

Amendment 1 – Adjustment 1

2008-2011 TRANSPORTATION
IMPROVEMENT PROGRAM

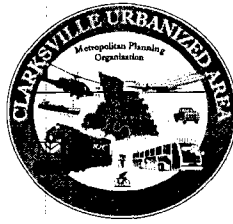
Amendment 1
TIP PROJECT #54, Safe Routes to School
Improvements

Adjustment 1
TIP PROJECT #12, Intersection
Improvements

May 2008

**Prepared by the
Clarksville MPO**

The preparation of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Commonwealth of Kentucky Transportation Cabinet, the Tennessee Department of Transportation, and the units of local and county government in the Clarksville MPO area. The opinions, findings, and conclusions expressed in this document are those of the Clarksville MPO and are not necessarily those of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

March 25, 2008

Mrs. Nancy Sartor, Manager 2
Local Program, TDOT
J. K. Polk Bldg., Suite 600
Nashville, TN 37243

RE: Clarksville Urbanized Area MPO TIP Amendment #1 and Adjustment #1

Dear Mrs. Sartor:

The Clarksville Urbanized Area MPO Technical Coordinating Committee met on March 12, 2008 to recommend approval of an amendment and adjustment to the FY2008-2011 Transportation Improvement Program. The Clarksville Urbanized Area MPO Executive Board met on March 12, 2008 and approved the recommended TIP amendment #1 and adjustment #1. The detailed TIP amendment #1 and adjustment #1 is attached, and was made available for public comment on February 22, 2008 and were subject to all required public participation requirements set forth in our Public Participation Plan.

The MPO has determined that the amendment #1 and adjustment #1 to these projects will result in the TIP remaining fiscally constrained

The formal public participation process began with the publication of the MPO TCC meeting and the MPO Executive Board meeting on February 22, 2008 in three publications: The Kentucky New Era, The Clarksville Leaf Chronicle and The El Crucero. No public comments were received at the public meeting or during the public comment period.

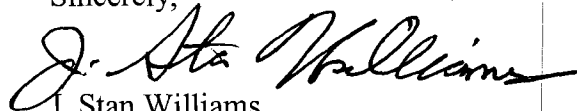
The Interagency Consultation Committee agreed said projects were exempt, per the Federal regulations 40 CFR part 93.126. This action did not change the most recent conformity determination made on July 28, 2005. Therefore, a new air quality conformity determination is not required under the Transportation Conformity Rule (62 FR 43779, 8/15/1197).

The attached resolutions outline the findings of the Clarksville Urbanized Area MPO Executive Board in taking this action to amend the FY2008-2011 TIP. These findings demonstrate that the TIP is a subset of the 2030 LRTP. It is therefore the request of the

Clarksville Urbanized Area MPO that the TIP amendment be forwarded to the appropriate federal agencies for approval and be amended into the State of Tennessee State wide Transportation Improvement Program (STIP).

Should you have any questions, please contact me at your convenience at (931) 645-7448 or by email.

Sincerely,

A handwritten signature in black ink that reads "J. Stan Williams". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

J. Stan Williams
Transportation Planning Director

Attachment



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

To: Nancy Sartor, Manager 2, TDOT Local Programs

From: Stan Williams, Transportation Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO FY2008-2011 Transportation Improvement Program (TIP) Amendment #1 and Adjustment #1.

Date: March 25, 2008

The Clarksville Urbanized Area MPO has determined that the requested TIP amendment #1 and adjustment #1 are complete. After the MPO Staff review, the following determinations were made:

1. The amendment and adjustment are consistent with the MPO Executive Board adopted Long-Range Transportation Plan (LRTP).
2. Funding sources and revised tables are attached with each project.

Inter-Agency Consultation:

The TIP amendment and adjustment are included in the 2030 LRTP and the IAC did concur that both the amendment and adjustment have an exempt status.

Dates and Locations of Consideration of Amendment and Adjustment:

MPO Technical Coordinating Committee, 11:00 AM, Wednesday, March 12, 2008, Lower Level, 329 Main Street, Clarksville, TN 37040.

MPO Executive Board, 11:30 AM, Wednesday, March 12, 2008, Lower Level, 329 Main Street, Clarksville, TN 37040.

