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RESOLUTION 2009-28

**APPROVING THE FINAL
FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP)
OF THE CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)**

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Clarksville Urbanized Area; and

WHEREAS, a Public Comment Period was provided to allow citizens involvement in the development of the Unified Planning Work Program. This 14-day review period began on July 24, 2009 and ended August 7, 2009. Said document can be reviewed in at the CUAMPO office and on the web site; and

WHEREAS, the format and content of the document strives to address the all comments that the Federal Highway Administration, Federal Transit Administration, Kentucky Transportation Cabinet and Tennessee Department of Transportation had provided; and

WHEREAS, members of the Metropolitan Planning Organization's Technical-Coordinating Committee agree that this FINAL Unified Planning Work Program will effectively advance the transportation planning program in FY 2010;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Executive Board endorses and recommends for approval the FINAL FY 2010 Unified Planning Work Program of the Clarksville Urbanized Area, and hereby certifies that the Clarksville Metropolitan Planning Organization is meeting all the requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process.

RESOLUTION APPROVED: August 12, 2009

Authorized Signature:



Johnny Piper, Chairman
Executive Board

ACRONYM LIST

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
ADA	Americans with Disabilities Act (ADA) of 1990
CAA/CAAA	Clean Air Act or Clean Air Act Amendments
CEQ	Council on Environmental Quality
CFR	US Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMCRPC	Clarksville-Montgomery County Regional Planning Commission
CO	Carbon Monoxide
CSS	Context Sensitive Solutions
CTS	Clarksville Transit System
EJ	Environmental Justice
EPA/USEPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
IAC	Interagency Consultation (Committee)
ISTEA	Intermodal Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
KY	Kentucky
KYTC	Kentucky Transportation Cabinet
MTP	Metropolitan Transportation Plan
MOBILE6.2	Vehicle Emission Modeling Software
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Protection Act
NOx	Nitrogen Oxide
OM	Operations Manager
PP	Participation Plan
PL-112	FHWA Section 112 Planning Funds
RTA	Regional Transportation Authority
RTPO	Regional Transportation Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Sec 5303	FTA Section 5303 Technical and Planning Funds
SPR	FHWA State Planning and Research Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TCC	Technical Coordinating Committee
TDM	Travel Demand Management
TDOT	Tennessee Department of Transportation
TEA-21	Transportation Equity Act of the 21 st Century of 1998
TIP	Transportation Improvement Program
TN	Tennessee
TPC	Transportation Planning Coordinator
TSM	Transportation System Management
UPWP	Unified Planning Work Program
US	United States
UT	University of Tennessee
VOC	Volatile Organic Compounds



I. INTRODUCTION

The Unified Planning Work Program (UPWP) documents the transportation planning priorities and work tasks for the Clarksville Urbanized Area Metropolitan Planning Organization (MPO) for Fiscal Year 2010 (FY2010) which begins October 1, 2009 and ends September 30, 2010.

Preparation of the UPWP is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Metropolitan Planning Regulations (23CFR 450.314) of the United States Department of Transportation. The UPWP presents a continuing, cooperative, and comprehensive (the "3C") approach to transportation planning within the MPO area. The UPWP has been prepared in an effort to address specific federal, state and local agency requirements and to advance transportation initiatives within the MPO area.

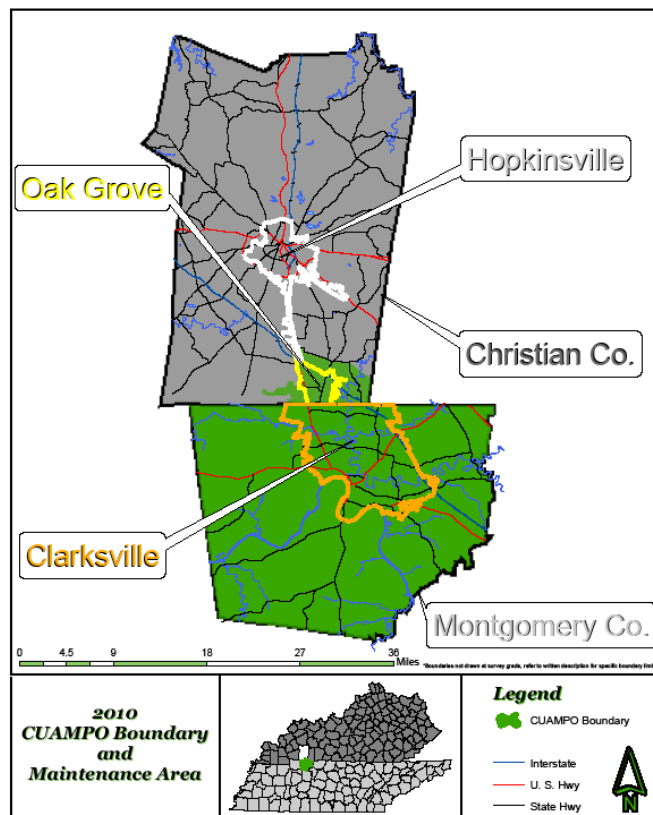
The UPWP, prepared annually, is one of three main documents the MPO is required to develop and maintain for its planning area. The other key documents are the Metropolitan Transportation Plan (MTP), which is updated every four years and the Transportation Improvement Program (TIP), which is updated every four years.

STUDY AREA

The planning area of the Clarksville MPO comprises a total of approximately 574 square miles. Of which, 542 square miles incorporate Clarksville and Montgomery County, Tennessee. Approximately, 10.8 square miles of Oak Grove, 20 square miles of portions of Ft. Campbell Military Reserve and Christian County and 1.2 square miles of portion Hopkinsville, Kentucky.

Clarksville MPO Area

Figure 1



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

David Shepard Street Department
Jim Durrett, Chief of Staff

Clarksville Transit System

Jimmy Smith, Director
Arthur Bing, Operations Manager

City of Oak Grove, KY

Bill Chaudoin, Planner

Kentucky Transportation Cabinet

Amy Thomas, Planning
Nick Hall, District 2
Vickie Bourne, Office of Transportation Delivery

Tennessee Department of Transportation

Deborah Fleming, Planning
Jerry Roache, Public Transportation
Cammie Woodle, Title VI

Federal Highway Administration

David Whitworth, Kentucky Division
Britta Stein, Tennessee Division

Christian Co., KY - John Mahre

Clarksville-Montgomery Co RPC - David Riggins

Federal Transit Administration – Abigail Rivera and
Jeff Anoka

Fort Campbell Military Reserve - Chris Brown and
Wally Crow

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 – Larry Nicholson

EPA – Dianna Smith, Air Modeling Division

Mid-Cumberland HRA – Jeff Pancirov

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.

