



KEVIN BROOKS, CHAIRMAN
190 Church Street, N.E., P.O. Box 1519, Cleveland, TN
37364-1519
Phone (423) 479-1913 fax (423) 559 3373
<http://clevelandtn.gov/index.aspx?nid=153>
MPO Coordinator Greg Thomas, AICP
gthomas@clevelandtn.gov

Technical Coordinating Committee

WEDNESDAY, JULY 10, 2019, 10:00 O'CLOCK AM, 2nd FLOOR CITY COUNCIL MEETING ROOM, MUNICIPAL BUILDING, 190 CHURCH STREET NE, CLEVELAND, TN

AGENDA

- 1. Call TCC meeting to order**
- 2. Approval of meeting minutes— May 29, 2019** p. 3
- 3. New Business**
 - A. Proposed widening of SR 2 North Lee Highway from near SR 308 Lauderdale Highway to near Market Street in Charleston, and discussion of related amendments to the 2040 Regional Transportation Plan and the Transportation Improvement Program (TDOT staff to make presentation at MPO Executive Board meeting)** p. 15
 - B. Draft Unified Planning Work Program (UPWP) status** p. 16
 - C. Draft 2020-2023 Transportation Improvement Program (TIP) status** p. 17
- 4. Old Business---none**
- 5. Comments by federal, state, local agencies** p. 18 (Michigan Avenue Road letters)
- 6. MPO Coordinator/staff comments**
- 7. Public comments**
- 8. Next regular MPO meeting date is Wednesday, August 14, 2019 at 10 a.m.**

9. Adjourn



Kevin Brooks, CHAIRMAN
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Cleveland Urban Area MPO Technical Coordinating Committee

WEDNESDAY, MAY 29, 2019, 10:00 O'CLOCK AM, 2nd FLOOR CITY COUNCIL MEETING ROOM, MUNICIPAL BUILDING, 190 CHURCH STREET NE, CLEVELAND, TN

TCC Minutes

1. TCC meeting called to order- 10:00 am

City of Cleveland Public Works Director, Tommy Myers called the meeting to order, asked everyone to sign in and called the roll. Those in attendance were; Tommy Myers- City of Cleveland, Greg Thomas- City of Cleveland/MPO, Jonathan Jobe- City of Cleveland, David Sheely- City of Cleveland, Andrea Noel-TDOT, Mary Lynn Brown- SETHRA, Brian Beck- City of Cleveland, Ted Smith- SETHRA, Stacy Morrison, TDOT, Sara Elmore- TDOT, Nancy Hirsch- TDOT, Valencia Cooper- TDOT, Tad Bacon- Cleveland Utilities, and Autumn Hughes- Cleveland Daily Banner

2. Approval of meeting minutes— March 6, 2019

Tommy Myers asked for approval of the minutes from March 6, 2019. Brian Beck made the motion and was seconded by Ted Smith. Motion was approved unanimously.

3. New Business

A. Consider draft of 2020-2023 Transportation Improvement Program (TIP) for submittal to State and Federal agencies

MPO Greg Thomas, distributed a memo on May 24, 2019 of the DRAFT 2020-2023 Transportation Improvement Program (TIP) by email to TCC/ MPO Board members. The TIP document is about 90 pages long so it wasn't included in the TCC/MPO packets but he did include the one-page TIP project list. Board members had until May 29, 2019 to let Greg

know if they had any comments. The submittal date for the draft to TDOT is May 31, 2019.

