



**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**

**Date:** Thursday, October 15, 2020  
**Time:** 10:00 a.m.  
**Location:** Virtual Meeting – linked to [www.CUAMPO.com](http://www.CUAMPO.com) website home page

1. Review, discussion and adoption of the minutes from the March 5, 2020 meeting;
2. Review, discussion and adoption of Resolution 2020-07 to amend the Participation Plan (PP);
3. Review, discussion and endorsement of Resolution 2020-08 for the SR-13/Guthrie Hwy Corridor Management Policy Plan;
4. Review, discussion and adoption of Resolution 2020-09 to amend the FY2020-FY2023 TIP to add the new KYTC I-24 lighting project;
5. Review, discussion and adoption of Resolution 2020-10 approving to support the 2017-2021 Safety Performance Measure Targets for the State of Tennessee and the State of Kentucky;
6. Review, discussion and adoption of Resolution 2020-11 to amend the FY2020-FY2023 TIP to increase NEPA funding and decrease PE-D and Const. in FY2021 for TIP #50, Wilma Rudolph Blvd Adaptive Signal System (ITS);
7. Update and discussion by Sean Santalla on FHWA guidance;
8. New Business – members of the public and/or MPO members;
9. Adjourn.

Clarksville Urbanized Area  
Metropolitan Planning Organization (MPO)'s  
Joint Technical Coordinating Committee and Executive Board Meeting  
March 5, 2020 @ 11:00 am

Regional Planning Commission – RPC Lower Level Conference Room

Members Present:

Nick Powell*	Rep. Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
John Mahre*	Rep. Christian County, KY
Stacy Morrison*	Rep. Tennessee Dept. of Transportation (TDOT)
Nick Hall*	Rep. Kentucky Transportation Cabinet (KYTC)
Bryan Collins*	Greater Nashville Regional Council (GNRC)
Mayor Jarvis*	City of Oak Grove, KY
Paul Nelson*	CTS
Scott Graves	CTS
Chris Cowan	City Engineer
Hunter Stagg	County Engineer
Jason Orange	KYTC-D2
Sean Santalla	FHWA-TN
Misty Cutshall	Oak Grove, KY
Marc Corrigan	TDEC
Kwabena Aboagye	TDOT
Derek Morris	KYTC/ Office of Transportation Delivery
Sharon Schutz	TDOT
Tom Britton	City of Hopkinsville/CDS
Jeff Tyndall	RPC
Stan Williams	MPO
Jill Hall	MPO

\*Voting members

Mayor Pitts called the meeting to order. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the January 16, 2019 meeting. There were no comments to the minutes. Mr. Powell 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 2020-04 to amend the 2045 MTP with the associated CDR in order to move SR-237/Rossvie Road from a Visionary project to a Stage II (2027-2036) project; to move the Jack Miller Blvd project from a Stage III (2037-2045) to a Visionary project. SR-237/Rossvie Road project's termini changed with an increase in length from 1.6 miles to 3.4 miles. The cost estimate increased from \$5,100,000 to \$31,210,000. Mr. Williams stated that this amendment for SR-237/Rossvie Road from east of International Blvd to east of Hayes Lane is needed due to increase in residential development and the proposed three school complex that will be built along SR-237. The associated CDR also shows the increase in VMTs along SR-237. Mr. Williams said there were no comments received during the 14 day public review. Mr. Powell made the motion to approve Resolution 2020-04 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2020-05 to amend the FY2020-FY2023 TIP with the associated CDR in order to add TIP#71, SR237/Rossvie Road widening project. The total cost estimate is \$31,210,000 with the local government funding 100 percent of the PE and ROW phases for a cost of \$6,000,000. Mr. Williams emphasized the need for the project due to the growth and school complex along SR-237. He stated the project needed to be in the TIP with funds allocated in order for it to move through TDOT's process. Federal funding for construction will be requested when the project gets to that phase. Mr. Powell made the motion to approve Resolution 2020-05 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2020-06 to amend the FY2020-FY2021 UPWP to include the update to the CRITS architecture for FY2020. Mr. Williams explained this is a requirement by FHWA and the last one was completed in 2015. The new CMAQ adaptive signalization project needs to be run through the model during the update to make sure the Clarksville ITS architecture is in coordination and includes all new and current equipment/projects to the system. Mr. Powell made the motion to approve Resolution 2020-06 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #5 was the review and discussion of the Clarksville Regional ITS (CRITS) Architecture for FY2020. Mr. Williams discussed the CMAQ project, the requirement of the update and funding amounts in the UPWP. He stated that the CRITS architecture included Oak Grove, KY and the southern portion of Christian County, KY. There were no additional questions.