SAFETEA-LU PLANNING FACTORS

SAFETEA-LU specifies eight planning factors that must be considered in developing transportation plans and studies. They are:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system - across and between modes - for people and for freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

The following chart illustrates how the proposed work program tasks address the eight planning factors.

Planning Factors Addressed by Task

TASKS/FACTORS	1 Econ Vitality	2 Safety	3 Security	4 Mobility Options	5 Protect & Enhance the Environment	6 Multimodal Integration	7 Mgmt. & Operation	8 Preserve Existing System
Metropolitan Transportation Planning	X	X	X	X	X	X	X	X
Transportation Data System Surveillance		X	X			X	X	
Public Transportation Planning & Coordination	X	X	X	X	X	X	X	X
Project Development & Programming	X	X	X	X	X	X	X	X
Air Quality and Congestion Mitigation				X	X	X	X	X
Public Involvement & Outreach Program	X	X	X	X	X	X	X	X
Program Administration	X			X		X	X	X

ENVIRONMENTAL JUSTICE, TITLE VI, AND ADA PARTICIPATION

Environmental Justice is strived for and achieved by identifying and addressing disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of federal programs, policies and activities on minority populations and low income populations.

Public notification of the meetings, actions on documents, and public input is critical to the success of the public involvement efforts. The CUAMPO will specifically seek to include the participation of Environmental Justice populations by offering extra measures to reach these populations. Hundreds of notices are mailed to churches and businesses (i.e. daycares, groceries, Laundromats and dry cleaners) in an effort to reach these populations. Community leaders or representatives of these groups receive direct mail outs on the opportunity to participate. The notices in English and Spanish state upcoming meetings and the availability to comment on documents. Public meetings are held at the CUAMPO office, library or community centers which are convenient to these populations in terms of walk/bike ability and along transit routes. Anyone can be added to the direct mailing list by simple request. Presentations to organizations that represent these segments of the population are available when requested.

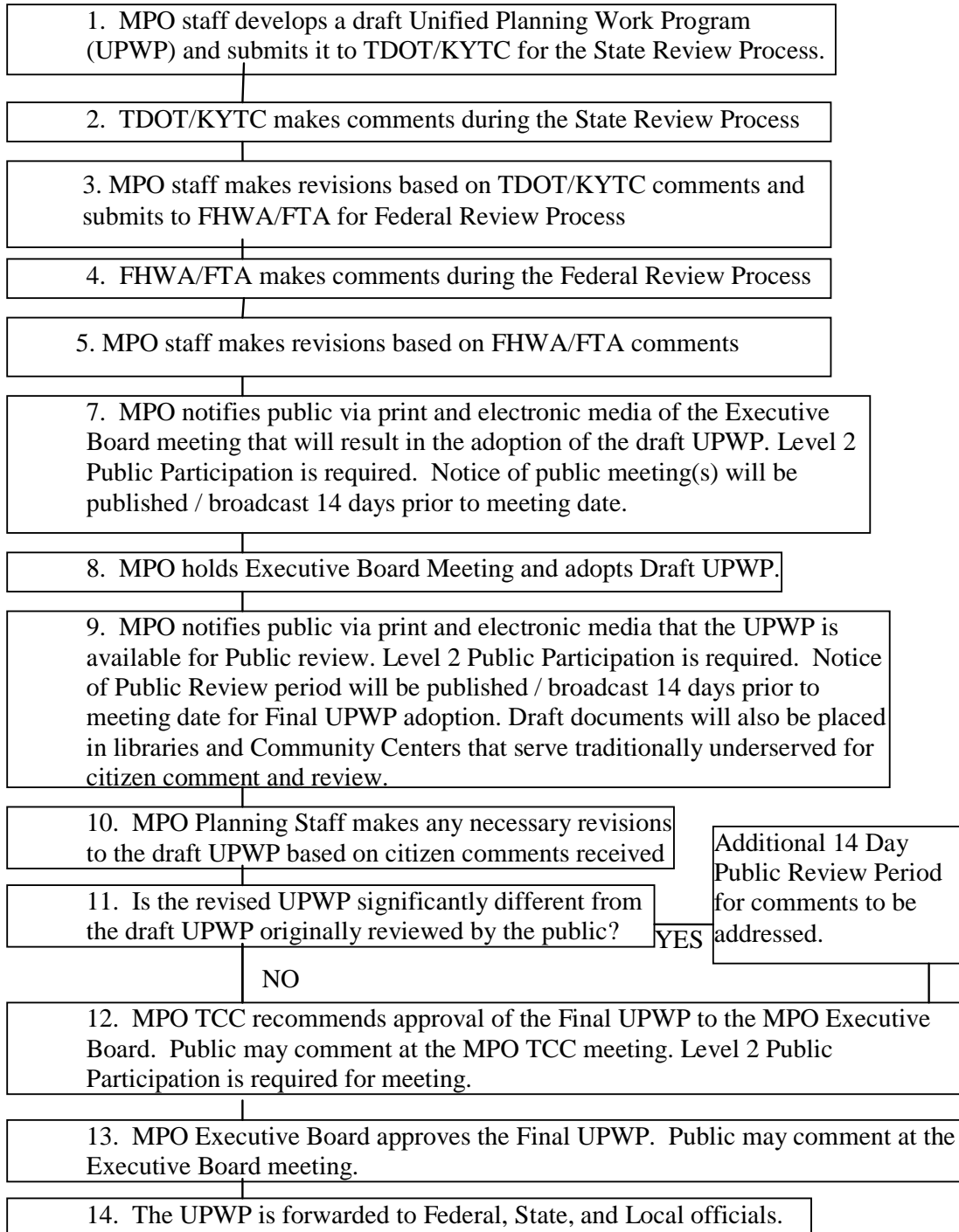
The CUAMPO office is an ADA compliant building and on a transit route which is also ADA compliant. The MPO can provide accommodations to those with disabilities. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFP part 26; No person shall be excluded from participation in or be denied the benefits of, or by subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin. A translation service can be provided at the CUAMPO office if needed to accommodate non-English speaking populations.

