

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
December 4, 2024 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/You Tube Option

Members Present: (in-person)

Mayor Pitts*	City of Clarksville Mayor
Mayor Golden*	Montgomery County Mayor
Mayor Oliver*	City of Oak Grove
Stacy Morrison*	Rep. Tennessee Dept. of Transportation (TDOT)
Thomas Whit*	Rep. Kentucky Transportation Cabinet (KYTC)
Mike Ringgenberg*	CTS
Tom Fox*	GNRC
Tom Britton*	Rep. Hopkinsville, KY
Jeff Bryant*	Montgomery County Hwy Dept (MCHD)
Nick Hall	KYTC-D2
Ann Marie Anway	TDOT
Lorelynn Fisher	City of Oak Grove
Nick Powell	Montgomery County Engineer
Lauren Winters	City of Clarksville
Nick Helmly	City of Clarksville
Angela Herndon	PADD
Chris Cowan	Clarksville Street Dept
Patricia Nesbitt	CTS
Jessica Waddle	KYTC-D2
Erin Zeigler	TDOT
Derek Pryor	TDOT
Jon Story	TDOT
Zane Pannell	TDOT
Greg Summers	TDOT
Alex Henry	TTL Consultants
Jeff Tyndall	RPC
Daniel Morris	RPC
Mike Ziarnek	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order. He began with Item #1 on the agenda: the review, discussion and adoption of the minutes from the July 18, 2024 meeting. Mayor Golden made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the 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 TMA is a designation by the US DOT of an urban area with a population of at least 200,000. Mr. Ziarnek said public input was gathered from a series of in-

person and online surveys, the latter of which using the MetroQuest platform. The first round of online engagement was in September 2023 that saw input from nearly 1,000 unique users to help identify driver behavior in the Clarksville area, infrastructure needs, and overall issues on the roadway. A second round of surveys were conducted in June/July of 2024 to assist in identifying goals and strategies to implement in the plan, which saw nearly 5,000 maps makers by citizens to detect known congestion and safety issues. Mayor Golden made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. Resolution 2024-18 was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2024-19 to support the TDOT and KYTC 2025 Safety Performance Measure Targets. Mr. Ziarnik said the MPO had not received any comments. Mayor Golden made the motion to adopt Resolution 2024-19 and Mr. Ringgenberg seconded the motion. Resolution 2024-19 was adopted unanimously.

Item #4 on the agenda was review, discussion and adoption of Resolution 2024-20 to support the TDOT and KYTC 2025 Performance Measure Targets for Bridge and Pavement (PM2) and Performance Measure Targets for the System (PM3). Mr. Ziarnik said the MPO had not received any comments. Mr. Morrison made the motion to adopt Resolution 2024-20 and Mayor Golden seconded the motion. Resolution 2024-20 was adopted unanimously.

Item #5 on the agenda was the review and discussion of the FY2024 Obligation Report showing the amount of federal funds spent within the Clarksville MPO's Metropolitan Planning Area (MPA). Mr. Ziarnik directed the Executive Board to look at the dollar amount at the top right-hand corner of the Obligation Report. The amount of \$45,476,705.35 shows the federal amount spent in Clarksville's MPO's metropolitan planning area. He stated that the link to the MPO's website for the Obligation Report was listed in four newspaper ads and on the MPO's website. There were no other comments concerning the FY2024 Obligation Report.

Item #6 on the agenda was the review and discussion of the new draft TIP. Mr. Ziarnik said the MPO is in the beginning stages of the development of the draft FY2026-FY2029 TIP. The MPO will have a call for projects at the beginning of 2025. Unfortunately, with the hurricane events in east Tennessee, the announcement of the selected TDOT projects for the three-year program will not be in December but has been moved to Spring 2025. More on the development of the new TIP at the next MPO meeting.

Item #7 on the agenda was the updates on air quality by Mr. Corrigan. He was unable to attend the meeting, but provided a handout on EPA Announcing the 2024 Clean School Bus (CSB) Rebate Program provided in the meeting packet.

Item #8 on the agenda was the updates by FHWA-TN and/or FHWA-KY. There were no FHWA representatives at the meeting. Mayor Pitts moved on to the next item.

