

Clarksville Urbanized Area  
Metropolitan Planning Organization (MPO)'s  
Joint Technical Coordinating Committee and Executive Board Meeting  
April 20, 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
Jonathan Russell*	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
Mike Ringgenberg*	CTS
Mayor Oliver*	Rep. City of Oak Grove
Bill Chaudoin*	Rep. Christian County
Jerry Gilliam	Christian County Judge Executive
Deneatra Henderson	KYTC
Beth Richardson	City of Hopkinsville
Nick Powell	Montgomery Co Engineer
Chris Olson	Montgomery Co Engineer
Dale Jones	Montgomery Co Engineer
Melanie Murphy	FHWA
Comm. Butch Eley	TDOT
Peter Roth	TDOT
Stacy Morrison	TDOT
Kat McClung	TDOT
Shawn Armstrong	TDOT, R3
Marc Corrigan	TDEC
Chris Cowan	City Engineer
Jeff Bryant	MCHD
Chris Brown	Ft. Campbell
Jerome Henderson	CSD
Joe Green	CSD
Lauren Winters	City of Clarksville
Angela Hernden	PADD
Jimmy Settle	City of Clarksville
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 the meeting by wishing Mayor Golden a Happy Birthday. Mayor Pitts then introduced the new Mayor of Oak Grove, Ms. Jackie Oliver, and welcomed her to the meeting. He then started with the first item on the agenda: the review, discussion and adoption of the minutes from the January 19, 2023

meeting. There were no comments to the minutes. Mr. Ringgenberg made the motion to adopt the minutes and Mayor Golden seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the TDOT presentation by TDOT's Commissioner Butch Eley. Mayor Pitts introduced Commissioner Eley and thanked him for coming to the meeting. Commissioner Eley said the Modernization Bill passed and was the most landmark Bill to pass in many years for transportation. The Bill sets Tennessee up for the future. It will move projects quicker. Currently the average time for a project to be completed is 15 years and the cost is increased by 40% due to the extended time. The Bill allows TDOT to pursue better project delivery models and maintain a good financial position without taking on debt.

The three major components of the Bill is: 1) authority to do public/private partnership, which will free up dollars for other project, such as I-24 widening. Choice Lanes are new lanes that are funded by private sector. It is not a toll road. Choice lane drivers chooses to pay to drive on choice lanes or remain on the current system. Public transit is allowed to use choice lanes, which in turn increases ridership and improves trip times; 2) expansion of alternative delivery, which will allow larger and more projects; 3) funding changes for vehicles moving from gas to electric. The gas tax is not keeping up. The funding, designed through indexing, will allow for more revenue. Currently electric vehicles pay a \$100 fee, this will change to \$200 and then to \$274, which after studies shows this is the average paid by gas vehicles. After this indexing revenue funds will increase up to 3% for inflation per year. The Governor has proposed a \$3.3 billion budget, which is currently in the state senate and hopes it passes today. Of this amount \$300 million will go directly to each county which is a 15% increase per county. In the coming months TDOT will decide how to spend the rest of the funds. The funds will be spread across all four regions. The legislation allows for each project to be reviewed to see which one gives the most bang for the buck. TDOT will report back to the legislature and tell how the funds were spent. This will be done each July.

Mayor Pitts asked Commissioner Eley where the I-24 widening project stands. Commissioner Eley said he knows the dire need and should rank high. He can't make a commitment but understands the need.

Mayor Golden asked Commissioner Eley what the MPO can do to ensure the funding comes to our community. Commissioner Eley said the MPO was doing that by working together with TDOT with each other's priorities.

Commissioner Eley discussed the 3 year Plan. He said the budget only funds the first year of the 3 year Plan. This year will not be funded with any of the 3.3 billion because it will not be received until July. After the funds are in place TDOT will do a deep dive and direct where the funds go. This will be like a supplement to the 3 year Plan.

Mayor Pitts thanked the Commissioner and the TDOT staff for attending and presenting at the meeting.

Commissioner Eley said this is work zone safety week and to please tell others to be careful and attentive when driving through a work zone.

Item #3 on the agenda were updates by Stan Williams and KYTC representative on I-24 widening and improvements. Mr. Williams stated that on the TN side for the I-24 widening, the project would run from the TN/KY state line to east of Exit 11. The project has an estimated cost of 220 million dollars and would be done in three phases. Mrs. Henderson, KYTC District 2 Engineer, said the I-24 widening would go from the TN/KY state line to the KY-115 exit 89. The cost is estimated at 100 million dollars. This project is in the KY 6 year Plan. She said it is similar to the TN 3 year Plan, in that KY only funds the first 2 years of the 6 year Plan.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2023-02 for an amendment to the FY2023-FY2026 TIP for TIP project #75, Spring Creek Pkwy, from west of Spring Creek to Wilma Rudolph Blvd including the bridge and associated short conformity

determination report. Mr. Williams stated the changes in the termini, and description and a decrease in the total cost. He said there were no comments received. Mr. Ringgenberg made the motion to adopt Resolution 2023-02 and Mayor Golden seconded the motion. The resolution was adopted unanimously.

Item #5 on the agenda was the review, discussion and adoption of Resolution 2023-03 for authorizing the filing of an application with the U.S. Dot for a grant under the IIJA for KY-5303 funds and committing the local share of funds necessary to secure a Section 5303 grant application. Mr. Williams stated this was a standard procedure to secure the KY-5303 funds used for planning by the MPO. Mayor Golden made the motion to adopt Resolution 2023-03 and Mr. Chaudoin seconded the motion. The resolution was adopted unanimously.

