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**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.

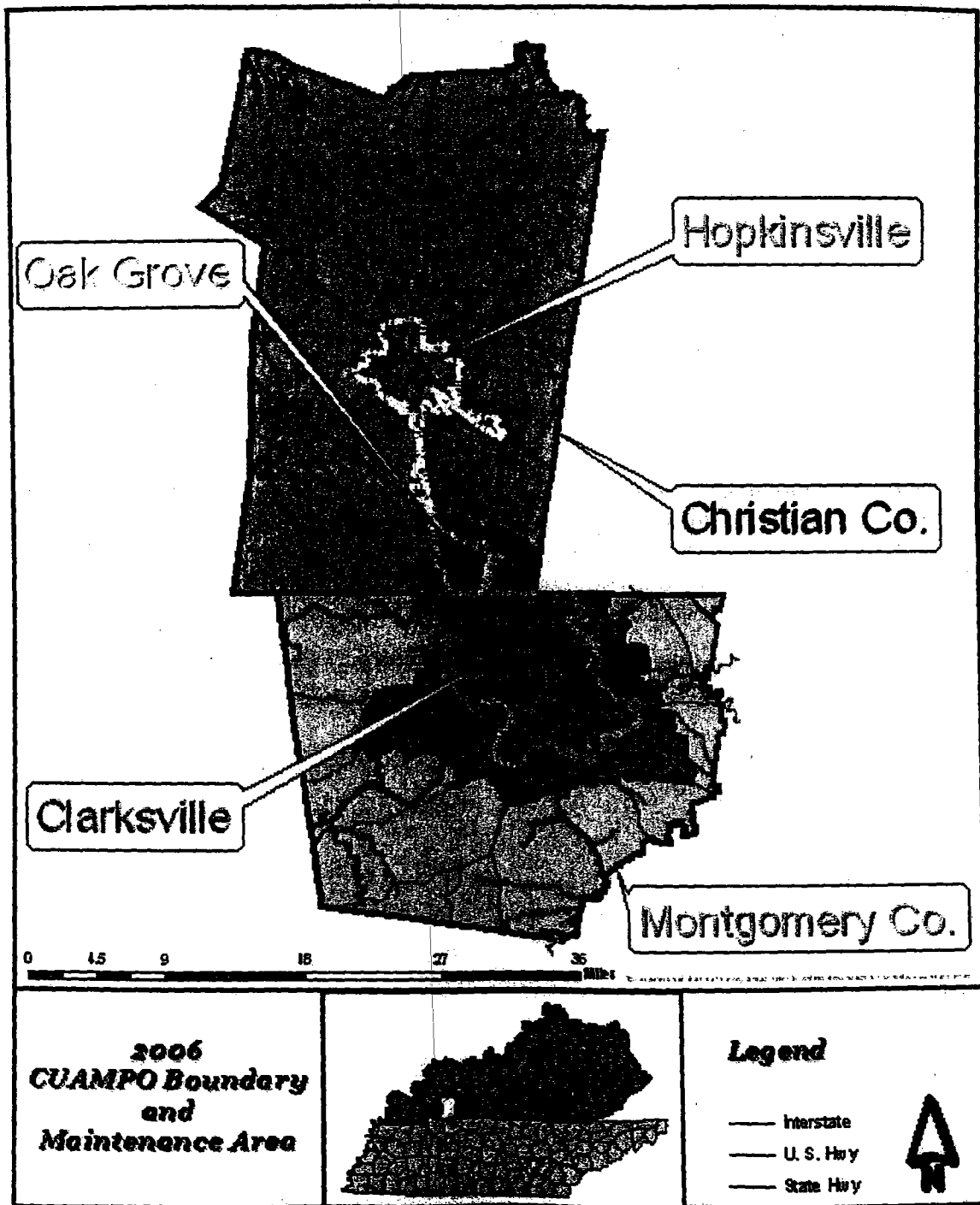
The FY 2008 through FY 2011 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The purpose of the TIP is to identify all transportation projects funded by federal Title 23 and the Federal Transit Act within the Clarksville area, including streets and highways, transit 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

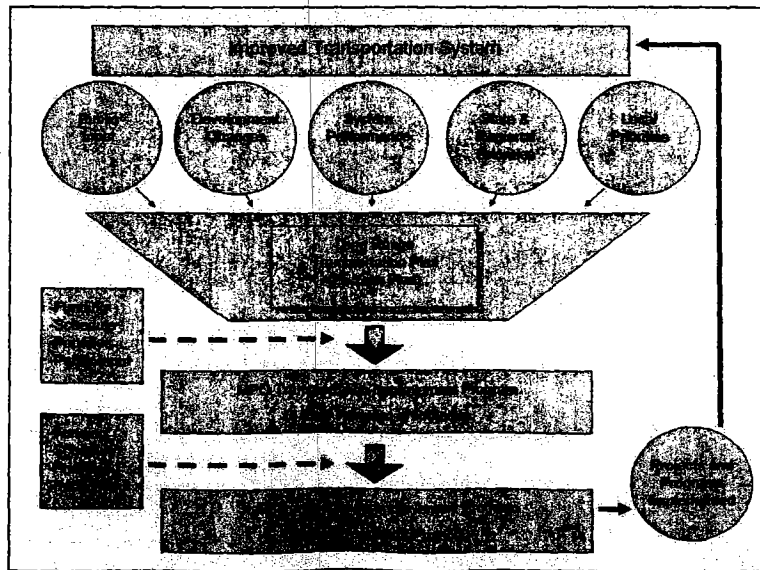
The TIP is a programming document that details a 4-year budget of transportation projects. It is developed and adopted at least every four years by the MPO in response to the transportation needs within the MPO area for all modes of transportation (roadways, bikeways, pedestrian facilities and transit) 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

- 
- 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.

# PROJECT PRIORITIES

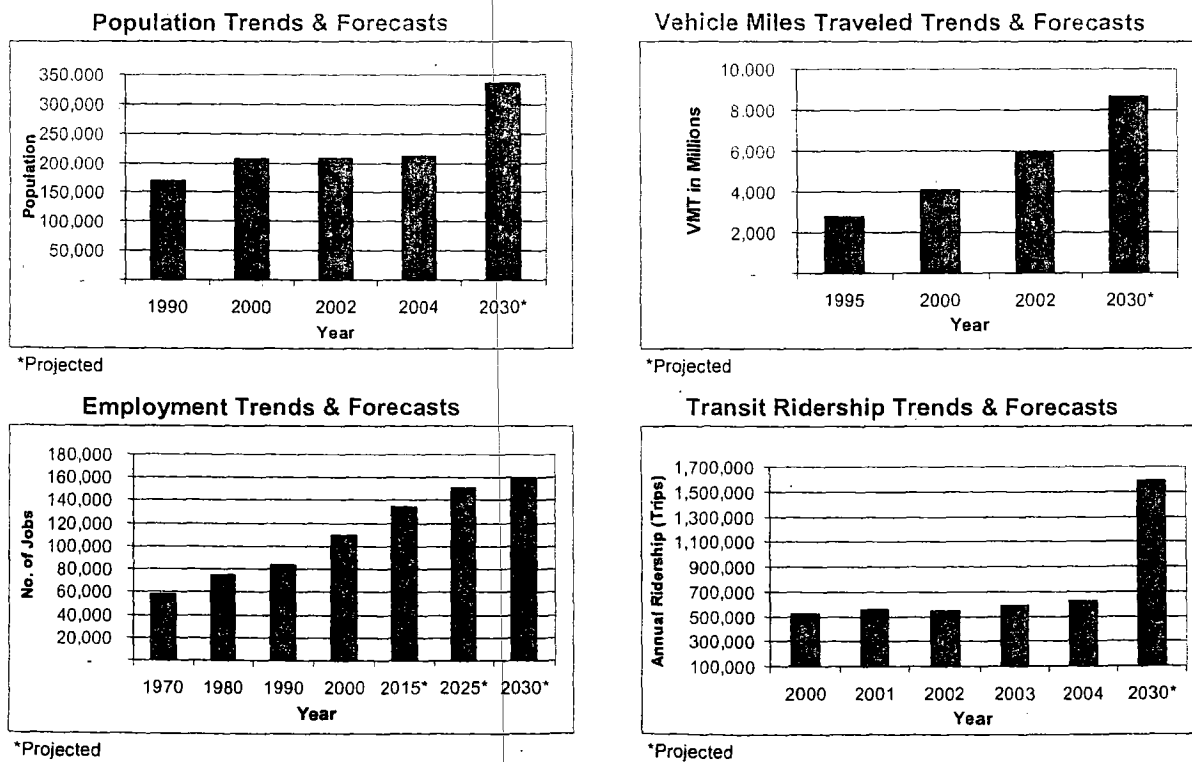
Over the last several decades, the Clarksville region has experienced extraordinary changes in population and economic development activity. New jobs, new housing, new shopping and entertainment opportunities, and other changes have added to the region's attractiveness as a destination to live, work, and play. With these changes has come an ever increasing demand for transportation infrastructure and services necessary to support the region's growing population.

