



CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

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AGENDA

For the Technical Coordinating Committee and the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization (MPO)

Date: Thursday, November 16, 2023

Time: 11:00 a.m.

Location: In person meeting at Regional Planning Commission (RPC) lower conference room
(Executive Board must be in-person to vote) and virtual access link at www.CUAMPO.com website

- 1) Review, discussion and adoption of the minutes from the August 10, 2023 meeting;
- 2) Review, discussion and adoption of Resolution 2023-09 to add Transportation Improvement Program (TIP) Project #73 to the FY2023-FY2026 TIP for new sidewalks along Greenwood Avenue and Edmondson Ferry Road.
- 3) Review, discussion and adoption of Resolution 2023-10 of the Urban Area Boundary Adjustment in response to the 2020 U.S. Census Designation of the Clarksville MPO;
- 4) Review, discussion and endorsement of Resolution 2023-11 for the draft 2050 Metropolitan Transportation Plan (MTP) and Conformity Determination Report (CDR), which has completed the federal and states reviews and will begin the public comment period;
- 5) Review, discussion and adoption of Resolution 2023-12 to support the Performance Measure (PM) 1 Safety 2024 targets set by Kentucky Transportation Cabinet (KYTC) and Tennessee Department of Transportation (TDOT);
- 6) Review, discussion and adoption of Resolution 2023-13 to add the Montgomery County Highway Department Superintendent to the Executive Board by amending the MPO By-Laws. This action was discussed at the August meeting and requires a vote at this meeting in accordance with the By-Laws;
- 7) Update on Clarksville Transit System's Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) and Comprehensive Operational Analysis (COA) studies;
- 8) Update on the Safe Streets and Roads for All (SS4A) Action Plan;

- 9) Update by Marc Corrigan, with the Tennessee Department of Environment & Conservation (TDEC), on air quality;
- 10) Federal updates by Melanie Murphy, with the Federal Highway Administration-Tennessee Office (FHWA-TN);
- 11) New Business – members of the public and/or MPO members;
- 12) Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
August 10, 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 Morris*	Rep. Tennessee Dept. of Transportation (TDOT)
Deneatra Henderson*	Rep. Kentucky Transportation Cabinet (KYTC)
Daniel Capparella*	Greater Nashville Regional Council (GNRC)
Mayor Oliver*	Rep. City of Oak Grove
Bill Chaudoin*	Rep. Christian County
Brian Hart	Oak Grove, Public Works Director
Thomas Witt	KYTC
Nick Hall	KYTC, District 2
Tobin Maxfield	KYTC, District 2
Keirsten Hagger	KYTC
Nick Powell	Montgomery Co Engineer
Lee Harrell	Montgomery Co
Sean Santalla	FHWA
Stacy Morrison	TDOT
Herman Wright	TDOT
Jon Storey	TDOT, R3
Marc Corrigan	TDEC
Jeff Bryant	MCHD
Angela Hernden	PADD
Devarer Smith	PADD
Daniel Morris	RPC
Jeff Tyndall	RPC
Sam McCanna	RPC
Stan Williams	MPO
Jill Hall	MPO
*Voting members	

Mayor Pitts called the meeting to order and thanked everyone for their attendance. He started with the first item on the agenda: the review, discussion and adoption of the minutes from the April 20, 2023 meeting. Mayor Golden made the motion to adopt the minutes and Mayor Oliver seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, Discussion and adoption of Resolution 2023-05 of the FY2024-FY2025 UPWP. Mr. Williams reviewed the document and stated the UPWP is how the MPO is funded. The UPWP identifies funding sources and transportation planning activities to be undertaken by local, regional, and state agencies for the Clarksville urbanized area. He said there were no public comments received. Mayor Oliver made the motion to adopt Resolution 2023-05 and Mayor Golden seconded the motion. The resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion, and adoption of Resolution 2023-06 for the updated Conformity Determination Report for the 2045 MTP. Mr. Williams said both Christian County, KY and Montgomery Co, TN which includes the Clarksville urbanized area are in attainment areas for the 8-hours ozone standard. This requires the 2045 MTP's CDR to be updated every four years. This is the existing MTP. The 2050 MTP will be adopted in January 2024 with a new CDR. He said there were no public comments received. Mayor Golden made the motion to adopt Resolution 2023-06 and Mr. Chaudoin seconded the motion. The resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2023-07 for an amendment to the 2045 MTP to add the KYTC project, ID #111, for the reconstruction of the I-24/KY-115 interchange and the associated short conformity determination report. Mr. William stated this is a new project for KYTC and has to be added to the 2045 MTP before it can be amended into the TIP. He said there were no public comments received. Ms. Henderson made the motion to adopt Resolution 2023-06 and Mayor Oliver seconded the motion. The resolution was adopted unanimously.

