075911 - "CREEK CHANNEL IMPROVEMENTS, #100078825 - CABLE SUSPENSION BRIDGE, #100078826 - RAILROAD BRIDGE, #100078827 - PRECAST PEDESTRIAN BRIDGES & HARDSCAPE."

Said motion was seconded by Mr. Meredith and was unanimously adopted by the MPO Policy Board members present.

(RESOLUTION NO. 13-24)

Chairman McCutcheon said the next item on the agenda was Non-action Items.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said these were Administrative Modifications, and item (a) was sign replacement in Limestone County from I-65 to the Madison County line, that this would be signs along Highway 565.

Mayor Finley said he had a question concerning this.

Mayor Finley said to Mr. Vincent that one of the things they had talked about on the prior day was adding Madison to the next three exits, if they could, and he said if there was a cost or anything they would need to do to add to that, they would talk to ALDOT about that also. He said this would be just

to directionally help people to know where they were.

Mr. Vincent said they would definitely coordinate with Mayor Finley when they got into this.

Mr. Bernard said item (b) was a new Recreational Trails Project. He said this Recreational Trails Grant was awarded to Madison County, and it included the construction of a 10-foot-wide, 4,750 linear feet diverse trail along an abandoned railroad. He said the right-of-way between Smokey Hills Court and County Lake Road was the location of this.

Mr. Meredith asked if they could go back to item (a). He said he did not want to cause any confusion, but coming from I-65 on 565, one would hit Huntsville before one would hit the city of Madison, and he asked if they were going to change the signage out to indicate that one was now in the city of Huntsville. He said if they were, that would be great, and if they were not, why not, and if nothing else, even if they did not identify where the new city limit was, if they could get rid of the old signs that incorrectly gave the distance to Huntsville when one was already in Huntsville.

Mr. Vincent said those had been the signs when I-565 was built, in accordance with the Federal Highway Administration's guidelines. He said if the limits had changed, then they would come through with this engineering project and look at that and accommodate any changes to be made.

Mr. Meredith said that was wonderful, and he understood the procedure, that he had just wanted to raise that issue.

Mr. Bernard said item (c) was New Transit Projects. He said they had four new projects, for transit, maintenance and acquisition.

Mr. Bernard said items (d) and (e) were increases in cost for road resurfacing projects, and item (f) was a decrease in cost for a TAP project.

Mr. Bernard said this was all the Administrative Modifications.

Chairman McCutcheon said the next item on the agenda was Agency Reports, by the Alabama Department of Transportation, and he recognized Mr. Rod Ellis.

(Mr. Ellis made a PowerPoint presentation.)

Mr. Ellis said the first project was the Northern Bypass from Pulaski Pike to US Highway 231, that the project was under contract, the utility work was continuing to be done, the grading work was under way, and the drainage structure was being constructed. He said a lot of the focus at this time was around the intersection with 231, and the contractor was working their way back toward Pulaski Pike. He said the project was about 10 percent complete, and the budget for the project was approximately \$43 million.

Chairman McCutcheon asked if Mr. Ellis could provide an explanation on the intersection itself and how that was going to work.

Mr. Ellis said it would function like a four-lane divided highway, that it would be a little different in that the design was done to accommodate a future mainline parkway-type roadway, so it would be a little wider. He said it would come together and function as a signalized intersection, just like any other four-laned, signalized intersection.

Chairman McCutcheon said from the public's perspective, there had been some rumors that there was going to be an overpass there, and a roundabout, and he just wanted to acknowledge that.

Mr. Ellis said he thought that was the ultimate design, that at some point they might see an overpass there.

Mr. Ellis said the second project was Martin Road Improvements, between Zierdt Road and Laracy Drive, and the phase from Old Jim Williams

Road to Zierdt Road was complete, and the current project was under construction, Laracy Drive to Old Jim Williams. He said utility work was ongoing, grading and drainage work should begin soon, and the contractor was deciding when to remove the old bridge, to start work on the new bridge. He said this project was about 5 percent complete, and the budget for both phases was approximately \$42 million.