## REGIONAL TRENDS

In 1990, nearly 170,000 persons resided in the counties of Montgomery and Christian. Today the number of residents is over 200,000 and by 2030 the population is projected to be nearly 350,000. Trends indicate that travel situations on other roadways in the region are only going to worsen in the future.

Figure 3 provides a snapshot of several indicators of growth trends and projections within Montgomery and Christian Counties. Understanding changing conditions and projecting likely future conditions allows the MPO to best establish transportation strategies and projects capable of ensuring continued prosperity within the region.

**Figure 3**  
**Growth Trends & Projections within the Region**



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## **PRIORITIZATION**

The development of the FY2008-2011 TIP was shaped largely by the goals of the LRTP, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region.

As part of Clarksville 2030 LRTP, which was adopted July 28, 2005, seven goals were established to guide the development of future transportation solutions for the region over the next 25 years.

### **2030 Long Range Transportation Plan Goals**

- |  |
|--|
| Goal 1 - Enhance and Maintain an Efficient and Safe Highway and Street Network   |
| Goal 2 - Manage the Local Thoroughfare System to Minimize Congestion   |
| Goal 3 - Promote Use of Alternative Transportation Modes   |
| Goal 4 - Improve Transit Accessibility for All Citizens  |
| Goal 5 - Develop an Integrated Multi-Modal Transportation System that Balances the Needs of both Passenger and Freight Traffic |
| Goal 6 - Develop a Transportation System that Preserves the Natural and Cultural Environment                                   |
| Goal 7 - Maintain and Enhance the Region's Economic Vitality   |

Each proposed transportation improvement for consideration in the TIP was compared to the stated goals and objectives of the MPO's LRTP. Additionally, each MPO member jurisdiction was given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments. From this, a prioritization classification was assigned to each project with an "A" priority being assigned to those projects considered for funding within the FY2008-2011 TIP.

During fiscal year 2006-2007 the MPO established a more detailed set of project selection criteria forging a greater linkage between the stated goals of the MPO's LRTP and other local emphasis areas. The enhanced selection criteria allows for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects.

Local STP and CMAQ projects will be submitted to the MPO for project consideration. Projects will then be selected using the adopted criteria and will be amended into the TIP. The Selection Criteria Review for STP and CMAQ projects is in Appendix A.

## FUNDING & FINANCIAL PLAN

### FUNDING

SAFETEA-LU legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. These funding programs are listed in Figure 4 and are described below:

Interstate Maintenance (IM) - Funds from this program can be used for the restoration, resurfacing and rehabilitation of existing interstate facilities, including the reconstruction of bridges, interchanges and crossing structures, and for preventive maintenance. If additional right-of-way is needed to complete these improvements, it may also be purchased with funds from this program. Interstate Maintenance funds may be used for the construction of new High Occupancy Vehicle (HOV) lanes, but not for the construction of new lanes for use by all vehicles.

National Highway System (NHS) - This system comprises the Interstates, the Expressways and those surface arterial roads which are a critical link in the regional transportation system. Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Surface Transportation Program (STP) - These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any road which is not a local street or a rural minor collector. As a result, the Surface Transportation Program funds a large number of projects in the TIP.

State Funds (STA, SP & SPPR) - These are state funds which are used for transportation projects that are on routes designated as part of the Tennessee or Kentucky State Highway Systems. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Congestion Mitigation and Air Quality (CMAQ) - This funding program is for projects that will contribute to the attainment of air quality standards by reducing miles traveled by motorists, reducing fuel consumption, or through other factors. The construction of a new highway lane is not eligible for CMAQ funding unless the new lane will be restricted to use by High Occupancy Vehicles (HOVs) during peak hours.

Bridge Replacement and Rehabilitation (BRR) - Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and pose a safety hazard until they are improved. This funding program allows for the replacement or rehabilitation of these bridges. Proposed transportation projects in this document are shown by county, and within counties by city. Each project sheet includes a table with details on the project description, responsible jurisdiction/agency, type of funds to be used, program year and estimated cost.

Federal Transit Administration Section 5307 (5307) - This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime

prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5309 (5309) - The transit capital investment program provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

Federal Transit Administration Section 5310 (5310) - This program provides formula funding to States for the purpose of assisting private non-profit organizations, governmental authorities that certify to the chief executive officer of a State that no non-profit corporations or associations are readily available in an area to provide the service, and governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Federal Transit Administration Section 5316 (5316) - This program provides formula funding to States for the purpose of assisting Private non-profit organizations, state or local governmental authority, and operators of public transportation services including private operators of public transportation services in meeting the transportation needs relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Funds are apportioned based on each State's share of population for these groups of people.

Federal Transit Administration Section 5303 (5303) - This program provides formula funding to states for planning purposes by the MPOs and the KYTC and are identified for use in urbanized are unified planning work programs. Statewide transit planning for the rural areas is also funded with Section 5303 funds.

Highway Safety - A Legacy for Users (SAFETEA-LU), requires that all states develop a Highway Safety Improvement Program (HSIP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The "engineering" component of highway safety generally revolves around the federal-aid Hazard Elimination and Safety (HES) and Rail/Highway Crossing (RRP and RRS) Programs. In addition to multiple site-specific roadway improvements carried out through these programs, the KYTC is also seeking to implement low-cost safety improvements that can be accomplished with state maintenance forces with minimum disruption to the public.

Federal High Priority Program (HPP) - This program contains earmarked funds. These projects are detailed in SAFETEA-LU or are specified by Congress. These projects have an HPP or DEMO project number associated with them on the TIP project pages and in the funding tables.

Intelligent Transportation Systems (ITS) – A generic description of signal systems, traffic monitoring devices, and other traffic operations projects to improve capacity and safety without major capital investment in facility reconstruction. See <http://www.its.dot.gov/>

Federally Funded Kentucky Discretionary Program (KYD) – This program represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

Public Lands Highways Discretionary (PLHD) – Originally established in 1930; intent of the program is to improve access to and within the federal lands of the nation. See: <http://www.fhwa.dot.gov/discretionary/012304a3.htm>

**Operation and Maintenance**

The MPO and its members must assure the maintenance and efficient operation of the existing infrastructure components that make up the Clarksville Urbanized Area's transportation network. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

Figure 4  
Transportation Improvement Program Funding Sources

<u>System</u>	<u>Project Initiation</u>	<u>Funding Source</u>	<u>Match Ratio</u>
A. Streets and Highways			
Interstate Maintenance (IM)	State DOT/Cabinet	Federal State	90% 10%
National Highway System (NHS)	State DOT/Cabinet	Federal State	80% 20%
Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
State Funds (STA or SP and SPPR)	State DOT/Cabinet	State	100%

