



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

329 MAIN STREET
CLARKSVILLE, TN 37040
PHONE: (931)645-7448

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

AGENDA

**For the Technical Coordinating Committee and the Executive Board of the
Clarksville Urbanized Area Metropolitan Planning Organization**

Date: Thursday, August 19, 2021
Time: 11:00 a.m.
Location: In person meeting at 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 June 4, 2021 meeting;
2. Review, discussion and adoption of Resolution 2021-10 the FY2022-FY2023 UPWP;
3. Review, discussion and adoption of Resolution 2021-11 of CTS's Agency Safety Plan (ASP);
4. Review, discussion and adoption of Resolution 2021-12 for the FY2020-FY2023 TIP to amend TIP project# 55, for the intersection improvements and signal installation of SR12 at Excel Road;
5. Review, discussion and adoption of Resolution 2021-13 for the KYTC SHIFT/Boost Point Distribution for prioritizing projects;
6. Review, discussion and adoption of Resolution 2021-14 for the KYTC Prioritization Plan;
7. MPO Executive Board Chairman and Vice Chairman elections;
8. Presentation on IMPROVE Act by Brian Hurst, TDOT;
9. Federal update by Elizabeth Watkins, FHWA-TN;
10. Update by Marc Corrigan, TDEC, on air quality;
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
June 4, 2021 @ 9:30 am

Virtual Meeting/GoToMeet.com and In-Person for Executive Board
In the RPC lower conference room

Members Present (in-person and virtually):

Mayor Durrett*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
John Mahre*	Rep. Christian County, KY
Ian Preston*	Rep. Tennessee Dept. of Transportation (TDOT)
Thomas Witt*	Rep. Kentucky Transportation Cabinet (KYTC)
Bryan Collins*	Greater Nashville Regional Council (GNRC)
Paul Nelson*	CTS
Steve Bourne*	Rep. City of Hopkinsville
Nick Powell	Montgomery Co Engineer
Martin Nuss	Oak Grove Public Works Director
Lauren Gaines	Barge Design Solutions/Citizen
Marc Corrigan	TDEC
Jonathan Wellemeyer	TDOT
Nick Hall	KYTC Region 2
Troy Hearn	KY SPAN
Jonathan Russell	TDOT
Scott Graves	CTS
Simchah Edwards	TDOT
Sharon Schutz	TDOT
Chris Cowan	City Engineer
Elizabeth Watkins	FHWA-TN
Michael Tindzley	Citizen
Jeff Tyndall	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mr. Williams said to the members that Governor Lee did not extend his Executive Order 78 that conducting the meeting by electronic means was necessary to protect the health, safety, and welfare of everyone in light of the COVID-19 outbreak. He stated that the meeting would be both virtual and in person for the Executive Board in order to vote on the resolutions. He then turned the meeting over to Mayor Pitts, Executive Board Chairman.

Mayor Pitts called the meeting to order and thanked everyone for their attendance. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the April 15, 2021 meeting. There were no comments to the minutes. Mr. Mahre made the motion to adopt the minutes and Mr. Nelson seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2021-08 to amend the 2045 MTP for ID #517. Mr. Williams gave a summary for the project: SR-237/Rossview Road, to change the termini from "East of International Blvd to east of Hayes Lane" to "East of International Blvd to east of Kirkwood Road; and to change the project description to add sidewalks. The termini change shortens the project from 3.4 miles to 3.1 miles. The amendment has an associated Conformity Determination Report. The IAC agreed that this amendment is nonexempt from air quality conformity and required the CDR. The IAC concurred the amended project had a conforming status and fiscal constraint was demonstrated. Mr. Williams said the project was needed for the new school complex being built on SR-237. Mr. Mahre made the motion to approve Resolution 2021-09 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2021-09 to amend the FY2020-FY2023 TIP for TIP project #71, Mr. Williams gave a summary for the project: SR-237/Rossview Road, to change the termini from "East of International Blvd to east of Hayes Lane" to "East of International Blvd to east of Kirkwood Road; and to change the project description to add sidewalks. The termini change shortens the project from 3.4 miles to 3.1 miles. The amendment has an associated Conformity Determination Report. The IAC agreed that this amendment is nonexempt from air quality conformity and required the CDR. The IAC concurred the amended project had a conforming status and fiscal constraint was demonstrated. Mr. Mahre made the motion to approve Resolution 2021-09 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review and discussion of the KYTC SHIFT/ Boost Point Process in prioritizing projects. Mr. Williams explained the SHIFT process for prioritizing project based on available quantitative data. The MPO is waiting for the scores on the top three projects that were sponsored by the MPO. Boost points will be applied to move the projects to a higher ranking after the MPO with the KYTC District 2's assistance and stakeholders review the scoring. The additional boost points should move the highest score projects forward in the KYTC Highway Plan.