PUBLIC PARTICIPATION

By federal legislation, MPOs are required to include provisions in the planning process to ensure the involvement of the public in all phases of the formulation of plans, unified planning work programs, and transportation improvement programs. The MPO has an approved Participation Plan (PP) which documents the process and procedures of the MPO for informing local residents, businesses, and officials of the MPO's regional planning efforts and how the MPO seeks meaningful input into the transportation planning process. The MPO gives fourteen (14) day notification prior to meetings for the adoption, amending, or adjusting of a UPWP. The PP further describes the techniques used to encourage participation of the public for the UPWP.

PUBLIC PARTICIPATION PROCESS FOR THE UPWP

UNIFIED PLANNING WORK PROGRAM (Developed Annually)



SECURITY

The security of the transportation system for motorized and non-motorized users is increased by the following measures.

1. The establishment of evacuation and shutdown procedures for users.
2. The identification and communication of emergency evacuation routes to the public.
 - a. The development of the ITS along 41A and I-24
3. The development of procedures for restoring service and establishing alternate routes.
4. The establishment of procedures for issuing information and reassuring the public
5. The development of plans for rapid debris removal and repairs of both roadways and greenways.
6. Continual communication and coordination with local, state and federal agencies when major events warrant.

FREIGHT

The FHWA forecasts regional freight increases up to 100 percent by 2020. Freight movement is a key for the economic growth of an area. The development of intermodal means to transport the freight is essential for the protection and maintenance of a community's roadway system. Both an intermodal port development study and a commuter rail feasibility study are planned.

INTERMODAL CONNECTOR LISTING CLARKSVILLE URBANIZED AREA MPO

FACILITY	TYPE	CONNECTOR NO.	CONNECTOR DESCRIPTION		
Outlaw Field	Airport	1	200 Airport Road, Clarksville		
Ft. Campbell's Air Strip	Airport	1	Private - Military Air Strip		
Clarksville Transit System	Bus Terminal	1	200 Legion Street, Clarksville		
Near Star Zinc Plant	Barge/Rail Facility	1	Zinc Plant Road		
Ingram Industries	Truck/Barge Facility	1	610 South Riverside Drive Clarksville		
Vulcan Materials Crushed Stone	Truck Facility	1	7 Quarry Road, Clarksville		
R J Corman Railroad Company	Rail System	1	Rail system throughout MPO area 145 East 1 st Street, Guthrie, KY		
WINN Materials Inc	Truck/Barge Facility	1	800 Barge Point Road, Clarksville		
Clarksville-Montgomery County Corporate Business Park	Truck/Rail Facility	1	I-24 @ Exit #8 (SR 237) Clarksville		
River Chase Marine Terminal	Truck/Barge Facility	1	US41-A By Pass		

PLANNING STUDIES

Intermodal Port Development Study, 2001

Madison Street Corridor Study, 2008

N E St. Bethlehem Transportation Study, 2006

Commuter Rail Feasibility Study, 2008

Fort Campbell Comprehensive Transportation Study, 2008

Clarksville-Montgomery County Land Use Study, 2003

Clarksville Regional Intelligent Transportation System Study, 2006

WORK PROGRAM OVERVIEW

The work program outlines the objectives to be achieved and the products resulting from each transportation planning work task, as well as an estimated budget per task.

Major tasks include:

- Metropolitan Planning
 - Sub-TASK A: Metropolitan Transportation Planning
 - Sub-TASK B: Transportation Data System Surveillance
 - Sub-TASK C: Public Transportation Planning & Coordination
- Transportation Improvement Program
- Air Quality and Congestion Mitigation Planning
- Public Involvement & Outreach Program
- Program Administration
- Title VI Analysis (Environmental Justice)

Most of these activities are required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in order to maintain a certified transportation planning process. They include the update of the region's Metropolitan Transportation Plan (MTP), preparation of the annual Transportation Improvement Program (TIP), an annual Unified Planning Work Program (UPWP), an ongoing public participation process, air quality modeling and analysis work and a Title VI analysis.

Funding types listed in the work program include:

- FHWA Section 112 funds (also known as "PL" or planning, funds). These federal funds can be used for up to 80% of a project, with a required 20% match typically provided by local governments. Within Kentucky, the KYTC provides 5% of the local match leaving the remaining 15% to local governments.
- SPR funds. These are federal dollars from the State Planning & Research Program administered by the Tennessee Department of Transportation. A 20% match is required, usually provided by TDOT.
- MPO SPR funds. These are federal dollars given over 5 years for the boundary expansion to include all of Montgomery County. The 20% match will be paid by the Tennessee Department of Transportation for the first two years. The 20% match for the remaining three years will be a local match.
- FTA Section 5303 funds. These are federal funds designated for transit planning and research activities. Up to 80% federal funds can be used for a project. The remaining 20% match is typically divided between state and local government, with each contributing 10%.

Each task within the UPWP includes a table, which shows the type and amount of funding proposed. The table reflects the types of federal funding described above and the amount of state and/or local match that is being provided for that federal money.

An overall financial summary of all available planning funds to the MPO from Tennessee, Kentucky federal, state and local sources for Fiscal Year 2010 is presented in Section VIII, Tables 1 through 3, providing a detailed summary breakdown of these funds, by task and by source.

For revisions to the UPWP the MPO will send an email to TDOT and/or KYTC with the proposed revisions. If TDOT and/or KYTC approves, the email will be forwarded to the respective FHWA for concurrence. FHWA will then review and, if the revision is acceptable, send an email approval back to TDOT and/or KYTC. Then TDOT and/or KYTC will forward an email to the MPO with final approval for the revisions. All revisions will be expected to be included in the Performance and Expenditures Report.