Mr. Ellis said the next project was North Parkway Improvements at Mastin Lake Road, that it was approximately 20 percent complete, that they were still working on constructing the service road part of the new facility, and once they got that ready for traffic, the project would shift the traffic out to those roadways, and then they would start the main line of construction of the new overpass. He said his understanding, tentatively, was they were hoping to be ready to shift traffic sometime in the upcoming fall. He said this budget was approximately \$44 million.

Mr. Ellis said the next project was Access Management on US 231 between Weatherly Road and Hobbs Road, that they were still in the planning phase, and plans were about 85 percent complete, that they were hoping to start right-of-way soon, that they had been really focusing on what they wanted to do at Hobbs Road, noting that it was a fully developed area, and they were trying to look at ways they could minimize their impact to properties and businesses and still complete the improvements they wanted to make, that they had been a little bit hung up as to how they wanted to tackle this. He said the budget for this project was approximately \$15 million.

Mr. Ellis said next was Winchester Road Improvements from Dominion Circle to Naugher Road, that the plans were approximately 90 percent complete, that right-of-way acquisition was ongoing, and the utility work

should begin sometime in the next fiscal year, once the right-of-way was complete. He said the project cost was approximately \$28 million, and it was currently scheduled for Fiscal Year 2026.

Chairman McCutcheon asked if there was any estimate on completion of the right-of-way.

Mr. Ellis said he did not know that, but he could find out about it.

Chairman McCutcheon said he had heard some different dates.

Mr. Ellis said he would get back with them on that.

Mr. Ellis said next was US 72 West between Providence Main and County Line Road, noting they had had a resolution earlier showing where they were splitting this into phases. He said this slide was for Phase 1, which was basically the project to construct the new bridges and improve the roadway from Memory Gardens to Providence Main. He said the critical path for them at this time was getting the environmental document, noting they were still waiting for the consultant to submit the document. He said they had been working through some of the traffic model things they needed to put in the document, and they had to do some noise analysis and some other things, and it was his understanding they were trying to wrap that up. He said they were hoping to get it soon.

Mr. Ellis said he did not want to tell them a date, because if he told them a date, that might not happen. He said they were pressing on to get that completed, to get it in, get it in front of the Federal Highway and work through that process, in evaluating it and getting it approved, and that would allow them to start the right-of-way for this phase, which he thought was about 12 tracts. He said the plans for this project were 90 percent complete, and that was basically finished plans, that at this point it would just be going through

sort of a quality control process, to ensure the quantities were accurate and that sort of thing. He said that was Phase 1, and the budget for that one was approximately \$18 million.

Mr. Ellis said Phase 2, which they had talked about earlier, was from Walnut Street, which was between Wall-Triana and Hughes, to Memory Gardens. He said they hoped to start the design on this one in the upcoming fall, noting that when he said to start it, they really had 30 percent plans on this already, because it had started as a complete project. He said their goal was to hopefully move to right-of-way acquisition on this one fairly quickly, because they would have the environmental complete, and they should be able to get to 65 percent plans, which was plans in-hand for them, that that was sort of where they would establish the right-of-way, get the right-of-way map, so they could actively start buying the right-of-way. He said they were going to try to push this project out fairly quickly. He said they had put the construction phase in 2027, that they really did not know for sure about the utility work associated with this, and if they were able to pull that back up, they would. He said the budget for this was approximately \$36 million.

Chairman McCutcheon said the way the Policy Board had adopted this, it was in three phases, and he asked with the question mark on the Environmental, not knowing for sure on that, if it looked like they could start some of these things at this time, before they got the Environmental.

Mr. Ellis said he thought they could go ahead and start the design, moving the plans forward to the 65 percent mark, which was where they started buying right-of-way. He said the Environmental document being approved was what allowed them to start interacting with property owners and buying rights-of-way, so until they got to that point, that was holding them up

from moving the project forward, as far as the right-of-way acquisition, which they needed the rights-of-way to allow the Utilities to get out of the way of roadway improvements.

Chairman McCutcheon asked if what Mr. Ellis was saying encompassed Phase 2 as well.

Mr. Ellis asked if Chairman McCutcheon was referring to the Environmental document.

Chairman McCutcheon replied in the affirmative.

Mr. Ellis said the Environmental document covered the whole corridor.

Chairman McCutcheon said that, then, they could not move forward without it.