Bridge Replacement Program Local (BRR-L)	State DOT/Cabinet	Federal Local	80% 20%
Bridge Replacement Program State (BRR-S)	State DOT/Cabinet	Federal State	80% 20%
Highway Safety Improvement Project (HSIP)	State DOT/Cabinet	Federal State	80% 20%
High Priority Project (HPP)	State DOT/Cabinet	Federal State	80% 20%
High Priority Project Local(HPP-L)	State DOT/Cabinet	Federal Local	80% 20%
ITS (Intelligent Transportation Systems)	State DOT/Cabinet	Federal Local	80% 20%
KYD (Kentucky Discretionary)	State DOT/Cabinet	Federal	100%
PLHD (Public Lands Highway Discretionary)	State DOT/Cabinet	Federal	100%

B.	Public Transportation			
	Section 5303 – Capital and Operations Assistance Grant program	Local Government	Federal State Local	80% 10% 10%
	Section 5307 Capital, Operations and Planning Assistance Grant Program - The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
	Section 5309 – Capital Grant	Local Government	Federal State Local	83% 8.5% 8.5%
	Section 5310 – Capital Grant Program	Private, Non-Profit Entities	Federal Local*	80% 20%
	Section 5316- Jobs Access / Reverse Commute	Private, Non-Profit Entities	Federal State Local	50% 25% 25%
	<u>Notes:</u> * Local share is to be provided by private non-profit entities			

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## **FINANCIAL PLAN**

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, the KYTC, local jurisdictions and transit operators and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Detailed financial breakdowns are included in Tables 1-5 in the Funding Tables section, located at the back of this document. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 3% was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP.

## **MANAGING COST INCREASES WITH LUMP-SUM (BUCKET) PROJECTS**

To expedite TIP modifications and reduce their complexity, the Clarksville MPO has provided provisions for lump-sum (bucket) projects in the TIP to cover cost overruns. Two (2) types of lump sum projects have been established. These are called Project Contingency Overruns and Project Cost Overruns and are described below. The inclusion of these two lump sum projects provides the necessary funding for the majority of project cost increases without requiring a TIP amendment.

Project Contingency Overruns will be used only to address project cost increases for projects that appear in the current TIP. As long as the cost overrun does not increase the cost for any phase more than 30%, funds from the Project Contingency Overruns pool could be used to fund the overrun via the administrative adjustment process. If the overrun increases the cost of any phase more than 30%, funds from the Project Contingency Overruns pool can still be used to fund the overrun, however, a formal amendment documenting the action is required.

Project Cost Overruns will be used to address project cost increases for projects appearing only in a previous TIP. The inclusion of this type of lump-sum project eliminates the need for amending the project back into the current TIP when such cost overruns occur.

## CONFORMITY DETERMINATION

### L RTP CONFORMITY

The Clean Air Act (CAA) as Amended requires that transportation plans, programs, and projects in non-attainment areas not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). Pursuant to Clean Air Act Amendments (CAAA), the Environmental Protection Agency (EPA) is required to set NAAQS (standards) sufficient to protect the public health with an adequate margin of safety. In 1997, EPA revised the NAAQS for ozone from 0.12 parts per million (ppm) measured over 1-hour intervals to 0.08 ppm measured over 8-hour intervals in order to reflect the best scientific evidence available on the public health effects of ozone.

On November 21, 2005, Montgomery County was redesignated [REDACTED] for 8-hour ozone standard. On February 24, 2006 Christian County was redesignated [REDACTED] for 8-hour ozone standard. The date of the conformity determination for the Clarksville MPO was approved July 28, 2005 and as amended November 29, 2006. The projects in the FY2008-2011 TIP are a subset of the most recently approved conforming 2030 LRTP which was adopted on July 28, 2005. The projects listed in the FY2008-2011 TIP are consistent with the conforming 2030 LRTP. Each project in the TIP has a corresponding LRTP number which allows for the cross referencing of projects between the TIP and LRTP. If a project is part of the existing + committed list for the LRTP, it is shown as "E+C" on the TIP project page.

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the SIPs (i.e., in this case, for Kentucky and Tennessee). Pursuant to provisions of the CAAA of 1990, the U.S. Environmental Protection Agency (US EPA) designated a two county area in the Clarksville area as a basic non-attainment area for ozone under the eight-hour ozone standard in April 2004 (effective June 15, 2004). The Clarksville ozone non-attainment area included Christian County, Kentucky and Montgomery County, Tennessee. The Clarksville MPO consists of portions of Montgomery and Christian Counties. The Clarksville MPO's Transportation Plan and Transportation Improvement Program address the MPO area only. The areas outside of the Clarksville MPO's planning boundary but within the non-attainment area boundary are considered "donut" areas. The emissions related to transportation activities in the "donut" area must be included in the overall regional emissions analysis for the Clarksville MPO's planning documents in order for a conformity determination to be approved by the U.S. Department of Transportation.

### Interagency Consultation

A multi-party, interagency coordination conference call including representatives from the Clarksville MPO, the Federal Highway Administration (FHWA), US EPA, Tennessee Department of Transportation (TDOT), and the Kentucky Transportation Cabinet (KYTC) was held October 16, 2007. The call was focused on giving parties the opportunity to discuss the issues surrounding the development of the conformity demonstration for the 2008-2011 TIP, and the Clarksville MPO's activities related to adopting a SAFETEA-LU compliant plan. The following issues and concerns were addressed as a result of the IAC call.

- 
- a. Clarification in both the Air Quality and the TIP concerning the approved conformity determination date of July 28, 2005 and the as amended November 29, 2006 date.
  - b. Discussion of the adoption of the PPP and the updating of the SAFETEA-LU compliant TIP 08-11 and LRTP and the Prospectus.
  - c. Requested that a list of the five new projects be added to the introduction of the Air Quality Conformity Determination and also the inclusion of the Cole Road TIP Project that was amended in '06.
  - d. The IAC agreed that all planning assumptions remained the same and concurred with the exempt status of the five new projects.
  - e. The Operation and Maintenance cost has been added to the new ~~tip~~ TIP
  - f. ~~The~~ Table 4 – Funding Amounts for Kentucky was completed.
  - g. The Memorandum of Agreement concerning bi-state MPOs was expressed in the TIP under the MPO organization.