Item #5 on the agenda was the review, discussion and adoption of Resolution 2023-08 for an amendment to the FY2023-FY2026 TIP to add the new TIP project #16, I-24/KY-115 interchange and the associated short conformity. Mr. William said this project is requested by KYTC to improve capacity and mobility of the I-24 interchange with reconstruction of the ramps and the addition of a center turn lane on KY-115 interchange portion. He said there were no public comments received. Mr. Chaudoin made the motion to adopt Resolution 2023-08 and Mayor Oliver seconded the motion. The resolution was adopted unanimously.

Item #6 on the agenda was the review and discussion on the TDOT Statewide Partnership Program (SPP) for the awarding of the Tennessee Modernization Act (TMA) funds competitive grant application. Mr. Williams said that the County Engineer applied for the Rossview Road widening project east of I-24; and the Highway Superintendent applied for the SR-12 @ Excell Road intersection improvement project. The awards should be the first part of 2024, but has not been set by TDOT yet. The SPP program will free up the L-STBG and the S-STBG for other projects with the new TMA funding source.

Item #7 on the agenda was the review and discussion to add the Highway Department Superintendent to the Executive Board by amending the MPO By-Laws. This action must be discussed at this meeting and voted on at the October meeting in accordance with the By-Laws. Mr. Williams introduced Jeff Bryant, the Highway Department Superintendent, and explained that the Board will vote for him to be added to the Board at the next meeting in October. Mayor Golden said he was in favor of Mr. Bryant being added to the Executive Board.

Item #8 on the agenda was the review and discussion for the US Census urban area boundary adjustment to the Clarksville MPO's MPO. Mr. Williams referred to the map in the packet to show the adjustments the MPO recommended for the urbanized area boundary. He stated this would not be adopted until the next MPO meeting. He wanted the mayors and their staff to review and make

changes before the final submittal. Mr. Williams said that KYTC would not make their review until mid-September for the changes to the MPO's urbanized area. Ms. Hall said that she and Mr. Morris had reviewed the most recent neighborhood/ new school developments through building permits and aerial photography and had based their recommendations for the adjustments on that. She stated that the adjustments had to be based on known current neighborhood or industry growth, not based on projection for five years from now per federal regulations. Mr. Chaudoin asked about changes to funding sources for outside the urbanized area. Mr. Morrison, TDOT, said this didn't change the funding amounts within the MPO's planning area. Metropolitan planning area (MPA) is all of Montgomery County on the Tennessee side; and the lower portion of Christian County from Elmo Road to the KY/TN state line. Ms. Henderson, KYTC Engineer, stated that the KY Henderson/ Evansville MPO were separated into two separate urban areas due to the changes in the Census on determining the density/ population in the 2020 Census.

Mr. Santalla, FHWA-TN, said the urbanized boundary adjustments are very regulatory and that the MPA is more important for funding projects. He stated the adjustments had more of a rural/ urban impact on: functional classification, design expectations, and data collection for reporting. Mayor Pitts said his staff would review and submit any additional adjustments to the MPO staff to add to the map.

Item #9 on the agenda was the update by Stan Williams on the Clarksville Transit System's CPT-HSTP and COA studies. Mr. Williams said that the consultants were in last week and worked with CTS on the COA. The COA is to be completed in January 2024. Mr. Williams said the CPT-HSTP is being done through CNRC. He then introduced the new representative for GNRC, Daniel Capparella. Mr. Capparella said the CPT-HSTP should begin in a month or two, but had not started yet.

Item #10 on the agenda was the updates by Stan Williams on the 2050 MTP and the SS4A Action Plan. Mr. Williams said the 2050 MTP have received the states' comments and plans to submit the responses back to the states next week. From there it goes to the feds for their review. The SS4A action plan has it's kick off meeting within two weeks and has a signed agreement with FHWA.

