

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
January 13, 2022 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/GoToMeet.com Option

Members Present (in-person and virtually):

Mayor Durrett*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Ian Preston*	Rep. Tennessee Dept. of Transportation (TDOT)
Nick Hall*	Rep. Kentucky Transportation Cabinet (KYTC)
Sean Pfalzer*	Greater Nashville Regional Council (GNRC)
Paul Nelson*	CTS
Martin Nuss*	Rep. City of Oak Grove
Josue Ortiz Borrero	EPA
Nick Powell	Montgomery Co Engineer
Marc Corrigan	TDEC
Chris Brown	Ft. Campbell Planner
Scott Graves	CTS
Sharon Schutz	TDOT
Jeff Tyndall	RPC
Daniel Morris	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mayor Durrett called the meeting to order and thanked everyone for their attendance. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the August 19, 2021 meeting. There were no comments to the minutes. Mayor Pitts made the motion to adopt the minutes and Mr. Nelson seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2022-01 to add amendment 3 to the 2045 MTP with the associated short CDR, for project I-24 widening to be moved to Stage I from the Visionary list. Mr. Williams stated the changes in the project information as it was presented in the Visionary list. The termini changed from KY/TN State line to SR-76; to from west of SR-48 to near SR-76. The length was increased from 10.7 miles to 11.6 miles and the total cost estimate increased from \$123,050,000 to 223,100,000. Mayor Durrett asked Mr. Williams to explain for the public the difference in the Visionary list to the Stage I list. Mr. Williams said the Visionary list contains needed/good projects but the funding is not available. The MTP must stay fiscally constrained. With the new Improvement Act providing additional funds the I-24 widening project can move to the current 2018-2026 time frame in Stage I. He said the IAC had approved the CDR that was developed for the amendment to show conformity. Mayor Pitts made the motion to adopt Resolution 2022-01 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2022-02 to amend the FY2020-FY2023 TIP with associated short CDR, to add TIP project #1, widening of I-24 from west of SR-48 (Exit 1) near KY/TN state line to near SR-76 (Exit 11). Mr. Williams stated the I-24 widening project had to be added to the FY2020-FY2023 TIP. The NHPP funding for the PE/NEPA and PE/Design are for FY2022. He said the CDR was developed and approved through the IAC. This conformity demonstration process completed for the MTP and TIP amendment demonstrated that the planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS. Mayor Pitts made the motion to adopt Resolution 2022-02 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2022-03 to support the PM1 Safety targets for FY2022 set by KYTC and TDOT. Mr. Williams stated the MPO can set their own safety performance measure targets for each year, but that the MPO elected to support the KYTC and TDOT PM1 Safety targets. Unfortunately, the number of fatalities and pedestrian serious injuries and fatalities continue to increase. In addition, law enforcement agencies indicate that extremely dangerous high rates of speed (110 +) are increasing. The PM1 Safety targets are mandated by the FAST Act. Mayor Pitts made the motion to adopt Resolution 2022-03 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #5 on the agenda was the review and discussion of the FY2021 Obligation Report, which can be found on the www.cuampo.com home page. Mr. Williams reviewed the Obligation Report. He stated the report shows the amount of federal funds spent on traditional highway projects, the Clarksville Transit System operations and the MPO. For FY2021 the federal funds obligation was almost \$51 million in the MPO area.

Item #6 on the agenda was the review and discussion of the Prioritization of State Projects:

1. SR-48/ Trenton Road, from near SR-374 to near I-24
2. I-24, from west of SR-48 (Exit 1) near KY/TN state line to near SR-76 (Exit 11)
3. SR-374, from south of Dotsonville Rd to SR-149; SR-149, from SR-374 to River Rd.

Mr. Williams said that on the handout TDOT had included the Welcome Center renovations for I-24. The Mayors and MPO did not want this project prioritized as a Montgomery County/Clarksville need. He stated that the Trenton Road project ranked #1 over the I-24 widening only due to the ROW funds being applied by TDOT in FY2024 instead of in FY2025. Trenton Road was further along in the process. Both are needed. Mayor Durrett said the Welcome center shouldn't be on the list. The need for road projects is too great for our area. Mayor Pitts agreed with the removal. Mr. Williams said the staff will draft a letter requesting the Welcome Center funds be reallocated to a needed road project in the MPO area. Mr. Preston said TDOT will take into account the needs for the area. The Improve Act was supposed to complete the projects in 12-14 years and that had been pushed further out. He said he had noted the concerns and that TDOT welcomes feedback from the MPOs. Mayor Durrett said during the Mayors Conference with the governor, the legislative priorities and insufficient funding was brought to the governor's attention. Hopefully, more funding will be coming.