A-1

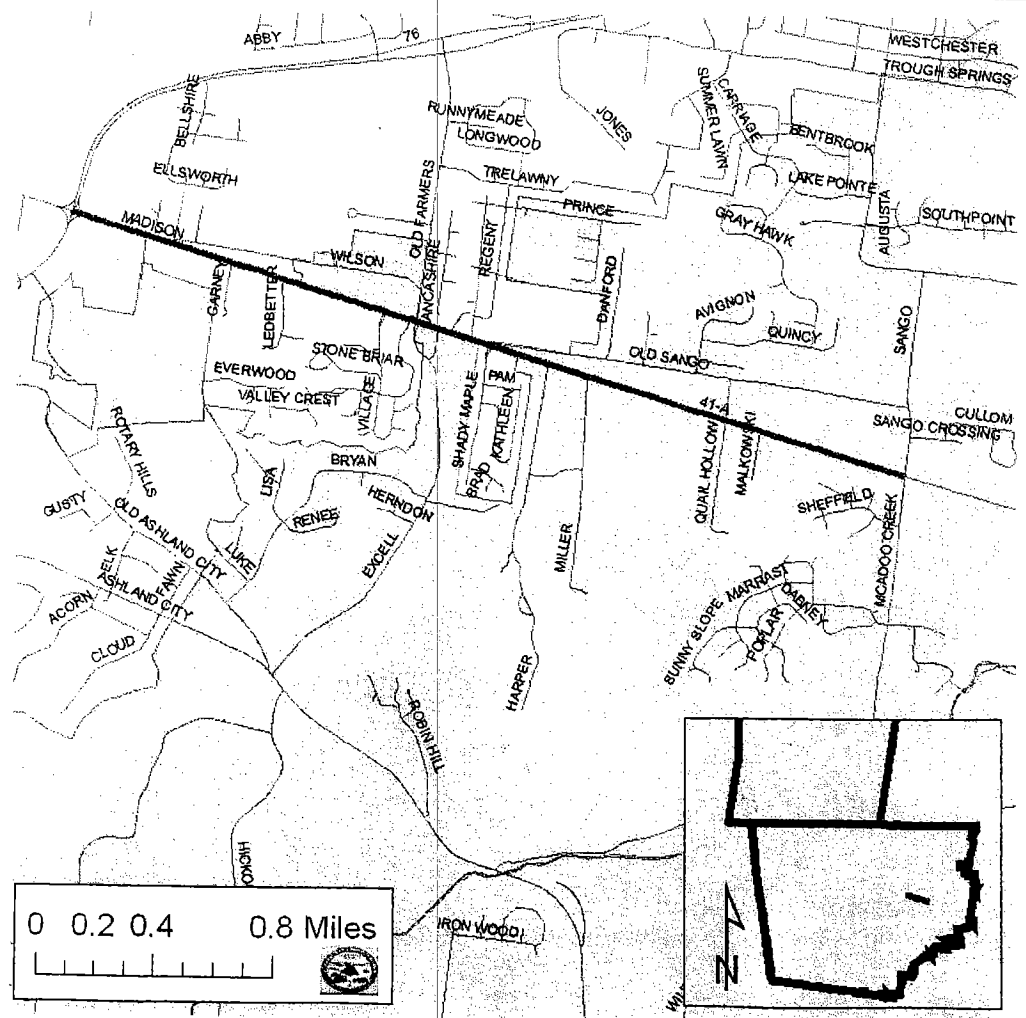
**DETAILED LISTING OF PROJECTS**

# CUAMPO

TIP #	<input type="text" value="1"/>	TDOT PIN #	<input type="text" value="101285.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="3.0"/> mi	L RTP#	<input type="text" value="E+C (Table 4-2)"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="SR-112"/>					Total Project Cost	<input type="text" value="\$23,300,000"/>
Termini or Intersection	<input type="text" value="McAdoo Creek Road to SR-76"/>						
Project Description	<input type="text" value="Widen from 2 to 5 lanes including 2 through lanes in each direction, continuous center turn lane, curb and gutter"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	ROW (ADD)	STP-S	4,000,000	3,200,000	800,000	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
* Project is on Existing + Committed List in 2030 Long Range Transportation Plan.				

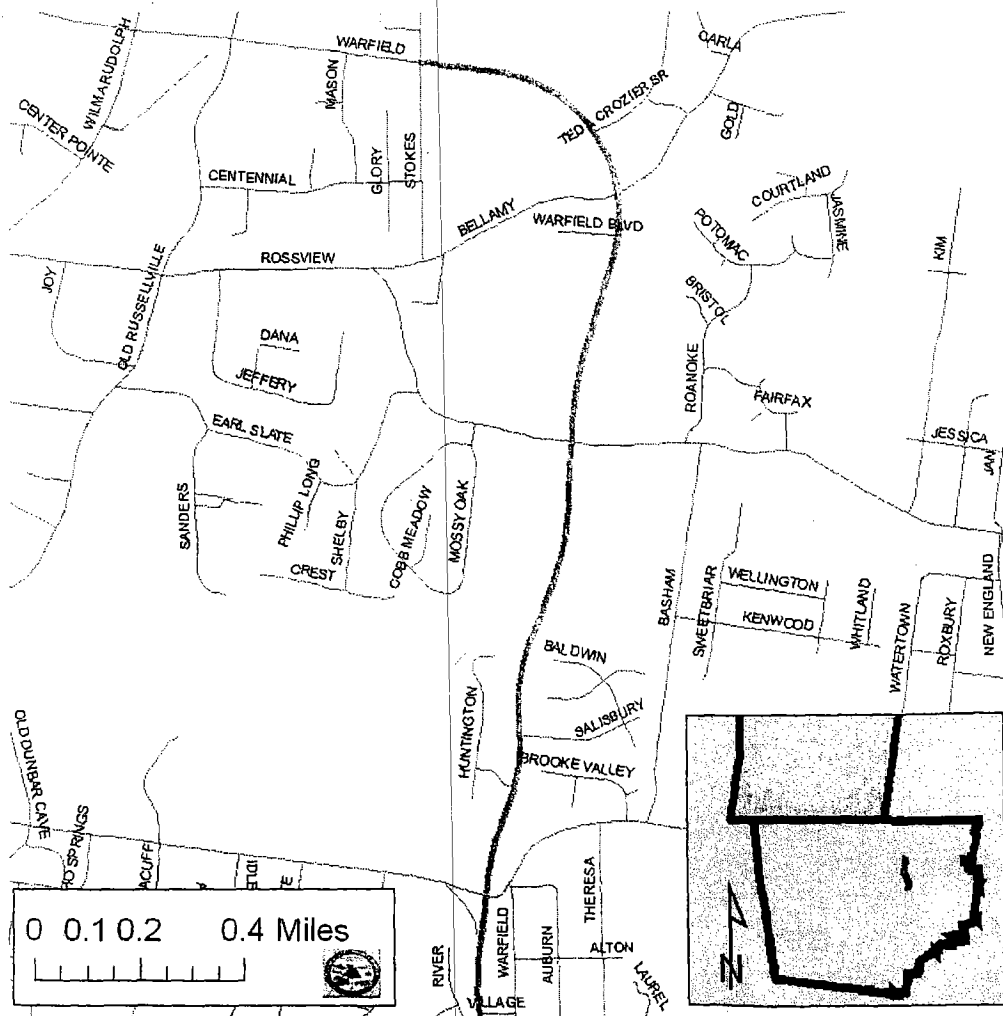


# CUAMPO

TIP #	<input type="text" value="2"/>	TDOT PIN #	<input type="text" value="100290.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="2.5"/> mi	L RTP#	<input type="text" value="E+C (Table 4-2)"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="SR-374 (North Parkway)"/>					Total Project Cost	<input type="text" value="\$21,120,000"/>
Termini or Intersection	<input type="text" value="SR-13/US-79 (Stokes Rd) to Dunbar Cave Road"/>						
Project Description	<input type="text" value="Widen from 2 to 4/5 lanes including 2 through lanes in each direction and a center turn lane (where appropriate)"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	UTILITIES	STP-S	7,512,973	6,010,378	1,502,595	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
* Project is on Existing + Committed List in 2030 Long Range Transportation Plan.				

