

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
January 11, 2024 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/You Tube Option

Members Present (in-person and virtually):

Mayor Golden*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Herman Wright*	Rep. Tennessee Dept. of Transportation (TDOT)
Jared Jeffers*	Rep. Kentucky Transportation Cabinet (KYTC)
Mike Ringgenberg*	CTS
Daniel Capparella*	Greater Nashville Regional Council (GNRC)
Tom Britton*	Rep. City of Hopkinsville
Brian Ahart*	Rep. City of Oak Grove
Stacy Morrison	TDOT
Jon Storey	TDOT, R3
Jay Norris	TDOT, Region 3 Director
Shaun Armstrong	TDOT
Caylie Armstrong	TDOT
David Layhew	TDOT
Chasity Bell	TDOT, Local Programs
Robert Harris	TDOT, Local Programs
Angela Hernden	PADD
Lovelynn Fischer	Oak Grove
Marc Corrigan	TDEC
Melanie Murphy	FHWA-TN
Lauren Winters	City of Clarksville
Nick Powell	Montgomery County Engineer
Chris Cowan	Street Department
Daniel Morris	RPC
Jeff Tyndall	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order and welcomed those viewing on-line. He started with the first item on the agenda: the review, discussion and adoption of the minutes from the November 16, 2023 meeting. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2024-01 for the 2050 Metropolitan Transportation Plan (MTP). Mr. Williams reviewed the development of the 2050 MTP and state that it had gone through both the State and Federal review. The document is too large to print. It's available on-line at the www.cuampo.com website. The document is separated into the Main Report and 5 Technical documents. The Main Report has the project list given on pages 33 to 41. The next update to the MTP will be in five years. There were no public comments.

Mayor Golden made the motion to adopt Resolution 2024-01 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion, and adoption of Resolution 2024-02 for the Conformity Determination Report (CDR) associated with the updated 2050 MTP. Mr. Williams stated the document is available on line at the MPO website. The IAC has reviewed and approved the document. There were no public comments. Mayor Golden made the motion to adopt Resolution 2024-02 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and endorsement of Resolution 2024-03 for the Clarksville MPO's project prioritized list for FY2025-FY2027 to be included in TDOT's 3-Year Plan. Mr. Williams listed the three prioritized projects selected to be endorsed by the Executive Board. They are as follow:

1. I-24 widening, from west of SR-48/Exit 1 near KY State line to east of SR-76/ Exit 11 (PIN# 124656.00) FY27 and FY30 included in the 2017 IMPROVE Act and the current TDOT 10 yr. project plan
2. SR-48/Trenton Rd widening, from near SR-374 to near I-24 (PIN# 123071.00) FY24 and FY25 included in the 2017 IMPROVE Act and the current TDOT 10 yr. project plan
3. SR-237/Rossvie Rd widening, from east of International Blvd to east of Kirkwood Rd (PIN# 130293.00) FY27 per the Annual Statewide Partnership Program.

Mayor Golden made the motion to adopt Resolution 2024-03 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #5 on the agenda was the review and discussion of the FY2023 Obligation Report, which shows the amount of federal funds spent within the Clarksville MPO planning area for FY2023. Mr. Williams reviewed the table and the total federal dollar amounts of \$14,928,866.76 spent in the MPO area.

Item #6 on the agenda was the update on the Clarksville Transit System's CPT-HSTP and COA studies. Mr. Williams said the COA study that started in April was completed. The COA study is to identify the strengths and weaknesses of the existing CTS system and to develop recommendations to improve ridership, productivity, and efficiency. Mr. Ringgenberg said they were working on the long-term changes recommended by the COA and had not started with the short-term changes. Mr. Williams said the document was on the MPO's website: www.cuampo.com.

Mr. Williams deferred to Mr. Capparella on the CPT-HSTP. Mr. Capparella said that GNRC has partnered with Clarksville MPO to do the document. There will be a kick off meeting in February on the development of the Plan. He said they had finalized the slides for the meeting. The main goal of the document is to create a better transit system for transportation disadvantaged communities: older adults, persons with disabilities, and persons of low-income; through

evaluating the existing system, assessing the transportation needs of the disadvantaged communities, identify gaps and select short- and long-term strategies to meet these unmet needs.

Item #7 on the agenda was the update by Stan Williams on the SS4A Safety Action Plan. He said there had been several meetings with the Steering Committee. The consultants received over 1,000 responses to the public survey and the consultant's booth at the Christmas on the Cumberland to engage the public. The SS4A Action Plan should have the first draft completed in March and be completed by June 2024. This will allow the MPO to apply for the SS4A Implementation Grant in June 2024.

Item #8 on the agenda was the update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan said with respect to TDEC's implementation of the VW Beneficiary Mitigation Plan, TDEC's Office of Energy Programs anticipates releasing both Level 2 electric vehicle charging infrastructure grants which may include multi-family housing charging infrastructure, and also may include a rural destination charging component. In addition, a diesel vehicle replacement funding program in the first half of 2024 will likely fund all vehicle categories that TDEC included in its Beneficiary Mitigation Plan: school buses, transit buses and trucks. It is most likely that replacement of older diesel vehicles with new diesel vehicles will not be eligible - only alternative fuel replacements are anticipated.

With respect to the Climate Pollution Reduction Grants (referred to as TVERS in Tennessee), TDEC has completed an emissions inventory and is developing a list potential control measures from stakeholder input. The application for grants is due to EPA April 1, 2024.

EPA announced the availability of at least \$500 million in funding under the Clean School Bus Program. Applications will be accepted until 4 PM on January 31, 2024. EPA indicated that they anticipate publishing a final revised PM2.5 National Ambient Air Quality Standard (NAAQS) by the end of last year. A decision by the EPA Administrator is potentially imminent.