Item #11 on the agenda was the update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan began with the VW Funding Update. TDEC's OEP anticipates releasing both Level 2 electric vehicle charging infrastructure and diesel vehicle replacement funding programs in the first half of 2024; exactly how those will look has not yet been finalized. Climate Pollution Reduction Grants (CPRG) Program: The State of Tennessee launched a website for the Tennessee Volunteer Emission Reduction Strategy. Please check it out. On the website is a link to sign up for our email distribution to receive updates on the program. The state of TN has received funding for planning through the EPA's CPRG program. The CPRG planning grant provides each state with \$3 million in grant funding to complete climate and emissions reduction planning. TDEC is engaging in the Tennessee Volunteer Emission Reduction Strategy and will consider both greenhouse gas and co-pollutant reduction strategies. TDEC has assembled an advisory committee: Emissions Reduction

Planning Advisory Committee, to inform the State's emissions reduction strategy. Mayor Pitts has been invited to serve as a Clarksville representative. The committee will hold its first meeting Monday, August 14. Phase II of the CPRG program will offer eligible entities within the state the opportunity to apply for the \$4.6 billion in implementation grant funding. EPA has not issued

specific guidance on implementation yet, but has indicated it should be out this fall. In addition to TDEC receiving funding, GNRC was awarded one million dollars to build a plan for the MSA. If anyone has questions, we have a dedicated email address: tdec.tvers@tn.gov.

Also, TDEC is planning a virtual public kick-off meeting for some time in September.

Air Quality Update: Mr. Corrigan provided three handouts on air quality in our region for your information. He stated we are in the middle of the ozone season. One of those provides the preliminary ozone exceedances so far this ozone season. You'll note, we've had 3 preliminary ozone exceedances at the Hopkinsville ozone monitor shown in the column under "Clks". Even though we've had three preliminary exceedances of the ozone NAAQS so far, it is the fourth highest value that goes towards the calculation of the ozone design value. So, in looking at the other table titled "Preliminary Tennessee Ozone Data for 2021-2023" we see near the bottom of this table that so far the 4th maximum value of the Hopkinsville monitor is right at the standard of 70 ppb. All this assumes no more exceedances this ozone season, and we know it isn't over yet. Because Canadian wildfire smoke has been in the news so much, and that it has had some impact on Tennessee, I've also included a table titled "Preliminary 2023 PM2.5 Air Quality Exceedance Data". This table includes the preliminary PM2.5, or fine particulate matter, exceedances of the daily PM2.5 NAAQS so far this year.

Item #12 on the agenda was the Federal Updates by Sean Santalla, FHWA-TN. He said thank you for working with the federal agencies on the oversight issues from the items on today's agenda. He gave three new funding sources available and their closing date.

1. PROTECT Program – discretionary grant program to help make surface transportation more resilient to natural hazards through support of planning activities, resilience improvements, and community resilience. The application process closed on August 18, 2023.
2. Multimodal Project Discretionary Grant (MPDG) program has three types of grants.
 - a. Mega Program-supports large complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
 - b. Infra Program-awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
 - c. Rural Surface Transportation Grant supports projects that improve and expand the surface transportation infrastructure in rural areas.

The grant application closes August 21, 2023.

3. Reconnecting Communities and Neighborhoods Program. This joint Notice of Funding Opportunity makes over \$3 billion available for the Reconnecting Communities Pilot and Neighborhood Access and Equity programs. Three types of grants are eligible under the combined grant program, including 1) Capital Construction, 2) Community Planning, and 3) Regional Partnerships Challenge. Applications for the Reconnecting Communities and Neighborhoods Program are due September 28, 2023.

Mr. Santalla said the SS4A Action Plan will be kicking off soon; and the TMA designation meeting is coming up with the MPO staff.

Item #13 on the agenda was new business from members of the public and/or MPO members. There was no new business from the public. Mr. Morrison, TDOT, introduced Mr. Jon Storey from Region 3. He is with project management at the region and plans to attend the MPO meeting when his schedule allowed. He gave an update on two of the MPO projects.

1. Madison/ SR-112 at Martin Luther King Blvd intersection improvements. He said there had been a delay, but it is moving forward and has a new completion date of May 2025.
2. McClure Bridge on SR 48/13 is almost complete and open to traffic.

Mr. Tyndall, RPC, said the conference room had new cameras installed this past week and will offer live streaming by the end of the month. The next MPO meeting will be able to be streamed live.

