

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
January 19, 2023 @ 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 Golden*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Stacy Morrison*	Rep. Tennessee Dept. of Transportation (TDOT)
Jared Jeffers*	Rep. Kentucky Transportation Cabinet (KYTC)
Sean Pfalzer*	Greater Nashville Regional Council (GNRC)
Tom Britton*	City of Hopkinsville/CDS
Authur Bing*	CTS
Martin Nuss*	Rep. City of Oak Grove
Nick Powell	Montgomery Co Engineer
Zack Coleman	FHWA
Sean Santalla	FHWA
Melanie Murphy	FHWA
Taylor Lee	TDOT
Kat McClung	TDOT
Ann Marie Anway	TDOT
Marc Corrigan	TDEC
Scott Graves	CTS
Ka'Tina Wade George	CTS
Angela Hernden	PADD
Jeff Tyndall	RPC
Daniel Morris	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts 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 October 19, 2022 meeting. There were no comments to the minutes. Mr. Bing made the motion to adopt the minutes and Mr. Nuss seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2023-01 to support the PM2 Bridge and Pavement Performance Measure Targets and PM3 System Performance Measure Targets set by KYTC and TDOT. Mr. Williams stated that for PM2 the states are required to establish minimum standards for the percentage of bridges in poor and good condition on the total National Highway System. The percentage in poor condition do not exceed ten percent. The percentage of pavements in poor and good condition on the interstate system and non-interstate system. The percentage in poor condition do not exceed five percent. The PM3 system performance measure targets are for interstate reliability, non-interstate NHS reliability, freight reliability, peak hour excessive delay, non-single occupancy vehicle travel, and on road mobile source emissions

measure. The emission measure is not applicable to the Clarksville MPO area. The MPO is in attainment with an approved maintenance plan. Mr. Bing made the motion to adopt Resolution 2022-01 and Mayor Golden seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review and discussion of the FY2022 Obligation Report, which can be found on the www.cuampo.com home page. Mr. Williams stated this was an annual federal requirement to produce and make available for review. He stated the report shows the amount of federal funds spent on traditional highway projects, the Clarksville Transit System operations and the MPO. For FY2022 the federal funds obligation was over \$51.2 million in the MPO area.

Item #4 on the agenda was the review and discussion of the Prioritization of TDOT projects:

A. Two Committed Projects:

- 1) SR-48/Trenton Rd, from near SR374 to near I-24 (Improve Act IA)
- 2) Clarksville Welcome Center Renovation (IA)

B. Three Proposed Projects:

- 1) I-24, From west of SR-48 (Exit 1) near Kentucky State Line to near SR-76 (Exit 11) (IA)
- 2) SR-374, From SR-76 (US-79) to Dotsonville Road (north section - Re-Budgeted ROW & Stage Const.) (IA)
- 3) SR-374, From Dotsonville Rd to SR-149 (south section - Re-Budgeted ROW (IA)

Mr. Williams stated that the prioritization process was presented at the last meeting by Brian Hurst, TDOT. Mr. Williams said the two committed projects are moving forward in TDOT's process. Although the Mayors voiced their disapproval of the Welcome Center, this is a priority for TDOT. Mr. Morrison said the Trenton Road project should be in construction within the next 5-7 years and there should be a public meeting this summer and in spring 24 begin acquiring ROW. The Welcome Center is currently in the design phase. Mr. Williams stated the three proposed projects listed were prioritized as listed and submitted to TDOT. He said the I-24 project currently has an estimated cost of \$220M; SR-374 north \$39M and SR-374 south \$110M. Mr. Williams said all three have a big price tag that will only increase with time. He said status of toll roads/choice lanes will hopefully be discussed at the April meeting with the Commissioner.

Item #5 on the agenda was the update on a request from Doug Briggs, Chief, Highways for National Defense to add KY788, Gate 7 Rd, in Christian County, to the NHS as a STRAHNET Connector. It would connect Fort Campbell to I-24 via the US 41A STRAHNET Connector. Mr. Williams stated the STRAHNET is comprised of approximately 4,200 miles of public highways and/or local roads that are essential to support emergency mobilization and peacetime movement of military vehicles, equipment and personnel. The Power Projection Platforms (PPPs) Route from Fort Campbell to the Port of Jacksonville consists of using portions of I-24 in Kentucky and Tennessee. There are two road segments that are not considered a part of STRAHNET. The first is

Gate 7 Road which runs from Gate 7 at Fort Campbell to the intersection with US Route 41A in Kentucky. The second roadway facility is SR-155/Briley Parkway from I24 to I40. It is recommended that these two roadways become formally designated as a STRAHNET Connector (GATE 7) and/or part of the STRAHNET (SR-155). Formal designation for these two facilities will require going through the STRAHNET modification process. The request has been received by KYTC for the Gate 7 connector route and the MPO has signed off on it to be added to the STRAHNET.