II. METROPOLITAN PLANNING

SUB-TASK A: METROPOLITAN TRANSPORTATION PLANNING

PURPOSE: To complete the development and adoption of a new comprehensive Metropolitan Transportation Plan (MTP) that provides for the long-range transportation needs of the MPO area. Areas of emphasis include:

- Greater understanding and use of safety data within the region.
- Ongoing coordination of plan priorities, and
- Identification of Plan element improvements for future update.

PREVIOUS WORK:

- Created and calibrated Travel Demand Models for Montgomery and Christian Counties and the Clarksville MPO area.
- Adopted an Updated 2030 MTP to be SAFETEA-LU compliant, January 2008.
- Regional strategic safety plan.
- Developed SAFETEA-LU compliant Clarksville Area Freight and Transit Analysis.
- Request for Proposal was utilized to hire a consultant to assist in the development of the 2008-2035 MTP.
- The expansion of the MPO planning boundary to include all of Montgomery County.

STUDY DESIGN:

- Meet with the regional safety working group & update (as needed) the regional safety strategic plan for the MPO area.
- Consider amendments to the 2030 MTP (as needed).
- Develop planning requirements to review proposed changes in relations to SAFETEA-LU compliance within the 2008-2035 MTP.
- The expansion of the MPO planning boundary to include all of Montgomery County.
- Develop a financial model for the financial capacity analysis and forecast revenue.
- Develop a methodology to update project costs and to develop costs for new projects by year of expenditure.
- Identify long range plan goals and objectives and establish performance criteria.
- Identify Operation and Maintenance Projects and Processes.
- Re-evaluating projections for the update of the 2008-2035 MTP and Air Quality Conformity.
- Re-examining the study area boundary for the update of the 2008-2035 MTP and Air Quality Conformity.
- Conduct a Title VI (Environmental Justice) Analysis with the assistance of the consultants.
- Collecting data for the update of the 2008-2035 MTP and Air Quality Conformity.
- Transcad Model completed by June, 2009 through the use of consultants.
- Mobile 6 Emissions completed by August, 2009 through the use of consultants.
- The completion of the final Transportation Conformity Report by January, 2010. This will be handled by the MPO and KYTC staff.
- The development and adoption of the MTP through the assistance of the consultant, completed by April, 2010.
- Consider the next study phase continuation of the Nashville and Western Railroad extension into Clarksville/Montgomery County.
- Coordinate with consultants on an Intermodal Port Feasibility Study.
- Justification Study for the development of interchange on I-24 between Exit 4 and Exit 8.
- Participate in a Downtown Traffic Flow Study, including Vehicular and Pedestrian Movements and Parking.
- Follow the Participation Plan in the development of the 2008-2035 MTP and disseminate information to public and agencies on 2030 MTP.
- Work with TDOT and KYTC to advance priorities and programs within the 2034MTP.

- Update (as needed) appropriate regional analysis and consideration of freight needs in relation to the entire transportation system, to improve goods movement, both today and in the future. The plan uses Reebie Data to show freight corridors, and then is compared with land use data to identify areas of concern. The study shows a list of projects that will enhance the mobility of both the freight community and the general motoring public.
- Develop a Transit Analysis that includes appropriate regional analysis and consideration of transit needs in relation to the entire transportation system.
- The TIP and the MTP does incorporate and maintain Year of Expenditures (YOE) for each project with an inflation rate.

END PRODUCT AND WORK SCHEDULE:

- The completion and adoption of the 2008-2035 MTP by April, 2010.
- Updates to regional strategic highway safety plan (as needed).
- Conduct a Title VI analysis of the burdens and benefits of transportation investments. The results showing any disproportionate adverse impacts to minority, low income and traditionally underserved populations and consideration to the low English proficiency stakeholders.
- Preliminary compilation of the community structure of the MPO region, which will serve as the basis of existing and future conditions within the MPO area. Items include demographics such as population and employment trends and forecasts, land development patterns, land use and growth strategies as well as the natural environment.
- Preliminary compilation of financial information including current and projected sources of revenue.
- Said financial plan will demonstrate fiscal constraint while meeting air quality conformity requirements.
- Updates to the freight plan.
- Amendments to 2034 MTP (as needed).
- Ongoing support of the current 2005-2030 SAFETEA-LU compliant MTP.
- Coordination with TDOT and KYTC on transportation improvements within the region and dissemination of materials on 2034 MTP.

PRODUCTS	START DATE	COMPLETION DATE
Updates to Regional Strategic Safety Plan	Throughout FY	As Needed
Updates to Community Structure	October	As Needed
Updates to Financial Information	October	As Needed
Updates to Clarksville Area Freight Plan	October	As Needed
Amendments to MTP	Throughout FY	As Needed
Ongoing support, coordination, and dissemination	Throughout FY	Continuous

RESPONSIBLE AGENCY(S): The MPO, TDOT’s Planning Division, and the KYTC’s Division of Planning.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 40,000	\$ 4,500	\$44,500
FTA-5303	\$ 0	\$ 0	\$ 0
STATE	\$ 0	\$ 281	\$ 281
LOCAL	\$ 10,000	\$ 844	\$ 10,844
TOTAL	\$ 50,000	\$ 5,625	\$ 55,625
	TN	KY	TOTAL
TDOT/KYTC			
SPR – FEDERAL	\$ 28,269	\$ 0	\$ 28,269
STATE	\$ 7,067	\$ 0	\$ 7,067
MPO/SPR-FEDERAL	\$ 20,000	\$ 0	\$ 20,000

TOTAL	\$ 55,336	\$ 0	\$ 55,336
TASK TOTAL	\$ 105,336	\$5,625	\$ 110,961

SUB-TASK B: TRANSPORTATION DATA SYSTEM SURVEILLANCE

PURPOSE: To maintain a current and historical inventory of transportation data to support transportation planning efforts within the MPO area.

PREVIOUS WORK: Traffic volume counts were collected by TDOT at approximately 92 annual cycle count stations. Special count data were collected for Clarksville and the Urbanized Area of Montgomery County for design projects as required. Additionally, the KYTC conducted special counts at Fort Campbell gates. Crash data from the Tennessee Department of Safety has been provided upon request. The Oak Grove Police Department and Department of Highways at Madisonville provided data upon request. High hazard accident data has been furnished for safety studies as needed.