Item #5 on the agenda was the update by Sean Santalla for FHWA-TN. Ms. Watkins said Mr. Santalla was unable to attend. She discussed the RAISE discretionary grant program. In April, the US Department of Transportation released a Notice of Funding Opportunity for the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. This grant program was formerly referred to as BUILD and TIGER. For Fiscal Year 2021, there is \$1 billion available nationwide, with a maximum grant award of \$25 million per project and no more than \$100 million to be awarded to a single State. More information on this competitive program, including a series of recorded webinars, is available on the USDOT website at <https://www.transportation.gov/RAISEgrants>.

Item #6 on the agenda was an update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan said The Montgomery County Limited Maintenance Plan is still working its way through EPA's signature chain.

The Ozone season is upon us. On May 24th we may have had a couple ozone exceedances in the state (Nashville and the Smokies). Thankfully, not in the Clarksville area. Keep up those efforts to reduce ozone pollution precursors.

Preliminary 2020 PM2.5 data is in. The current design values for monitors in the Clarksville area for 2020 are shown below:

County	Site Name	Preliminary 2018-2020 Annual Standard Design Value (ug/m ³)	Preliminary 2018-2020 Daily Standard Design Value (ug/m ³)
Montgomery	West Creek	6.8	15
Christian	Williamson Residence	8.1	19

The annual PM2.5 NAAQS is set at a value of 12 ug/m³, and the daily PM2.5 NAAQS is set at a value of 35 ug/m³.

Volkswagen Diesel Settlement Environmental Mitigation Trust (VW Settlement EMT) Update TDEC announced that 26 entities will receive over \$9.7 Million dollars (\$9,724,683.74) in total grant funding to replace class 4-7 local freight trucks (medium trucks) and class 8 local freight trucks (large trucks) across the state. Montgomery County/Bi-County Landfield was selected to receive \$500,000 for the replacement of 3 large diesel refuse trucks. Mayor Pitts congratulated Montgomery County for their grant award from the VW settlement.

Item #7 on the agenda was new business from members of the public and/or MPO members. Mr. Williams said the next meeting will be Thursday, August 19, 2021, and will be in person for all attendees and possibly be virtual for those unable to attend in person. Mr. Preston with TDOT gave the following update:

- **TDOT's Urban Transportation Planning Grant** for Clarksville Transit System's Strategic Plan Update– Kick-off meeting with WSP and CTS was held earlier this week.
- **CMAQ:** The 2021 CMAQ Call for Proposals is open to all eligible projects, within all eligible geographic boundaries. Letters of Intent are open through Monday, June 7th through 11:59 PM. If your LOI is accepted, you will have one month to complete your full application. To learn more, please visit the CMAQ Competitive Funding web page. <https://www.tn.gov/tdot/long-range-planning-home/air-quality-planning/cmaq-funding.html>
- **Multimodal Access Grant (MMAG):** Letters of intent open July 1st for new cycle; letters for awarded communities for 2020-2021 year should be coming out any day now.
- **iTrips:** all TDOT projects tracking (map, information, scope, cost and point of contact. iTrips replaces TDOT's SPOT website website: <https://www.arcgis.com/apps/dashboards/e14888bce2954050a10df5e949a1bc1d>
- **RAISE:** TDOT is happy to provide a letter of support for any RAISE grant, discussed earlier by Ms. Watkins, FHWA.