Item #6 was an update by Mr. Williams on the Technical Reports for SR-374/Warfield Blvd/Richview Road. Mr. Williams said TDOT back in 2002 had hired TRC to do a similar technical report. The City has hired TRC to produce the technical report and the final should be completed by the end of June to the first of July. The technical report will give the project cost estimates. There should be a field review in a couple of weeks on site.

Item #7 was the update on TDOT projects in the December 2019 construction lettings and TDOT projects under development by Sharon Schutz from TDOT Region 3. Ms. Schutz stated there were no projects in the February and March lettings. The May letting advertisements will come out April 17<sup>th</sup>. She stated that the 3-year plan had not been received yet; therefore, the schedule may be adjusted. Below is her list of projects under development, under construction and resurfacing for this year.

#### Projects under Development

- SR-48/Trenton Rd – survey work is complete and PE plans are under development.
- SR-112/US41A from SR-76 to Denny Rd – currently in ROW

- SR-236 from Tobacco Rd to Needmore Rd – Initial planning document (TIR) complete. NEPA forecast to begin Spring 2020. This is a safety project (signage, reflectors, etc)
- SR-374 proposed from SR-149 to Dotsonville Rd and SR-374 proposed from Dotsonville Rd to SR-76. PE underway and NEPA forecast to be completed mid 2020. ROW is shown in the 2019 work program for FY2022.
- I24 from state line to SR-76 – initial planning document forecast for Summer 2020 with PE forecast to begin late 2022.

#### Projects under Construction

- SR-13/SR-149 McClure Bridge – storm drain, water & sewer relocations and grading operations continue as weather permits. Contractor currently working on Piers, extremely high river levels have hindered progress. Bridge decking has been placed on 4 spans.
- SR-374 widening – substantial work has been completed. Contractor to begin working on punch list items.
- Project Baseball (Phas eII) SIA serving LG – Project currently 75% complete. Anticipated completion end of July 2020.
- SR-13 at Wylma Van Allen intersection turn lane construction – contractor currently complete with all grading operations. Awaiting weather limitations to complete paving. Completion date end of May 2020.
- SR-13 from Center Pointe Rd to Holiday Dr sidewalk project – contractor scheduled to begin within the next 2 weeks. All lane closures will be at night. Completion Date end of October 2020.
- SR-13 (Wilma Rudolph Blvd) from Holiday Dr to Alfred Thun Rd – this is Exit 4 of I24. Adding lanes on ramps and a signal for the EB off-ramp. All lane closures will be at night. Contractor currently beginning to relocate utilities. Completion date end of November 2020.

#### Resurfacing Projects this Year (Deweese Paving awarded both projects)

- SR374 from SR13/Wilma Rudolph Blvd. to SR12/ Ft. Campbell Blvd.
- SR-13/Kraft St from 2<sup>nd</sup> St to Wilma Rudolph Blvd.

Item #8 was an update on KY911 widening project by Nick Hall. Mr. Hall said the portion of KY911 from US41A to the railroad, which is the 5-lane section is in utility work currently. The 3-lane section from the railroad tracks to KY115 does not have a letting date, but all ROW offers have been made.

Item #9 was an update on the Oak Grove Hotel/Race Track construction by Misty Cutshall. Mayor Jarvis said that the 5<sup>th</sup> floor of the hotel had been completed. The project is on schedule and on budget. The race track/hotel will open by the end of the summer.

Page 4  
Joint TCC & Executive Board Meeting  
March 5, 2020

Item #10 was new business from members of the public and/or MPO members. There were none.

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

Dated: March 5, 2020

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Mayor Joe Pitts, Chairman  
MPO Executive Board

**RESOLUTION 2020-07**

**2020 AMENDMENT TO THE PARTICIPATION PLAN**

**WHEREAS**, the Clarksville Urbanized Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative and continuing transportation planning process; and

**WHEREAS**, involvement of the general public, interested parties, and other public agencies is an integral part of regional transportation planning; and

**WHEREAS**, a Participation Plan (PP) is developed to describe the opportunities available to members of the general public to participate in the transportation planning and decision-making process pertaining to local expenditure of federal transportation grants; and

