

# TABLE OF CONTENTS

	<u>Page</u>
<b>INTRODUCTION</b> .....	1
Planning Area.....	2
MPO Organization.....	3
<b>TIP PROGRAM DEVELOPMENT</b> .....	5
Public Participation.....	6
Amendment and Adjustment Procedures .....	7
<b>PROJECT PRIORITIES</b> .....	9
Regional Trends.....	9
Prioritization .....	10
<b>FUNDING AND FINANCIAL PLAN</b> .....	11
Funding .....	11
Financial Plan.....	15
<b>CONFORMITY DETERMINATION</b> .....	16
<b>DETAILED LISTING OF PROJECTS</b> .....	A-1
<b>FUNDING TABLES</b> .....	B-1
<b>PUBLIC COMMENTS</b> .....	C-1
<b>CONFORMITY DETERMINATION APPROVAL LETTER</b> .....	D-1

**MEMORANDUM OF AGREEMENT**

## ACRONYMS

3(R)	RESURFACING, REHABILITATION OR RESTORATION
SAFETEA-LU	SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT -A LEGACY FOR USERS
ADA	AMERICANS WITH DISABILITIES ACT
BRR	BRIDGE REPLACEMENT AND REHABILITATION
CAA	CLEAN AIR ACT
CAAA	CLEAN AIR ACT AMENDMENTS
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM
CO	CARBON MONOXIDE
CTS	CLARKSVILLE TRANSIT SYSTEM
E+C	EXISTING PLUS COMMITTED
EPA	ENVIRONMENTAL PROTECTION AGENCY
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FTA	FEDERAL TRANSIT ADMINISTRATION
FY	FEDERAL FISCAL YEAR (OCTOBER 1 – SEPTEMBER 30)
HOV	HIGH OCCUPANCY VEHICLE LANES
HPP	HIGH PRIORITY PROJECTS
IM	INTERSTATE MAINTNEANCE
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
KY	KENTUCKY
KYTC	KENTUCKY TRANSPORTATION CABINET
L RTP	LONG-RANGE TRANSPORTATION PLAN
MPO	METROPOLITAN PLANNING ORGANIZATION
N/A	NOT APPLICABLE
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
NHS	NATIONAL HIGHWAY SYSTEM
PE	PRELIMINARY ENGINEERING
PPM	PARTS PER MILLION
ROW	RIGHT OF WAY
SP	STATE CONSTRUCTION PROGRAM - KY
SPPR	STATE PRIMARY PAVEMENT REHABILITATION - KY
SR	STATE ROUTE
STA	STATE FUNDS – TN
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
STP	SURFACE TRANSPORTATION PROGAM (L-LOCAL OR S-STATE)
TCC	TECHNICAL COORDINATING COMMITTEE
TCSP	TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION
TDOT	TENNESSEE DEPARTMENT OF TRANSPORTATION
ENH	TRANSPORTATION ENHANCEMENT FUNDS
TEA-21	TRANSPORTATION EQUITY ACT FOR THE 21 <sup>ST</sup> CENTURY
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TN	TENNESSEE
USC	UNITED STATES CODE
VMT	VEHICLE MILES TRAVELED
VOC	VOLATILE ORGANIC COMPOUND

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**CLARKSVILLE URBANIZED AREA MPO  
FISCAL YEAR 2006-2008 TRANSPORTATION IMPROVEMENT PROGRAM**

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## Metropolitan Planning and Federal Certifications

In accordance with 23CFR 450.334, Clarksville Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:

- (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the clean Air Act, as amended 942 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity
- (5) Section 1101 (b) of the SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Clarksville Metropolitan  
Organization

  
Mayor Carolyn P. Bowers  
Chairman Executive Board

## INTRODUCTION

The Clarksville Area Metropolitan Planning Organization (MPO) which is federally mandated to carryout the planning and programming of federal and regionally significant transportation activities within the cities of Clarksville and Oak Grove and portions of Montgomery and Christian Counties as well as portions of the City of Hopkinsville has prepared the following Fiscal Year (FY) 2008 through 2011 (October 1, 2008 through September 30, 2011) Transportation Improvement Program (TIP) for the Clarksville area.

