

Clarksville Urbanized Area  
Metropolitan Planning Organization (MPO)'s  
Joint Technical Coordinating Committee and Executive Board Meeting  
January 15, 2015 @ 11:00 am

Regional Planning Commission - Lower Level Conference Room

Members Present:

Mayor Durrett*	Montgomery County Mayor
Mayor McMillan*	City of Clarksville Mayor
Katy Braden*	Tennessee Dept. of Transportation (TDOT)
Thomas Witt*	Rep. Kentucky Transportation Cabinet (KYTC)
Paul Nelson*	CTS
Misty Cutshall*	Rep. Oak Grove Mayor
Steve Bourne*	Rep. Mayor of Hopkinsville
Tim Roach*	GNRC
Craig Morris	PADD
Charlie Gentry	City of Clarksville
Joe Willis	TDOT, Local
Marc Corrigan	TDEC
Nikki Radford	City of Hopkinsville, Transit
Dave Herndon	CDS, Hopkinsville
Gary Norris	DBS Engineering
Mike Frost	Montgomery Co. Highway Dept.
Scott Allen	FHWA-TN
Chris Cowan	Clarksville Street Dept.
Nick Powell	Montgomery County
David Ripple	RPC
Stan Williams	MPO
Jill Hall	MPO

\*Voting members

Mayor Durrett called the meeting to order. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the September 18, 2014 meeting. Mayor McMillan made the motion to adopt the minutes and Ms. Cutshall seconded the motion. The minutes were adopted unanimously.

The next item #2 on the agenda was the review, discussion and adoption of Resolution 2015-01 regarding establishment of the Metropolitan Planning Area (MPA) for the MPO within the Commonwealth of Kentucky. Mr. Williams stated this was an administrative correction required by FHWA that was noticed during the urbanized area adjustments made at the previous meeting. Mayor McMillan asked if this only pertained to the Ft. Campbell Military Post in Kentucky. Mr. Williams stated it was. There were no public comments received prior to the MPO meeting. Mr. Roach made the motion to adopt the resolution and Mr. Bourne seconded the motion. Resolution 2015-01 passed unanimously.

Item #3 on the agenda was the review and discussion of the 2014 Obligated Project List. Mr. Bourne asked about the ADT Count Project in KY. Mr. Witt said it was a statewide project that included Christian County. There were no public comments received prior to the MPO meeting.

The next item #4 on the agenda was the update of the KYTC LRTP: Planning to Make a Difference in America's Tomorrow 2014-2035. Mr. Witt stated the Final 2035 LRTP was released in November 2014. KYTC has been working on the Plan for a couple of years. The Plan serves as a resource for public and private agencies and citizens. The Plan is policy based instead of project based.

The next item #5 on the agenda was the updates on projects/studies:

- a. Mr. Cowan spoke on the projects for the Street Department. Project SR237/Rossvie Road is the widening project in front of the school complex. The Street Dept. has received approval of the preliminary ROW plan and is moving forward with the ROW phase. Project SR13/Wilma Rudolph Blvd @ Dunbar Cave Road is the last of the four intersection projects to be completed and the only one that required ROW. It is currently in ROW and should complete the purchases soon. There will be exclusive double lefts on Dunbar Cave Road. Project SR76/Martin Luther King Blvd @ SR112/ Madison St. qualified as a TDOT Safety Project. The project will have access roads for connectivity behind the businesses and one signalized intersection with Madison Street at the entrance to Ms. Lucille's. Mr. Cowan stated that the project should begin purchasing ROW in 2016. Mayor McMillan gave a special thanks to TDOT for the help and assistance on the project.
- b. Mr. Powell discussed the County projects. Project Oakland Road is beginning the acquisition of ROW and the Construction Phase should be let later in 2015. Project RJ Corman Cumberland River Bridge is in the process of finishing the painting and securing the lighting. This project should be completed in 3-4 months. Project Multimodal Port Facility is still working on the contract with TDOT. RJ Corman has begun the PE/Env phase, which is funded by RJ Corman.
- c. Mr. Williams spoke on the following projects. Project SR237/Rossvie Road and I-24 Interchange is on a very aggressive schedule in order to be completed in May 2016 prior to the opening of Hankook Industries. There will be signalization at the interstate ramps and new bridges. The Exit 8 Park-n-Ride Study is being done by RPM for TDOT. The Study reviewed 15 sites. Exit 11 site came in with high ratings. There were three other sites reviewed that were inside the industrial park. Ms. Braden stated that the current Park and Ride will remain open until the new one is open. Mayor McMillan thanked TDOT for their efforts to keep the current Park and Ride open. Project SR13/Wilma Rudolph Blvd and I-24 Interchange Study is in draft form by TDOT. The number of accidents and injuries qualified this project for safety dollars. The east bound exit ramp will be doubled lane and signalized. Additional storage will be added in the north and south direction on SR13. Completion is estimated to be near the end of 2015. Mayor McMillan asked Mr. Williams to scan and email the plans of this project out to the TCC and Executive Board. He said he would. Mr. Cowan stated that he expects TDOT to signalize all the lights together once the construction is complete. TDOT is not currently reviewing pedestrian challenges for this project. The NW Corridor Study, commuter rail from Clarksville to Ashland City to downtown Nashville, is being done by Parson Brinkerhoff. They are currently collecting data. There will be three rounds of public meetings expected throughout 2015.