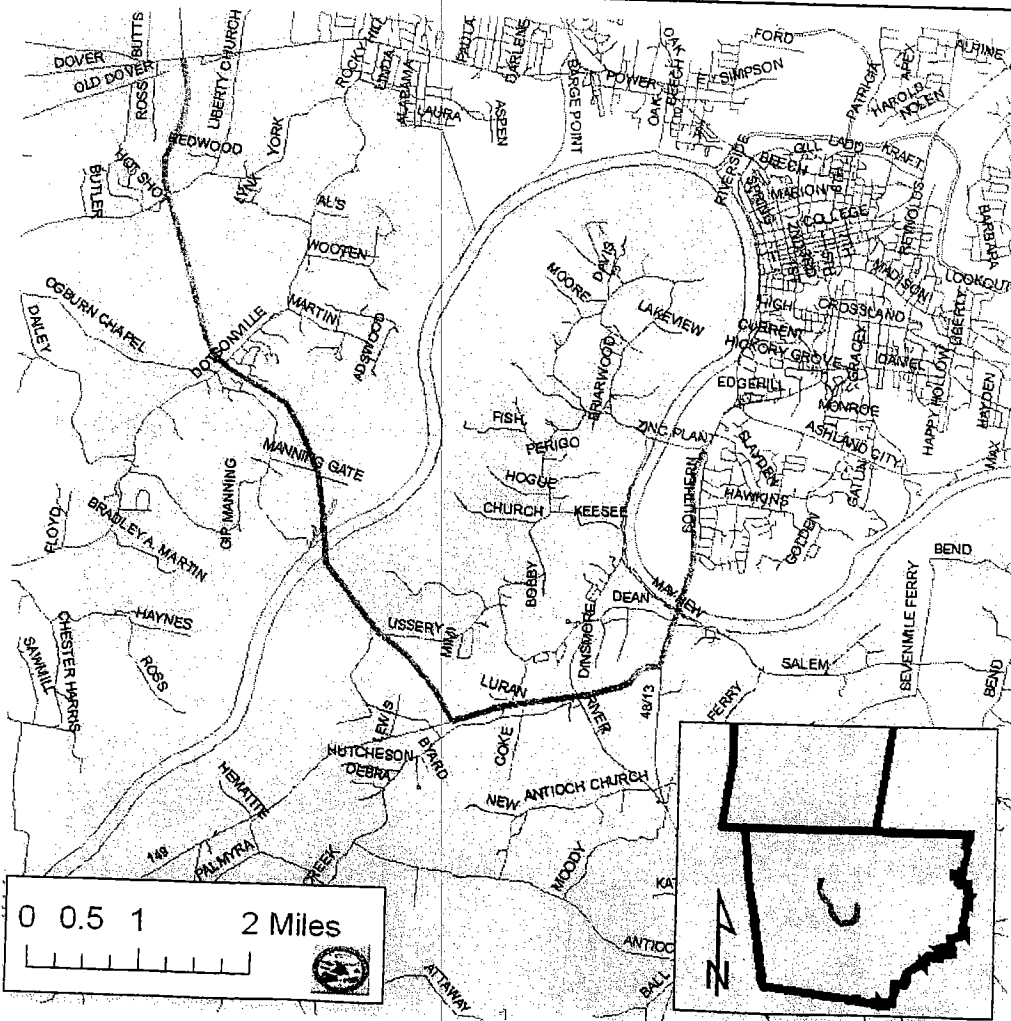


# CUAMPO

TIP #	<input type="text" value="3"/>	TDOT PIN #	<input type="text" value="101463.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>	
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="9.5"/> mi	L RTP#	<input type="text" value="T-09 see Table 7-6"/>	Conformity Status	<input type="text"/>	
Route/Project Name	<input type="text" value="SR149/13/374"/>						Total Project Cost	<input type="text" value="\$110,000,000"/>
Termini or Intersection	<input type="text" value="Zinc Plant Road to SR-76(US79)"/>							
Project Description	<input type="text" value="Construct 5 Lane"/>							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	PE	STP-5	600,000	480,000	120,000	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

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

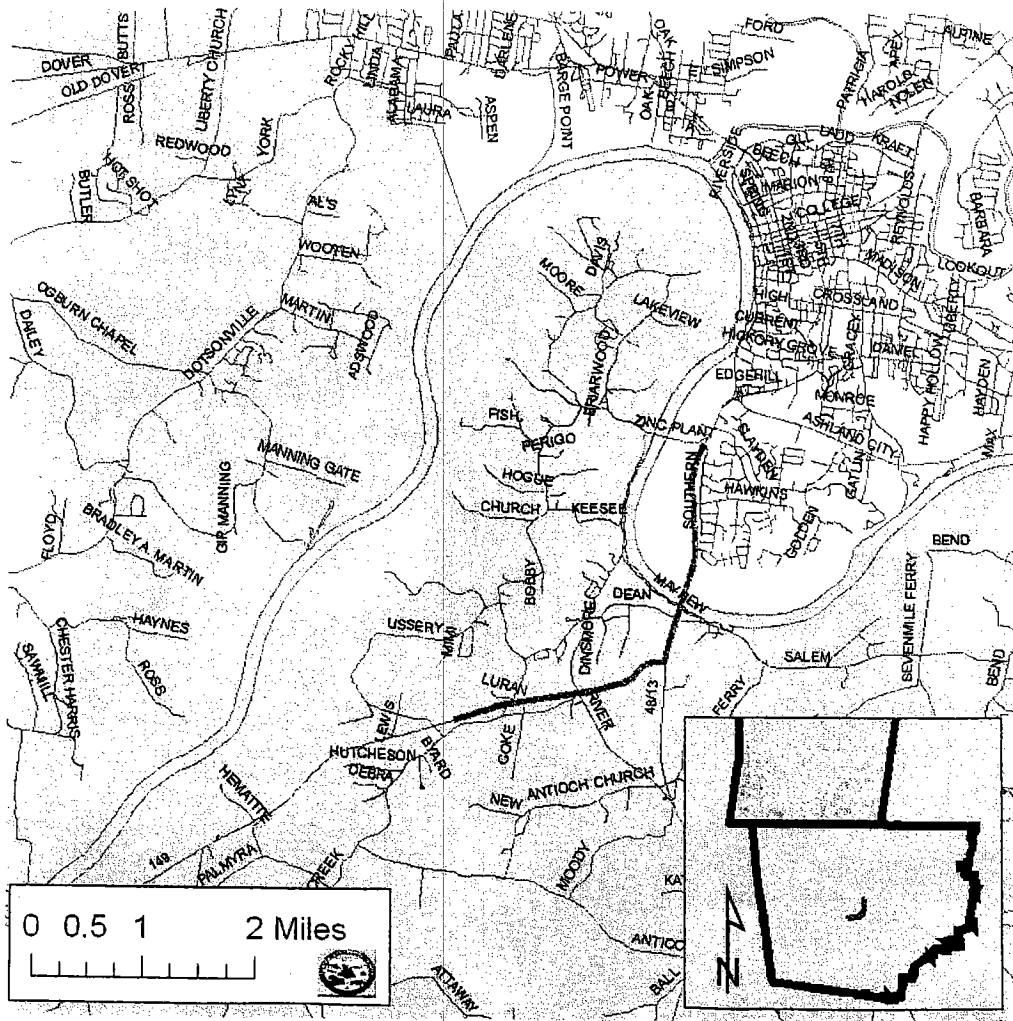


# CUAMPO

TIP #	<input type="text" value="4"/>	TDOT PIN #	<input type="text" value="101463.01"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="3.8"/> mi	L RTP#	<input type="text" value="Table 7-6"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="SR149/13"/>					Total Project Cost	<input type="text" value="\$48,600,000"/>
Termini or Intersection	<input type="text" value="Proposed SR374 to Zinc Plant Road"/>						
Project Description	<input type="text" value="Widen 2 lane to 5 lane"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2009	ROW	HPP-1133	3,400,000	2,720,000	680,000	
						0