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Joint TCC & Executive Board Meeting
June 4, 2021

Item #8 Mr. Mahre made the motion to adjourn the meeting and Mayor Pitts adjourned the meeting.

Dated: June 4, 2021

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2021-10

**APPROVING THE FINAL
FY2022-FY2023 UNIFIED PLANNING WORK PROGRAM (UPWP)
OF THE CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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, Title 23 USC, Section 134, the Federal Urban Mass Transportation Act of 1964 as amended, and 23 CFR part 420 Subpart A, requires the preparation of a UPWP in areas involved in urban planning;

WHEREAS, the Clarksville Urbanized Area MPO is the organization designated by the Governor as the MPO and has therefore, prepared a UPWP to define the scope of work necessary to meet the needs of this region; and

WHEREAS, the UPWP identifies funding sources and transportation planning activities to be undertaken by local, regional, and state agencies for the Clarksville Urbanized Area during FY2022 through FY2023; and

WHEREAS, the FY2022-FY2023 UPWP was developed in cooperation with the Tennessee Department of Transportation (TDOT), the Kentucky Transportation Cabinet (KYTC) and Clarksville Transit System (CTS); and

WHEREAS, the format and content of the document strives to address the specific comments that the Federal Highway Administration, Federal Transit Administration, TDOT and KYTC had provided; and

WHEREAS, members of the MPO's Technical Coordinating Committee agree that the UPWP will effectively advance the transportation planning program in FY2022 and FY2023; and

NOW THEREFORE BE IT RESOLVED, that the MPO's Executive Board approves the FY2022-FY2023 Unified Planning Work Program of the Clarksville Urbanized Area at its meeting on August 19, 2021.

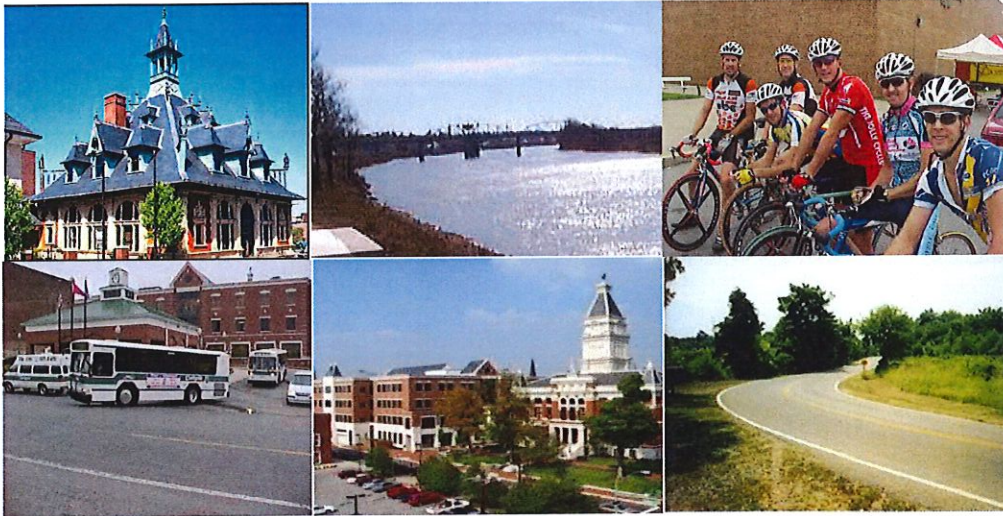
RESOLUTION APPROVED:

Authorized Signature:

Mayor Joe Pitts, Chairman
Executive Board

Clarksville Urbanized Area Metropolitan Planning Organization

FY2022-FY2023 UNIFIED PLANNING WORK PROGRAM October 1, 2021 – September 30, 2023



Website location of 2022-2023 UPWP: <http://www.cuampo.com/plansReports.php>

Federal Fiscal Year 2022-2023

329 Main Street, Clarksville, Tennessee 37040 • 931-645-7448 • (FAX) 931-645-7481
E-Mail: stan.williams@cityofclarksville.com

RESOLUTION 2021-11
ADOPTION OF CLARKSVILLE TRANSIT SYSTEM
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

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 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and in 2015 the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation and MPOs; and