Item #14 Mayor Pitts adjourned the meeting.

Dated: August 10, 2023

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2023-09

APPROVING AMENDMENT - TDOT #63 (CLK MPO AMD #2) FOR THE FY2023-FY2026 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, the Transportation Improvement Program (TIP) is prepared on a four-year basis, per FAST Act guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee (TCC) for selection by the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2023-FY2026 TIP to add TIP# 63, Greenwood Avenue/ Edmondson Ferry Road new sidewalks. The Construction phase is funded with TAP funding at an 80/20 split between FHWA and the City of Clarksville. The City of Clarksville is responsible for 100% of the PE and ROW phase funding. The total cost is \$1,000,000 (\$679,200 federal and \$320,800 Local).

WHEREAS, members of the Interagency Consultation (IAC) agreed that this amendment is exempt from air quality conformity; and

WHEREAS, Amendment - TDOT #63 of the FY2023-FY2026 TIP consisting of federally funded within the metropolitan planning area has been prepared and distributed to the participating State and Federal agencies, members of the TCC and Executive Board; and

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on November 1, 2023 and ended November 15, 2023. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment – TDOT #63 to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization’s Executive Board does approve Amendment – TDOT #63 of the FY2023-FY2026 TIP of the Clarksville Urbanized Area.

Resolution Approved: November 16, 2023

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

TDOT Amendment 63
(CLK MPO Amd #2)
New

TIP Project Report 9/27/2023

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 73	134595.00	0.57	City of Clarksville
State	County		
TN	Montgomery		
State Route	Total Project Cost		
	\$1,000,000		
Project Name			
Greenwood Avenue/ Edmondson Ferry Road			
Termini			
Greenwood Avenue, from Kleeman Drive and continue to Edmondson Ferry Road, from Greenwood Ave to Church Street			
Project Description			
This project is to install 5' sidewalk along Edmondson Ferry Road and Greenwood Avenue. Both of these roads are classified as Collector roadways. Greenwood Ave sidewalk begins at Kleeman Drive and continues to Edmondson Ferry Rd. Sidewalk will then continue along Edmondson Ferry Road from Greenwood Ave to Church Street.			
Long Range Plan #		Conformity Status	
Table 8/7; page 8/21-8/24		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-N	LOCAL	\$50,000	\$0	\$0	\$50,000
2024	PE-D	LOCAL	\$66,000	\$0	\$0	\$66,000
2024	ROW	LOCAL	\$35,000	\$0	\$0	\$35,000
2024	CONST	TAP	\$849,000	\$679,200	\$0	\$169,800
Total			\$1,000,000	\$679,200	\$0	\$320,800



TDOT Amendment 63
(CLK MPO Amd #2)
New



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CMAQ	2024	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
LOCAL	2024	\$8,651,000	\$8,651,000	\$0	\$0	\$8,651,000	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
PHSIP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2024	\$3,420,968	\$3,420,968	\$2,736,697	\$0	\$684,271	\$480,697	\$634,068
STBG-S	2024	\$22,035,250	\$22,035,250	\$17,628,200	\$4,407,050	\$0	\$0	\$0
TAP	2024	\$849,000	\$849,000	\$679,200	\$0	\$169,800	\$0	\$0