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

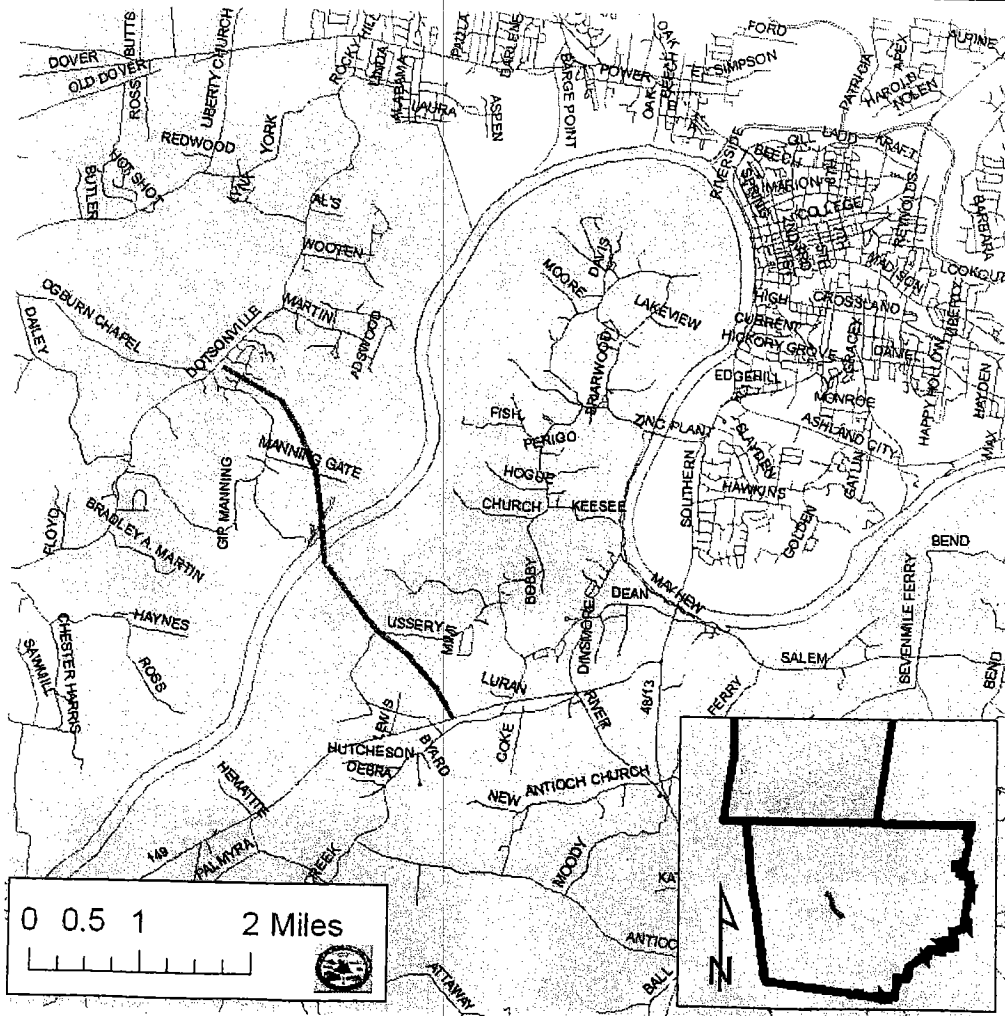


# CUAMPO

TIP #	5	TDOT PIN #	101463.02	Priority	A	Lead Agency	TDOT
County	Montgomery	Length	4.3 mi	L RTP#	E+C (Table 4-2)	Conformity Status	
Route/Project Name	SR-374			Total Project Cost	\$49,875,000		
Termini or Intersection	SR-149 to Dotsonville Road						
Project Description	Construct new 2-lane rural roadway						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	ROW	HPP-046	1,675,000	1,340,000	335,000	0

Remarks	Amendment Number	0	Adjustment Number	0
* Project is on Existing + Committed List in 2030 LRTP.** HPP funds were appropriated and are being carried forward from a previous year.				

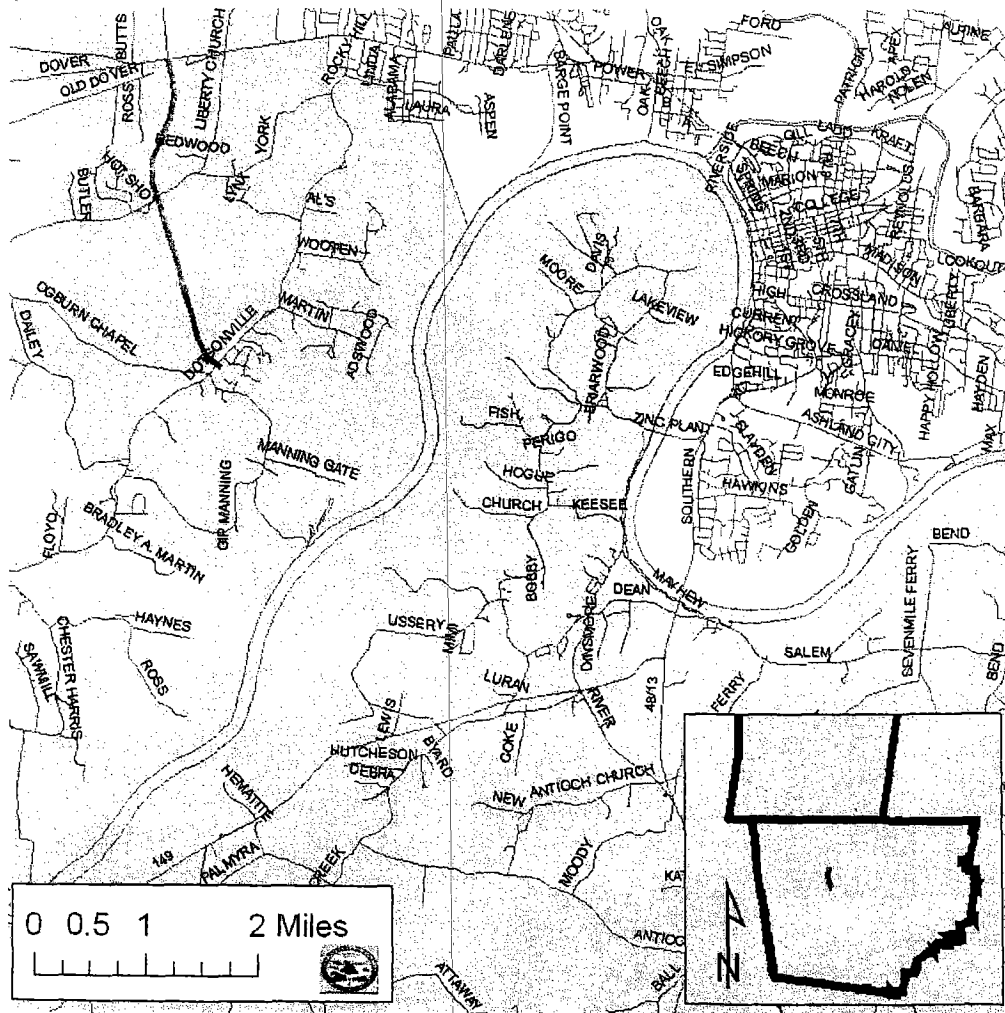


# CUAMPO

TIP #	<input type="text" value="6"/>	TDOT PIN #	<input type="text" value="101463.03"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="2.9"/> mi	L RTP#	<input type="text" value="E+C (Table 4-2)"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="SR-374"/>					Total Project Cost	<input type="text" value="\$12,610,000"/>
Termini or Intersection	<input type="text" value="Dotsonville Road to SR-76"/>						
Project Description	<input type="text" value="Construct new 2-lane rural roadway"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	ROW	HPP-046	3,130,154	2,504,123	626,031	0
2009	CONST	STP	8,160,000	6,528,000	1,632,000	0

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
* Project is on Existing + Committed List in 2030 L RTP.** HPP funds were appropriated and are being carried forward from a previous year.				



# CUAMPO

TIP #	<input type="text" value="7"/>	TDOT PIN #	<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="3.7"/> mi	L RTP#	<input type="text" value="Amended '07 T-24"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Force Protection Barrier Wall 41-A Ft. Campbell Blvd."/>					Total Project Cost	<input type="text" value="\$1,600,000"/>
Termini or Intersection	<input type="text" value="from 2000' south of Jack Miller to the state line"/>						
Project Description	<input type="text" value="Install protection and noise abatement walls for Ft. Campbell Military Installation"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	CONST	HPP-4931	800,000	640,000	0	160,000
2009	CONST	HPP-4931	800,000	640,000	0	160,000

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<p>The MPO requests and approves the transfer of this and all future funds received for this project to the United States Department of Defense.</p>				



# CUAMPO

TIP #	<input type="text" value="8"/>	TDOT PIN #	<input type="text"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Christian"/>	Length	<input type="text" value="3.7"/> mi	L RTP#	<input type="text" value="Amended '07 K-16"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Force Protection Barrier Wall 41-A Ft. Campbell Blvd."/>					Total Project Cost	<input type="text" value="\$1,600,000"/>
Termini or Intersection	<input type="text" value="The state line to 3600' south of Cole Rd."/>						
Project Description	<input type="text" value="Install protection and noise abatement walls for Ft. Campbell Military Installation"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	CONST	KYD	1,600,000	1,600,000	0	0

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<p>The MPO requests and approves the transfer of this and all future funds received for this project to the United States Department of Defense.</p>				