**WHEREAS**, the PP identifies the MPO's commitment to provide a forum for local, state, and federal agencies to collaborate in the development of its major planning products and a process for supporting the required coordination; and

**WHEREAS**, the MPO amended its PP to comply with the most recent federal regulations, as derived from the Fixing America's Surface Transportation (FAST) and prior federal transportation acts, and to ensure that its methods of communication and its techniques to involve the general public in the planning process, including traditionally-underserved populations and interested parties, are aligned with best practices and suitable for the MPO area; and

**WHEREAS**, the MPO has followed the public noticing procedures for amending the PP as outlined by CFR 450.613, requiring a minimum 45-calendar day public comment period prior to adoption; and

**WHEREAS**, members of the Technical Coordinating Committee did recommend approval of the amended PP to the Executive Board;

**NOW, THEREFORE, BE IT RESOLVED**, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does hereby adopt this amended Participation Plan.

**Resolution Approval Date: October 15, 2020**

**Authorized Signature:**

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

**THE CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**



**2020 AMENDED PARTICIPATION PLAN**

Prepared By:

Clarksville Urbanized Area Metropolitan Planning Organization

In Cooperation with:

Tennessee Department of Transportation,  
Kentucky Transportation Cabinet,  
Federal Highway Administration,  
Federal Transit Administration  
Clarksville Transit System

**Adopted October 15, 2020**

**Clarksville MPO Contact Information:**

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Transportation Planner  
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**RESOLUTION 2020-08**

**AN ENDORSEMENT** of the Corridor Management Policy Plan (CMPP) for SR-13/Guthrie Hwy, from Alfred Thun Road to Jim Johnson Road;

**WHEREAS**, SR-13/Guthrie Hwy is an important corridor both locally and regionally. It has the capacity for future industrial, commercial, and multi-family growth, presenting land use changes, major traffic increases and access management challenges;

**WHEREAS**, the CMPP is designed to act as a guiding document for the Tennessee Department of Transportation (TDOT) and the Regional Planning Commission (RPC) when making decisions on rezoning, subdivisions and site development along SR-13;

**WHEREAS**, the CMPP is intended to better connect land use and transportation along the corridor by review of driveways and intersections, manage access to land development, and simultaneously preserve the flow of traffic on the surrounding road systems in terms of safety, capacity and mobility;

**WHEREAS**, members of the MPO's Technical Coordinating Committee agree that the advancement of the SR-13/Guthrie Hwy CMPP will benefit and advance the transportation system in areas along said route;

**NOW THEREFORE BE IT RESOLVED**, that the Clarksville Urbanized Area MPO's Executive Board endorses the SR-13/Guthrie Highway Corridor Management Policy Plan.

**RESOLUTION APPROVED:** October 15, 2020

**Authorized Signature:**

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Mayor Joe Pitts, MPO Chairperson  
MPO Executive Board





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METROPOLITAN PLANNING ORGANIZATION**

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**RESOLUTION 2020-09**

**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 FY2020-2023 TIP to add TIP #14, I-24/KY115 Interchange. The new TIP project is to address safety issues by installing interchange lighting. The lighting project is funded 100% by KYTC in the amount of \$700,000.00 of SPP funding scheduled for FY2022; and

**WHEREAS**, the locally developed Public 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 #2 to be made part of the FY2020-2023 TIP.

Resolution Approval Date:      October 15, 2020

Authorized Signature:

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

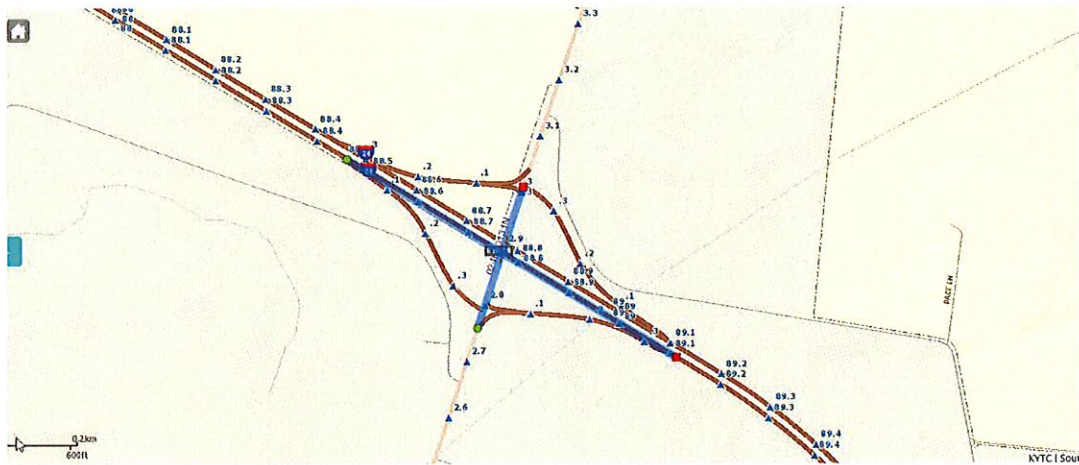
# CUAMPO

New  
TIP Amd# 2  
10-15-2020

TIP #	<input type="text" value="14"/>	TDOT/KYTC	<input type="text" value="2-80103.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="KYTC"/>
County	<input type="text" value="Christian"/>	Length	<input type="text" value="0.7"/> mi	MTP#	<input type="text" value="Table 11.3 page 11/6"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="I-24/KY115 interchange"/>					Total Project Cost	<input type="text" value="\$700,000"/>
Termini or Intersection	<input type="text" value="I-24/KY115 interchange"/>						
Project Description	<input type="text" value="Address safety issues by installing interchange lighting"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2022"/>	<input type="text" value="PE, ROW, CONST"/>	<input type="text" value="SPP"/>	<input type="text" value="700,000"/>	<input type="text" value="0"/>	<input type="text" value="700,000"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="2"/>	Adjustment Number	<input type="text"/>
<input type="text" value="Amd2 per Thomas Witt KYTC 10152020"/>				



New  
TIP Amd #2  
10-15-2020

Kentucky Funding Table 2  
(By Year of Expenditure)

Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ 700,000.00	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -
<b>Amount Programmed to be Spent</b>	\$ 2,530,000.00	\$ 5,910,000.00	\$ 700,000.00	
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ 700,000.00	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
<b>Total Programmed</b>	\$ 2,530,000.00	\$ 5,910,000.00	\$ 700,000.00	\$ -
<b>Amount Remaining</b>				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -		\$ -	\$ -
<b>Total Remaining</b>	\$ -	\$ -	\$ -	\$ -

Old  
TIP Amd #2  
10-15-2020

Kentucky Funding Table 2  
(By Year of Expenditure)

Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -
<b>Amount Programmed to be Spent</b>	\$ 2,530,000.00	\$ 5,910,000.00		
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
<b>Total Programmed</b>	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
<b>Amount Remaining</b>				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
<b>Total Remaining</b>	\$ -	\$ -	\$ -	\$ -

## **RESOLUTION 2020-10**

### **ADOPTION TO SUPPORT THE 2021 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 2012 Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and 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 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 2021 Safety Performance Measure Targets.

**Resolution Approval Date:** October 15, 2020

**Authorized Signature:**

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

**Attachment A:**

**PM1 Safety Performance Measure Targets: FY2021**

<b>Safety Performance Measures</b>	<b>KYTC Baseline 2015-2019</b>	<b>KYTC 2021 Targets</b>	<b>TDOT Baseline 2015-2019</b>	<b>TDOT 2021 Targets</b>
Number of Fatalities	767.0	720	1039.8	1078.8
Number of Serious Injuries	2,955.0	2,590.0	6725.8	6227.1
Fatality Rate	1.560	1.5	1.302	1.355
Serious Injury Rate	6.000	5.4	8.462	8.394
Number of Non-motorized Fatalities and Serious Injuries	289.0	285	511.4	521.0

**RESOLUTION 2020-11**

**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 FY2020-2023 TIP for TIP #50, Wilma Rudolph Blvd Adaptive Signal System (ITS). The amendment is to add \$90,000 CMAQ funds to the PE-N in FY2021, which increases the PE-N phase from \$10,000 to \$100,000; and lower the CMAQ funds for PE-D from \$200,000 to \$140,000 and CONST from \$985,440 to \$955,440. The total fund amount remains the same at \$1,195,440. The amendment moves the PE-D phase from FY2020 to FY2021.

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

**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.

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #3 to be made part of the FY2020-2023 TIP.