TDOT Amd 63
(CLK MPO And 2)
Old



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307	2023	\$5,986,922	\$5,986,922	\$3,327,395	\$1,172,742	\$1,486,785	\$0	\$0
5307	2024	\$13,183,374	\$13,183,374	\$7,488,532	\$1,692,638	\$4,002,204	\$0	\$0
5307	2025	\$10,195,283	\$10,195,283	\$5,177,798	\$1,478,742	\$3,538,743	\$0	\$0
5307	2026	\$14,157,424	\$14,157,424	\$8,259,939	\$1,893,742	\$4,003,743	\$0	\$0
5310	2023	\$316,476	\$316,476	\$263,158	\$26,659	\$26,659	\$0	\$0
5310	2024	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5310	2025	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5310	2026	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5339	2023	\$628,152	\$628,152	\$502,521	\$62,815	\$62,816	\$0	\$0
5339	2024	\$589,015	\$589,015	\$471,212	\$58,901	\$58,902	\$0	\$0
5339	2025	\$2,768,000	\$2,768,000	\$2,214,400	\$276,800	\$276,800	\$0	\$0
5339	2026	\$218,000	\$218,000	\$174,400	\$21,800	\$21,800	\$0	\$0
CMAQ	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	2024	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
CRP	2023	\$956,599	\$700,000	\$765,279	\$0	\$191,320	\$0	\$256,599
FLAP	2023	\$2,080,000	\$2,080,000	\$1,664,000	\$0	\$416,000	\$0	\$0
HIP	2023	\$1,002,211	\$1,002,211	\$801,769	\$200,442	\$0	\$0	\$0
HPP	2023	\$2,400,000	\$2,400,000	\$1,920,000	\$480,000	\$0	\$0	\$0
HSIP	2023	\$480,000	\$480,000	\$432,000	\$48,000	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP	2025	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP	2026	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
IMPROVE ACT	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
KYTC CRP	2023	\$165,453	\$165,453	\$132,362	\$0	\$33,091	\$0	\$0
LOCAL	2023	\$24,386,161	\$24,386,161	\$0	\$0	\$24,386,161	\$0	\$0
LOCAL	2024	\$8,500,000	\$8,500,000	\$0	\$0	\$8,500,000	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0

RESOLUTION 2023-10

APPROVING THE ADJUSTMENT OF THE URBAN AREA BOUNDARY IN RESPONSE TO 2020 U.S. CENSUS DESIGNATION OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, The U.S. Census Bureau designated the 2020 Census qualifying urban areas on December 29th, 2022; and

WHEREAS, Title 23 USC, Section 101(a)(35) provides the State and responsible local officials the authority to cooperatively adjust urban area boundaries for purposes of applicability of Title 23 U.S.C. provisions. Per FHWA guidance, adjusted boundaries should be designed to encompass areas which have urban characteristics at the time of the Census designation; and

WHEREAS, the Clarksville MPO is a bi-state MPO, and the boundary adjustment was performed cooperatively between both TDOT, KYTC and the Clarksville MPO. The urban area boundary adjustment reflects a single adjusted urban area across the state line of Kentucky and Tennessee; and

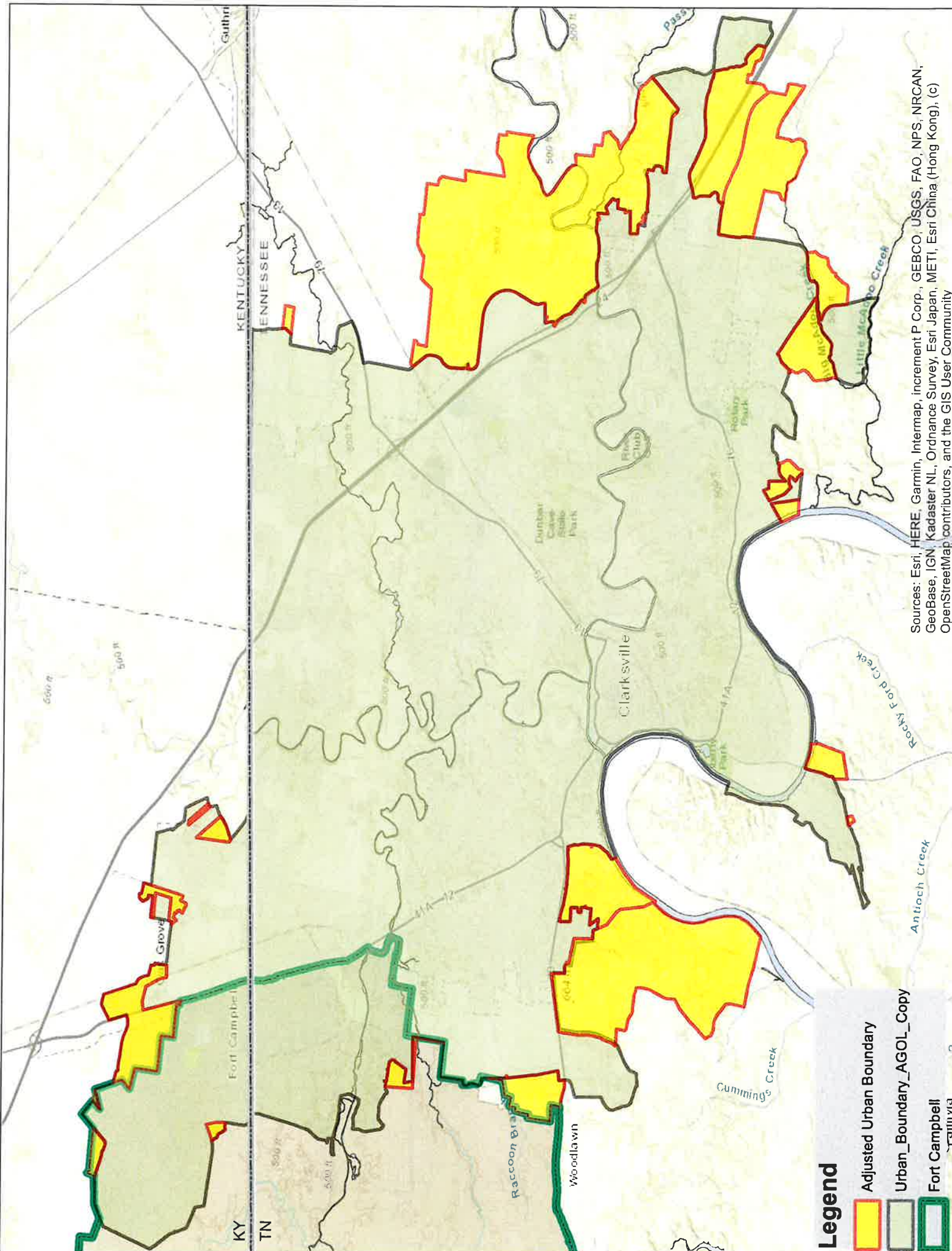
WHEREAS, members of the MPO's Technical Coordinating Committee agree with the adjustment of the urban area boundary of the Clarksville MPO; and