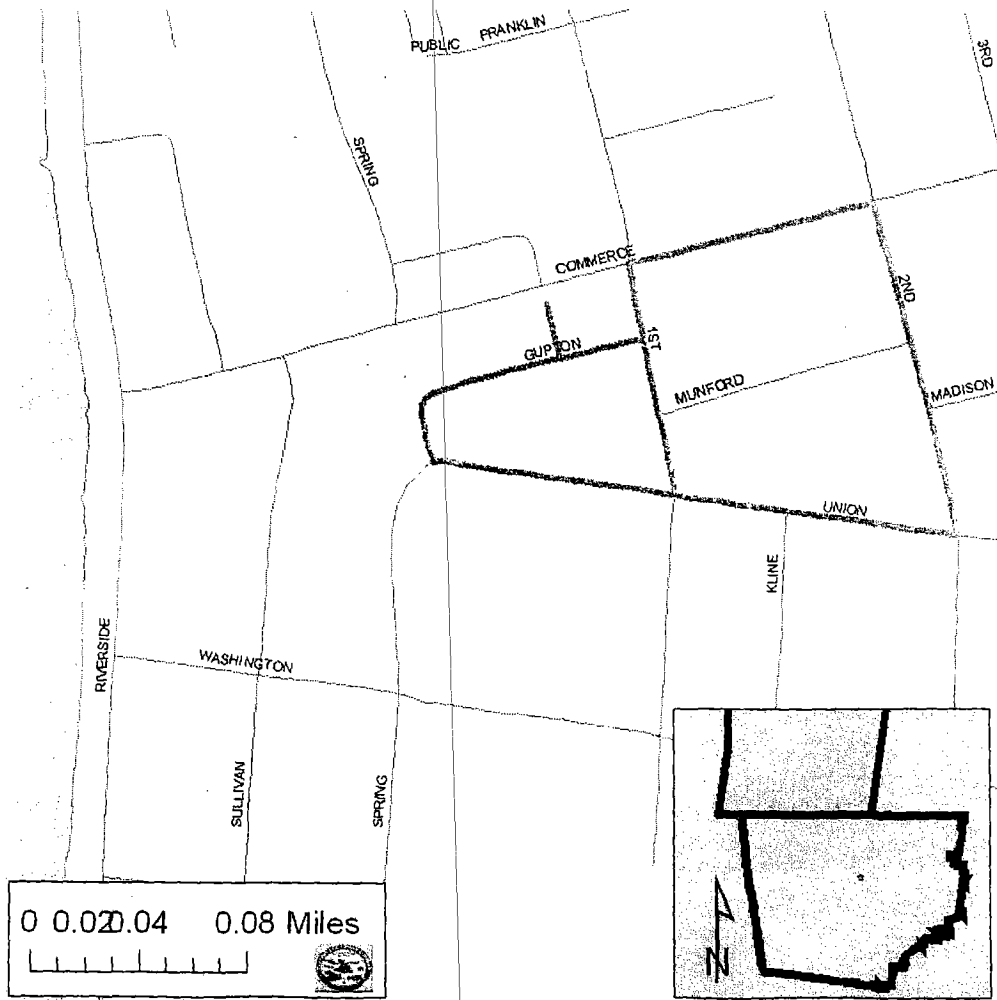


# CUAMPO

TIP #	<input type="text" value="9"/>	TDOT PIN #	<input type="text" value="030591.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.1"/> mi	L RTP#	<input type="text" value="T-BP"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="Scourline Pedestrian Trail"/>					Total Project Cost	<input type="text" value="\$677,985"/>
Termini or Intersection	<input type="text" value="Upland Trail to 2nd Street *"/>						
Project Description	<input type="text" value="Construct a pedestrian trail from Upland Trail to 2nd Street"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	CONST	ENH	677,985	542,388	0	135,597
<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="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="*Enhancement Grant has been awarded for this project."/>				



# CUAMPO

TIP #	<input type="text" value="10"/>	TDOT PIN #	<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="0.0"/> mi	L RTP#	<input type="text" value="Table 7-10"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="Ft. Defiance Interpretation and Trails"/>					Total Project Cost	<input type="text" value="\$1,845,000"/>
Termini or Intersection	<input type="text" value="US 41A to Walker Street to A Street"/>						
Project Description	<input type="text" value="Construct Interpretive Center and on-site pedestrian trails in Ft. Defiance Park"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="CONST"/>	<input type="text" value="ENH"/>	<input type="text" value="1,624,450"/>	<input type="text" value="1,299,560"/>	<input type="text" value="0"/>	<input type="text" value="324,890"/>
<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="0"/>	Adjustment Number	<input type="text" value="0"/>



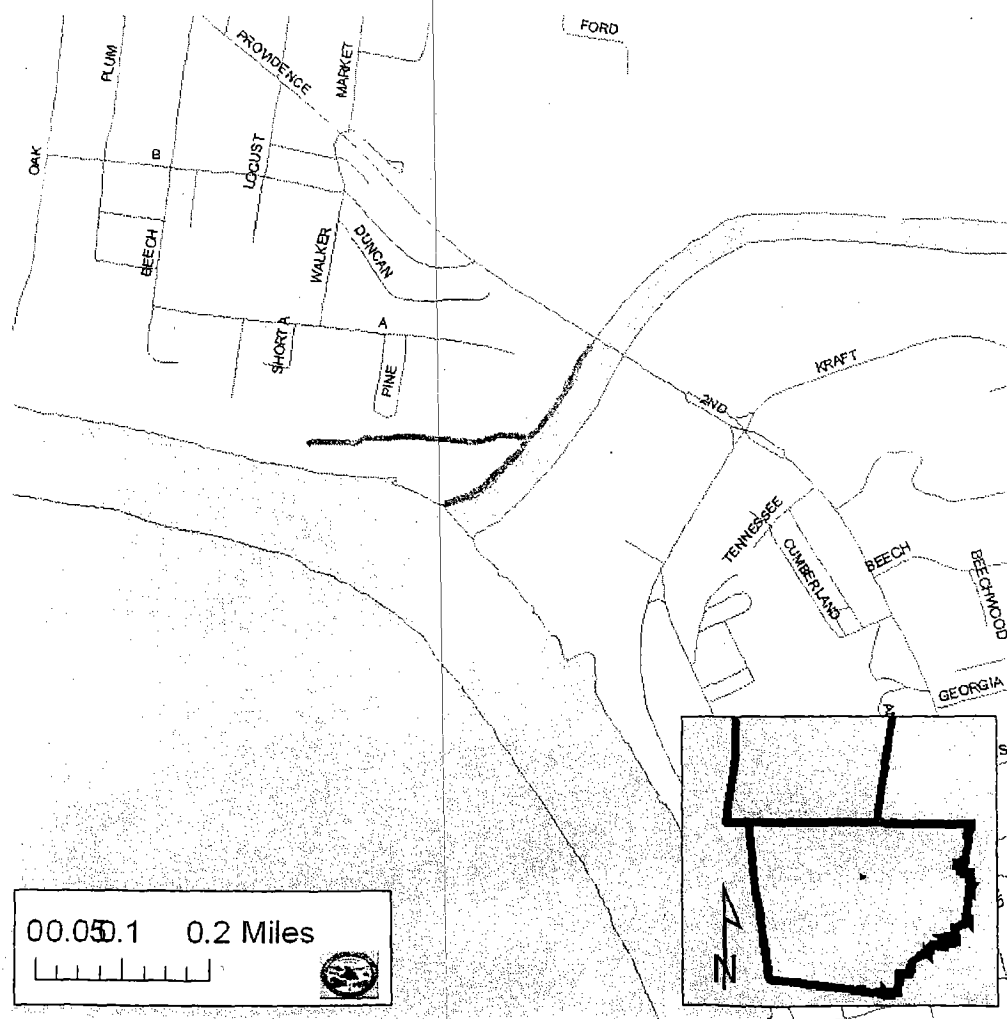
# CUAMPO

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	CONST	ENH	852,500	682,000	0	170,500

