



**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: Wednesday, December 4, 2024

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 July 18, 2024 meeting.
- 2) Review, discussion and adoption of Resolution 2024-18 for the Congestion Management Process (CMP). The CMP is a federal requirement for a Transportation Management Area (TMA) – a designation by the US DOT of an urbanized area with a population of at least 200,000. (available on the www.cuampo.com home page)
- 3) Review, discussion and adoption of Resolution 2024-19 to support the TDOT and KYTC 2025 Safety Performance Measure Targets.
- 4) Review, discussion and adoption of Resolution 2024-20 to support the TDOT and KYTC 2025 PM2 Bridge and Pavement Performance Measures Targets and PM3 System Performance Measure Targets.
- 5) Review and discussion of the FY2024 Obligation Report showing the amount of federal funds spent within the Clarksville MPO's Metropolitan Planning Area (MPA); found at link: <http://www.cuampo.com/wp-content/uploads/2024/10/FY2024-Obligation-Report.pdf> or available on the www.cuampo.com home page.
- 6) Review and discussion of the new draft FY2026-FY2029 TIP development.
- 7) Updates on Air Quality by Marc Corrigan.
- 8) Updates from FHWA-TN and/or FHWA-KY.
- 9) Updates from TDOT and KYTC by their representatives.
- 10) Updates from Chris Cowan, Nick Powell and Jeff Bryant on their road projects.
- 11) New Business – members of the public and/or MPO members.
 - a. highway construction costs continue to rise at 9.6% annual rate-handout
 - b. E-news from the Pedestrian and Bicycle Information Center-handout
- 12) Adjourn

RESOLUTION 2024-18
ADOPTION OF THE CONGESTION MANAGEMENT PROCESS (CMP)

WHEREAS, the Clarksville Urban Area Metropolitan Planning Organization (MPO) has been designated by the U.S. Secretary of Transportation as a Transportation Management Area (TMA), due to the 2020 Census showing the MPO's urbanized area population is greater than 200,000; and

WHEREAS, 23 CFR 450.322 is the Code of Federal Regulations (CFR) section that requires the development of a Congestion Management Process (CMP) for a TMA. The CFR section requires that a metropolitan-wide strategy be developed and implemented to ensure the safe and effective operation of a multimodal transportation system; and

WHEREAS, the CMP has outlined a process for data collection, monitoring of system performance and evaluation implemented actions; and

WHEREAS, the CMP has defined CMP goals and objectives to reduce vehicle miles traveled during peak commuting hours and to improve connections between areas with high job concentration and areas with high concentrations of low-income households; and

WHEREAS, CMP was developed with input from the Federal Highway Administration (FHWA), Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC) and the MPO; and

WHEREAS, the locally developed Participation Plan has been followed. The 30 -day public review period began on November 5, 2024 and ended December 3, 2024. Said document was made available for review; and

WHEREAS the TCC does agree the Congestion Management Process identifies and assesses alternative strategies for congestion management within the MPO's metropolitan planning area in an effort to reduce congestion; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby adopts the Congestion Management Process.

Resolution Approval Date: December 4, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board



Congestion Management Process

October 2024

Prepared by:

RESOLUTION 2024-19

ADOPTION TO SUPPORT THE 2025 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: December 4, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM1 Safety Performance Measure Targets: FY2025

Safety Performance Measures	KYTC Baseline 2019-2023	KYTC 2025 Targets	TDOT Baseline 2019-2023	TDOT 2025 Targets
Number of Fatalities	775.2	745.0	1,263.2	1,321.2
Number of Serious Injuries	2821.6	2,542.0	5,812.6	6,069.2
Fatality Rate	1.607	1.54	1.541	1.579
Serious Injury Rate	5.843	5.84	7.090	7.251
Number of Non-motorized Fatalities and Serious Injuries	312.2	311.0	602.2	670.9