Item #7 on the agenda was the review and discussion of FY2023-FY2026 TIP development and projects. Mr. Williams said on the Tennessee side the funding is committed to the existing projects. The TIP document must be financially constrained and there is not any additional funds to add new projects until some of the current phases of projects are completed. Hopefully in the FY2026-FY2029 there will be funding available for new projects. On the Kentucky side, we're waiting on their new 6-year Plan (FY22-28) to see if new funding will be obligated for phases of the existing projects.

Item #8 on the agenda was the update by Sean Santalla for FHWA-TN. Mr. Santalla was unable to make the meeting, but submitted a handout on the Bipartisan Infrastructure Law. The handout provide the FHWA's website on the law. The website has a summary presentation of the provision of the new law, funding information, and other guidance. The handout also provided a Request for Information (RFI) on the Infrastructure Law, asking the public and stakeholders for input on the implementation of the provisions of the law. The RFI link was provided. The MPO put the full handout on the MPO's website homepage at www.cuampo.com.

Item #9 on the agenda was an update by Marc Corrigan, TDEC, on air quality. He said since the decision in South Coast II, we've not only had to resume transportation conformity requirements in the Clarksville area, but we were also required to submit a second 10-year maintenance plan for the Clarksville area for the 1997 8-hour ozone National Ambient Air Quality Standard, or NAAQS. On Thursday, December 2nd, EPA published a final Federal Register notice approving Tennessee's submittal of a Limited Maintenance Plan (LMP) for Montgomery County, Tennessee. The final effective date of this action was January 3rd, 2022. This plan ensures that Montgomery County will continue to meet the 1997 8-hour ozone NAAQS. It provides for a trigger and a suite of potential measures to bring the area back to attainment, should the area not continue to maintain the 1997 8-hour ozone NAAQS. Specific to transportation, this plan helps to establish the end of the maintenance period ending November 21, 2025 in Montgomery County. This is also the date after which we would no longer have to demonstrate conformity for the 1997 8-hour ozone NAAQS in Montgomery County. Mr. Williams stated that Kentucky has submitted their Christian County LMP for review. Mr. Nuss asked if the end of the maintenance period for the KY side was the same. Mr. Williams answered no because Christian County had been redesignated as attainment approximately 4 months later than Montgomery County.

Item #10 on the agenda was new business from members of the public and/or MPO members. Mr. Williams said the next meeting will be in April, and will be in person with a virtual option for those unable to attend. Mr. Preston discussed the TDOT Region 3 handout on project updates. Projects under development by phase: SR-48/Trenton Road; SR-374 from SR-149 to Dotsonville Rd and SR-374 from Dotsonville Road to SR-76; I-24 from state line to SR-76; and intersection SR-48/Trenton Road at Tylertown Rd.

Projects under construction: SR-76 & SR112 Safety – service roads and Intersection – turning lane improvements; SR-12/Ft. Cobl. Blvd. Sidewalk projects; SR-13/149 new bridge and widening; and SR237/Rossvie Road widening project.

Resurfacing Projects : I-24 from KY state line to east of SR-13; SR-236 from US-41A to SR-48; SR-13, from Kraft St to south of Red River; SR-48 from Riverside Dr to Kraft St; SR-112 from Madison St to Kraft St; and SR-149 from near the bridge over Weaver Creek to River Rd. Mayor Durrett said the I-24 resurfacing may need to reallocate funds depending on the widening project's schedule. A recent example was this summer SR237/Rossvie Rd. east of I-24 was resurfaced. The upcoming widening project will be under construction soon, thus tearing up the recent resurfacing. Mr. Preston said he would notify the TDOT resurfacing team.

Mr. Nuss had concerns about the KY911 widening project. The current design shows the sidewalk is only a foot off the curb. He said for pedestrian safety he would prefer it to be at least 3 foot from the road. He asked the current status of the letting for construction? Mr. Hall said he didn't have that information with him. He also stated there are many variables that KYTC takes into account for the placement of a sidewalk.

Mr. Williams stated that the SR12/Ft. Cmb. Blvd. sidewalk project was let on December 12, 2021 and includes 6.98 miles. Mr. Nelson indicated it also included approximately 10-12 bus stop shelters and numerous pedestrian crosswalks. He stated that Mr. Nelson had been recognized by Mass Transit magazine as one of the nation's top 40 Under 40 leaders for his dedication and commitment to the transit industry. Mr. Nelson was thanked for his and the entire staff's work.

Mr. Tyndall said that the RPC had more coordination with CTS getting involved in their land use plans/developments for the betterment of both offices. He said the RPC's Comprehensive Plan development has an interactive questionnaire/survey on the RPC website. He hopes the feedback will assist in the development of the Plan. The consultants preparing the Plan will be in the office the second week in March to work with the staff.

Item #11 Mayor Pitts made the motion to adjourn the meeting and Mr. Nelson adjourned the meeting.

Dated: January 13, 2022

Mayor Jim Durrett, Chairman
MPO Executive Board