Date for Publication of Public Notices:

February 22, 2008

Copy of the TIP Pages for the Amendments and demonstration of Existing Fiscal Constraint:

The TIP amendment and adjustment Resolution is attached. Individual TIP pages have been included showing the new amended TIP page and the original TIP page and the adjusted TIP page. The tables have been revised and included to show that the TIP remains fiscally constrained.

RESOLUTION 2008-13

**APPROVING AN AMENDMENT TO THE FISCAL YEAR 2008-2011
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, per SAFETEA-LU 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, the Year 2005 - 2030 LRTP does identify Walkways and Bikeways in Chapter 4.1.3. The TIP needs to be amended to identify Safe Routes to School funding in Table 3 on page Section B-1 and listed in Figure 4 under TIP Funding Sources. Said funding is for proposed infrastructure improvements and non infrastructure activities in relations to the Clarksville Montgomery County School System for the amount award by Grants of \$72,025.00. The TIP also needs to be amended to add TIP project #54 - Safe Routes to School Improvements with Grant funding at 100% SRTS federal in the amount of \$72,025.00.

WHEREAS, Members of the Interagency Consultation concurred that this amendment is exempt from air quality conformity per Federal regulations 40 CFR part 93.126 and is consistent with the air quality goals of the State Implementation Plans for Tennessee; and

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 did acknowledge that the TIP must be a financially restrained document and agree that said actions are appropriate and consistent with the FY2008-2011 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #1 to be made part of the FY2008-2011 TIP that was adopted on January 9, 2008.

Resolution Approval Date: March 12, 2008

Authorized Signature:


Carolynn Bowers, Chairman
MPO Executive Board

New

CUAMPO

TIP #	<input type="text" value="54"/>	TDOT PIN #	<input type="text"/>	Priority	<input type="text"/>	Lead Agency	<input type="text" value="CUAMPO"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	L RTP #	<input type="text"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Safe Route To School Bucket"/>				Total Project Cost	<input type="text" value="\$72,025"/>	
Termini or Intersection	<input type="text"/>						
Project Description	<input type="text" value="Grant funding awarded at 100% federal SRTS"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="PE, ROW, CONST"/>	<input type="text" value="SRTS"/>	<input type="text" value="72,025"/>	<input type="text" value="72,025"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
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Remarks	Amendment Number	<input type="text" value="1"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text"/>				



RESOLUTION 2008-14

**APPROVING AN ADJUSTMENT TO THE FISCAL YEAR 2008-2011
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, per SAFETEA-LU 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 make an adjustment to FY2008-2011 Transportation Improvement Program (TIP). Specifically, TIP project #12 – Intersection Improvements funding. The adjustment is to change the funding to 100% federal CMAQ funds.

WHEREAS, Members of the Interagency Consultation concurred that this adjustment is exempt from air quality conformity per Federal regulations 40 CFR part 93.126 and is consistent with the air quality goals of the State Implementation Plans for Tennessee; and

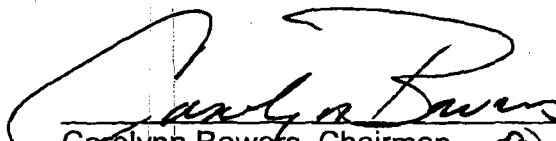
WHEREAS, the Technical Coordinating Committee members did acknowledge that the TIP must be a financially restrained document and agree that said actions are appropriate and consistent with the FY2008-2011 TIP.

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

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this adjustment to be made part of the FY2008-2011 TIP that was adopted on January 9, 2008.

Resolution Approval Date: March 12, 2008

Authorized Signature:


Carolynn Bowers, Chairman
MPO Executive Board

CUAMPO

TIP # TDOT PIN # Priority Lead Agency

 County Length mi L RTP# Conformity Status

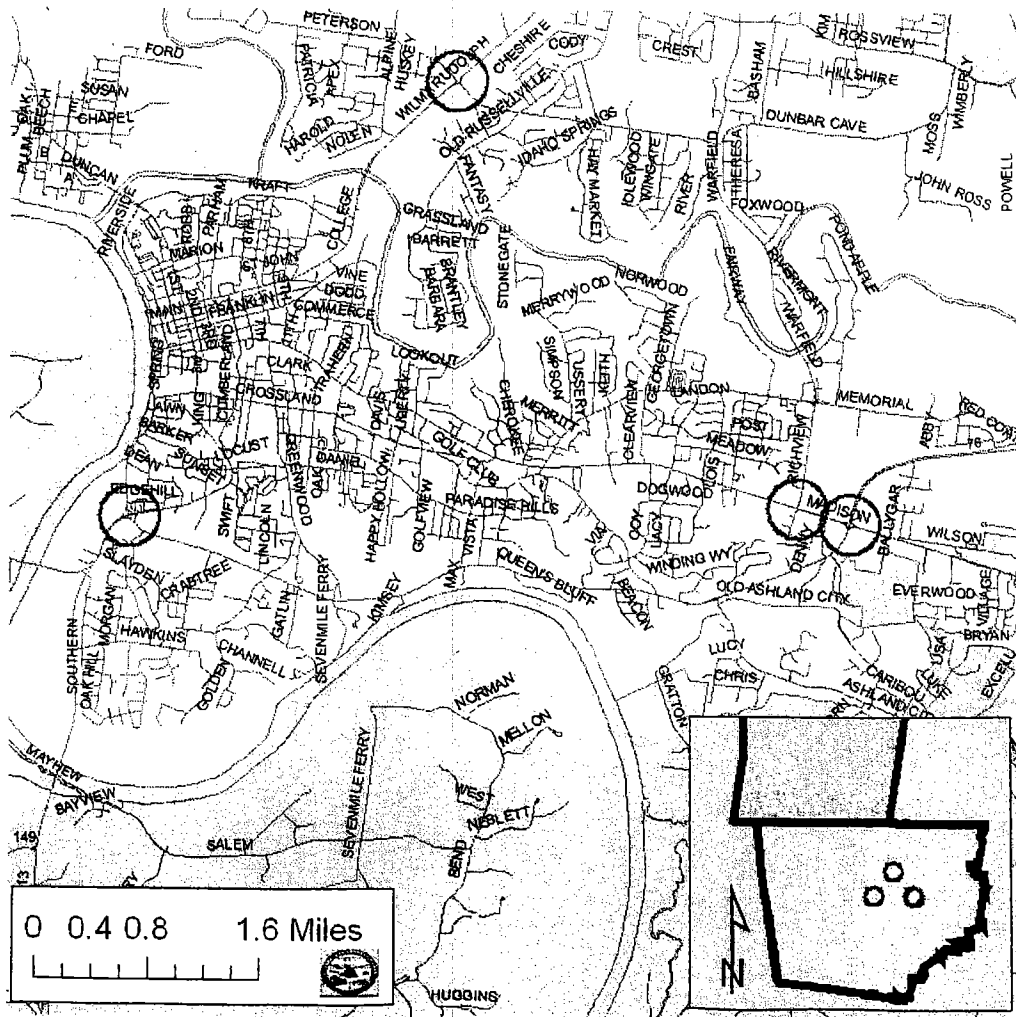
 Route/Project Name Total Project Cost

 Termini or Intersection

 Project Description

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	PE, ROW, CONST	CMAQ	235,765	188,612	0	47,153
2008	PE, ROW, CONST	CMAQ	900,000	720,000	180,000	0
			0	0	0	0
			0	0	0	0

Remarks Amendment Number Adjustment Number



New

CUAMPO

TIP # TDOT PIN # Priority Lead Agency
 County Length mi LRTP # Conformity Status
 Route/Project Name Total Project Cost
 Termini or Intersection
 Project Description

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	PE, ROW, CONST	CMAQ	235,765	235,765	0	0
2008	PE, ROW, CONST	CMAQ	900,000	900,000	0	0
			0	0	0	0
			0	0	0	0