RESOLUTION 2024-20
ADOPTION TO SUPPORT THE PM2 BRIDGE AND PAVEMENT PERFORMANCE MEASURE TARGETS AND PM3 SYSTEM PERFORMANCE MEASURE 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 Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions and in 2021 the Bipartisan Infrastructure Law was passed that continues the performance-based targets; and

WHEREAS, the PM2 Bridge Performance Management Measures require State DOTs and MPOs to establish 2-year and 4-year for PM2 Bridge Performance Measure Targets. States are required to establish minimum standards for the percentage of bridges in poor condition and good condition on the total NHS, in which the percentage of bridges in poor condition do not exceed 10.0%; and

WHEREAS, the PM2 Pavement Performance Measures require State DOTs and MPOs to establish 2-year and 4-year for PM2 Pavement Performance Measure Targets. States are required to establish minimum standards for the percentage of pavements in poor condition and good condition on the Interstate system and non-Interstate system, in which the percentage of pavements in poor condition do not exceed 5.0%; and

WHEREAS, the PM3 System Performance Measures require State DOTs and MPOs to establish 2-year and 4-year Targets for Interstate reliability, non-Interstate NHS reliability, freight reliability, peak hour excessive delay (PHED), non-single occupancy vehicle (non-SOV) travel, and on road mobile source emissions measure. The emissions measure is not applicable to the Clarksville MPO area; and

WHEREAS, the PM2 Bridge and Pavement Performance Measure Targets, and the PM3 System Performance Measure Targets adopted by the States are depicted in "Attachment A" attached to this resolution; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, will support each individual State's PM2 Bridge and Pavement Performance Measure Targets, and the PM3 System Performance Measure Targets;

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 PM2 Bridge Performance Measure Targets, PM2 Pavement Performance Measure Targets, and PM3 System 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 PM2 Bridge, PM2 Pavement, and PM3 System Performance Measure Targets.

Resolution Approval Date: December 4, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM2 Bridge and PM2 Pavement Performance Measures Targets for 2025 Performance Period:

Pavement Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline%	KYTC 2-year Target%	KYTC 4-year Target%
% Good Interstate	70.8%	58.0%	58.0%	66.2%	55.0%	60.0%
% Poor Interstate	0.2%	1.0%	1.0%	0.9%	4.0%	3.0%
% Good Non-Interstate NHS	40.3%	36.0%	36.0%	58.6%	35.0%	40.0%
% Poor Non-Interstate NHS	4.1%	6.0%	6.0%	1.3%	6.0%	5.0%
NHS Bridge Performance						
% Good Condition by Deck Area	32.5%	32.0%	32.0%	28.6%	31.0%	27.0%
% Poor Condition by Deck Area	5.0%	6.0%	6.0%	3.8%	3.7%	3.6%

PM3 System Performance Measures Targets for 2025 Performance Period:

Measure:	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
Interstate Travel Time Reliability	92.1%	88.2%	88.2%	97.6%	95.0%	93.0%
Non-Interstate NHS Travel Time Reliability	93.4	89.4%	89.4%	93.7%	91.0%	91.0%
Truck Travel Time Reliability Index	1.32%	1.35%	1.35%	1.26	1.30%	1.35%
Peak Hours Excessive Delay (PHED) Per Capita	N/A	N/A	N/A	N/A	N/A	N/A
% Non-SOV Travel	N/A	N/A	N/A	N/A	N/A	N/A
Total Emissions Reduction	VOC=54.772 NOx=226.196 PM2.5=10.480	VOC=33.968 NOx=32.670 PM2.5=0.04	VOC=42.072 NOx=50.671 PM2.5=0.08	VOC=43.995 NOx=101.983	VOC= 100 NOx= 100	VOC= 200 NOx= 200

**OBLIGATIONS FOR
CLARKSVILLE MPO
FY 2024**

* Project (or a portion of the project) is in the MPO planning area outside the urbanized area boundary