NOW THEREFORE BE IT RESOLVED, that the MPO's Executive Board approves the urban area boundary adjustment for the Clarksville MPO at its meeting on August 16, 2023.




RESOLUTION APPROVED:

Authorized Signature:

Mayor Joe Pitts, Chairman
Executive Board



Legend

-  Adjusted Urban Boundary
-  Urban_Boundary_AGOL_Copy
-  Fort Campbell

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

RESOLUTION 2023-11

ENDORSEMENT OF THE DRAFT 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (CUAMPO)

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Clarksville Urbanized Area; and

WHEREAS, the draft 2050 MTP addresses the federal planning factors and goals under the current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL); and

WHEREAS, the Final Metropolitan Transportation Plan provides a 26-year blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

WHEREAS, the federal and state review process of the draft 2050 MTP is completed; and

WHEREAS, opportunity for public review and comment, as indicated in the Public Participation Plan, will begin for this document on November 21, 2023;

WHEREAS, members of the Metropolitan Planning Organization Technical Coordinating Committee and Executive Board does agree that this draft 2050 Metropolitan Transportation Plan will effectively advance the transportation planning program through FY2050 and should be made available for public comments;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Executive Board hereby endorses the 2050 Metropolitan Transportation Plan of the Clarksville Urbanized Area Transportation Study.