Resolution Approval Date: October 15, 2020

Authorized Signature:

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

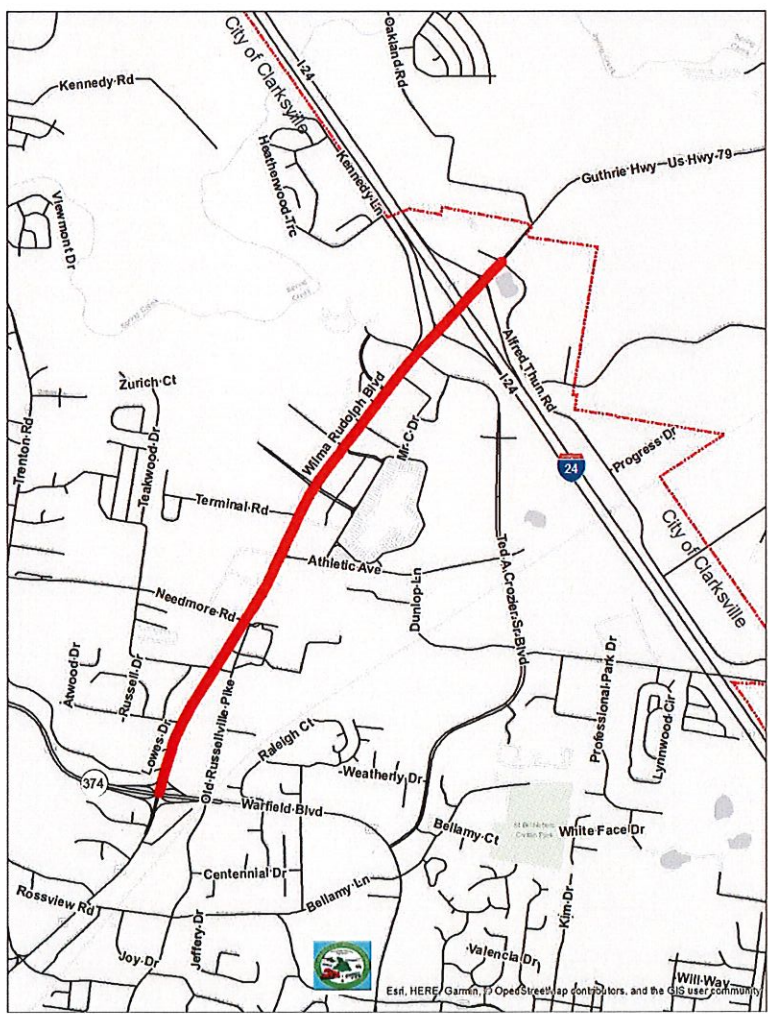
# CUAMPO

New  
Amd 3  
10-15-2020

TIP #	<input type="text" value="50"/>	TDOT/KYTC	<input type="text"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="2.5"/> mi	MTP#	<input type="text" value="pg 8-46; Table 11-11, pg 11-29"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Wilma Rudolph Blvd Adaptive Signal System (ITS)"/>					Total Project Cost	<input type="text" value="\$1,195,440"/>
Termini or Intersection	<input type="text" value="Wilma Rudolph Blvd corridor from Industrial Park Access Rd/Alfred Thun Rd to SR-374"/>						
Project Description	<input type="text" value="Implement an adaptive signal system for 10 signals along the Wilma Rudolph Blvd corridor; develop detour flush plans for I-24 along SR-374 from Wilma Rudolph Blvd to Madison St; DSRC equip; addition of 2 CCTV cameras &amp; 8 message signs installed along both."/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-N	CMAQ	10,000	10,000	0	0
2021	PE-N	CMAQ	90,000	90,000	0	0
2021	PE-D	CMAQ	140,000	140,000	0	0
2021	CONST	CMAQ	955,440	955,440	0	0

Remarks	Amendment Number	<input type="text" value="3"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="Amd3-increase funding for PE/N, lower funds for PE/D and Const. for FY2021 per St. Dept. Engr. 10 15 2020"/>				