Mr. Ellis said they could start moving the plans forward, but they could not start the right-of-way until it was approved. He said he was hoping they would have that draft in pretty soon, and then get in the process of getting it approved through Federal Highway. He said it would just depend, that he did not want to give them a time frame on how long that might take. He said this was his plan for trying to advance Phase 2, the design, and then they might even start buying right-of-way for Phase 2 before they finished right-of-way for Phase 1.

Mr. Ellis said then they had Phase 3, which was County Line Road to Walnut Street. He said that, tentatively, they had put the PE for that in the next fiscal year. He said he would like to focus on getting Phase 2 to that 65 percent complete stage, and then start this one. He said once they got to 65 percent, they started buying right-of-way, and that process could take a little time. He said Phases 2 and 3 were longer than Phase 1, so, obviously, they would be impacting more properties, so the time it would take to purchase

that would be longer. He said he was thinking about trying to push having the design started on this one maybe in the upcoming spring. He said the budget for this was approximately \$33 million.

Mr. Ellis said the next project was State Route 53 Widening from Taurus Drive to Harvest Road, that the plans were 90 percent complete, and they were actually purchasing some right-of-way, primarily temporary construction easements, but they had, he believed, four permanent tracts that were down around the south end of Taurus Drive. He said they should see some construction activity in the form of utility work, hopefully, in a few months. He said people would see activity and see that the project was advancing, hopefully by the upcoming fall. He said they had Huntsville Electric and the local water authority out there, Harvest Monrovia, and they had several of the big telecom companies that were out there. He said they currently had this project scheduled for construction letting sometime around the first of the upcoming year. He said the budget for this was approximately \$10 million.

Mr. Ellis said the next project was Madison Boulevard Improvements from Westchester Road to Flagstone Drive, that they had taken bids on this project in June, and it was his understanding work should begin soon, and the budget was approximately \$4.2 million.

Mr. Ellis said the next one was Four Bridge Replacements on Old 431. He said it was his understanding that a month or two ago, the County had accepted this project for maintenance, so the project was complete.

Mr. Ellis said next was I-565 Additional Lanes from County Line Road to Wall-Triana Highway. He said they had taken bids on this in May 2024, and they had a pre-construction meeting with a contractor the prior week, and it was his understanding they were tentatively looking at starting this in

September. He said the budget on this one was approximately \$42 million.

Mr. Ellis said next was Jeff Road Improvements, Additional Lanes from South of Capshaw Road to north of Douglass Road. He said the plans were 85 percent complete, and they were continuing to work on the Environmental Document, and some of the studies that had to be done to complete this, that that was a critical path to move it to the right-of-way phase. He said they hoped to begin right-of-way acquisition sometime in the next fiscal year. He said the project was currently scheduled for Fiscal Year 2026, and the budget was approximately \$13.5 million.

Mr. Ellis said the next project was the widening of Blake Bottom Road from Jeff Road to State Route 255, that the plans and the right-of-way acquisition were complete, clearing for the utility work was under way, and the Utilities should start moving soon. He said it was his understanding this would be let locally by the County, and they were looking at bidding it sometime around the first of the upcoming year, or shortly thereafter. He said the budget for this was approximately \$21 million.

Mr. Ellis said next was Intersection Improvements on State Route 53 at Harvest, McKee, and Old Railroad Bed roads, that the project was under way, that the contractor had put in the new signal equipment and poles, and they had started putting in the roadway widening improvements, that they had gotten a lot of work done out there. He said it was approximately 15 percent complete, and the budget was approximately \$3.7 million.

Mr. Ellis said next was the Arsenal East Connector, that the project was still in the preliminary engineering phase, and the budget was approximately \$30 million.

Mr. Ellis said the total amount of work in design or construction was

approximately \$396 million.

Chairman McCutcheon said the next item on the agenda, under Agency Reports, was a report from the Federal Highway Administration.

Mr. Aaron Dawson appeared before the Policy Board, stating he was the Planning and Program Management Team Lead for the Federal Highway Administration, Alabama Division, and he was also the Planning Representative for the Northern Region.

Mr. Dawson said he had come to talk to them about a unique opportunity and a unique challenge the Federal Highway Administration was facing. He said he did not have any slides, that this would just be a conversation, and he would be happy to provide more information, if they needed it, after the discussion.