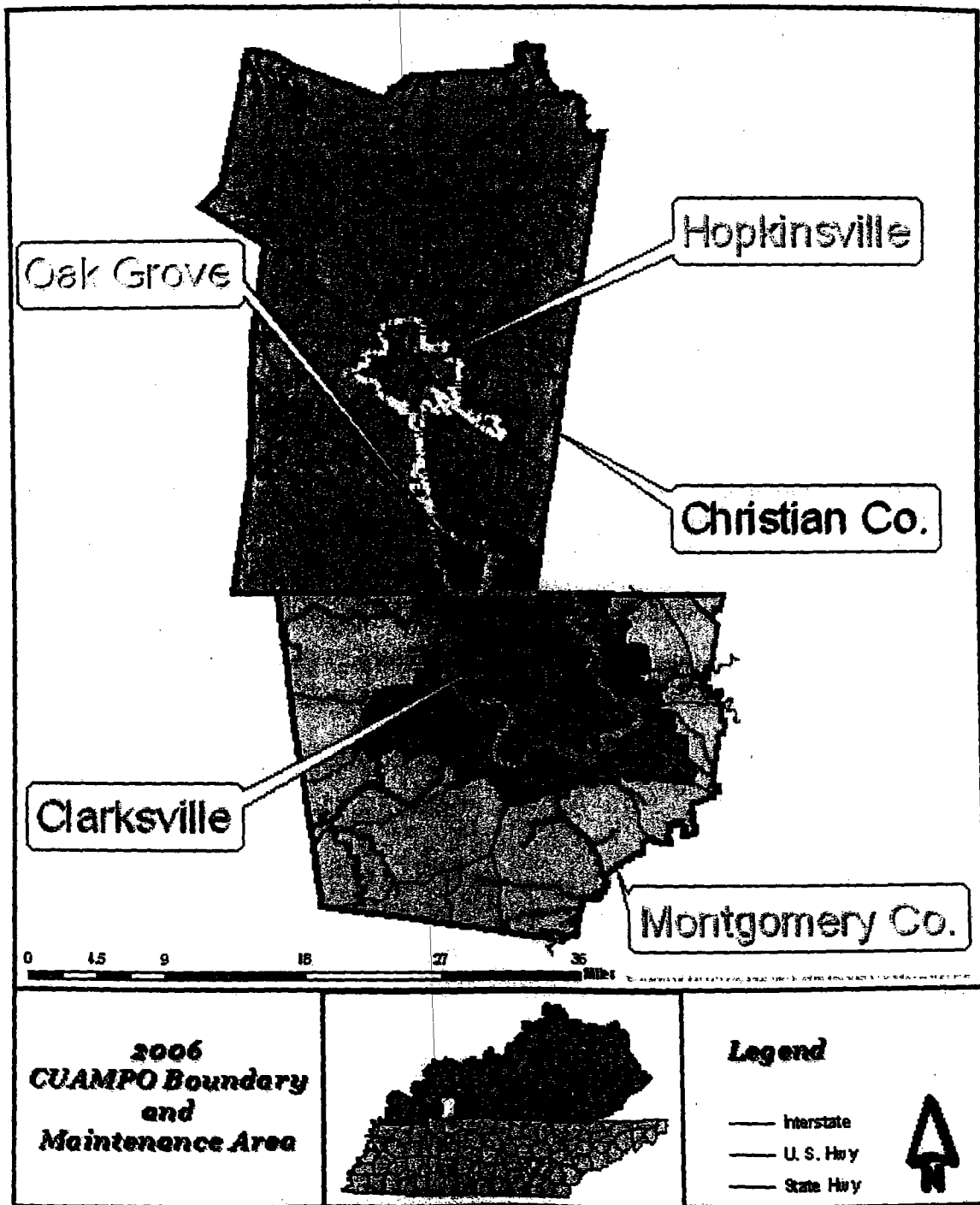
The FY 2008 through FY 2011 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The purpose of the TIP is to identify all transportation projects funded by federal Title 23 and the Federal Transit Act within the Clarksville area, including streets and highways, transit service and facilities, bicycle and pedestrian facilities and transportation enhancement projects. It is also to ensure coordination of transportation improvements by local, state, and federal agencies.