Item #9 on the agenda was the Federal Updates by Melanie Murphy, FHWA-TN. Ms. Murphy gave the following updates:

Greenhouse Gas (GHG) Final Rule

In November, FHWA published a final rule that requires State DOTs and MPOs to establish declining CO2 targets (relative to CY2022) for the greenhouse gas measure; there is no mandate as to how low targets must be.

For State DOTs:

- By February 1, 2024, State DOTs must establish and report 4-year targets in the State Initial GHG Report. A template will be provided, including the CO2 factors to be considered.
- Starting in 2026, State DOTs will be required to establish 2-year and 4-year targets and report on a biennial basis.

For the MPOs:

- MPOs are required to establish 4-year emissions reduction targets for their MPA.
- MPOs must establish CO2 targets no later than 180 days after State DOTs establish a target.
- MTPs and TIPs must be updated to reflect the GHG measure within the next 2 years.

Manual on Uniform Traffic Control Devices (MUTCD) Update Effective January 18, 2024

Last month, FHWA published the final rule adopting the 11th Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The MUTCD is the national standard for traffic control devices used on all public roads, bikeways, or private roads open to public travel. States must adopt the 11th Edition of the National MUTCD as their legal State standard for traffic control devices within two years from the effective date, which is January 18th, 2024.

Bridge Investment Program (BIP)

FHWA announced the availability of \$9.7 billion in funding through the Bridge Investment Program. FHWA is soliciting applications for “Planning” grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project, and “Bridge Project” grants for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less.

- Planning Project grant applications are due February 19th.
- Bridge Project Grant applications are due March 19th.
- States, MPOs, and local jurisdictions are all eligible entities

RAISE

On November 30, 2023, the U.S. Department of Transportation (USDOT) announced the availability of \$1.5 billion in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE grants will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects with significant local or regional impact.

- The application deadline is February 28, 2024.
- States, units of local government, and transit agencies are all eligible.

Item #10 on the agenda was the TDOT updates by Stacy Morrison on project updates and coordination. Mr. Morrison discussed the planning grants available up to \$200,000 and the application was due by April 2024. He said the Clarksville’s CRP funds had been increased by a total of \$243,000 for the 2024-2026 allocations. This was due to the population increase between the 2010 and 2020 U.S. Census. He then asked Mr. Norris, TDOT Region 3 Director to speak on the TMA Act and the 10 year plan.

Mr. Norris introduced himself and complimented the Mayors for their leadership through the areas growth. He stated that Clarksville was in the top 25 cities in the nation for fastest growing. Tennessee was #5 for one way U-Hauls this past year. He stated that Tennessee is a fiscally conservative state and remains debt free for road projects, and it now cost more to do business.

The TMA Act gives the state/TDOT three things

- It gives state the authority to work with public and private entities.
- The electrical vehicles will pay \$274.00 tax and is tied to inflation so there will not be a lost to the roadway fund.
- It gave TDOT \$3.3 billion. The 300 million went to the counties in TN. The 3 billion was divided into each region at \$750 million per each area.

TDOT developed how to spend the 3 billion for the next 10 years. In the 10-year plan there is an additional 1.2 billion added each year. This accumulates to 15 billion dollars over the next 10 years. TDOT reviewed all projects, including the SPP projects. The dollar amount needed for all projects across the state was 30 billion. He stated that unfortunately that the Rossview Road widening project toward the new school system was not in the 10-year plan, and no area was able to move all of their projects forward. He asked Mr. Storey with TDOT, to discuss the Clarksville projects within the 10-year plan.

Mr. Storey said the 10-year plan was on the TDOT website, for those wanting additional information. He stated that the two projects that were in the Clarksville area was the Trenton Road widening. He said that ROW will start in 2025 and there are 300 property tracts to purchase in the 4-mile length of the project. Construction is scheduled to begin in 2029. The second project was the I-24 widening from Exit 11 to the KYTC state line. The cost estimate is 500 million dollars. The project will begin in 2027. The construction will be done in two phases and is scheduled to begin in 2033. Mr. Norris said the I-24 widening project will have one contractor for the design and the build. Mr. Norris introduced Mr. Prior with Region 3. Mr. Prior gave a project update for the area: McClure bridge was completed; Sango Intersection has begun and has a completion date of May 2025; resurfacing at Hwy 12 near McAdoo Creek Rd, I-24 at Trough Springs Rd to county line; and near red river bridge. Mr. Prior said the Performance Based Maintenance 5-year contract will be taken over by 2 large contractors that are new to Tennessee. Mayor Pitts asked about the safety issue on the east bound side at Exit 11. Mr. Prior said he had chased a sink hole from Vaughn Road to I-24 to the median. He will have the regional traffic engineer look at the design.

Item #11 on the agenda was new business from members of the public and/or MPO members. There was no new business from the public. Mr. Tyndall, RPC Director said that the Comprehensive Plan's public meetings had to be moved to Jan 23rd, Jan 24th, Jan 27th at the public library due to the tornado. The RPC plans to adopt the Plan in March 2024. He said he those effected by the tornado will not have to deal with zoning issues when they're rebuilding. Mr. Tyndall said the Guthrie Hwy Corridor Access Management will be in resolution format and he plans to bring it before the county commissioners in a month. Mr. Williams said there would be another Executive Board MPO meeting on February 8, 2024 to amend the Lafayette Rd project in the FY2023-FY2024 TIP.

Item #12 Mayor Pitts adjourned the meeting.

Dated: January 11, 2024

Mayor Joe Pitts, Chairman
MPO Executive Board