Item #9 on the agenda was the updates by TDOT and KYTC by their representatives. Mr. Story with TDOT gave a power point on the ten-year and three-year plan. He stated with the destruction in east Tennessee there is over \$500 million in damages to the interstate and roadways in that area. He stated the SPP awarded projects for the ten-year and three-year program will be announced in Spring 2025 instead of December 2024 due to the assessment and cost from the hurricane damage. He said that passing the TMA has helped speed up the completion of project. He stated that Region 3 received 32% of the funding between the four regions. He said the larger amount in funding from the other regions was due to the roadway miles. Region 3 has the most roadway miles that TDOT maintains. Mr. Morrison said that the project development in the 10-year plan had been at 50%.

this has improved to 90%. He stated that communication with the federal government is still on going for emergency funds for the destruction in east Tennessee.

Mr. White with KYTC said that KYTC would start the SHIFT process in 2025 for the development of their six-year plan. It will be completed in 2026.

Item #10 on the agenda was updates from Chris Cowan, Nick Powell, and Jeff Bryant on their road projects. Mr. Bryant spoke first on the SR-12/Ashland City Road intersection with Excell Road project. He said that PE/NEPA had been submitted for approval and is working with TDOT on design changes. He expects to have a public meeting in March 2025 on the project.

Mr. Powell spoke next. He said the Lafayette Road project at the Fort Campbell gate began construction in early October and is scheduled to be completed by the end of September 2025. The Rossvie Road widening project is in the ROW acquisition phase and offers have been made on every track. There is one tract that will go to condemnation. The County is funding 100% of the project through ROW. In third quarter of 2025 the project will be out of funds and will be on hold until TDOT funds the Construction.

Mr. Cowan said the Rossvie Road/Dunbar Cave Road project phase 2 received a Notice to Proceed to the construction phase. The project has gone to bid and the bid opening is scheduled for December 13, 2024. The Adaptive Signal Project along Wilma Rudolph Blvd is under contract with Stansell Electric. This project should be completed by the end of 2025.

Item #11 was new business from members of the public and /or MPO members. There was no new business from the public. Mr Ziarnik said that Construction costs continue to rise at 9.6% annual rate and referred the Executive Board to the included handout. He then referred to the next handout the PBIC messenger (E-News from the Pedestrian and Bicycle Information Center). He said as an education component he had provided the handout for the links to articles/news and programs concerning pedestrian, bicycle and multimodal mobility. Mr. Ziarnik said that this was his second MPO meeting in Clarksville, and that he and staff members are developing a new look/emblem and are reviewing the By-Laws.

Item #12 Mayor Pitts made the motion to adjourned the meeting and Mr. Ringgenberg seconded the motion. The meeting was adjourned.

Dated: December 4, 2024



Mayor Joe Pitts, Chairman
MPO Executive Board



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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AGENDA

Revision 1 highlighted

**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.
 - a. **TDOT update on HPP funds for TIP #6: SR-374 Prop, from SR-76 to South of Dotsonville Rd.**
- 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
- 13) Adjourn

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
July 18, 2024 @ 9:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/You Tube Option

Members Present: (in-person)

Mayor Pitts*	City of Clarksville Mayor
Herman Wright*	Rep. Tennessee Dept. of Transportation (TDOT)
Nick Hall*	Rep. Kentucky Transportation Cabinet (KYTC)
Mike Ringgenberg*	CTS
Tom Britton*	Rep. Hopkinsville, KY
Jeff Bryant*	Montgomery County Hwy Dept (MCHD)
Nick Powell	Montgomery County Engineer
Bryan Crocker	City of Clarksville
Angela Herndon	PADD
Chris Cowan	Clarksville Street Dept
Patricia Nesbitt	CTS
Matt Hughes	KYTC-D2
Erin Zeigler	TDOT
Derek Pryor	TDOT
Stacy Morrison	TDOT
Sean Armstrong	TDOT
Alex Morris	MCHD
Jeff Tyndall	RPC
Daniel Morris	RPC
Mike Ziarnek	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order. He began by introducing the new MPO Director, Michael Ziarnek, who goes by Mike Z. Mayor Pitts asked Mr. Ziarnek to tell the Board about his past transportation experience. He said he had served in the navy, had worked as a traffic engineer, was with Florida DOT, and had recently been the Transportation Planning Director for the Southern Illinois MPO in Marion, IL