Remarks  Amendment Number  Adjustment Number

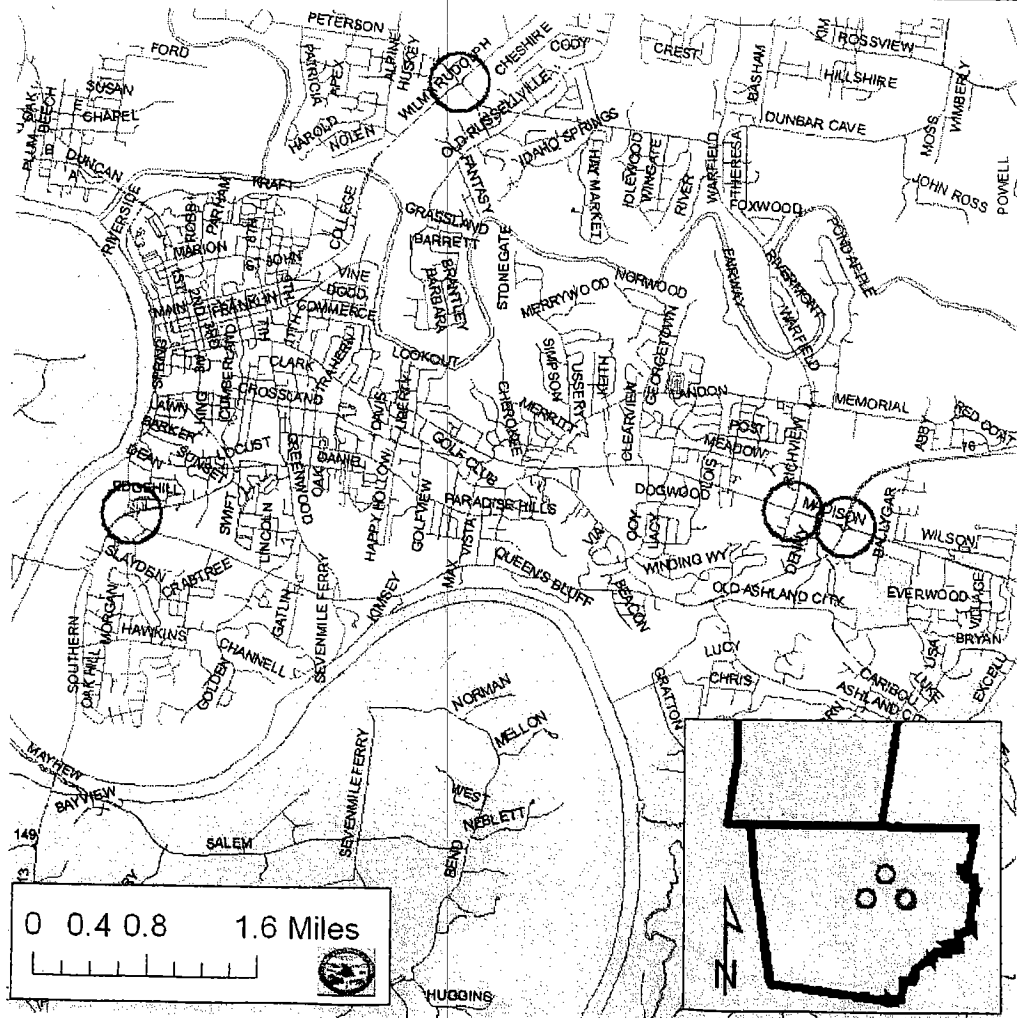


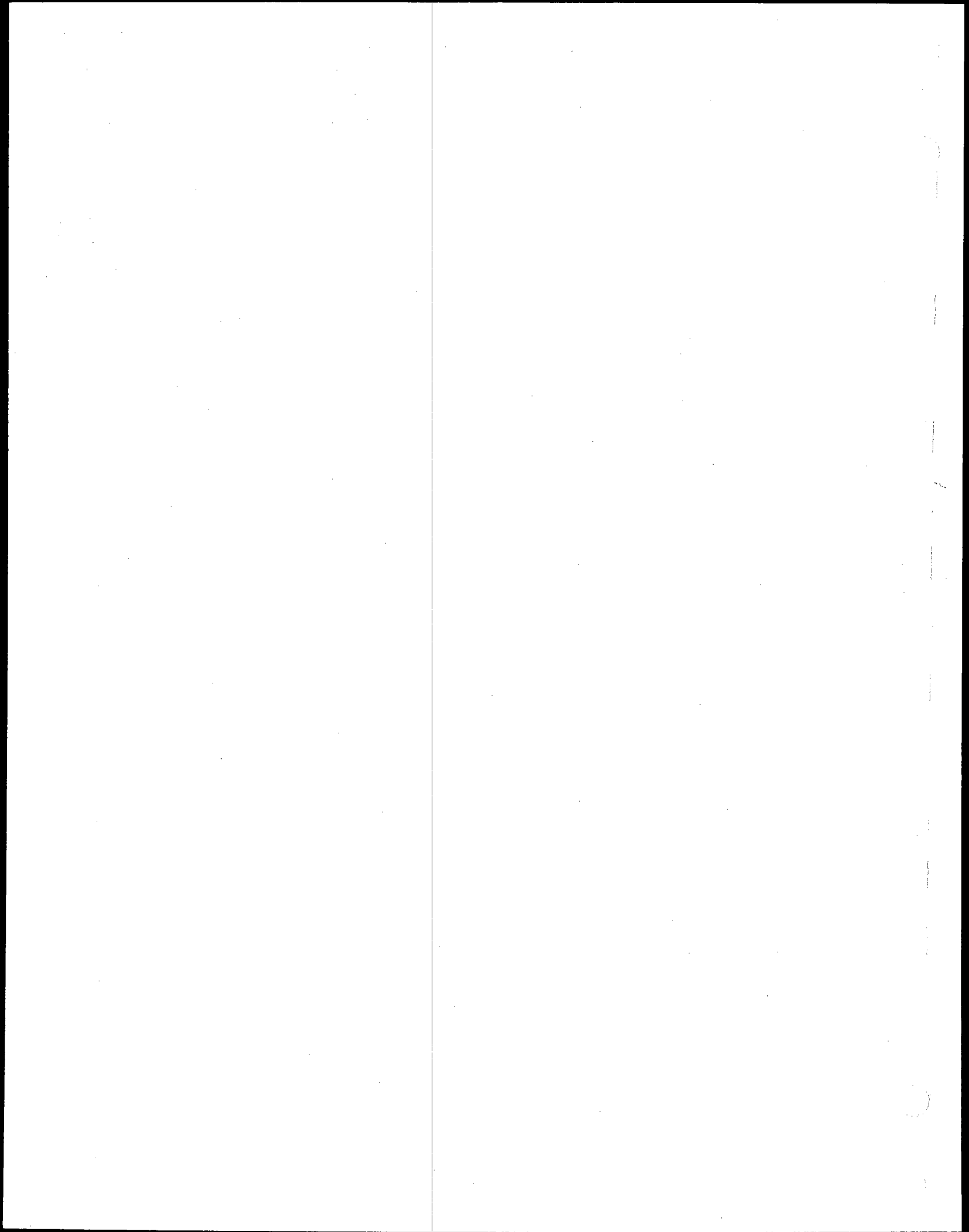
# CUAMPO

TIP #	12	TDOT PIN #		Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.0 mi	L RTP #	Table 7-3	Conformity Status	
Route/Project Name	Intersection Improvements-Variou					Total Project Cost	\$1,135,265
Termini or Intersection	Wilma Rudolph Blvd/Dunbar Cave Rd, Madison St/SR76, Madison St/Richview Rd, and US41-A Bypass/SR 48/13						
Project Description	Adding turn lanes, new signals, decorative lighting, video vehicle detection to intersections and retiming signals						

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	0	Adjustment Number	0





# CUAMPO

TIP #  TDOT PIN #  Priority

County  Length  mi L RTP#  Lead Agency

Route/Project Name  Conformity Status

Termini or Intersection  Total Project Cost

Project Description

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	ACQUIRE	CMAQ	25,000	20,000	0	5,000
2009	ACQUIRE	CMAQ	25,000	20,000	0	5,000
2010	ACQUIRE	CMAQ	25,000	20,000	0	5,000
2011	ACQUIRE	CMAQ	25,000	20,000	0	5,000

Remarks

Amendment Number  Adjustment Number