The 2020-2023 TIP schedule is as follows:

Dec 2018 – Apr 2019---Request Program and Project information from transit providers and MPO member jurisdictions; Receive Project Cost Estimation Tool from TDOT

February 2019--- Receive Inflation Rate from TDOT Programming & for YOE revenues & expenditures and system-level cost/revenue for O&M

Feb 2019 – May 2019-- Non-Attainment and Maintenance Areas provide IAC with TIP project list for comment

Apr 1 – May 15, 2019-- Receive State Projects and anticipated State funds to program

May 16 – May 31, 2019--- Submit Draft TIP to TDOT for Review (30 business day review)

May 17 – Jul 15, 2019-- TDOT reviews MPOs' draft TIPs

Jun 28 – Jul 15, 2019--- Receive TDOT comments and revise TIP based on comments

Jul 15 – Jul 29, 2019--- Submit Draft TIP to TDOT for submission to FHWA/FTA; TDOT submits

Draft TIP to FHWA/FTA (20 business day review)

July 18 – Sept 12, 2019--- FHWA/FTA reviews MPOs' draft TIPs

Aug 29 – Sept 12, 2019-- Receive FHWA/FTA comments and revise TIP based on comments

Sept - Oct 2019--- Obtain Public Comment/Executive Board Approval based on Participation Plan

Nov 9, 2019--- Deadline for Submitting Final Approved Copies of TIP to TDOT;

Nov 10 – Dec 15, 2019--- TDOT submits Rural STIP and MPO TIPs to FHWA/FTA for approval

Nov 15 – Jan 15, 2020--- FHWA/FTA Review Period (20 business days)

Jan 15, 2020--- FHWA/FTA Approval of STIP

MPO Greg Thomas made the motion for the 2020-2023 Transportation Improvement Program (TIP) (DRAFT) and was seconded by Brian Beck. Motion was approved unanimously.

B. Receive draft of new United Planning Work Program (UPWP) as submitted for State and Federal agency review

MPO Greg Thomas explained that he distributed the May 24, 2019 Memo for DRAFT 2020-2023 Unified Planning Working Program (UPWP) by email to Board members. The UPWP is about 40 pages so it's not included in the meeting packets. He did however have a summary of what is to be done in each of the five work tasks in 2020-2021.

Task 1: MPO Administration and Coordination

1. Develop and oversee work schedules and study agreements, coordinate activities of the MPO Executive Board and TCC, and provide information upon request.
2. Develop and maintain agreements with appropriate parties of the planning process and update Prospectus and By-laws when needed, and any other amendments to bring the document(s) into compliance.
3. Participate in statewide and regional meetings in support of metropolitan planning activities, such as the Regional Freight Advisory Committee, Tennessee Model Users Group, and the Tennessee Walkability Learning Collaborative.
4. Update the Annual Title VI compliance report as needed.
5. Provide data and transportation planning assistance for transportation projects that enhance modal choice, including grant application development for competitive grant applications under various sources; e.g. BUILD Grants, Safe Routes to Schools, Transportation Alternatives, INFRA Grant, etc.
6. The TDOT Long Range Planning Division will work jointly with the MPO to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual

transportation planning projects and studies, and undertake general administrative activities.

7. Encourage a cooperative and open transportation planning process through the participation of interested individuals, organizations, and local/state governments.
8. Prepare quarterly reports and billing invoices.
9. Make amendments to the FY2020-FY2021 UPWP as required.
10. Develop the FY2022-FY2023 Unified Planning Work Program.
11. Update Public Participation Plan (PPP) to incorporate more use of digital media and improved outreach, particularly to underserved and to environmental justice (EJ) communities.
12. Update Memorandum of Understanding (MOU) among Cleveland, Bradley County, and SETHRA for operation of the Cleveland Urban Area Transit System.

Anticipated Major Direct Expenses

Consultant services for PPP update and implementation, MOU update, and other MPO administration support: \$18,000

Task 2: Regional & Subarea Transportation Planning

1. Develop comprehensive safety planning approach that incorporates best practices regarding safety planning efforts among various small MPOs.
2. Update travel demand model (TDM) network and update to TransModeler platform to carry out subarea analysis and micro simulation.
3. Develop subarea simulation tool to conduct smaller scale modeling and analysis within region.
4. Undertake transportation needs assessment of connectivity between SR-312 (Harrison Pike) and APD-40, given recent transportation improvements and anticipated growth.
5. Evaluate regional congestion, identify bottlenecks, and develop operational strategies to improve congestion issues.