FED FUNDS OBLIGATED: \$45,476,705.35

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFEREN	FEDERAL FUNI	TOTAL FUNDS IN TIP/STIP
10/24/23	130853.00	HSP-374(25)	Montgomery	SR-374	From SR-112 (Madison Street) to River Run	CLOSE PROJECT	HSP	38	(\$4,618.11)	\$1,376,000.00
10/24/23	100290.00	R-STP-374(10)	Montgomery	SR-374	(Warfield Blvd), South of Dunbar Cave Road to West of Stokes Road	RE-CLOSE PROJECT	STBG	2	(\$36,636.56)	\$23,692,125.00
10/24/23	129481.00	STP-233(9)*	Montgomery	SR-233	From John Taylor Road to SR-76 (US-79)	CLOSE PROJECT	STBG	40	(\$81,914.38)	\$2,727,500.00
11/09/23	134027.00	NH-124-S(101)	Montgomery	I-24	From west of Trough Springs Road to Robertson County Line	AUTHORIZE CONST	NHPP	CLK 37	\$6,890,922.00	\$14,985,000.00
11/09/23	129479.00	STP-233(8)*	Montgomery	SR-233	From Stewart County Line to near John Taylor Road	CLOSE PROJECT	STBG	40	\$42,979.82	\$2,727,500.00
11/22/23	101463.02	STP-374(13)	Montgomery		SR-149, From SR-374 to River Road; SR-374, From SR-149 to Dotsonville Road	ADJUST PE-D	STBG	5	(\$1,195,000.00)	\$1,500,000.00
01/03/24	131438.00	STP/HSP-12(70)*	Montgomery	SR-12	From Cheatham County Line to west of Robin Hill Drive	AUTHORIZE CONST	STBG-S	CLK 40	\$1,962,968.00	\$4,361,250.00
01/03/24	131438.00	STP/HSP-12(70)*	Montgomery	SR-12	From Cheatham County Line to west of Robin Hill Drive	AUTHORIZE CONST	HSP	CLK 38	\$33,863.00	\$540,000.00
01/31/24	134027.00	NH-124-S(101)	Montgomery	I-24	From west of Trough Springs Road to Robertson County Line	ADJUST CONST	NHPP	CLK 37	\$671,259.03	\$14,985,000.00
03/12/24	127899.00	CM/CRP-NH-13(82)	Montgomery	SR-13	Wilma Rudolph Boulevard Adaptive Signal System	AUTHORIZE CONST	CMAQ	CLK 50	\$955,440.00	\$955,440.00
03/12/24	127899.00	CM/CRP-NH-13(82)	Montgomery	SR-13	Wilma Rudolph Boulevard Adaptive Signal System	AUTHORIZE CONST	CRP	CLK 50	\$560,000.00	\$700,000.00
03/29/24	112876.00	STP-M-9301(21)	Montgomery		Oakland Road, SR-13(US-79) to approximately 0.5 miles Northwest	CLOSE PROJECT (2nd Close)	L-STP	65	(\$132,064.00)	\$4,200,000.00