STUDY DESIGN: TDOT and KYTC to conduct annual cycle and special counts within the MPO area; update the TDOT TRIMS and KYTC management systems; Accident information will be collected from TDOT's Traffic and Planning Division (Quality controlled) and from City and County police; and annual VMT established by functional classification. Special trip generation, highway capacities, and travel studies will be conducted as needed. MPO staff will continue to evaluate the land use and socioeconomic data and forecasts for the entire Study Area. Any major differences between the data developed through this task and data derived from earlier forecasts will be used to update existing inventories currently on file for the MPO Area. This data will be used to develop the 2008-2035 MTP. Data will be made available thru the MPO, TDOT and KYTC websites. To prepare for the 2010 Census, update traffic analysis zones defining Census geography for the region, based on the final criteria established for tracts, block groups and other geographic areas.

END PRODUCT AND WORK SCHEDULE:

PRODUCT	START DATE	COMPLETION DATE
Annual Cycle Counts	Fall 2009	Fall 2009
VMT for Classified Roadways	Fall 2009	Fall 2009
Crash Data	Throughout FY	Throughout FY
Updated data for TDOT TRIMS	Throughout FY	Fall 2009
Special Studies (trip generation, highway capacity analysis)	Throughout FY	As Needed
Evaluation of land use and socioeconomic data	Throughout FY	As Needed

RESPONSIBLE AGENCY(S): The MPO, TDOT's Planning Division, and the KYTC's Division of Planning.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 5,000	\$ 0	\$ 5,000
STATE	\$ 0	\$ 0	\$ 0
LOCAL	\$ 1,250	\$ 0	\$ 1,250
TOTAL	\$ 6,250	\$ 0	\$ 6,250
TDOT/KYTC	TN	KY	TOTAL
SPR – FEDERAL	\$ 5,687	\$ 0	\$ 5,687
STATE	\$ 1,422	\$ 0	\$ 1,422
MPO/SPR – FEDERAL	\$ 0	\$ 0	\$ 0
TOTAL	\$ 7,109	\$ 0	\$ 7,109

TASK TOTAL	\$ 13,359	\$ 0	\$ 13,359
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SUB-TASK C: PUBLIC TRANSPORTATION PLANNING & COORDINATION

PURPOSE: To develop, update, and maintain long and short-term plans and reports for the provision of quality public transportation services within the Clarksville Urbanized Area and surrounding commuter shed. Areas of emphasis include:

- Promoting transit and ridesharing programs.
- Ensuring cost efficient transit service options, and
- Advancing elderly and disabled services consistent with the provisions of the Americans with Disabilities Act (ADA).

PREVIOUS WORK:

- Promotion of Jobs Access Program.
- A new Strategic Plan for CTS was completed in FY2005, which evaluated current operations and services and established a series of operating recommendations.
- CTS conducted surveys for planning of new routes in areas where no service is available.
- CTS participation and review of the 2034 Metropolitan Transportation Plan.
- CTS participation in FTA Triennial Review.
- Maintained, updated, reported on ADA compliance plan.
- Maintained financial model, designed in Microsoft Excel format from 10 Year Strategic Plan.
- MPO, Mid-Cumberland, and CTS staff developed a Coordination of Human Service Transportation Plan that identifies the resources available, the agencies needed to coordinate those resources and any issues affecting that coordination.
- Developed a feasibility study of high capacity transit service between Clarksville and surrounding commuter shed including looking at human service transportation coordination between regions.

STUDY DESIGN:

- Prepare and develop special studies such as routing and scheduling or other service related activities; monitor existing fixed route services and ADA services and revise as needed.
- MPO, Mid-Cumberland, and CTS staff will update the Coordination of Human Service Transportation Plan that identifies the resources available, the agencies needed to coordinate those resources and any issues affecting that coordination (as needed).
- The Clarksville Area Transit Strategic Plan will be evaluated and updated, to provide appropriate regional analysis and consideration of transit needs in relation to the entire transportation system. This will to identify areas of the region, both today and in the future, where transit services would be a reasonable part of the mobility system. The plan will also produce guidance on development strategies to increase the potential for transit to be successful. This plan will determine where transit service appears to be feasible, and describes strategies that could be used to enhance transit's potential in areas that are not currently considered to be feasible. This will be accomplished by collecting public input, analyzing current conditions, identifying opportunity areas, and developing and evaluating transit service alternatives including but not limited to; carpooling, vanpooling, demand response, bus, LRT.
- Promote interagency coordination, public information, and citizen participation.
- Prepare amendments/adjustments to the TIP (as needed).
- Submissions to the FY2010 UPWP and the ADA plan annual update.
- CTS staff will review the approved ADA plan for any revision(s) that might be required.
- Continue to evaluate the ADA service provided by CTS.

- Develop a Transit Analysis that includes appropriate regional analysis and consideration of transit needs in relation to the entire transportation system.
- System operating data is to be monitored and evaluated continuously by the OM to ensure that the system remains responsive to the consumer needs while exhibiting fiscal responsibility.
- Annual operating and capital trends will be evaluated to assist in the preparation of detailed budgets for the TIP, the Clarksville Capital Budget and the Five Year Transportation Development Program.
 - CTS staff will evaluate recent surveys and conduct surveys (as needed).
 - Meet with employers and various groups to educate and disseminate awareness and incentive materials relative van/carpools and work trip subscription services.
 - Continue to monitor and evaluate the existing financial condition of the transit system, and forecast future capital and operating expenses and sources of revenue.