- d. Mr. Williams spoke on the KYTC project, the intersection of KY911 and KY115. This project has been let and awarded for approximately 3 million dollars. Project KY911 widening from the above intersection to Ft. Campbell Blvd has begun the preliminary phase. KYTC is hoping to be ready to let the project in 2017. Currently the construction funding has not been assigned to this project.

The next item #6 on the agenda was the update on the Middle Tennessee Mayors Caucus Legislative priority for additional transportation revenue and road funding that keeps pace with inflation. Mayor McMillan said the mayors met regularly in Nashville. One of their projects is transportation with such large growth within the middle Tennessee area. The TN legislature is looking at raising the gas tax. TN is a pay as you go State. They are still in discussion of any new tax spending and possible dedicated funding source for such items as mass transit. Mr. Williams said that unlike TN, which is a flat tax rate, the KY tax is indexed to inflation and because of this KY tax has decreased in funding.

The next item, item #7 on the agenda, was an air quality update. Mr. Corrigan provided a handout with some basic information, the latest ozone data and links on how to provide input on EPA's proposed new ozone standard. In addition, there was a fact sheet about the proposal in the packet. He stated that EPA is scheduled to finalize the ozone standard by October of this year and designation should occur in 2017. That gives us two more ozone seasons to average into the design value EPA will likely use in determining attainment for the new standard in 2017. Remember, the 2012 ozone season readings were high due to a very hot and dry year and will drop out of the design value before designations are made.

Regarding the 2012 annual PM<sub>2.5</sub>, or fine particulate standard, EPA deferred making designations for most of Tennessee until the end of the year, or early 2016, after the 2015 monitor readings are collected and can be used in making designations. Marc believes, that based on early indications, the Clarksville area may stay in attainment for the PM NAAQS. On December 23<sup>rd</sup>, the DC Circuit Court of Appeals issued a decision regarding EPA's implementation of the 2008 8-hour ozone standard. The court determined that EPA had overreached its authority when it extended the attainment timeframes, and the retraction of the transportation conformity requirements for the 1997 8-hour ozone standard. The practical implication with regards to the second item is that areas need to demonstrate conformity for the 1997 8-hour ozone standard if they were once nonattainment for that standard. For Clarksville, that means we would need to demonstrate conformity if we make any changes to the Plan or TIP. EPA, however, is working to retract the entire 1997 8-hour ozone standard, including the transportation conformity requirement. Once EPA does this, we will not need to demonstrate conformity for the 1997 8-hour ozone NAAQS. Right now, it appears EPA will get that done sometime this summer.

The next item #8 on the agenda was new business. Mr. Williams introduced Nikki Radford, Transit Director for the City of Hopkinsville. Ms. Radford said she was happy to report that the City of Hopkinsville Transit had been in operations for 9 days with two fixed routes. The funded for the operations and buses was through KYTC and FTA. Mayor McMillan and Mayor Durrett congratulated her and the City on their achievement.

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Mr. Williams said the draft ITS architecture was completed. This is a required document for the MPO. Mr. Witt asked if the ETS architecture extended into KY. Mr. Williams said the KYTC Region 2 office was involved in the development of the ITS architecture with the consultants. Mr. Williams stated that CTS is required to have a 5 year Strategic Plan. The RFQ for this document will go out soon to select the consultant. Mr. Witt said that the KYTC Local Programs is currently accepting applications for the Recreational Trails Program.

Mayor Durrett asked if there was any other new business. There was not and he adjourned the meeting.

Dated: January 15, 2015

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Mayor Jim Durrett, Chairman  
MPO Executive Board