The TIP is the primary responsibility of the MPO as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act- a Legacy for Users (SAFETEA-LU). The TIP is developed and updated quadrennial by the MPO, and covers a four-year time period. The TIP identifies the region's highest priority transportation projects, develops a multi-year implementation program, and identifies necessary federal and non-federal funding. The TIP is updated at least every four years through a cooperative effort of local, state and federal agencies, including participation by the general public. The TIP is a subset of the approved and air quality conforming LRTP.

**PLANNING AREA**

The planning area of the Clarksville MPO comprises 235 square miles incorporating the cities of Clarksville, Tennessee and Oak Grove, Kentucky and portions of Montgomery and Christian counties as well as a portion of the City of Hopkinsville, Kentucky and the Ft. Campbell Military Reserve. (See Figure 1).

**Clarksville MPO Area**



## MPO ORGANIZATION

The Clarksville MPO is a multi-jurisdictional entity that is comprised of local governments within the Clarksville-Oak Grove area, which is federally mandated to carryout a "3C" transportation planning process. The MPO is lead by an Executive Board, which is the policy board of the MPO, a technical committee that provides recommendations to the Executive Board, and a professional MPO staff.

The current composition of the MPO Executive Board consists of the following nine (9) elected and appointed officials from these state and local governments:

- Mr. Gerald F. Nicely, Commissioner - Tennessee Department of Transportation (TDOT)
- Mr. Joe Prather, Secretary - Kentucky Transportation Cabinet (KYTC)
- The Honorable Carolyn Bowers, County Mayor - Montgomery County, Tennessee
- The Honorable Johnny Piper, Mayor - City of Clarksville, Tennessee
- The Honorable Steve Tribble, County Judge Executive - Christian County, Kentucky
- The Honorable Daniel Kemp, Mayor - City of Hopkinsville, Kentucky
- The Honorable Daniel Potter, Mayor - City of Oak Grove, Kentucky
- Mr. Sam Edwards, Executive Director - Greater Nashville Regional Council
- Mr. Jimmy Smith, Director- Clarksville Transit System

Plus representation from the Federal Highway Administration and Federal Transit Administration as non-voting members.

The Technical Coordinating Committee (TCC), which is comprised of a diverse group of transportation professionals, advises the Executive Board members on all aspects of the planning process. The TCC includes engineers, transportation and land use planners, from Federal, State and Local agencies, as well as representatives from the transit, air, bicycle / pedestrian, and rail industries. Member agencies and representatives of the TCC include:

### City of Clarksville

Jim Durrett and Justin McCaig, Street Department  
(vacant), Economic & Administration Services

### Clarksville Transit System

Jimmy Smith, Director  
Arthur Bing, Operations Manager

### City of Oak Grove, KY

Boyd Mick, Public Works  
Joshua Sommer, Planning

### Kentucky Transportation Cabinet

Charles Schaub, Planning  
Nick Hall and Kevin McClearn, District 2  
Vickie Bourne, Office of Transportation Delivery

### Tennessee Department of Transportation

Deborah Fleming, Planning  
Nellie Patton, Public Transportation  
Sylvia Odum, Title VI

### Federal Highway Administration

David Whitworth, Kentucky Division  
Tameka Macon, Tennessee Division

### Christian Co., KY - John Mahre

### Clarksville-Montgomery Co RPC - David Riggins

### Federal Transit Administration – Tony Dittmeier

### Fort Campbell Military Reserve - Chris Brown and David Terrell

### Greater Nashville Regional Council – Tanisha Hall

### Hopkinsville-Christian Co Planning Commission - Steve Bourne

### John F. Outlaw Field - Patrick Ryan

### Montgomery Co. Highway Dept. – Mike Frost

### Montgomery Co. Admin. & Development – Ed Davis

### Pennyrile Area Dev. District, KY - Craig Morris

### R.J. Corman Railroad Company – Joe Reynolds

### TN Dept. of Environ. & Conservation - Marc Corrigan

### KY Division for Air Quality – John Gowins

### Bicycle / Pedestrian –

### EPA – Lynorae Benjamin, Air Modeling Division

### Mid-Cumberland HRA – Jeff Simpson, Director

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The MPO staff is physically housed at the Clarksville-Montgomery County Regional Planning Commission and is responsible for all planning and administrative functions of the MPO. The Clarksville Transit System (CTS) is also an important entity within the MPO area and performs various transit planning related work tasks within the MPO area. Specific MPO and CTS staff and responsibilities are indicated in each work task described in the UPWP.