Item #6 on the agenda is the update on Clarksville Transit System's CPT-HST and COA studies. Mr. Williams said that the MPO/CTS were partnering with GNRC and TDOT on the CPT-HST document. Mr. Pfalzer said the document should be updated every five years and the last one was completed in 2016. It identifies transportation needs for the elderly, disabled and disadvantaged. Through 5310 funding, independents/nonprofits may assist with transporting. GNRC have the staff and a good working relationship with nonprofits. The document will take approximately six months and will involve a large outreach effort. The COA study for CTS will get started in February and will take about seven months to complete. The COA is a detailed review of the cost operation analysis of the CTS.

Item #7 on the agenda is the federal update on the Census Urbanized Areas and TMA designation by Sean Santalla, FHWA-TN. Mr. Santalla introduced FHWA's new hires, Melanie Murphy and Zack Coleman. Ms. Murphy will be working directly with the Clarksville MPO. Mr. Williams stated that the Clarksville MPO will become a Transportation Metropolitan Area (TMA) after the 2020 US Census data is certified. It'll take eighteen months to formally become a TMA after certification. The Clarksville MPO urbanized area passed the 200,000 population threshold in the 2020 US Census. The population in the 2010 census was 158,655; the 2020 census showed 200,947 population. This is a 26.6% in growth over the 10 years. The TMA status will add additional federal funding along with more reports and oversight. There will be more funding for STBG and TA. The PL funding will be a smaller increase based on population. Transit will have direct access to their funding from FTA.

Item #8 on the agenda was the update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan said, On January 5, EPA proposed to strengthen the National Ambient Air Quality Standards (or NAAQS) for Particulate Matter. This proposal reflects extensive review of the scientific record and input from the public and EPA's Clean Air Scientific Advisory Committee. Specifically, EPA is proposing to revise the level of the primary (health-based) annual standard for fine particles (PM_{2.5}) from its current level of 12 µg/m³ to within the range of 9 –10 µg/m³. Also, EPA is soliciting comment on revising the level as low as 8.0 µg/m³ and up to 11.0 µg/m³. EPA is proposing to retain all other particulate matter standards. However, EPA is proposing to retain the 24-hour (or daily) PM_{2.5} standards at the level of 35 µg/m³, yet, they are soliciting comment on revising the level as low as 25 µg/m³. EPA just made the announcement. The next step will be for EPA to publish a proposal in the Federal Register. When published, it will begin a public comment period. Then EPA will ultimately publish a final notice, expected late this year or early next year. Then, within 2 years after a final NAAQS has been established, for areas with available information, EPA must "designate" areas as meeting (attainment areas) or not meeting (nonattainment areas) the final NAAQS considering the most recent air quality monitoring data

and input from states. This won't happen for a couple years and will likely use monitoring data from years 2021 through 2023 or 2022 through 2024. Mr. Corrigan referenced his handout in the packet that shows the PM2 values from years 2019 to 2021. The two monitors in Montgomery County show PM2 levels below the revised NAAQS standards.

Item #9 on the agenda was the updates from TDOT and KYTC representatives. Mr. Jeffers from KYTC said they were beginning the project prioritization process under their SHIFT system. The MPO staff will get with Nick Hall, District 2 to begin the process. Mr. Morrison with TDOT said that Cookeville missed becoming an MPO by about the same amount that the Clarksville MPO was over. He congratulated the MPO for reaching the 200,000 urbanized population mark to become a TMA. Clarksville MPO area will be the fifth TMA in Tennessee.

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 TDOT Commissioner Eley is expected to attend and give a presentation. The April meeting will be in person with a virtual option for those unable to attend. Mr. Morrison said the State Planning Grants will be made available this year and more information will be forthcoming. Mr. Santalla said FHWA has a funding opportunity through the RAISE program. A local agency can apply directly to USDOT. The deadline to apply is February 28, 2023 and the grant is geared toward sustainability and equity.

Item #11 Mayor Pitts adjourned the meeting.

Dated: January 19, 2023

Mayor Joe Pitts, Chairman
MPO Executive Board