6. Develop and adopt update to the 2040 Regional Transportation Plan.
7. Participate in meetings and provide information to support TDOT's I-75 Corridor Study.
8. Participate in meetings and provide information to support the SR 60 Corridor Management Agreement.
9. Provide planning information and partner with City of Cleveland in their comprehensive planning efforts.
10. Provide planning information to local jurisdictions preparing grant applications for transportation projects and/or programs.

Anticipated Major Direct Expenses

Consultant services

- o Support for safety planning assistance: \$10,000
- o TDM update: \$45,000
- o Support for bottleneck identification: \$15,000
- o Development of intersection simulation tool: \$30,000
- o Update to Regional Transportation Plan: \$200,000

TransModeler software: \$12,000 per year

Task 3: Transportation Improvement Program (TIP)

1. Amend and adjust the FY2020-2023 TIP as needed.
2. Monitor projects that are programmed in the TIP to ensure proper funding and priorities are being met.
3. Publish the annual listing of projects for which federal funds have been obligated during the previous fiscal year.
4. Provide input to TDOT on project priorities for funding in the state's 3-Year Work Program.
5. Participate with TDOT in development, training and implementation of an electronically-based TIP (eTIP).
6. Review proposed projects by TDOT, local agencies, CUATS, and private developers for transportation and Title VI impacts and for RTP consistency.

Anticipated Major Direct Expenses:

Consultant services for TIP training and support, including eTIP: \$20,000

Task 4: Multimodal Planning

1. Enhance coordination with school system to plan for sidewalks within school zones and along bus routes.
2. Support development of ADA Transition Plans by local jurisdictions.
3. Conduct evaluation and develop recommendations for CUATS transit vehicle parking needs and priorities.
4. Conduct study and develop a plan for converting local transit service from flag-stop to fixed-stop service, including recommendations for stop locations, in cooperation with CUATS and local government engineers.
5. Update Coordinated Human Services-Public Transit Plan.
6. On-going support to CUATS for service planning efforts.

Anticipated Major Direct Expenses

Consultant services

- o General transit planning support: \$20,000
- o CHSPTP update: \$10,000
- o Plan for CUATS flag-stop conversion: \$10,000

Task 5: Data Collection

1. Work with TDOT to review traffic count stations and make changes or additions where appropriate.
2. TDOT will provide special traffic counts requested by the MPO for planning and design. Project-specific traffic counts will be conducted by the City of Cleveland and Bradley County.
3. TDOT will maintain crash data for the MPO area and will furnish high-hazard listings and other safety data as required.
4. Continue collection of count data for bicyclists and pedestrians.

5. Collect updated boarding/alighting data for riders of the Cleveland Urban Area Transit System (CUATS).
6. TDOT and/or the MPO will conduct special travel time studies as needed.
7. Coordinate with TDOT for the on-going monitoring of federally-required performance measures and targets established by the MPO, TDOT, and transit operators, including upcoming Public Transportation Agency Safety Plan (PTASP) requirements.

Anticipated Major Direct Expenses

Consultant services:

Transit boarding/alighting survey: \$30,000

C. 2019 Multimodal Access Grant

MPO, Greg Thomas told the TCC Board: TDOT'S Multi-modal Access Grant program provides 95% funding for eligible multi-modal improvements on State routes. State project costs shall not exceed \$950,000. Cities and counties are eligible to apply. For any project to receive funding, a Notice of Intent to Apply must be submitted to TDOT prior to Friday, June 28, 2019 at 3:00 p.m. ET. The types of projects that are eligible include the following:

- Pedestrian crossing improvements, including signage, signalization, median pedestrian refuge islands and crosswalks
- Shoulders
- Sidewalks
- Bicycle lanes (on-road facility delineated with pavement markings and signs)
- Improvements that address requirements of the Americans with Disabilities Act
- Shared-use paths located within the transportation corridor. Shared-use paths (pedestrian plus bicycle traffic) must be a minimum of 10-feet wide.
- Pedestrian-scale lighting (will not rank highly as a standalone project, but eligible as a project component)
- Transit stop amenities
- Road diets or traffic calming measures that enhance bicycle and/or pedestrian safety
- Separated bicycle facilities
- Park and ride facilities for carpooling or access to transit

- Utility relocation (eligible as a project component **only** if located on private property or as part of an urban revitalization plan)

The evaluation criteria include the following:

Criteria	Guidance	Maximum Points
Does project address location with history of bicycle and/or pedestrian crashes?	Document how this project will improve an unsafe condition and enhance pedestrian or bicyclist safety by noting, as appropriate, police reports, school reports, a road safety audit report, existing conditions, photos, etc.	30
Will the project contribute to an integrated transportation system linking a variety of activity centers such as transit, residential neighborhoods, low-income housing, medical centers, schools, retail, parks, & employment centers?	Demonstrate how the proposed project will link the community's desired trip origins and destinations. A map showing the connections between the various activity centers/residential areas, etc. is advised. If your City/County has fixed route transit service, be sure to demonstrate how the project will address connectivity between modes of transportation. Cities/Counties without fixed route transit will not be penalized, but should show connectivity between a variety of activity centers.	25
Is this project identified in State and/or Local Plans? Is there coordination between local governmental agencies in regard to this project?	Examples of plans include but are not limited to: local neighborhood or community plans, comprehensive plans, corridor studies, major thoroughfare plans, MPO plans, TDOT Long Range Plan, TDOT Bicycle and Pedestrian Plan, etc. Applicants are encouraged to include supporting documents (or relevant pages) that show inclusion of the project in state and/or local plans and any coordination efforts between local governmental agencies.	20

Is there a likelihood the project will be ready for construction within 24 months of an executed contract based on readiness demonstrated?	What level of preliminary engineering has been completed? Note any anticipated delays, ex. utility relocations, ROW issues, etc. Does the applicant have a history of completing TDOT Local Programs projects within schedule?	15
Will the proposed project support economic development? Will it serve economically disadvantaged populations?	Please explain how this project will aid economic development in the community? How does the project serve a transportation need for economically disadvantaged populations?	10

Cleveland staff are inclined to pursue a sidewalk project on 25th Street, connecting with the one currently funded at Peerless Road, for several reasons. FHWA and TDOT prepared the *2016 Tennessee Bicycle and Pedestrian Safety Assessment Cleveland, Tennessee* in response to concerns about safety of bicyclists and pedestrians on SR 60 25th Street, and that is the highest point value for project scoring. Other scoring criteria like contribution to an integrated transportation system and identification in other plans could be answered favorably. The project could be completed in existing ROW and that would help with the time factor.

Staff is also anticipating a Multi-modal Access Grant application from the City of Calhoun, TN for a sidewalk and drainage improvement on SR 163 Bowater Road serving the towns city hall, library, park, and post office.

Staff is seeking authorization for the MPO Chairman to sign letters of support for project applications by MPO member jurisdictions.

Brian Beck made the motion for the 2019 Multimodal Access Grant (DRAFT) and was seconded by Tad Bacon. Motion was approved unanimously.

D. On Call Transportation Planning Assistance Contract with WSP-USA

MPO Coordinator Greg Thomas explained that Cleveland has maintained an on-call transportation planning contract with WSP-USA and its predecessor Parsons-Brinkerhoff. The firm continues to provide high quality transportation planning services in a timely manner. Periodically it is necessary to add to the cap in the contract in order to extend our access to those planning services. The existing contract is substantially expended and there is considerable work remaining for which consultant help is necessary. Staff has submitted contract

addendum number nine to the City for approval, adding \$100,000 to the contract cap.