04/17/24	132731.00	HSP-REG3(215)	Region 3		ADA Curb Ramp Upgrades on various Routes in District 38	CLOSE PROJECT	HSP	38	\$86,902.64	\$2,000,000.00
05/07/24	131438.00	STP/HSP-12(70)*	Montgomery	SR-12	From Cheatham County Line to west of Robin Hill Drive	ADJUST CONST	STBG-S	CLK 40	(\$57,308.00)	\$4,361,250.00
05/07/24	131438.00	STP/HSP-12(70)*	Montgomery	SR-12	From Cheatham County Line to west of Robin Hill Drive	ADJUST CONST	HSP	CLK 38	\$6,060.00	\$540,000.00
06/13/24	129201.00	STP-NH-12(61)	Montgomery	SR-12	From Heritage Drive to Kentucky State Line	AUTHORIZE CONST	STBG-S	CLK 40	\$2,288,738.00	\$4,861,250.00
06/13/24	138377.00	PHSP-76(124)	Montgomery	SR-76	Interchange at SR-374 in Clarksville	AUTHORIZE CONST	PHSP	CLK 36	\$100,000.00	\$500,000.00
06/17/24	123071.00	STP-48(56)	Montgomery	SR-48	(Trenton Road), From near SR-374 to near I-24	ADJUST PE-N	STBG	12	\$4,161,600.00	\$1,200,000.00
07/19/24	131437.00	HSP-235(16)*	Montgomery	SR-235	From Dickson County Line to SR-13	CLOSE PROJECT	HSP	38	(\$6,524.18)	\$2,000,000.00
09/20/24	128458.00	HSP-R-236(8)	Montgomery	SR-236	(Tilly Town Road) at RJ Comm R/R, LM 0.68 in Clarksville	WITHDRAW PROJECT	HSP	38	(\$13,500.00)	\$3,407,452.00
09/19/24	101285.00	STP-112(4)	Montgomery	SR-112	McAdoo Creek Road to SR-76, East of Clarksville	ADJUST PE-D	STBG	041	\$206,225.12	\$9,820,000.00
09/19/24	101463.05	HPP/STP-149(12)	Montgomery		SR-149, From River Road to SR-13, SR-13, SR-149 to Zinc Plant Road	PARTIAL CONVERSION OF ADVANCE CONST	STBG	4	\$6,553,098.47	...
09/19/24	101463.05	HPP/STP-149(12)	Montgomery		SR-149, From River Road to SR-13, SR-13, SR-149 to Zinc Plant Road	PARTIAL CONVERSION OF ADVANCE CONST	HPP-L	4	\$1,885,716.00	...
04/17/24	41624	KYTC responsible agency	Christian	KY911	KY911/Thompsonville Ln widen to a 3 lane from DOD railroad to KY 115	CONST	STBG	13	\$14,079,824.00	\$17,599,780.00
10/29/23	02.830.00	KYTC responsible agency	Christian	District 2	Installation of Wrong Way driving signs and pavement markings on various off ramps in District 2	Signs/Pavement Markings	HSP	Grouping	\$ 73,190.48	\$ 73,190.48
									Total Federal Funds:	\$36,731,531.32