Item #6 on the agenda was the review, discussion and adoption of Resolution 2023-04 for an amendment to the FY2023-FY2026 TIP for CTS budget revisions. Mr. Williams said as CTS receives different grant funding, they need to do budget revision and this happens throughout the year. He stated CTS projects are exempt from conformity reports and there were no comments received from the public. Mayor Golden made the motion to adopt Resolution 2023-04 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #7 on the agenda was the update on the Clarksville Transit System's CPT-HSTP and COA studies. Mr. Williams said the COA is a detailed study on CTS's operations. Kimberly-Horn consultants were selected and will be under contract soon. This should be completed by December 2023. The CPT-HSTP is being performed with GNRC. The Plan targets the needs of the elderly, low income, and disabled in order to identify needs and gaps in transit service.

Item #8 on the agenda was the update by Stan Williams on the 2050 MTP development and the SS4A Action Plan. Mr. Williams said the development of the 2050 MTP is on schedule and the draft should be completed by the end of May for the review period by the states. The goal is to have the draft 2050 MTP adopted by January 2024. The SS4A Action Plan has a contract agreement with FHWA and ready to go by January 1, 2024. Mayor Pitts thanked Lauren Winters for her work on helping move this forward.

Item #9 on the agenda was the updates by the City Engineer, Chris Cowan, on the SR-237/Rossvie Road and Dunbar Cave Road project and SR-48/Trenton Road project. Mr. Cowan stated that the SR-237/Rossvie Rd and Dunbar Cave Rd was split into two projects by TDOT. The first portion was from I-24 to Dunbar Cave Rd and the second portion was the realignment of Dunbar Cave with Cardinal Lane. He said the project is waiting on a revision in TDOT Environmental office and should be in construction by the end of the year. Trenton Rd from I-24 to the 101<sup>st</sup> Pkwy is a TDOT project and is in ROW.

Item #10 on the agenda was the updates by the County Engineer, Nick Powell, on the SR-237/Rossvie Road from International Blvd to Kirkwood Road project. Mr. Powell gave an estimated time frame for the 237/Rossvie Road project. The project started in February 2020 to begin the environmental phase; the design phase began in December 2021; the first public meeting was held in March 2022; January 2023 TDOT required another environmental review; once ROW begins it will take an estimate of 18-20 months to purchase 70 tracks; and construction is estimated to begin in late 2024 or early 2025.

Item #11 on the agenda was the updates by Jeff Bryant with the Highway Department on SR-12 at Excell Rd project. Mr. Bryant said the project is a safety concern and consist of adding a traffic signal and turn lanes. Current the project is entering into the design phase. With the identification of new schools in the area, there will be two different designs and will choose which one is best for that location and in relations to the new schools.

Item #12 on the agenda was the update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan provided 2 handouts. He stated one of these is preliminary years 2020-2022 fine particulate, or PM2.5 data. EPA's reconsideration of the PM2.5 National Ambient Air Quality Standard, or NAAQS. The preliminary data gives you some idea of where we stand with regards to PM2.5 monitoring data. In the PM2.5 design value data table, there are two monitors we need to watch for this area. The first is the third one listed, which is in Christian County, Kentucky. Note that the preliminary 2020-2022 annual design value is 9.2  $\mu\text{g}/\text{m}^3$ . EPA is proposing to revise the level of the annual standard for PM2.5 from its current level of 12  $\mu\text{g}/\text{m}^3$  to within the range of 9 –10  $\mu\text{g}/\text{m}^3$ . Also, EPA solicited comment on revising the level as low as 8.0  $\mu\text{g}/\text{m}^3$  and up to 11.0  $\mu\text{g}/\text{m}^3$ . This monitor is in Kentucky, and this particular monitor is significantly influenced by smoke from tobacco barns and is being look at by EPA and Kentucky. The other monitor to watch is the one in Montgomery County, which has a much lower design value. The second handout indicating the 3-year ozone design values for this ozone season so far. It is still early, but we are in ozone season, so please continue efforts to reduce ozone forming pollutants. He discussed the Climate Pollution Reduction Grants, or CPRG. This program will provide grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. This is a two-stage grant process, the first stage is planning, the second is implementation, which includes about \$4.6 billion in competitive implementation grants, nationally. Implementation grants will be awarded through a competitive process to implement measures contained in plans developed with planning grants. Entities included in, or covered by, such plans will be eligible to apply for implementation funding. EPA anticipates that entities with existing climate plans could use planning money to update or expand their existing plans in preparation for the future implementation grants competition. TDEC has been designated as the lead agency for the CPRG Program. TDEC is looking for interested parties that would like to coordinate in developing the required pollution reduction plan. If there is an entity that is interested, they should reach out to TDEC APC's director, Michelle Owenby, with a summary of who they represent, what areas of the state they are representing (by county), and whether they would be willing to provide a letter of commitment to coordinate with TDEC as they develop the plan. TDEC's application to EPA is due April 28th. Funding for the planning phase is expected sometime this summer.

Item #13 on the agenda was the Federal updates by Melanie Murphy, FHWA-TN. Ms. Murphy listed three new funding opportunities: 1)Charging and Fueling Infrastructure Grants (CFI

Program). The CFI Program offers two types of funding opportunities: the Community Charging and Fueling Grants, and the Alternative Fuel Corridor Grants. The deadline for these grants is May 30, 2023; 2) Safe Streets 4 All (SS4A) Grant, which Clarksville MPO received, is in two phases the first portion is the Planning/Demonstration Grant and the Implementation Grant. The SS4A has a July 10, 2023 deadline; 3) Wildlife Crossing Grant, which has a deadline of August 1, 2023.

Item #14 on the agenda was new business from members of the public and/or MPO members. Mayor Golden said if possible to speed up environmental process at TDOT. There was no new business from the public.

Item #15 Mayor Pitts adjourned the meeting.

Dated: April 20, 2023

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Mayor Joe Pitts, Chairman  
MPO Executive Board