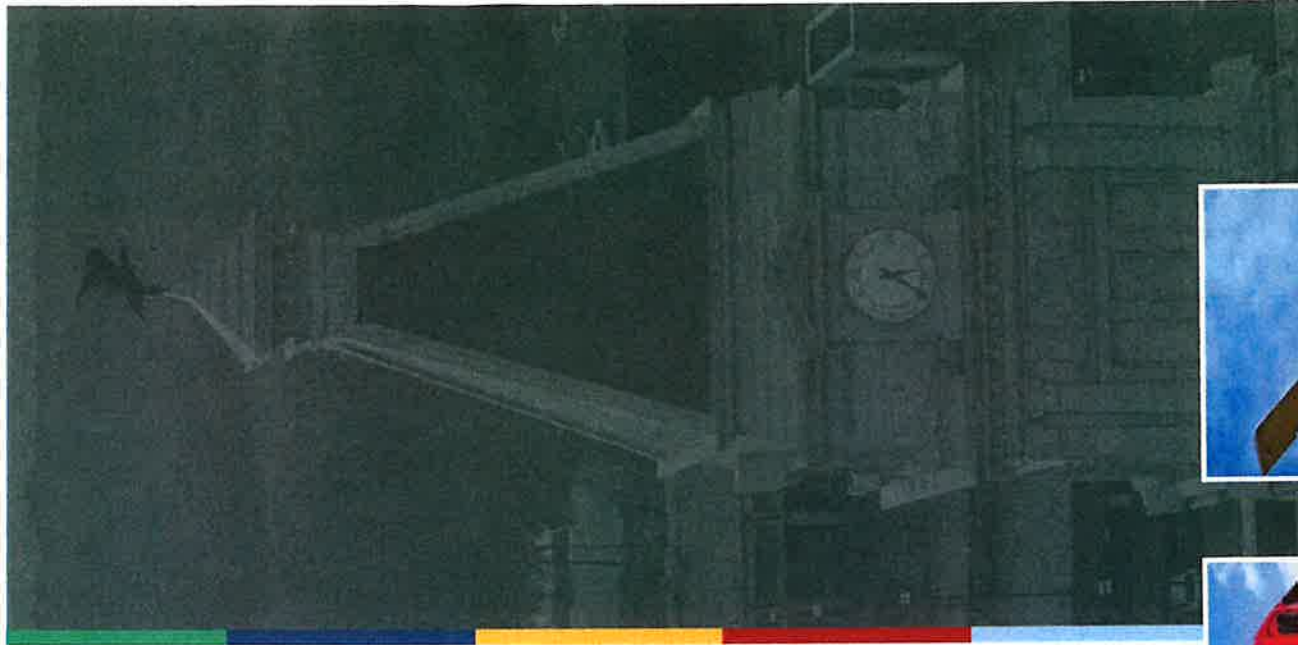
RESOLUTION APPROVED: November 16, 2023

Authorized Signatures:

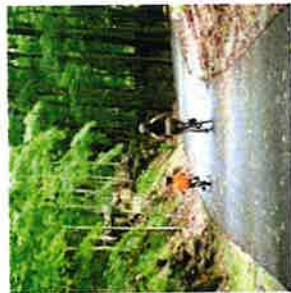
Mayor Joe Pitts, Chairperson
MPO Executive Board



2050 METROPOLITAN TRANSPORTATION PLAN



OCTOBER 2023



**Clarksville Urbanized Area Metropolitan Planning
Organization's**

**Transportation Conformity Determination Report
for the 1997 ozone NAAQS**

**Associated with the
2050 Metropolitan Transportation Plan**

Available for review:

<http://www.cuampo.com/wp-content/uploads/2023/10/Complete-2050-MTP-CDR.pdf>

Adopted January XX, 2024

RESOLUTION 2023-12

ADOPTION TO SUPPORT THE 2023 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AND THE STATE OF KENTUCKY

WHEREAS, the Clarksville Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning an efficient transportation system in the Clarksville Metropolitan Planning Area and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2015 Congress passed the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions; and

WHEREAS, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

WHEREAS, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for 5 areas; including number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, MPOs may decide to support each State's targets depicted in "Attachment A" or to establish their own; and

WHEREAS, the locally developed Participation Plan has been followed and no comments were received; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, will support each individual State's Safety Performance Measure Targets; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves that the Clarksville MPO will support each individual State's Safety Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward the accomplishment of each State's 2024 Safety Performance Measure Targets.

Resolution Approval Date: November 16, 2023

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM1 Safety Performance Measure Targets: FY2024

Safety Performance Measures	KYTC Baseline 2018-2022	KYTC 2024 Targets	TDOT Baseline 2018-2022	TDOT 2024 Targets
Number of Fatalities	757.2	757.0	1,206.6	1346.2
Number of Serious Injuries	2,756.6	2,644.0	5,746.2	5995.5
Fatality Rate	1.567	1.567	1.485	1.642
Serious Injury Rate	5.700	5.527	7.048	7.315
Number of Non-motorized Fatalities and Serious Injuries	297.8	297.0	574.8	704.2

RESOLUTION 2023-13

TO AMEND THE CLARKSVILLE URBANIZED AREA MPO'S BY-LAWS TO ADD THE MONTGOMERY COUNTY HIGHWAY DEPARTMENT SUPERINTENDENT TO THE EXECUTIVE BOARD

WHEREAS, the Clarksville Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning an efficient transportation system in the Clarksville Metropolitan Planning Area and for the appropriate use of federal transportation funds in that area; and

WHEREAS, the By-Laws of the Clarksville MPO defines the members of the Executive Board as principal officials of governmental jurisdiction participating in the Clarksville urbanized area transportation planning process; and

WHEREAS, the Executive Board constitutes the forum for cooperative transportation decision making in the Clarksville urbanized area with responsibilities as follows:

1. Administrative and fiscal control;
2. Review and approval of regional transportation planning, programming, and implementation decisions;
3. Establish study/project committees as required to ensure cooperative, comprehensive and continuing transportation planning;
4. Establish a public participation process; and
5. Comply with applicable Federal regulations and requirements.