MPO Greg Thomas made the motion to approve the addition to the contract cap and was seconded by David Sheely. Motion was approved unanimously.

E. BUILD Grant application for Inman Street

MPO Greg Thomas presented the BUILD Grant Letter of Interest add that will run in the April 26, 2019 paper.

The City of Cleveland is seeking a Letter of Interest from professional consulting landscape architecture, and/or architecture, and/or engineering firms that have demonstrated ability in preparing Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant applications (formerly the Transportation Investment Generating Economic Recovery (TIGER) program). The City of Cleveland's recent Downtown Revitalization Plan process includes a road diet and streetscaping along its Inman Street Corridor and an associated extension of its Greenway system into the downtown. Through the BUILD grant, the City is seeking funding for the completion of the NEPA Phase, the Design Phase, R.O.W. Phase, Utility Relocation, and Construction Phases for these Inman Street and Greenway improvements. This solicitation of Letters of Interest is for the completion of a competitive BUILD grant application on the City's behalf. The highly competitive BUILD or 2019 FHWA Equivalent grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. The FHWA Grant 2019 application requires the development of a Benefit-Cost Analysis.

All firms must be pre-qualified or have a completed pre-qualification form filed with the Tennessee department of Transportation by the deadline for letters of interest.

It is intended that the City of Cleveland and the firm would enter a project specific contract for the BUILD grant application. The intended procurement method is through competitive negotiation and a lump sum contract would be entered for the funding application. Contingent upon the award of funding, a subsequent solicitation for professional services would occur for the project phases described below.

The factors that will be considered in evaluation of proposals are:

1. Ability and relevant expertise of the firm's personnel to be used in performing the service.
2. Demonstrated ability to formulate a Benefit-Cost Analysis
3. Past experience in writing BUILD/TIGER specific and/or equivalent grant applications
4. Qualifications and availability of staff

5. Demonstrated ability to meet schedules without compromising quality

The Letter of Interest should be limited to no more than 15 pages and should include the following qualifications information:

- 1) Introductory cover letter
 - 2) Resumes of key personnel expected to be involved in the project
 - 3) Past experience in writing and preparing BUILD/TIGER Grant Applications
- The consultant professional services that are being selected under this invitation are the following:

- 1) 2019 BUILD grant funding application preparation and submittal prior to July 15, 2019 deadline
- 2) Assess and perform work for anticipated NEPA that is feasible prior to BUILD grant application

If the BUILD grant is awarded, then a solicitation for the following professional services would occur:

- 3) Remaining NEPA Phase Services
- 4) Design Phase Services
- 5) Right-of-Way Phase Services
- 6) Utility Relocation Phase Services
- 7) Construction Phase - Construction, Engineering and Inspection Services (CEI).

The City of Cleveland hereby notifies all firms that disadvantaged business enterprises will be afforded full opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of age, race, color, religion, national origin, sex or disability. No Disadvantaged Business Enterprise (DBE) goal has been set for this project. However, the use of DBE or minority/women owned firms is encouraged.

The City of Cleveland is an equal opportunity affirmative action employer, drug-free with policies of non-discrimination on the basis of race, sex, religion, color, national or ethnic origin, age, disability or military service. Specific questions should be directed to Jonathan Jobe at 423-479-1913 jjobe@clevelandtn.gov , or Greg Thomas at 423-472-4551, gthomas@clevelandtn.gov .

Interested firms should submit (1) hard copy Letter of Interest to: Mr. Joe Fivas, City Manager, City of Cleveland, by 10:00 a.m. ET on May 9, 2019. The mailing address is P.O. Box 1519, Cleveland, TN 37364-1519 and the physical address is 190 Church Street NE, Cleveland, TN 37311. Interested firms should also submit (1) electronic copy of the Letter of Interest to Jonathan Jobe jjobe@clevelandtn.gov , and Greg Thomas, gthomas@clevelandtn.gov by 10:00 a.m. ET on May 9, 2019. Interested firms should be available for interviews if contacted by the City's reviewers to schedule an interview. Interviews will be scheduled from the time of submittal until 5:00 p.m. ET on May 10, 2019.