WHEREAS, the Clarksville Transit System that operates the public transportation in the MPO's planning area has developed their Public Transportation Agency Safety Plan (PTASP). The PTASP final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 -day public review period began on August 4, 2021 and ended August 18, 2021. Said document was made available for review; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, accept the CTS's Safety Plan provided by CTS, and agrees to plan and program projects that contribute toward the accomplishment of the CTS's Safety Plan; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves and adopts that the Clarksville MPO accepts the CTS's Safety Plan, and agrees to plan and program projects so that they contribute toward the accomplishment of CTS's Safety Plan.

Resolution Approval Date: August 19, 2021

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Tennessee Department of Transportation

Clarksville Transit System

Agency Safety Plan
(ASP)

430 Boillin Lane, Clarksville, TN 37040

June 2021

RESOLUTION 2021-12

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, 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 reviewed by the Technical Coordinating Committee (TCC) and then recommended to the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY 2020-FY 2023 TIP to add TIP #55, SR-12/Ashland City Road at the intersection of Excell Road, Hickory Point Road, and East Old Ashland City Road. The new TIP project is to address safety concerns through intersection improvements. The new TIP project is funded with L-STBG by FHWA and Montgomery County with an 80%/20% split in the total amounts for PE/N of \$25,340.00 and for PE/D of \$228,060.00 scheduled for FY2022; for ROW \$263,700.00 scheduled for FY2023; and for Construction \$2,786,900 and will be scheduled in the next TIP for FY 2024; and

WHEREAS, the locally developed Participation Plan has been followed in the development of the amendment to the TIP; and

WHEREAS, the Interagency Consultation Committee (IAC) agreed that the project was exempt from conformity; therefore, no conformity determination was required for the amendment; and

WHEREAS, the Technical Coordinating Committee members do acknowledge that the TIP must be a financially constrained document and agree that said actions are appropriate and consistent with the FY2020-2023 TIP; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #7 to be made part of the FY2020-2023 TIP.