Mr. Dawson said they were in an unusual situation in regard to how federal funding worked, and it presented a unique opportunity, especially for the MPOs, to kind of clear out some of the backlog of federal funds that had slowly been accumulating across the state. He said he had pulled some information, and he would share that with them in just a moment, specific to the MPO, but he wanted to tell them about the situation nationally, to kind of give them a picture of what they were dealing with.

Mr. Dawson said that for them to authorize any of their construction projects, design projects, right-of-way projects, any of those projects, they needed two things, from their perspective, that they needed an allocation, which was like their bank balance they probably saw on a regular basis, provided to them by the MPO staff, that they would show them how much money the MPO had accumulated as it had moved from year to year, minus all the projects they had programmed.

Mr. Dawson said the other thing they might not be familiar with was obligation authority. He said that was given to them by Congress every year, one pot for the entire state, and that was permission to spend the allocations they saw on these kinds of balance sheets that were provided to them by the staff. He said they needed both of those things to authorize federal projects. He said they were not talking about allocation, that they were not talking about bank balances at this time, that what he was there to talk to them about was what was called "obligation authority," the permission to use those funds as they saw them on their balance sheet. He said that was where the opportunity was that they had at this time.

Mr. Dawson said what they had at Federal Highway, and what they did nationwide, was a process called "August Redistribution." He said any state that did not use all of its obligation authority, in August of every year, they took that back from the states that did not use it, and they redistributed it to the states that said they could use it, so they made sure they did not have any money left on the table at the end of every year, from a national perspective.

Mr. Dawson said Alabama, historically, had been pretty good with August redistribution, that two years ago, Federal Highway had requested zero million, one year ago they had requested 70 million, which was a great improvement, a great boom to the state of Alabama, and this year, it was \$190 million in August redistribution. He said that was funding they could get off the books and projects they could get on the ground. He said it had been a fantastic year for August redistribution.

Mr. Dawson said for the next year, what they were targeting was the MPO balances they had, that they would like to get that money out the door as well. He said he had done a little work with ALDOT, that he had pulled the

balances they had for the Huntsville MPO, and they had the second highest accumulation of federal funding in the state. He said in traditional Surface Transportation funds, there was a balance of \$25.5 million, and in Transportation Alternatives funds, there was a balance of almost \$4 million, and in Carbon Reduction funds, there was a balance of \$3 million. He said over the next fiscal year, what they were asking the MPOs to do was to accelerate their projects, that projects they currently had scheduled for Fiscal Year 26 and Fiscal Year 27 that they had not begun on yet, they were asking them to pull those forward into 2025 and get those projects authorized this year.

Mr. Dawson said he would tell them why this was important. He said in moving forward at this time, they had a glut of obligation authority, that nationwide they had extra. He said that typically nationwide when they redistributed obligation authority, it was about one to two billion dollars, that that was normally what they did nationwide. He said that the prior year, it was \$8 billion, so it was a very significant jump in what they typically handled with this redistribution. He said they were anticipating the same situation this year, and that was why they were asking all their local and state partners to spend this money as quickly as possible. He said the situation was that at this time, they had an excess of obligation authority, and in the future, they might have a deficit of obligation authority, that it might tighten up. He said what he was concerned with, especially for the MPOs, was to have large balances on their books and no authority to spend them, which would be just devastating, that it would really be just money left on the table.

Mr. Dawson said that was what he was before them at this time for, to ask if there was anything the Federal Highway could do, or if there was

anything ALDOT could do, as their partners, to help them accelerate their programs and accelerate the projects. He said he was hearing concerns about getting environmental documents through. He said if there was a high-priority project, and they were going to take advantage of August Redistribution with that, they could help get that through that process.

Mr. Dawson said he was going to stop there, noting he was aware there had been a lot of information presented, and he asked if any of the Board members had any questions for him, based on what he had talked about.

Mayor Battle asked if they could help get the Environmental through, noting they had just said they had \$89 million ready to be spent on Highway 72 West, and they were waiting on the Environmental. He asked if once they got that submitted, they would be okay, that they could get that through, and spend that money.