4. Old Business- None

5. Comments by Federal, State & Local Agencies- None

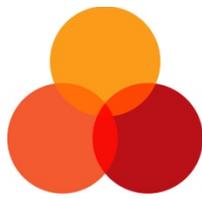
6. MPO Coordinator/ Staff Comments-

MPO Greg Thomas presented a MEMO regarding including Cleveland on a TDOT directional sign at the I-75/24 split. He said he was asked what it would take to have Cleveland included on a TDOT directional sign just inside Tennessee at the I-75/24 split. He was informed that these signs are restricted by Federal and State policy to minimal amount of information needed for drivers to make a quick and safe decision on which way to travel. These signs are restricted to "Control Cities" which provides a cardinal direction.

7. Public Comments- None

8. Next Regular Meeting: Wednesday, July 10, 2019 at 10 am

9. Adjourned Meeting at 10:40 am



MEMORANDUM

TO: MPO Executive Board and TCC members

FROM: Greg Thomas, AICP, MPO Coordinator

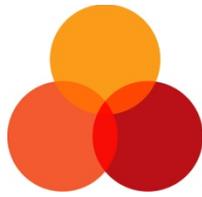
DATE: July 5, 2019

SUBJECT: Widening US 11/ SR 2 north of SR 308 in Charleston

TDOT is moving ahead with design on the widening of North Lee Highway (US 11/ SR2) north of Anatole Lane. The northern terminus of this project had been at SR 308 Lauderdale Highway. TDOT is proposing to extend the widening project northward, from SR 308 to Market Street near Charleston Elementary School. Because of the significant change in the project termini, amendments to the 2040 RTP and to the TIP would be required and are anticipated for the August 14, 2019 MPO meeting.

Unlike the widening south of SR 308, the project extension would be a three-lane section that is in a much more urbanized area near Charleston Elementary School, the Piggly Wiggly supermarket, and residential development. There seems to be general agreement that the addition of sidewalks to the project in this area would be appropriate, and TDOT designers are investigating the addition of these sidewalks to the project.

Charleston Mayor Walter Goode has expressed the desire to meet with TDOT staff on the proposed northward extension of the widening project. The concern is potential ROW impacts and the setbacks of existing businesses along this part of North Lee Highway. In lieu of this meeting that was prevented by schedule conflicts, TDOT proposed a project presentation at the July 10, 2019 MPO meeting.



MEMORANDUM

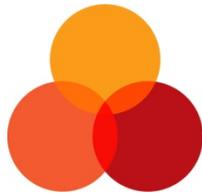
TO: MPO Executive Board and TCC members

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: July 5, 2019

SUBJECT: 2020 UPWP update

In your May 29, 2019 meeting, the UPWP work task summary was shared with you and it is reflected in the minutes for that meeting. The work tasks represent the essence of what MPO staff will be working on for the next two years. We are awaiting federal agency comments on draft 2020-2021 UPWP. Once those comments are received we will develop any necessary changes to the draft UPWP for approval by the MPO.



Cleveland Urban Area

METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

TO: MPO Executive Board members

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: May 24, 2019

SUBJECT: 2020-2023 TIP

With MPO approval on May 29, 2019, the DRAFT 2020-2023 Transportation Improvement Program (TIP) was sent to TDOT for review and comment. TDOT's TIP schedule shared in the last meeting indicated that TDOT would review the draft TIP by July 15, 2019 which is after the July 10, 2019 MPO meeting. Staff will need to review the TDOT comments and submit any changes to the draft TIP to TDOT by July 29, 2019. **In order to stay on schedule and unless the MPO Executive Board objects, staff is proposing to review the TDOT comments, to revise the draft TIP accordingly, and to submit the revised draft TIP to TDOT for their submission to FHWA/FTA.** Thanks!