Resolution Approval Date: August 19, 2021

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

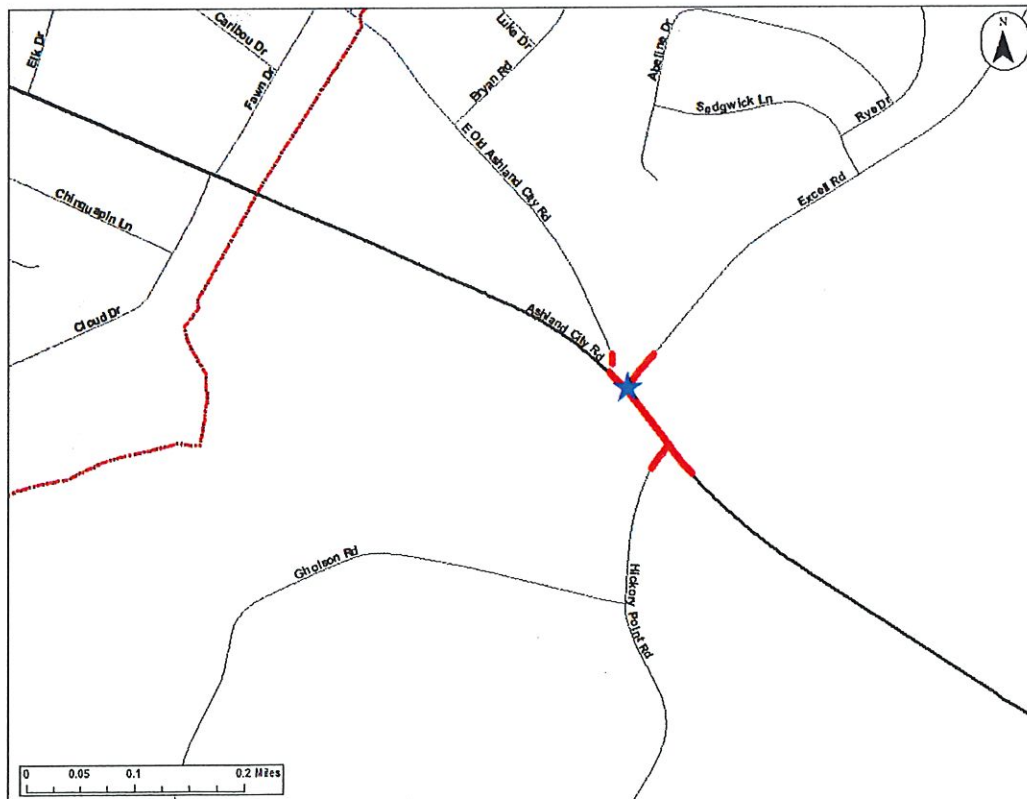
CUAMPO

Amd 7
New
8-19-21

TIP #	55	TDOT/KYTC		Priority	A	Lead Agency	Montgomery Co
County	Montgomery	Length	0.2 mi	MTP#	Page 10-18	Conformity Status	Exempt
Route/Project Name	SR-12/Ashland City Road					Total Project Cost	\$3,304,000
Termini or Intersection	Intersection with Excell Rd; Hickory Point Rd; and East Old Ashland City Rd						
Project Description	Intersection Improvements - Install Signal at Excell Rd; closure of E. Old Ashland City Rd; dedicated turn lanes and improved radii at all intersecting roadways						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE/N	L-STBG	25,340	20,272	0	5,068
2022	PE/D	L-STBG	228,060	182,448	0	45,612
2023	ROW	L-STBG	263,700	210,960	0	52,740

Remarks	Amendment Number	7	Adjustment Number	0
Amd7-per Jeff@HwyDept safety concerns 071921				



Tennessee Funding Table 3

(By Year of Expenditure)	NEW 8/19/21 Amendment 7			
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$12,502,044.00	\$14,702,044.00	\$16,799,324.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,493,545.00	\$1,350,523.00
Local /Match	\$ 17,229,399.00	\$ 5,125,511.00	\$ 6,675,511.00	\$ 4,199,831.00
Total	\$ 53,544,713.00	\$19,694,045.00	\$34,033,005.00	\$27,876,881.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 8,800,000.00	\$ -	\$ 202,720.00	\$16,710,960.00
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,493,545.00	\$1,350,523.00
Local /Match	\$ 14,628,888.00	\$ 2,000,000.00	\$ 3,050,680.00	\$ 4,177,740.00
Total	\$ 40,542,158.00	\$ 4,066,490.00	\$15,908,850.00	\$27,766,426.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 10,402,044.00	\$12,502,044.00	\$ 14,499,324.00	\$ 88,364.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,600,511.00	\$ 3,125,511.00	\$ 3,624,831.00	\$ 22,091.00
Total	\$ 13,002,555.00	\$15,627,555.00	\$18,124,155.00	\$ 110,455.00

Tennessee Funding Table 3

(By Year of Expenditure)	OLD 8/19/21 Amendment 7			
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$12,502,044.00	\$14,702,044.00	\$17,002,044.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,493,545.00	\$1,350,523.00
Local /Match	\$ 17,229,399.00	\$ 5,125,511.00	\$ 6,675,511.00	\$ 4,250,511.00
Total	\$ 53,544,713.00	\$19,694,045.00	\$34,033,005.00	\$28,130,281.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 8,800,000.00	\$ -	\$ -	\$16,500,000.00
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,493,545.00	\$1,350,523.00
Local /Match	\$ 14,628,888.00	\$ 2,000,000.00	\$ 3,000,000.00	\$ 4,125,000.00
Total	\$ 40,542,158.00	\$ 4,066,490.00	\$15,655,450.00	\$27,502,726.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 10,402,044.00	\$12,502,044.00	\$14,702,044.00	\$ 502,044.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP				
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,600,511.00	\$ 3,125,511.00	\$ 3,675,511.00	\$ 125,511.00
Total	\$ 13,002,555.00	\$15,627,555.00	\$18,377,555.00	\$ 627,555.00