END PRODUCTS AND WORK SCHEDULE:

PRODUCT	START DATE	COMPLETION DATE
Updates to Coordination of Human Service Transportation Plan	Throughout FY	As Needed
Monitor existing fixed route & ADA services and revise as needed	Throughout FY	Continuous
Prepare amendments to the TIP as needed	Throughout FY	As Needed
Submit UPWP task items	Jan 2010	Feb 2010
Prepare ADA plan annual update	October 2009	As Needed
Updates to SAFETEA-LU compliant Transit Strategic Plan	October 2009	As Needed
Public Awareness Activities – promotion of van/carpool programs, meetings with employers, dissemination of materials	Throughout FY	As Needed
Monitor & evaluate operating data	Throughout FY	Continuous
Preparation of detailed budgets for TIP update	Throughout FY	As Needed
Conduct surveys and analyze results as needed	Throughout FY	As Needed

RESPONSIBLE AGENCY(S): The CTS, in cooperation with the MPO, TDOT’s Office of Public Transportation, and the KYTC’s Office of Transportation Delivery.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
FTA-5303 – FEDERAL	\$ 0	\$ 20,559	\$ 20,559
STATE	\$ 0	\$ 0	\$ 0
LOCAL	\$ 0	\$ 5,140	\$ 5,140
TOTAL	\$ 0	\$ 25,699	\$ 25,699
CTS	TN	KY	TOTAL
FTA-5303 – FEDERAL	\$ 37,795	\$ 0	\$ 37,795
STATE	\$ 4,724	\$ 0	\$ 4,724
LOCAL	\$ 4,724	\$ 0	\$ 4,724
TOTAL	\$ 47,243	\$ 0	\$ 47,243
TASK TOTAL	\$ 47,243	\$ 25,699	\$ 72,942

III. TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: The development of the FY 2011-2014 Transportation Improvement Program (TIP). Continue to support the FY 2008-2011 Transportation Improvement Program (TIP) for the MPO area that is consistent with the MPO's MTP, corresponding air quality conformity determination, and SAFETEA-LU.

PREVIOUS WORK:

- Provided amendments and/or adjustments to the FY2008-2011 TIP.
- Developed CMAQ project selection criteria.
- Established formal TIP project selection criteria for projects using Local STP funds.
- Adopted the FY2008-2011 TIP on January 9, 2008.

STUDY DESIGN:

The development of the FY 2011-2014 Transportation Improvement Program (TIP). Continue to support the FY2008-2011 Transportation Improvement Program. TIP projects and programs will be consistent with the adopted 2030 MTP, corresponding air quality conformity report, and SAFETEA-LU. The project selection criteria, for Local STP funds, will be updated if necessary. TIP project status will be reported to the MPO Board and public on a regular basis. In addition, the MPO will provide an annual list of obligated projects. This annual listing will be posted on the MPO website (<http://www.cuampo.com>). The TIP and the MTP does incorporate and maintain Year of Expenditures (YOE) for each project with an inflation rate of 3%.

END PRODUCT AND WORK SCHEDULE:

PRODUCT	START DATE	COMPLETION DATE
Updates to TIP L-STP Project Selection Criteria	October 2009	As Needed
TIP Status Report	Throughout FY	April 2010
Amendments/Adjustments	As Needed	As Needed
Annual listing of obligated projects	October 2009	December 2009
Develop FY 2011-2014 TIP	October 2009	September 2010

RESPONSIBLE AGENCY(S): The MPO, TDOT's Planning Division, and the KYTC's Division of Planning.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 65,000	\$ 12,000	\$ 77,000
STATE	\$ 0	\$ 750	\$ 750
LOCAL	\$ 16,250	\$ 2,250	\$ 18,500
TOTAL	\$ 81,250	\$ 15,000	\$ 96,250
TDOT/KYTC	TN	KY	TOTAL
SPR – FEDERAL	\$ 0	\$ 0	\$ 0
STATE	\$ 0	\$ 0	\$ 0
MPO/SPR – FEDERAL	\$ 25,000	\$ 0	\$ 25,000
TOTAL	\$ 25,000	\$ 0	\$ 25,000
TASK TOTAL	\$ 106,250	\$ 15,000	\$ 121,250

IV. AIR QUALITY AND CONGESTION MITIGATION PLANNING

PURPOSE: To monitor regional congestion and air pollution problems, and address them through improved management and operation of the region's transportation systems.

PREVIOUS WORK: In April 2004, Christian and Montgomery Counties were designated non-attainment by the U.S. EPA for failure to meet the recently revised the standard for Ozone emissions through the National Ambient Air Quality Standard (NAAQS). In November 21, 2005 Montgomery County was designated Maintenance by the EPA for Ozone emissions. In February 24, 2006 Christian County was designated Maintenance by the EPA for Ozone emissions. On December 2008 Montgomery County was designated non-attainment by the EPA for failure to meet the revised standard for the 24 hour PM_{2.5} emission for FY2005-FY2007 data. The FY2006-FY2008 data was sent to EPA from TDEC to prevent EPA from publishing their finds on the FY2005-FY2007. Activities during FY2009 included:

- Participated in Kentucky and Tennessee's air quality conference calls.
- Attended air quality training/conference sessions.
- Offered public education and outreach on air quality related issues.
- Conducted MOBILE6.2 model runs, interagency consultation meetings, and adoption of the 2030MTP and Conformity Report.
- Developed Clarksville Regional Intelligent Transportation System (CRITS) Architecture.
- The Transcad model will be completed in the mid-part of June 2009.
- The Mobile 6 Emission model will be completed by mid August 2009.

STUDY DESIGN: FY2010 implementation items are to include:

- The data obtained from the Mobile 6 Emission model will be used to prepare the Air Quality Analysis and the Transportation Conformity Report for the FY2008-2035 MTP with completion by first part of January 2010.
- Public meetings in accordance with the Participation Plan to be held for the FY2008-2035 MTP.
- Continuing the Interagency Consultation Process and participation in conference calls and training/conference sessions on air quality.
- Assist in air quality public awareness activities to inform citizens of transportation related activities including encouraging the motoring public to use alternative forms of transportation such as transit, carpool or vanpool, or use alternative fuels to improve air quality.
- Preparation of an annual Congestion Mitigation and Air Quality Improvement Program (CMAQ) Report documenting air quality benefits from the implementation of projects funded with CMAQ funds.
- Monitoring the status of new air quality standards for fine particles (PM^{2.5}).
- Work with FHWA, TDOT, KYTC, and local agencies to manage and update the region's first regional Intelligent Transportation Systems (ITS) Architecture.