The MPO is bound by its operating procedures, which are documented in the MPO's Transportation Planning Prospectus. The Prospectus includes a brief history of the Clarksville MPO, a listing of Executive Board and TCC members, and operating procedures. Periodically the Prospectus is revised to ensure the region maintains a continuous and comprehensive transportation planning process. The Prospectus is available on the MPO's web page at [www.cuampo.com](http://www.cuampo.com). The Memorandum of Agreement between the Kentucky Transportation Cabinet and the Tennessee Department of Transportation for the Clarksville MPO is to clearly identify the responsibilities of each agency. This Memorandum was devised for bi-state MPOs to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process.

## TIP PROGRAM DEVELOPMENT

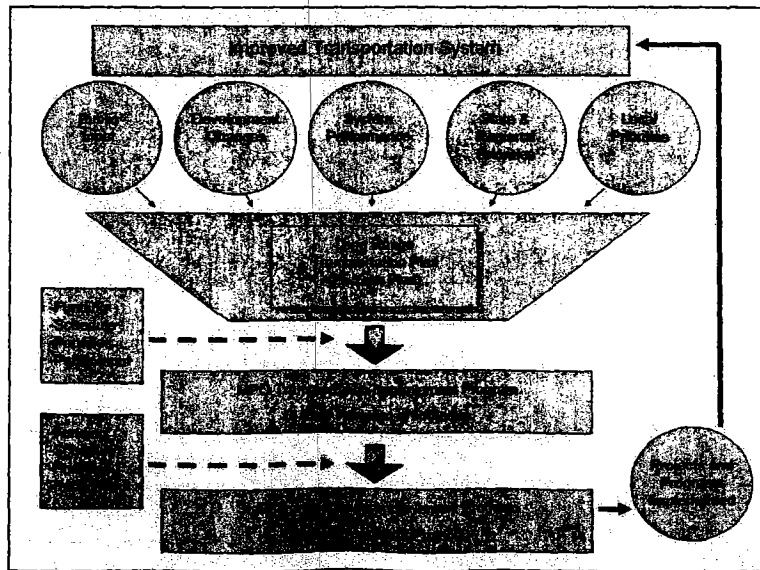
The TIP is a programming document that details a 4-year budget of transportation projects. It is developed and adopted at least every four years by the MPO in response to the transportation needs within the MPO area for all modes of transportation (roadways, bikeways, pedestrian facilities and transit) within the Clarksville MPO area. All projects that are funded with federal funds, either under Federal Highway Administration Title 23 USC or the Federal Transit Act, must be included in the TIP, as well as projects that do not use federal funds but are considered regionally significant.

Projects that are added to the TIP for funding and implementation must be consistent with the region's long range transportation plan (LRTP) and corresponding Air Quality Conformity Report. Page 12 in this document describes the conformity process and how the TIP meets conformity. The LRTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO's LRTP are divided into three groups: 1) short-term needs – proposed for completion by 2010, 2) mid-term needs – proposed for completion by 2016 or 2020, and 3) long-term needs – proposed for completion by 2030. In order for a project to be included in the TIP, it must be in the short-term list of projects in the LRTP.

Through a continuing and cooperative effort with the Tennessee Department of Transportation, the Kentucky Transportation Cabinet, the Clarksville Transit System, and local jurisdictions within the region, the FY2008-2011 TIP has been developed. The TIP public participation process follows the process outlined in the adopted public participation plan (PPP). After receiving public input on the TIP, it must be submitted to TDOT and KYTC for inclusion in the respective State Transportation Improvement Plan (STIP). The STIPs are then submitted to the Federal Highway Administration and the Federal Transit Administration for official approval.

Figure 2 provides an illustration of the relation of the TIP to the overall planning process within the MPO area.

**Figure 2**  
**Transportation Improvement Program Development Process**



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While the MPO is responsible for the programming of transportation improvements, the implementation of projects (e.g. construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region.

### **PUBLIC PARTICIPATION**

Public input is a critical element in the development of plans and programs by the MPO. The TIP is a significant document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years. The public participation process for the TIP is based on the policies and procedures outlined in the MPO's public participation plan (PPP).