Item #2 on the agenda: the review, discussion and adoption of the minutes from the May 25, 2024 meeting. Mr. Ringgenberg made the motion to adopt the minutes and Mr. Britton seconded the motion. The minutes were adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2024-14 for the TIP amendment to the FY2023-FY2026 TIP for the KY Grouped Project List to add "Planning and Technical Studies" a category and an annual funding amount of \$335,943. Mr. Ziarnek said this is for the SS4A Safety Action Plan awarded to the Pennyriple Area Development District (PADD), which includes Christian County. Mr. Ziarnek said the MPO had received no public comments and was exempt from conformity determination per the IAC. Mr. Britton made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. Resolution 2024-14 was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2024-15 for the TIP amendment CTS #4 to the FY2023-FY2026 for CTS Budget Revisions for TIP #24, Support Facilities & Equipment and TIP #32, Computer Hardware. For TIP #24 a new line of 5307 funding was added in FY2025 which increased the total project cost from \$309,000 to \$709,000. For TIP #32 a new line of 5307 funding was added in FY2025 which increased the total project cost from \$70,000 to \$130,000. Mr. Ziarnek said the MPO had received no comments and these projects were exempt from conformity determination per the IAC. Mr. Ringgenberg made the motion to adopt Resolution 2024-15 and Mr. Britton seconded the motion. Resolution 2024-15 was adopted unanimously.

Item #5 on the agenda was review, discussion and adoption of Resolution 2024-16 for the TIP amendment #4, TDOT #135, to the FY2023-FY2026 for addition of Transportation Alternative Program (TAP) funds to the Red River Pedestrian Bridge for FY2024. Mayor Pitts thanked TDOT for moving two sidewalk TAP projects funding over to the Red River pedestrian bridge, in order to move the project to construction. Mr. Ziarnek said the MPO had not received any comments and that the project was exempt from the conformity determination per the IAC. Mr. Ringgenberg made the motion to adopt Resolution 2024-16 and Mr. Britton seconded the motion. Resolution 2024-16 was adopted unanimously.

Item #6 on the agenda was the review, discussion and endorsement of Resolution 2024-17 to submit SR-237/Rossvie Road widening, from east of International Blvd to east of Kirkwood Road for FY2027 Construction per the Annual Statewide Partnership Program (SPP) Application. Mr. Ziarnek stated Montgomery County estimated to spend \$20,000,000 in the PE, ROW, and Utilities phases and partner through the SPP with TDOT for the construction phase. Mr. Ziarnek said there were no comments received. Mr. Ringgenberg made the motion to endorse Resolution 2024-17 and Mr. Britton seconded the motion. Resolution 2024-17 was adopted unanimously.

Item #7 on the agenda was the update on air quality by Marc Corrigan, TDEC. Mr. Corrigan was unable to attend the meeting, but provided three handouts in the meeting packet. Mr. Ziarnek reference the first handout for the preliminary 2024 Ozone Exceedance Data for 8-hour standard. The Clarksville monitor located in Hopkinsville shows no exceedance for this year to date. The second handout showed the 2021-2023 preliminary PM2.5 design values. Both the Tennessee and the Kentucky monitor for the Clarksville MPO were below the standard of 9.0. The PM2/5 standard has recently been lowered from 12.0 to 9.0. The third handout was on the Clean Heavy-Duty Vehicles Grant Program. Mr. Ziarnek referenced the information on the handout and told the Board that if anyone needed additional information to please contact him.

Item #8 on the agenda was the updates by FHWA-TN and/or FHWA-KY. There were no FHWA representatives at the meeting. Mayor Pitts moved on to the next item.

Item #9 on the agenda was the updates by TDOT and KYTC by their representatives. Mr. Morrison with TDOT spoke on the SPP handout. He explained the SPP application would remain open until August 30th for projects. He said that projects that are started by TDOT will be completed. The application process will begin around this time each year. The projects are then identified and prioritized. The projects in the 10-year plan feeds the 3-year plan. Mr. Morrison read from the frequently asked questions on the SPP handout on how much should a local government put into the project. He said there was no set amount but TDOT did want a partnership in the development of the project. He said the funds can be city, county, private funds or the Local-STBG funds.