FY	County	Funding Source	Remaining Federal Funds	Federal Funds	Federal Funds + Fed Carryover
FY 2024	Montgomery	FHWA Section 112 Planning Funds-TN 805/15%	\$ 816,206.15	\$375,276.30	\$1,191,482.45
FY 2024	Christian	FHWA Section 112 Planning Funds-KY	\$ 65.09	\$66,800.00	\$71,000.00
FY 2024	Montgomery	FHWA Section 112 Planning Funds-TN 805/15% (5303)	\$ 127,902.19	\$96,077.73	\$223,979.92
FY 2024	Christian	FTA Section 5303-KY	\$ 63.42	\$22,250.00	\$27,813.00
	MPO	Planning Funds Total Amount:		\$550,404.03	

FY	System-wide	Project Description	Federal Funds	Total Funds in Project
FY 2024	System-wide	Initial passenger shelters at major stops	\$68,000.00	\$428,000.00
FY 2024	System-wide	Support Facilities & Equipment	\$80,000.00	\$709,000.00
FY 2024	System-wide	Support Facilities & Equipment	\$80,000.00	\$709,000.00
FY 2024	System-wide	Associated Capital Maintenance	\$313,936.00	\$392,421.00
FY 2024	System-wide	Purchase Replacement Support Vehicles	\$40,000.00	\$200,000.00
FY 2024	System-wide	Facility Renovation & Rehabilitation & New	\$175,212.00	\$1,184,015.00
FY 2024	System-wide	Facility Renovation & Rehabilitation & New	\$80,000.00	\$1,184,015.00
FY 2024	System-wide	Digital mobile surveillance equipment and other needed surveillance/security equipment	\$400,000.00	\$819,960.00
FY 2024	System-wide	Digital mobile surveillance equipment and other needed surveillance/security equipment	\$319,960.00	\$819,960.00
FY 2024	System-wide	Purchase radios and associated equipment	\$40,000.00	\$100,000.00
FY 2024	System-wide	Computer Hardware	\$4,000.00	\$130,000.00
FY 2024	System-wide	Computer Software	\$56,000.00	\$280,000.00
FY 2024	System-wide	Computer Software	\$32,000.00	\$400,000.00
FY 2024	System-wide	ADA Paratransit Service	\$386,040.00	\$1,507,917.00
FY 2024	System-wide	Engineering and Design	\$184,000.00	\$3,920,000.00
FY 2024	System-wide	Purchase/Rebuild, Construction as needed	\$1,200,000.00	\$1,500,000.00
FY 2024	System-wide	Preventive Maintenance	\$636,508.00	\$3,182,540.00
FY 2024	System-wide	Purchase Replacement and Expansion ADA Paratransit Vehicles	\$187,214.00	\$1,433,842.00
FY 2024	System-wide	Operating Assistance-TN	\$2,595,315.00	\$23,479,903.00
FY 2024	System-wide	Operating Assistance-KY	\$406,067.00	\$2,674,151.00
FY 2024	System-wide	Purchase Replacement and Fixed Route Buses (Hybrid or Diesel)	\$430,918.00	\$8,386,944.00
		Total CTS Obligated Funds:	\$8,184,770.00	

Highway Construction Costs Continue to Rise at 9.6% Annual Rate

OCTOBER 1, 2024 | JEFF DAVIS

The Federal Highway Administration reported this week that highway construction costs rose again in the first quarter of calendar year 2024, at an annualized rate of 9.6 percent (a 2.4 percent increase over the last quarter of calendar year 2023).

The National Highway Construction Cost Index (NHCCI) is maintained by FHWA and updated quarterly. It dates back to 2003, when it replaced the old Bid-Price Index.

The January-March 2024 NHCCI was 3.1908, when means that highway construction costs were 3.19 times higher than they were when the NHCCI started at level 1.0000 in January-March 2003. Over 21 years, that translates to an average index growth of 15.2 percent per year, but the [chart on the FHWA website](#) shows that there were three general phases to this:

- Rapid growth from the start of the index, peaking at the onset of the financial crisis in July-September 2008;
- A ten-year lull, where costs decreased and then took until July-September 2018 to get back to the July-September 2008 level; and
- Skyrocketing costs starting during the recovery from COVID and continuing almost unabated since then.

The last trough on the FHWA chart bottomed out in the October-December 2020 quarter, when NHCCI was 1.8601. Here is what has happened since:

Quarter	NHCCI	Q over Q Incr.	Annualized
Oct-Dec. 2020	1.8601		
Jan-Mar. 2021	1.9112	+2.74%	+10.98%



PBIC Messenger October 2024

1 message

PBIC Messenger <pbic@pedbikeinfo.org>
Reply-To: PBIC Messenger <pbic@pedbikeinfo.org>
To: michael.ziarnek@cityofclarksville.com

Wed, Oct 23, 2024 at 11:15 AM



Monthly Newsletter — October 23, 2024



Image Source: pedbikeimages.org / Fionnuala Quinn

Announcements

- [FHWA Releases Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety](#)
- [PBIC Offers New Resource on SRTS Programs Connecting with High School Students with Disabilities](#)
- [Vision Zero for Youth Opens Applications for US Leadership Award](#)
- [Florida A&M University to Establish Mobility Equity Research Center](#)
- [TRB Publishes New Report on Tackling the Road Safety Crisis](#)
- [HIRTA Launches Health Connector to Improve Transportation to Healthcare](#)
- [EPA Opens Applications for Sustainable Communities Accelerator Network](#)

News

- [How to Fix America's Dangerous Roads](#)
- [Right-Turn-on-Red Bans Not a 'Silver Bullet' for Pedestrian Safety](#)