Remarks Amendment Number Adjustment Number

Adjusted from 80/20 split to 100% federal CMAQ funding

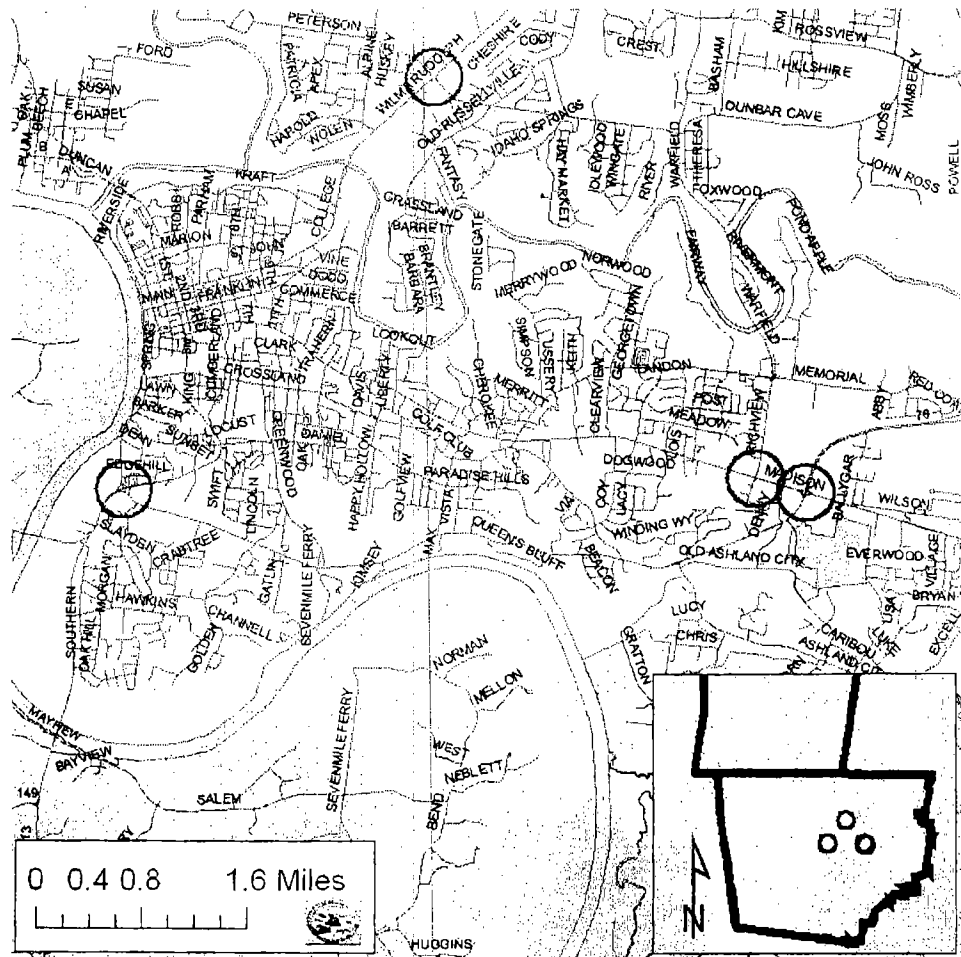


Table 2
 FY2008-FY2011 TIP
 Summary of L-CMAQ Funds

Federal Share Only

CMAQ Funding Table (TDOT)

Balance 7-1-07		\$1,448,620
FY2008 Allocation	+	\$379,620
Available to Spend	=	\$1,828,240
Projects Programmed	-	\$1,135,192
Remaining 2008	=	\$693,048
2009		
FY2007 Allocation	+	\$379,620
Available to Spend	=	\$1,072,668
Projects Programmed	-	\$140,000
Remaining 2009	=	\$932,668
2010		
FY2008 Allocation	+	\$379,620
Available to Spend	=	\$1,312,288
Projects Programmed	-	\$60,000
Remaining 2010	=	\$1,252,288
2011		
FY2008 Allocation	+	\$379,620
Available to Spend	=	\$1,631,908
Projects Programmed	-	\$60,000
Remaining 2011	=	\$1,571,908

CMAQ Funding Table (KTC)

Balance 7/25/05		
FY2008 Award *	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2006	=	\$0
2009		
FY2007 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2007	=	\$0
2010		
FY2008 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2008	=	\$0
2011		
FY2008 Allocation	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2008	=	\$0

* KTC CMAQ funds are awarded annually on a statewide competitive basis.