Mr. Morrison introduced Mr. Armstrong with TDOT. Mr. Armstrong said Mr. Norris was unable to attend due to the loss of his father. He said TDOT, Region had increased their staff in an effort to move project to completion that are in the 3-Year Plan. He said that through this process they are at a 90% delivery rate for projects, whereas prior TDOT was at a 50% delivery rate. He introduced Erin Zeigler as their new Region 3 Communication Officer. Another change in their process is that the maintenance of I-24 is being done by a contractor not TDOT. This allows TDOT to do maintenance on the state highways.

Mr. Armstrong introduced Derek Pryor, who is over TDOT operations for the district. Mr. Pryor began with resurfacing within the Montgomery County area. The 2024 resurfacing projects were: I-24 from west of Trough Springs Rd to Robertson County line, with a completion date of 10/31/24 at a cost of \$6.3 million; SR-12 from Cheatham County line to west of Robin Hill Drive, at a completion date of 10/15/2024 at a cost of \$1.8 million; SR12/Ft. Campbell Blvd from Hermitage dr to KY state line, with a completion date of 6/30/2025 at a cost of \$2.8 million. He said the contractor has a 130-day delivery once he starts the resurfacing. These projects have approximately an \$11 million resurfacing cost. There was maintenance performed on I-24 east bound for 1.5 miles and at exit 8 west bound on-ramps, along with maintenance on I-24 west bound at the bridge over Red River. The total maintenance cost was \$900,000.

Mr. Pryor said the intersection at Riverside Dr/N. Second/ Kraft St/ Providence Blvd is scheduled for night repaving the week of August 12th. He said Riverside Dr is in the 2026 resurfacing schedule. He thanked the Mayor Pitts for the Street Dept. helping with the repaving in the curve portion of the turn from Providence Blvd onto Riverside Dr.

He said TDOT is working on the sight distance issues on SR237/Rossvie at the intersection of Rollow Lane. TDOT is working with local utilities and property owners with plans to excavate the current slope as much as possible to improve the sight distance.

He started the project updates with the intersection improvements at SR112 (Madison Street) with SR76 (By-Pass/MLK). He said the project is progressing and has a completion date of May 2025. He hopes by the first of the year the intersection will have the roadway markings and only minor activity/clean up will remain. He said the projects original cost was \$9.8 million which has now been increased to \$13.2 million. The project is two years behind from the original completion date. He said this is a 33% cost overrun and has taken too long.

Next was the project update at the intersection of SR12 (By-pass) and SR13/SR48. This is along the Gary Mathews dealership. He said the three 96-inch pipes had rusted completely through and needed to be replaced with a concrete box culvert. The project should be completed by 8/31/25 at a cost of \$8.7 million.

The bridges under repair over Bartons Creek and Louise Creek along SR48 have been completed and the temporary signals have been removed. The bridge over Yellow Creek on SR 149 has a completion date of October 2024 for phase 1.

There were no updates given by KYTC.

Item #10 was new business from members of the public and /or MPO members. Mr Ziarnek stated that the Regional Planning Commission had adopted their Comprehensive Plan in March 2024 and that he wanted to take the initiative to advocate and work toward a Complete Street Plan. Mr. Ringgenberg said he has 2 new shiny buses at \$584,000 a piece that are replacing buses that had 760,000+ miles on them.

Mrs. Hall asked Mr. Armstrong about the sidewalk project that was to be added along SR112, from SR-76 to Sango Road. He said that during the utility phase of the project the electric poles were placed in the path of the sidewalks. TDOT needs to purchase an additional 70 tracts of ROW to go around the utility poles. Mr. Armstrong was not sure if there was funding in the ROW phase, but would look into it. He said that his department thought it would be better to find other forms of funding, such as TAP or the multimodal grant; then to apply for the 10-year plan that is legislative. He said the state wanted to still manage the project, but the local government should apply for the new form of funding.

Item #11 Mayor Pitts made the motion to adjourn the meeting and Mr. Ringgenberg seconded the motion. The meeting was adjourned.