Mr. Dawson replied in the affirmative, stating their office was the one that approved the Environmental documents, and they could put priority on projects that were going to be spending a large amount of funds, to get those through as quickly as possible. He said the Environmental specialist who worked for the Federal Highway, Alabama, worked with him, and they could accelerate those projects. He said that was their goal.

Mr. Dawson said his concern was that he did not want money left on the table, that there were tremendous needs in the state, and there were tremendous needs in this MPO area, and he wanted to make sure they could work with them to get this money spent as quickly as possible. He said he would encourage them to review with their MPO staff any projects they had planned in 2026 and 2027, and if they could pull those forward into 2025, that would be fantastic.

Mayor Finley asked if this was 90/10 money, or what the distribution of the money was.

Mr. Dawson said it was almost all 80/20. He said the MPO funds they were looking at were the Carbon Reduction funds, regular Surface Transportation funds, and TAP funds, or Transportation Alternatives funds.

Mr. Dawson said it was a significant balance at the moment, that it was over \$30 million, and they would like to get that spent if they could.

Mayor Finley said they had projects that had already been done, that, for example, they had 565 at County Line, and they were still receiving bills for that, and it opened in 2015, so one of the things they had to do was when they budgeted for that was to put it in their Capital Improvement and leave it there until it got closed out, and they were constantly being told that this took a long time for the state and the federal government to close those out. He asked what could possibly be done to make that process happen more quickly, because once it was done, it allowed them to free that money up to match what Mr. Dawson was asking them to do.

Mr. Dawson said that for this particular program, they were trying to accelerate, all they were asking was that they authorize, not construct, not close, or anything like that, before August of the upcoming year, or have the project ready to authorize, and authorized by the end of the fiscal year. He said that would take advantage of the excess obligation authority they had at this time.

Mr. Dawson said in terms of project closeout, he had heard a lot of challenges, and he had seen that walk-through process, that they were still closing out 15 projects, and he had even seen them go back as far as '09 that

they were still closing. He said it really took a village to get those things done, that, No. 1, the contractor had to get the bills to the State, and the State had to organize and get those bills to them, and they had to process those bills to get the MPO paid back. He said there were a lot of choke points, and he would say if they had concerns about a particular project, they could always reach out to him, and he could find out where they were at in the process and see if they could accelerate it.

Mr. Dawson asked if there were any other questions about August redistribution.

Chairman McCutcheon said they could not emphasize enough, based on some of the projects they had, noting that they had the widening of Jeff Road, and the environmental studies, that they had Highway 72, moving forward with the bridge, and environmental studies, and some of that they had been waiting on for a long, long time, so whoever they needed to contact or whatever they needed to do that they could spend the money, that if they would just give them the Environmental approval, they were ready to pull the trigger on some of these projects.

Mr. Dawson said another thing that might shorten the Environmental process for them, noting he was aware the MPO had kind of explored this, that the staff had explored it, was PEL studies, which was Planning and Environmental Leakages studies. He said there was a fantastic PEL study that was just done in Decatur, for the Tennessee River Bridge, and it was top notch, that they had done a fantastic job, that they had gotten that document done in a year, and that was going to accelerate the Environmental process probably by a year. He said that was something they could work with them on to move that forward, get that practice going. He said he understood kind of the climate for

the Huntsville area, that it was growth, growth, growth, capacity, capacity, capacity.

Mr. Dawson said those were challenging projects because they typically required an Environmental document for them. He said they could accelerate those, that they had the capacity to take planning data and move it into the Environmental process and cut off half the time on any Environmental document. He said they just needed to know when the MPO was scoping the project, or when it was first an idea. He said when they knew that, they could take some of the data, some of the work that had already been done by the MPO, and carry that right into the Environmental document and shorten that timeline. He said they just needed to work together on that, on the front side.

Mr. Dawson asked if there were any other questions.

Mr. Dawson said if they had any further questions for him after this meeting, he would be happy to give them a card, and they could give him a call.

Chairman McCutcheon said the next item on the agenda was Opportunity for Public Comment, and he asked if there was anyone from the public who would like to address the Policy Board.

Chairman McCutcheon said the next item on the agenda was Policy Board Member Comments, and he asked if anyone had any comments to make at this time.

Chairman McCutcheon said the meeting was adjourned.

Chair, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on August 7, 2024, at 4:45 p.m.)