New

Table 2
 FY2008-FY2011 TIP
 Summary of L-CMAQ Funds
 (As of 3-12-08)
 Federal Share Only

CMAQ Funding Table (TDOT)

Balance 7-1-07		\$1,448,620
FY2008 Allocation	+	\$379,620
Available to Spend	=	\$1,828,240
Projects Programmed	-	\$1,362,345
Remaining 2008	=	\$465,895
2009		
FY2009 Allocation	+	\$379,620
Available to Spend	=	\$845,515
Projects Programmed	-	\$140,000
Remaining 2009	=	\$705,515
2010		
FY2010 Allocation	+	\$379,620
Available to Spend	=	\$1,085,135
Projects Programmed	-	\$60,000
Remaining 2010	=	\$1,025,135
2011		
FY2011 Allocation	+	\$379,620
Available to Spend	=	\$1,404,755
Projects Programmed	-	\$60,000
Remaining 2011	=	\$1,344,755

CMAQ Funding Table (KTC)

Balance 7/01/07		\$500,000
FY2008 Award *	+	\$0
Available to Spend	=	\$500,000
Projects Programmed	-	\$500,000
Remaining 2006	=	\$0
2009		
FY2009 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2009	=	\$0
2010		
FY2010 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2010	=	\$0
2011		
FY2011 Allocation	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2011	=	\$0

* KTC CMAQ funds are awarded annually on a statewide competitive basis.

Old

Table 3
Summary of State Programmed and Federal Earmarked Funds
Tennessee

Funding Source	FY2008	FY2009	FY2010	FY2011
	Available	Available	Available	Available
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,828,240	\$1,072,668	\$1,312,288	\$1,631,908
L-STP	\$6,963,486	\$7,202,683	\$5,625,880	\$6,905,077
Local Match	\$1,672,360	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$160,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$9,938,378	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$6,930,479	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$42,667,454	\$24,114,351	\$9,511,168	\$11,109,985
Amount Programmed to be Spent				
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,135,192	\$140,000	\$60,000	\$60,000
L-STP	\$1,040,000	\$2,856,000	\$0	\$0
Local Match	\$1,672,360	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$160,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$9,938,378	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$6,930,479	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$42,667,454	\$24,114,351	\$9,511,168	\$11,109,985
Amount Remaining				
Enhancement Grants	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$0	\$0	\$0	\$0
BRR-L	\$0	\$0	\$0	\$0
CMAQ (Congestion Mitigation & Air Quality Impr)	\$693,048	\$932,668	\$1,252,288	\$1,571,908
L-STP	\$5,923,486	\$4,346,683	\$5,625,880	\$6,905,077
Local Match	\$0	\$0	\$0	\$0
NHS (National Highway Systems)	\$0	\$0	\$0	\$0
STP (State Surface Transportation Program)	\$0	\$0	\$0	\$0
BRR-S	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total	\$6,616,534	\$5,279,351	\$6,878,168	\$8,476,985

New

Tennessee Funding Table 3
(By Year of Expenditure)

Table 3
Summary of State Programmed and Federal Earmarked Funds
Tennessee
(As of 3-12-08)

Funding Source	FY2008 Available	FY2009 Available	FY2010 Available	FY2011 Available
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,828,240	\$845,515	\$1,085,135	\$1,404,755
L-STP	\$6,963,486	\$7,202,683	\$5,625,880	\$6,905,077
SRTS	\$72,025	\$0	\$0	\$0
Local Match	\$1,625,207	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$160,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$9,938,378	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$6,750,479	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$42,512,326	\$23,887,198	\$9,284,015	\$10,882,832
Amount Programmed to be Spent				
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,362,345	\$140,000	\$60,000	\$60,000
L-STP	\$1,040,000	\$2,856,000	\$0	\$0
SRTS	\$72,025	\$0	\$0	\$0
Local Match	\$1,625,207	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$160,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$9,938,378	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$6,750,479	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$36,122,945	\$18,835,000	\$2,633,000	\$2,633,000
Amount Remaining				
Enhancement Grants	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$0	\$0	\$0	\$0
BRR-L	\$0	\$0	\$0	\$0
CMAQ (Congestion Mitigation & Air Quality Impr)	\$465,895	\$705,515	\$1,025,135	\$1,344,755
L-STP	\$5,923,486	\$4,346,683	\$5,625,880	\$6,905,077
SRTS	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0
NHS (National Highway Systems)	\$0	\$0	\$0	\$0
STP (State Surface Transportation Program)	\$0	\$0	\$0	\$0
BRR-S	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total	\$6,389,381	\$5,052,198	\$6,651,015	\$8,249,832