END PRODUCTS AND WORK SCHEDULE:

PRODUCT	START DATE	COMPLETION DATE
A continuously conforming MTP and TIP – updating of the MPO's Transportation Conformity Report (as necessary)	Throughout FY	As Needed
Annual CMAQ Report	November 2009	December 2009
Update Regional ITS architecture plan for the MPO area	October 2009	As Needed

Public Participation Activities – public meetings, flyers, announcements	Throughout FY	As Needed
IAC Meetings and Conference Calls	As Needed	As Needed
Status reporting to Board and TCC on new air quality standards for Ozone and PM ^{2.5}	Throughout FY	As Needed

RESPONSIBLE AGENCY(S): The MPO, TDOT’s Planning Division, the TN Department of Environment & Conservation - Division of Air Pollution Control, the KYTC’s Division of Planning, the KY Division for Air Quality, Environmental and Public Protection Cabinet, the KY Division of Environmental Analysis, EPA, FHWA, and FTA.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 25,000	\$ 0	\$ 25,000
STATE	\$ 0	\$ 0	\$ 0
LOCAL	\$ 6,250	\$ 0	\$ 6,250
TOTAL	\$ 31,250	\$ 0	\$ 31,250
TDOT/KYTC	TN	KY	TOTAL
SPR – FEDERAL	\$ 0	\$ 0	\$ 0
STATE	\$ 0	\$ 0	\$ 0
MPO/SPR – FEDERAL	\$ 6,000	\$ 0	\$ 6,000
TOTAL	\$ 6,000	\$ 0	\$ 6,000
TASK TOTAL	37,250	\$ 0	\$ 37,250

V. PUBLIC PARTICIPATION & OUTREACH PROGRAM

PURPOSE: Identify and implement the outreach efforts and techniques that will be used to ensure the public and interested parties, as well as government officials, and local and regional agencies are provided an opportunity to provide their input into the transportation planning process.

PREVIOUS WORK:

- The public was invited and encouraged to participate in all phases of the MPO's planning process.
- A community profile was developed to assist the MPO in reaching persons or groups in the community who may have been traditionally underserved by previous, less inclusive public involvement approaches.
- Presentations were made to civic organizations, City and County Commission/Council on ozone standards and status of highway projects.
- Reconstructed MPO Website.
- Updated PIP to be a SAFETEA-LU compliant PP.
- Prepared and adopted the FY09 UPWP.

STUDY DESIGN:

MPO staff will coordinate the development and implementation of activities in this work task. Anticipated public involvement activities include:

- a. Scheduling and conducting Public Meetings when warranted. Working with local news media (print and live) to help disseminate information on plans and meetings. Media outreach may include press conferences, as well as briefings of local newspaper editorial boards, and participation in broadcast news or talk programs. At a minimum, the following area media will be approached: Clarksville Leaf Chronicle Newspaper; Oak Grove KY New Era Newspaper; El Crucero. Other media may be approached: Fort Campbell Courier Newspaper; Austin Peay State University All State Student Newspaper; Radio (Austin Peay State University, Fort Campbell); Television - Public Access and Austin Peay State University.
- b. Managing Public Outreach such as notification of the meetings, which will be made available in a timely manner, to provide adequate (at least 14 days) notice of public meetings and opportunities to comment. Notifications will include newspaper legal notices, newspaper articles that are generated by the media outreach, and notices on CTS busses and other public places.
- c. Maintain a database of names and addresses of social and civic groups, neighborhood and community associations, and interested individuals to assist in public outreach for ongoing efforts by the MPO. An electronic list of names will serve as a mailing list for notification of meetings and project updates. Particular efforts will be made to include in the database members of disadvantaged and minority populations, non-English speaking populations and persons with disabilities, along with the general public.
- d. Maintain and update the Website Information about ongoing efforts by the MPO. The current webpage can be viewed on the Clarksville Urbanized Area Metropolitan Planning Organization website at www.cuampo.com. The Limehouse software has been included to have more interactive participation with the public through our website.
- e. Periodically review and assess the current MPO Participation Plan (PP) considering effectiveness of practices, strategies and procedures. From this review, make necessary revisions to the current PP.
- f. Develop and Prepare the FY2011 UPWP.

END PRODUCTS AND WORK SCHEDULE:

PRODUCT	START DATE	COMPLETION DATE
Public Meetings	Throughout FY	As Needed
Media Outreach	Throughout FY	As Needed
Public Outreach	Throughout FY	As Needed
Update MPO Website	Throughout FY	Continuous
Maintain Database	Throughout FY	Continuous
Updates to PP	Throughout FY	As Needed

RESPONSIBLE AGENCY(S): The MPO, TDOT's Planning Division, and the KYTC's Division of Planning.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 10,000	\$ 1,200	\$ 11,200
STATE	\$ 0	\$ 75	\$ 75
LOCAL	\$ 2,500	\$ 225	\$ 2,725
TOTAL	\$ 12,500	\$ 1,500	\$ 14,000
TDOT/KYTC	TN	KY	TOTAL
SPR – FEDERAL	\$ 0	\$ 0	\$ 0
STATE	\$ 0	\$ 0	\$ 0
MPO/SPR – FEDERAL	\$ 4,000	\$ 0	\$ 4,000
TOTAL	\$ 4,000	\$ 0	\$ 4,000
TASK TOTAL	\$ 16,500	\$ 1,500	\$ 18,000

VI. PROGRAM ADMINISTRATION

PURPOSE: To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the urban area's comprehensive general plan and ensure that all transportation planning projects meet Federal requirements 23 CFR 450.

PREVIOUS WORK:

- Prepared and adopted FY2009 Unified Planning Work Program.
- Prepared progress reports and reimbursement request for MPO activities.
- Prepared Annual Title VI Report.

STUDY DESIGN:

MPO staff will coordinate the development and implementation of activities in this work task which include:

- Coordination with TDOT, KYTC, CTS and other jurisdictions on FY2010 UPWP development.
- Preparation of grants such as Enhancements, Congestion Mitigation Air Quality and Public Lands Highways Discretionary Program.
- Quarterly invoices, progress reports, and draft meeting minutes.
- Prepare required Annual Performance and Expenditure Report.
- Maintain an up to date members list. Preparation of agendas for TCC, Executive Board and all other special meetings, record meeting minutes and produce final minutes.
- Attend transportation conferences, workshops, and seminars to ensure compliance with regulations and guidelines.
- Preparation of annual contractual agreements as required. Establish and implement administrative and technical procedures as required. Distribute special and annual reports and documents. Review and analyze transportation planning studies and/or projects.
- Title VI Activities - including an annual program compliance review, preparation of an Annual Title VI Report, and the production of maps coordinating the location of Title VI communities.
- Monitor small/disadvantaged business participation in MPO service agreements.
- Updates to Prospectus (as needed).
- Work with the newly established RPOs to coordinate transportation opportunities. The RPOs have assigned a person to coordinate their activities with any MPO which borders the RPO. In addition, each MPO has been requested to assign a staff liaison to coordinate information, agendas, plans and other factors. This is an evolving process since many of the RPOs only meet quarterly or semi-annually.