The MPO consulted, as appropriate, with State, Local and Federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of a LRTP and TIP. The consultation involved comparison of the LRTP with State conservation plans or maps; or comparison of long-range transportation plans to inventories of natural or historic resources, if available.

Another group targeted by the MPO is the traditionally underserved. Traditionally underserved communities include minorities, transit dependent citizens, low income individuals and families, the elderly and persons with disabilities.

Prior to the MPO adopting the TIP, citizens, interested parties, and local and regional agencies consultation groups were given a 14-day public comment period to review the draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects. Advertisements were placed in the local newspapers (the Leaf-Chronicle, Fort Campbell Courier Newspaper, and the Kentucky New Era) as well as the El Crucero, a locally distributed Spanish newspaper, notifying the public that the TIP was available for comment.

The TIP was made available in draft form prior to adoption by the MPO Executive Board. The draft TIP was placed in the following locations to provide citizens access to the TIP: Regional Planning Commission - 329 Main Street and on-line at the MPO's website ([www.cuampo.com](http://www.cuampo.com)). In Kentucky the draft TIP was placed in the following locations: Hopkinsville's City Hall and Oak Grove's City Hall. Notification of the availability of the draft TIP was placed at the following locations, written in English and Spanish:

- Montgomery County Library
- Montgomery County Court House
- City of Clarksville City Hall
- Clarksville Chamber of Commerce
- City of Oak Grove City Hall
- City of Hopkinsville City Hall
- Hopkinsville Chamber of Commerce
- Christian County Court House

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- Ft. Campbell Military Installation Library
  - CUAMPO Office
  - Clarksville Department of Electricity
  - Clarksville Spanish Chamber of Commerce
  - CTS buses and station
  - Austin Peay Hispanic Student Center
  - City of Clarksville Housing Authority
  - City of Clarksville Human Services
  - City of Clarksville Community Centers
  - Montgomery County Community Centers

All public comments are considered/addressed by the Executive Board members prior to the final adoption by the MPO Executive Board. A final public hearing is held at the Executive Board meeting to conclude the public comment period.

Public comments received on this TIP and the disposition of comments is included in Section C in this document.

#### **AMENDMENT AND ADJUSTMENT PROCEDURES**

The TIP is subject to amendments and/or administrative adjustments throughout the fiscal year due to numerous factors. Such changes reflect project changes which may affect the TIP's programming. The following describes each of these procedures:

Amendments - are those that:

- Add a new project or delete a programmed project in the TIP
- Change the scope of an existing project to drop a project feature that was used to justify its selection
- Change the project termini
- Increase the cost of any phase of any project listed in the current TIP by more than 30%
- Could potentially be inconsistent with the MPO LRTP
- Change a project feature or add a new project that would affect the air quality conformity analysis
- Add new, unprogrammed funds regardless of the source

Amendments requiring a new conformity finding may take an additional three to six months for approval. These involve any changes to the MPO's LRTP, such as:

- Changing the number of through-lanes shown on the network
- Adding or deleting road segments
- Adding or deleting transit projects

Amendments to the TIP follow a less intense public participation process as does the adoption of a new TIP, as detailed in the MPO's Public Participation Plan. When new selection criteria for TIP projects are adopted by the TCC and Executive Board, amendments to the TIP will be subject to the same review. Amendments are to be recommended by the TCC for Executive Board consideration and action. The public is given 14-days to review prior to adoption consideration by the Executive Board. After

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the Executive Board has considered and disposed of any public comments official adoption of the amendment can take place. After approval by the Executive Board, amendments are forwarded to TDOT, KYTC, FHWA and FTA for approval.

Administrative Adjustments - include all modifications other than amendments. Adjustments usually involve:

- Shifting funds between years
- Moving project staging between years without affecting the scope of the project, affecting its expected completion
- Changing the federal/state/local funding source
- Changing the designated responsible agency with the original sponsor's approval
- Changing project funding in the TIP, up to a maximum change of 30%

Administrative Adjustments are typically requested by TDOT or the KYTC, and processed by MPO staff. Adjustments require the same public participation as an amendment including review and approval by the TCC and Executive Board. However, periodic status reports on the TIP illustrating such TIP adjustments shall be produced and disseminated to the TCC, Executive Board, and general public. Administrative Adjustments are submitted by the MPO staff to TDOT/KYTC for approval. TDOT forwards adjustments to FHWA/FTA.