Dated: July 18, 2024

Mayor Joe Pitts, Chairman
MPO Executive Board

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 REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP
10/24/23	130853.00	HSP-374(20)	Montgomery	SR-374	From SR-112 (Madison Street) to River Run	CLOSE PROJECT	HSP	38	(\$4,915,111)	\$1,375,000.00
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	(\$36,635.56)	\$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	(\$81,914.36)	\$2,727,500.00
11/06/23	134027.00	NH-L-24-9(101)	Montgomery	L-24	From west of Trough Springs Road to Robertson County Line	AUTHORIZE CONST	NWPP	CLK 37	\$6,990,922.00	\$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-374	SR-149, From SR-374 to River Road, SR-374, From SR-149 to Dotsonville Road in Clarksville Re-Budgeted ROW	ADJUST PE-D	STBG	5	(\$1,196,000.00)	\$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	\$1,562,968.00	\$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-L-24-9(101)	Montgomery	L-24	From west of Trough Springs Road to Robertson County Line	ADJUST CONST	NWPP	CLK 37	\$877,535.00	\$14,985,000.00
03/12/24	127699.00	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	127699.00	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
03/28/24	112876.00	STP-M-930(21)	Montgomery	SR-13	Oakland Road, SR-13(US-79) to approximately 0.5 miles Northwest	CLOSE PROJECT	L-STP	65	(\$132,054.00)	\$4,200,000.00
04/17/24	132731.00	HSP-REG(215)	Region 3		ADA Curb Ramp Upgrades on various Routes in District 28	CLOSE PROJECT	HSP	38	\$88,892.64	\$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	(\$57,305.00)	\$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	\$8,060.00	\$540,000.00
05/13/24	129201.00	STP-NH-12(61)	Montgomery	SR-12	From Hermitage Drive to Kentucky State Line	AUTHORIZE CONST	STBG-S	CLK 40	\$2,228,736.00	\$4,861,250.00
06/13/24	135377.00	PHSIP-78(124)	Montgomery	SR-76	Interchange at SR-374 in Clarksville	AUTHORIZE PE-N	PHSIP	CLK 38	\$100,000.00	\$500,000.00
05/17/24	123071.00	STP-48(56)	Montgomery	SR-48	(Trenon 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	(\$6,524.16)	\$7,000,000.00
08/20/24	129458.00	HSP-R-236(8)	Montgomery	SR-236	(Tiny Town Road) at RJ Corman R/R, LM 0.66 in Clarksville	WITHDRAW PROJECT	HSP	38	(\$13,500.00)	\$3,407,452.00
09/19/24	101463.05	STP-112(4)	Montgomery	SR-112	McAdoo Creek Road to SR-76, East of Clarksville	ADJUST PE-D	STBG	041	\$206,225.12	\$9,620,000.00
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	HIP-L	4	\$1,586,716.00	...
04/17/24	'02-180.20	KYTC responsible agency	Christian	KY911	KY911/Thompsonville Ln widen to a 3 lane from DOD railroad to KY115	CONST	STBG	13	\$14,079,824.00	\$17,599,780.00
10/29/23	'02-930.00	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	\$ 73,180.48	\$ 73,180.48
									Total Federal Funds:	\$36,731,531.32

				Transportation Planning Funds Authorized for the Clarksville Urbanized Area		Remaining Federal Funds	Federal Funds	Federal Funds+Fed Carryover
FY2024		Montgomery		FHWA Section 112 Planning Funds-TN 80/5/15%	PL-TN 80/5/15	\$ 816,206.15	\$375,276.30	\$1,191,482.45
FY2024		Christian		FHWA Section 112 Planning Funds-KY	PL-KY	\$ 66.09	\$56,800.00	\$71,000.00
FY2024		Montgomery		FHWA Section 112 Planning Funds-TN 80/5/15% (5303)	PL-TN 80/5/15	\$ 127,902.19	\$96,077.73	\$223,979.92
FY2024		Christian		FTA Section 5303-KY	5303-KY	\$ 83.42	\$22,250.00	\$27,813.00
		MPO Planning Funds Total Amount		Total Planning Obligated Funds:			\$560,404.05	