CLEVELAND ECONOMIC DEVELOPMENT BRADLEY COUNCIL

T E N N E S S E E

May 21, 2019

Mayor Kevin Brooks, Chairman
Cleveland Urban Area Metropolitan Planning Organization
Post Office Box 1519
Cleveland, Tennessee 37364-1519

Dear Mayor Brooks:

As Chairman of the 32 member Cleveland-Bradley Economic Development Council that serves as the state recognized advisory board for economic and community development strategic planning and program oversight in Cleveland and Bradley County, I am writing you today to express our growing concern for the inadequacy of Michigan Avenue Road to serve the ever increasing transportation demands of business, industry, residents, and visitors in the area.

As you know, NE Michigan Avenue Road /Dry Valley Road NE between Stuart Road and Tasso Lane NE is the home to numerous commercial enterprises on the southern end near the Stuart Road intersection, five major industries employing over 700 people in the middle section, and the Cleveland Regional Jetport on the northern end. In addition, the largest warehousing/logistics operation in Bradley County, Tri-State Warehousing, is located west of the jetport off Tasso Lane NE. The east side of Michigan Avenue Road is a mixture of commercial services, residential subdivisions, and family farms. Recent growth patterns show Michigan Avenue Road will continue to become an even larger residential and commercial services area due to its proximity to employment opportunities and utility infrastructure.

Given the diversity of user groups and the positive growth trends we are experiencing with ongoing industrial and residential expansion along the entire length of the roadway back to Benton Pike, I am requesting the Cleveland Urban Area Metropolitan Planning Organization to place priority on upgrading Michigan Avenue Road to current design standards for an arterial industrial access road with 12-14' lane widths, a minimum of 4' load bearing shoulders, and turn lanes at major intersections and business entrances. These improvements will create a safer driving environment for our citizens and a more efficient transportation network encouraging the existing industries along the roadway as well as new companies considering a location in the area to invest and create even better employment opportunities.

Sincerely Yours,



Robert McIntire
Chairman

CLEVELAND, TN
REGIONAL JETPORT

251 Dry Valley Road NE, Cleveland TN 37312

(423) 472-4343

26 March 2019

Mayor Kevin Brooks
Chairman, MPO
190 Church Street
Cleveland, TN 37311

Dear Mayor Brooks,

As Airport Director, I have the unique opportunity to welcome untold numbers of visitors and guests to one of our City's greatest assets, the Cleveland TN Regional Jetport. With its award-winning design and modern features, the Jetport establishes a new standard among general aviation airports nationwide. Routinely, guests comment on how Cleveland has "gone the extra mile" and built what many feel is the best G.A. airport in the country.

One issue that frequently is brought to my attention by our guests is the poor access provided by Michigan Avenue Road. With its narrow, undulating lanes, blind spots, poor markings and drainage, Michigan Avenue Road presents a poor image to those visiting our community. In stark contrast to Cleveland's superb airport, Michigan Avenue Road deters from the positive impression many visitors have of our city. I would urge those concerned to consider any and all upgrades of this road not only for safety considerations but for the values of a positive impression when welcoming our many visitors to Cleveland.

Thank you for your consideration and time.

Regards,

Mark Fidler
Director
Cleveland TN Regional Jetport

THE

VOICE OF EVANGELISM

THE MINISTRY OF INTERNATIONAL EVANGELIST PERRY STONE, JR.

April 4, 2019

Mr. Greg Thomas, MPO Coordinator
Cleveland Urban Area Metropolitan Planning Organization
PO Box 1519
Cleveland, Tennessee 37364-1519

Mr. Thomas:

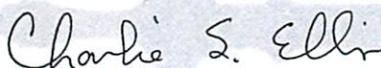
Here is the info requested by Lisa Pickel at the Cleveland/Bradley Chamber of Commerce pertaining to the upgrade of Michigan Ave Road in relation to our organization located at 3959 Michigan Ave Road.