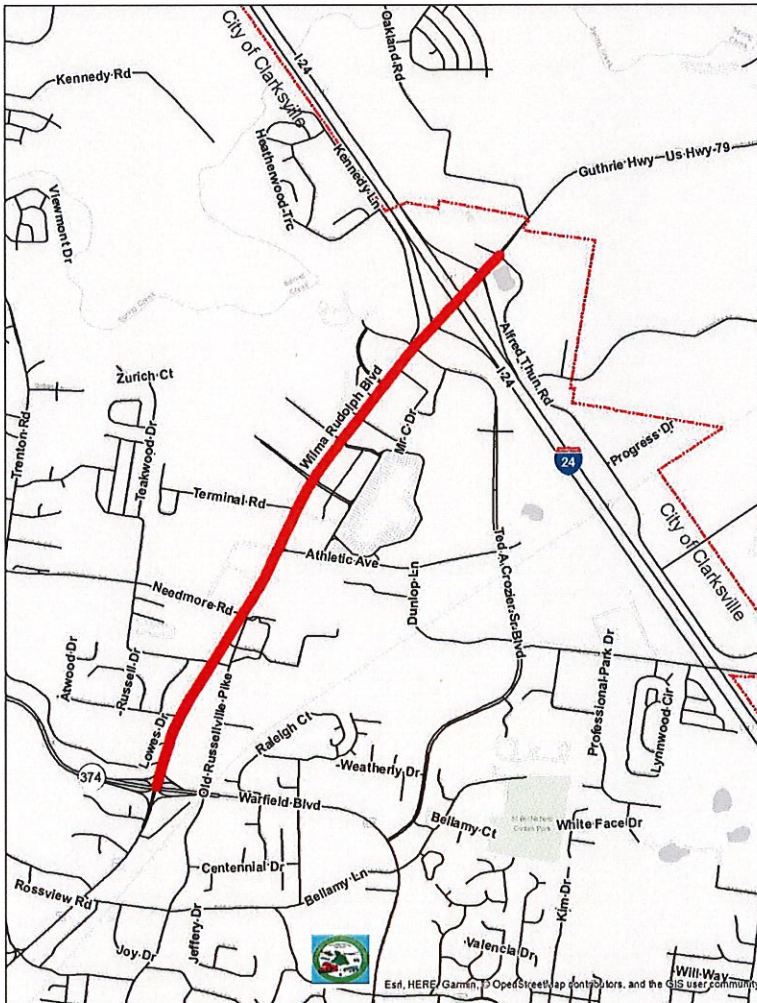
# CUAMPO

Old  
Amd 3  
10-15-2020

TIP #	<input type="text" value="50"/>	TDOT/KYTC	<input type="text"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="2.5"/> mi	MTP#	<input type="text" value="pg 8-46;Table 11-11,pg11-29"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Wilma Rudolph Blvd Adaptive Signal System (ITS)"/>					Total Project Cost	<input type="text" value="\$1,195,440"/>
Termini or Intersection	<input type="text" value="Wilma Rudolph Blvd corridor from Industrial Park Access Rd/Alfred Thun Rd to SR-374"/>						
Project Description	<input type="text" value="Implement an adaptive signal system for 10 signals along the Wilma Rudolph Blvd corridor; develop detour flush plans for I-24 along SR-374 from Wilma Rudolph Blvd to Madison St; DSRC equip; addition of 2 CCTV cameras &amp; 8 message signs installed along both."/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2020"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="10,000"/>	<input type="text" value="10,000"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="200,000"/>	<input type="text" value="200,000"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2021"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="985,440"/>	<input type="text" value="985,440"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="0"/>				



Tennessee Funding Table 3

(By Year of Expenditure)	As of 10/15/2020 NEW			
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
<b>Total</b>	<b>\$ 53,544,713.00</b>	<b>\$19,694,045.00</b>	<b>\$34,033,005.00</b>	<b>\$28,130,281.00</b>
<b>Amount Programmed to be Spent</b>				
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
<b>Total</b>	<b>\$ 40,542,158.00</b>	<b>\$ 4,066,490.00</b>	<b>\$15,655,450.00</b>	<b>\$27,502,726.00</b>
<b>Amount Remaining</b>				
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
<b>Total</b>	<b>\$ 13,002,555.00</b>	<b>\$15,627,555.00</b>	<b>\$18,377,555.00</b>	<b>\$ 627,555.00</b>

Tennessee Funding Table 3

(By Year of Expenditure)	As of 10/15/2020 OLD			
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)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
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
<b>Total</b>	<b>\$ 53,744,713.00</b>	<b>\$19,494,045.00</b>	<b>\$34,033,005.00</b>	<b>\$28,130,281.00</b>
<b>Amount Programmed to be Spent</b>				
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)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
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
<b>Total</b>	<b>\$ 40,742,158.00</b>	<b>\$ 3,866,490.00</b>	<b>\$15,655,450.00</b>	<b>\$27,502,726.00</b>
<b>Amount Remaining</b>				
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
<b>Total</b>	<b>\$ 13,002,555.00</b>	<b>\$15,627,555.00</b>	<b>\$18,377,555.00</b>	<b>\$ 627,555.00</b>