WHEREAS, the Clarksville MPO Executive Board presented and discussed at the August 10th meeting to amend the By Laws and add the Montgomery County Highway Department Superintendent to the Executive Board; and

WHEREAS, the locally developed Participation Plan has been followed and no comments were received; and

WHEREAS the TCC recommended approval for amending the By Laws to include the Montgomery County Highway Department Superintendent to the Executive Board; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves to amend the By Laws to add the Montgomery County Highway Department Superintendent to the Executive Board.

Resolution Approval Date: November 16, 2023

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board



BY LAWS

OF THE

CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING

ORGANIZATION

EXECUTIVE BOARD

ARTICLE I - NAME

The name of the organization shall be the **Clarksville Urbanized Area Metropolitan Planning Organization Executive Board**.

ARTICLE II - COMPOSITION

The **Executive Board** shall be composed of principal officials of governmental jurisdiction participating in the Clarksville Urbanized Area Transportation Planning Process. Membership by jurisdiction is as follows:

Governor	State of Tennessee
Transportation Cabinet Secretary	Commonwealth of Kentucky
Mayor	City of Clarksville, TN
Mayor	City of Hopkinsville, KY
Mayor	City of Oak Grove, KY
County Mayor	Montgomery County, TN
County Judge/Executive	Christian County, KY
Executive/Official	Greater Nashville Regional Council
Director	Clarksville Transit Systems
Highway Department Superintendent	Montgomery County, TN

ARTICLE III - DUTIES

The **Executive Board** constitutes the forum for cooperative transportation decision making in the Clarksville Urbanized Area with responsibilities as follows:

1. Administrative and fiscal control;
2. Review and approval of regional transportation planning, programming, and implementation decisions;
3. Establish study/project committees as required to ensure cooperative, comprehensive and continuing transportation planning;
4. Establish a public participation process; and
5. Comply with applicable Federal regulations and requirements.

ARTICLE IV - ORGANIZATION

1. The Executive Board shall elect a Chairperson and Vice Chairperson from its membership. Such election shall be by a majority of that membership.
2. Election of officers shall take place on the first meeting of the calendar year and the term of office shall be for one year or until such new officers are elected.
3. An officer may succeed oneself, with no limitation to number of terms, contingent on eligibility as the result of being a member of the Executive Board.
4. The Chairperson of the TCC shall serve as Secretary of the Executive Board.

ARTICLE V - DUTIES OF CHAIRPERSON

1. The Chairperson, or in his absence, the Vice Chairperson, shall preside at all meetings of the Executive Board.

2. The Chairperson shall authenticate, by his signature, all resolutions adopted by the Executive Board.
3. The Chairperson or his designated representative shall represent the Executive Board at hearings, conferences, and other events as required.

ARTICLE VI - MEETINGS

1. The Executive Board shall meet at least quarterly or as required to accomplish administrative control of the planning process and maintain certification. The date, time, and location will be advertised at least fourteen (14) days prior to meetings.
2. Each Executive Board member shall designate, in writing, an alternate representative to serve at meetings during said member's absence.
3. The presence of a simple majority, more than fifty (50) percent of the Executive Board membership or designated alternatives at Board meetings shall constitute a quorum for business transaction.

ARTICLE VII - RULES OF ORDER

1. The Executive Board shall conduct business as prescribed in Robert's Rules of Order Revised unless prescribed otherwise by amendment to these by-laws.
2. The Secretary of the Executive Board shall be the Board's Parliamentarian.

ARTICLE VIII - AMENDMENT TO BY LAWS

1. These By-laws may be amended by affirmative vote of a quorum of the Board. A By-law change shall be presented for consideration at a regular Board Meeting with voting being deferred until subsequent meeting.