Type of Operation – ministry offices/warehouse

of employees – 25-30

Average daily truck traffic – 5-6 per day

Sincerely,



Charlie S. Ellis
Executive Director
Voice of Evangelism Ministries
www.perrystone.org

**VOICE OF
EVANGELISM**

P.O. Box 3595
Cleveland, TN
37320-3595
423.478.3456
Fax 423.478.1392
www.voe.org



5470 W Roosevelt Road | Chicago, Illinois 60644

• 3939 Michigan Avenue Road SE | Cleveland, Tennessee 37323

H&K Perforating South
3939 Michigan Avenue Road SE
Cleveland, TN 37323
423.479.8691
TNOoffice@hkperf.com

April 4, 2019

Mr. Greg Thomas, MPO Coordinator
Cleveland Urban Area Metropolitan Planning Organization
PO Box 1519
Cleveland, TN 37364-1519

Dear Mr. Thomas,

On behalf of H&K Perforating, LLC, I am writing to express our support for the upgrade of Michigan Avenue Road to industrial access standards.

H&K Perforating is a metal perforating plant that employs an average of forty employees on two shifts. We ship and receive large quantities of metal sheets and rolled coil each business day. We estimate an average of 6 to 8 trucks pick up and/or deliver to our facility daily.

Concern for the need to improve road conditions has increased among the staff at H&K over the course of the past few months, as we have witnessed multiple car accidents on Michigan Avenue Road within view of our facility. We believe that with the mix of residential, retail and industrial facilities on Michigan Avenue Road, road improvements would benefit the community at large, making the roadway safer for both the large trucks that utilize the road and school buses picking up and dropping off children before and after school. We hope that the matter will be given full consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Kendra Francisco'.

Kendra Francisco
Office Manager



Mr. Greg Thomas
MPO Coordinator
Cleveland Urban Area Metropolitan Planning Organization
PO Box 1519
Cleveland, TN 37364-1519

Bayer U.S.
4207 Michigan Avenue
Road NE
Cleveland, TN 37323-9408
Phone: 423-476-2201

April 18, 2019

Dear Mr. Thomas,

Please allow me to introduce myself. My name is Pete Ochel, and I am the Plant Manager of the Bayer facility on 4207 Michigan Avenue Road NE. I recently learned about potential plans to upgrade Michigan Avenue Road to industrial access standards (something that I feel is long over-due). Bayer fully welcomes and supports any improvements to the road to improve logistics and safety.

For reference, Bayer's Cleveland facility is a light industrial manufacturing plant that produces over-the-counter consumer goods. We employ 360 full time employees, and we have an additional support and contract staff that ranges between 150 – 180 individuals. So any given day, over 500 people enter and leave our facility. In addition, we see a total of about 22 trucks (inbound and outbound) at our site to support our operation on a daily basis. Many of our truckers complain about traffic congestion on Michigan Avenue Road as this causes them to back up northbound traffic waiting to turn into the facility (due to the absence of a turn lane). They also are concerned about the intersection of Michigan Avenue Road and Peach Orchard Hill Road. That intersection is not feasible for a transfer truck to turn left onto Michigan Avenue Road to come to our site. Cars in the turn lane have to back up to provide clearance for the truck to turn, and even with cars moving, the truck has to swing into the yard of the home on the corner.

Bayer is very concerned about safety. We have an excellent track record for safety performance regarding the processes that we control within our own four walls. Adding turning lanes and shoulders would greatly add to the safety infrastructure surrounding our site. Just recently, we witnessed two very serious traffic accidents in immediate proximity to our site. Hopefully, the improvements that are being considered would decrease the risk of these types of unfortunate events in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Ochel".

Pete Ochel
Vice President
Manufacturing Operations
Bayer Consumer Health