RESOLUTION 2021-13

APPROVING THE CLARKSVILLE MPO's BOOST POINT DISTRIBUTION FOR KENTUCKY TRANSPORTATION CABINET's STRATEGIC HIGHWAY INVESTMENT FORMULA FOR TOMORROW (SHIFT)

WHEREAS, The Kentucky Transportation Cabinet (KYTC) implemented the Strategic Highway Investment Formula for Tomorrow (SHIFT) to prioritize projects for the Highway Plan. About half of the transportation funding priorities will be part of the SHIFT process. This includes safety improvements, road widening, reconstruction, new routes and interchanges; and

WHEREAS, Projects in SHIFT need to be sponsored by KYTC and/or the MPO to be included in the prioritization. This also includes active projects currently in the Transportation Improvement Program (TIP); and

WHEREAS, the Clarksville MPO is allowed to allocate 15 Boost points to two projects out of the five projects sponsored in the MPO area; and

WHEREAS, the Clarksville MPO has chosen to apply their Boost points to the following sponsored projects: KY911 widening from US41A to Oak Grove/KY115 and KY115 widening from KY911 to I-24. KY911 has a score of 35.65. The project is scheduled to be let in FY2022 and needs the boost points for the project's completion. The KY115 widening from KY911 to I-24 has a score of 42.76. Both projects were sponsored and needed for safety and congestion issues; and

WHEREAS, opportunity for public review and comment as indicated in the Public Participation Plan was given for this document;

WHEREAS, members of the MPO's Technical Coordinating Committee agree that the Clarksville MPO's Local Input Plan will effectively advance the transportation planning process; and

NOW THEREFORE BE IT RESOLVED, that the MPO's Executive Board hereby adopts Resolution 2021-13 for the Clarksville MPO's Boost point distribution KY911 widening, from US41A to Oak Grove/KY115 projects and the KY115 widening from KY911 to I-24.

RESOLUTION APPROVED: August 19, 2021

Authorized Signature:

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2021-14

**APPROVING THE
CLARKSVILLE MPO's PRIORITIZATION PLAN
FOR KENTUCKY TRANSPORTATION CABINET's
STRATEGIC HIGHWAY INVESTMENT FORMULA FOR TOMORROW (SHIFT)**

WHEREAS, The Kentucky Transportation Cabinet (KYTC) implemented the Strategic Highway Investment Formula for Tomorrow (SHIFT) to prioritize projects for the Highway Plan. About half of the transportation funding priorities will be part of the SHIFT process. This includes safety improvements, road widening, reconstruction, new routes and interchanges.

WHEREAS, Projects in SHIFT need to be sponsored by KYTC and/or the MPO to be included in the prioritization. This also includes active projects currently in the Transportation Improvement Program (TIP).

WHEREAS, the Clarksville MPO's Prioritization Plan describes the joint priorities the MPO and KYTC will consider in the prioritization process and the MPO's process in assigning local Boost Points to a project; and

WHEREAS, opportunity for public review and comment as indicated in the Public Participation Plan was given for this document;

WHEREAS, members of the MPO's Technical Coordinating Committee agree that the Clarksville MPO's Prioritization Plan will effectively advance the transportation planning process; and

NOW THEREFORE BE IT RESOLVED, that the MPO's Executive Board approves the Clarksville MPO's Prioritization Plan for the KYTC's SHIFT process.

RESOLUTION APPROVED: August 19, 2021

Authorized Signature:

Mayor Joe Pitts, Chairman
MPO Executive Board



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION
SHIFT 2022 Priority Plan
Draft
June 8, 2021
Prepared by: Jill Hall**

Introduction/Overview:

SHIFT is a data- driven process to allocate funding for Kentucky transportation priorities. It allows input at the local and district level, provides transparency, and establishes confidence in future federal and state infrastructure investments. The top priorities of the SHIFT process is to improve safety, preserve existing infrastructure through asset management, reduce congestion, encourage economic growth and spend tax dollars wisely. Through the collaborative, data-driven SHIFT process, projects were selected for prioritization by being sponsored and boosted by the Highway District Office (HDO) and/or MPO. The Clarksville MPO SHIFT 2022 Priority Plan gives a time line and describes the process involved in the project selection, scoring and application of boost points for the KYTC prioritized project in the MPO area.