				Clarksville Transit System (CTS)			Federal Funds	Total Funds in Project
FY2024	Bus Stop Shelters	Montgomery	System-wide	Install passenger shelters at major stops	5339	20	\$88,000.00	\$425,000.00
FY2024	Support Facilities & Equipment	Montgomery	System-wide	Support Facilities & Equipment	5307	24	\$80,000.00	\$709,000.00
FY2024	Support Facilities & Equipment	Montgomery	System-wide	Support Facilities & Equipment	5339	24	\$80,000.00	\$709,000.00
FY2024	Associated Capital Maintenance	Montgomery	System-wide	Associated Capital Maintenance	5307	25	\$313,936.00	\$392,421.00
FY2024	Support Vehicles	Montgomery	System-wide	Purchase Replacement Support Vehicles	5339	26	\$40,000.00	\$200,000.00
FY2024	Facility Renovation	Montgomery	System-wide	Facility Renovation & Rehabilitation & New	5339	28	\$175,212.00	\$1,184,015.00
FY2024	Facility Renovation	Montgomery	System-wide	Facility Renovation & Rehabilitation & New	5307	28	\$600,000.00	\$1,184,015.00
FY2024	Surveillance/Security	Montgomery	System-wide	Digital mobile surveillance equipment and other needed surveillance/security equipment	5307	30	\$400,000.00	\$819,560.00
FY2024	Surveillance/Security	Montgomery	System-wide	Digital mobile surveillance equipment and other needed surveillance/security equipment	5310	30	\$319,980.00	\$819,560.00
FY2024	Communication Equipment	Montgomery	System-wide	Purchase radios and associated equipment	5339	31	\$40,000.00	\$100,000.00
FY2024	Computer Hardware	Montgomery	System-wide	Computer Hardware	5339	32	\$4,000.00	\$130,000.00
FY2024	Computer Software	Montgomery	System-wide	Computer Software	5339	33	\$56,000.00	\$280,000.00
FY2024	Computer Software	Montgomery	System-wide	Computer Software	5303	33	\$32,000.00	\$400,000.00
FY2024	Non Faxed Route ADA Paratransit Services	Montgomery	System-wide	ADA Paratransit Service	5307	58	\$386,040.00	\$1,507,917.00
FY2024	Engineering & Design	Montgomery	System-wide	Engineering and Design	5307	59	\$184,000.00	\$3,920,000.00
FY2024	Construction (Transit)	Montgomery	System-wide	Purchase/Rebuild, Construction as needed	5307	61	\$1,200,000.00	\$1,500,000.00
FY2024	Preventive Maintenance	Montgomery	System-wide	Preventive Maintenance	5307	62	\$636,508.00	\$3,182,540.00
FY2024	Paratransit Vehicle	Montgomery	System-wide	Purchase Replacement and Expansion ADA Paratransit Vehicles	5310	63	\$187,214.00	\$1,433,842.00
FY2024	Operating Assist. TN	Montgomery	System-wide	Operating Assistance-TN	5307	35	\$2,555,315.00	\$23,479,903.00
FY2024	Operating Assist. KY	Montgomery	System-wide	Operating Assistance-KY	5307	36	\$406,067.00	\$2,674,151.00
FY2024	Transit Buses	Montgomery	System-wide	Purchase Replacement and Faxed Route Buses (hybrid or Diesel)	5307	72	\$430,918.00	\$8,385,944.00
				Total CTS Obligated Funds:			\$8,184,770.00	

*KYTC Projects do not have any remaining funds to be obligated

eSTIP Project Report



Generated at 08/15/2022

Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
6	101463.03	2.90	TDOT

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
SR-374PROP	\$43,200,000.00

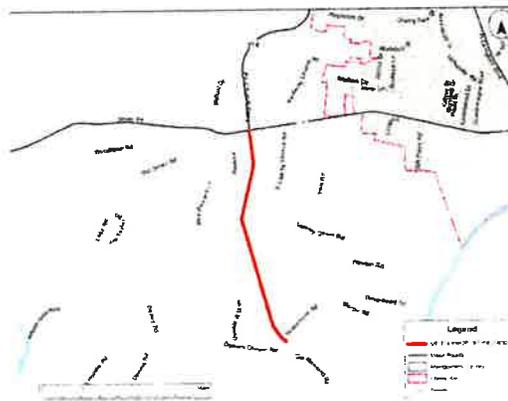
Project Name:
SR-374 Prop

Termini
From SR-76(US-79) to South of Dotsonville Road in Clarksville (Re-Budgeted ROW & Stage Const.) (IA)

Project Description
Construct four 12-foot lane and 10-foot shoulders on four-lane divided ROW.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
E+C 1;Table 11-3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	HPP	\$2,400,000	\$1,920,000	\$480,000	\$0
2023	ROW	STBG-S	\$800,000	\$640,000	\$160,000	\$0
Total			\$3,200,000	\$2,560,000	\$640,000	\$0



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:

<u>Quarter</u>	<u>NHCCI</u>	<u>Q over Q Incr.</u>	<u>Annualized</u>
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](#)