Timeline:

- Jan. 29th-Feb. 12th - Discussed and selected 3 projects for sponsorship through emails with local agencies, state representatives and state agencies
- April 15 - MPO meeting reviewed CHAF sponsorship process for projects and projects selected to be sponsored with TCC and Executive Board
- April 19th - Entered sponsorship projects into CHAF system on KYTC website
- June 4th – MPO meeting reviewed and discussed the SHIFT process of projects selection for boost point distribution
- June 9th – Submitted to KYTC the Clarksville MPO's Draft Priority Plan
- August 2nd – Central Office distributed a list of projects eligible to receive boost points
- August 2nd – MPO sent out email to stakeholders with eligible projects to boost, and recommendation to sponsor the same two projects from the last SHIFT process.
- August 4th – MPO received project scores from Central Office.
- August 19th– MPO meeting discussion, review and adoption of boost point distribution to projects

- August 20th – Boost points added to project in the CHAF project database
- August 20th–Priority Plan finalized

Project Selection Criteria:

The MPO first considered the data-driven component of project scores calculated by KYTC based on available quantitative data, which is intended to assess each project's potential to address KYTC's priorities of improving safety, preserving existing infrastructure, reducing congestion, fueling economic growth, and spending tax dollars wisely. The MPO considered improving safety, preserving existing infrastructure, improving connectivity, reducing congestion, multimodal improvements and economic development as priorities that should be considered as part of the prioritization process. The MPO worked in close collaboration with District 2 and local officials to sponsor the MPO and District 2 priority projects.

Project Boost Criteria:

If a data-driven component of a project's score was too low for the project to be competitive with other projects in the region, even if local input points were added, the MPO chose not to award any local input points to that project. If the MPO believed, based on local knowledge and/or additional analysis, that the data-driven component of the score calculated by KYTC did not accurately portray a project's potential to address KYTC's and the MPO's joint priorities, the MPO allocated local input points to that project based on the degree to which the data-driven component of the score calculated by KYTC differed from the score that the MPO believed was warranted for the project.

The MPO reached out to local officials and District 2 staff to discuss the project scoring and if the projects with the highest scores reflected the greatest needs in the MPO area, or if the project needed the boost points. The MPO then considered the following local priorities in addition to KYTC's and the MPO's joint priorities and assigned points to each project based on the project's ability to address these local priorities:

- The project's ranking in the MPO's Metropolitan Transportation Plan
- Consistency of the project with the MPO's Metropolitan Transportation Plan
- Consistency of the project with local comprehensive/master plans
- Project's ability to improve safety, access, and mobility for transit and non-motorized traffic

Public Involvement:

In accordance with the MPO's Participation Plan, time was allotted for public input at the Technical Committee and Executive Board meeting on April 15, 2021 to review the CHAF process and projects selected to be sponsored. At the June 4th, 2021 TCC and Executive Board meeting the MPO staff reviewed the SHIFT boosting system in relations to the projects scoring. Prior to project selection for the boost points, the MPO considered all public and stakeholder input. The MPO had a meeting on August 19, 2021 and adopted the resolution for the boost points for the selected projects. All of the meetings were open to the public and time was allotted for public input. The MPO received **XX** input from the public. The MPO selected to boost the second project sponsored by the MPO and the first project sponsored by the Highway District Office.

After the scoring of the selected projects, the MPO had several consultations with District 2 and the Oak Grove Mayor's office. After further discussions the MPO applied their boost points to the KY115 widening from KY911 to I-24 project, and the KY911 widening, from US41-A to KY115. The District said they would be applying boost points to the KY911 project as well.

Conclusion:

The MPO's two highest scoring projects that were sponsored by the MPO or Highway District Office: KY115 widening from KY911 to I-24 and KY911 widening from US41-A to KY115. These two projects address both safety and congestion issues. With the addition of the MPO boost points and the District boost points the projects should have an increased score from approximately 39.16 (averaging the two scores) to a score of 67.16. These projects will greatly improve the transportation system within the MPO.