END PRODUCTS AND WORK SCHEDULE:

PRODUCT	START DATE	COMPLETION DATE
FY2011 UPWP	January 2010	July 2010
Title VI Activities & Title VI Report	Throughout FY	Continuous/May 2010
TCC and Executive Board Meetings*	Quarterly	Quarterly
MPO Reports/Invoices	Quarterly	Quarterly
Adoption of a revised/updated Prospectus	Throughout FY	As Needed

- TCC and Executive Board meetings are scheduled for the second Wednesday of the following months: January 2009, April 2009, July 2009, and October 2009, but are subject to change.

RESPONSIBLE AGENCY(S): The MPO, TDOT's Planning Division, and the KYTC's Division of Planning.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 57,114	\$ 9,964	\$ 67,078
STATE	\$ 0	\$ 623	\$ 623
LOCAL	\$ 14,278	\$ 1,868	\$ 16,146
TOTAL	\$ 71,392	\$12,455	\$ 83,847
TDOT/KYTC	TN	KY	TOTAL
SPR – FEDERAL	\$ 9,643	\$ 0	\$ 8,907
STATE	\$ 2,411	\$ 0	\$ 2,411
MPO/SPR - FEDERAL	\$ 17,805	\$ 0	\$ 17,805
TOTAL	\$ 29,859	\$ 0	\$ 29,859
TASK TOTAL	\$ 101,251	\$ 12,455	\$113,706

VII. CONTINGENCY

This line item will be available to support any cost overruns or new projects for the 2010 work program. Use of the contingency fund will require an amendment to the UPWP which requires a recommendation by the Technical Coordinating Committee and the approval of the MPO Executive Board.

FUNDING SOURCES:

MPO	TN	KY	TOTAL
PL 112 – FEDERAL	\$ 54,708	\$ 0	\$ 54,708
STATE	\$ 0	\$ 0	\$ 0
LOCAL	\$ 13,677	\$ 0	\$ 13,677
TOTAL	\$ 68,385	\$0	\$ 68,385

VIII. BUDGET TABLES

**TABLE 1
TRANSPORTATION PLANNING FUNDS AUTHORIZED
FOR THE CLARKSVILLE URBANIZED AREA FY 2010**

BUDGETED REVENUES FOR FY2010				
FUNDING/AGENCY	FEDERAL	STATE	LOCAL	TOTAL
PL-TN*	202,144	0	50,536	\$252,680
PL-Reserve TN	54,678	0	13,670	\$68,348
PL-KY**	27,664	1,729	5,187	\$ 34,580
FTA-5303 TN***	37,795	4,724	4,724	\$ 47,243
FTA-5303 KY*	20,559	0	5,140	\$ 25,699
SPR-TN****	43,599	10,900	0	\$ 54,499
SPR- MPO*****	58,244	14,561	0	\$ 72,805
TOTALS	\$444,683	\$31,914	\$79,257	\$555,854
Note: Budgeted revenues are funds to be programmed and available for FY2010 expenditures				
ESTIMATED REVENUE AVAILABILITY FOR FY2010				
FUNDING/AGENCY	FEDERAL	STATE	LOCAL	TOTAL
PL-TN*	202,144	0	50,536	\$252,680
PL-Reserve TN	54,678	0	13,670	\$68,348
PL-KY**	27,664	1,729	5,187	\$ 34,580
FTA-5303 TN***	37,795	4,724	4,724	\$ 47,243
FTA-5303 KY*	20,559	0	5,140	\$ 25,699
SPR-TN****	43,599	10,900	0	\$ 54,499
SPR- MPO*****	58,244	14,561	0	\$ 72,805
TOTALS	\$444,683	\$31,914	\$79,257	\$555,854
Note: Estimated revenue availability reflects available funds, as indicated by TDOT and KYTC.				
UN-OBLIGATED PL FUNDS				
FUNDING/AGENCY	FEDERAL	STATE	LOCAL	TOTAL
PL-TN*	\$0	\$0	\$0	\$0
Note: Federal funds shown are from ISTEAs, TEAs and SAFETEA-LU's FY2009 balance. Local funds are shown for illustration purposes only. Local funds have not been fully obligated at this time.				
<u>Overall Notes:</u>				
* FHWA/FTA - 80% Federal/20% Local Match (PL includes air quality)				
** FHWA - 80% Federal/5% KYTC Match/15% Local Match (PL includes air quality)				
*** FTA - 80% Federal/10% State Match/10% Local Match				
**** SPR - 80% Federal/20% State Match - used by TDOT				
***** SPR - 80% Federal/20% State Match - used by MPO Boundary Expansion				

**TABLE 2
FUNDING SOURCES BY TASK**

TASK	MPO/SPR **	TDOT/SPR **	TDOT/FHWA	KTC/FHWA		TDOT/FTA		KTC/FTA	CTS	CUAMPO	TOTALS
				PL 112	STATE	CTS	STATE				
II. Metropolitan Planning				PL 112	STATE	CTS	STATE		MATCH	MATCH	
A. Metropolitan Transportation Planning	\$20,000	\$35,336	\$40,000	\$4,500	\$281	\$0	\$0	\$0	\$0	\$10,844	\$110,961
B. Transportation System Data Surveillance	\$0	\$7,109	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250	\$13,359
C. Public Transportation Planning & Coordination	\$0	\$0	\$0	\$0	\$0	\$37,795	\$4,724	\$20,559	\$4,724	\$5,140	\$72,942
III. Project Development & Programming	\$25,000	\$0	\$65,000	\$12,000	\$750	\$0	\$0	\$0	\$0	\$18,500	\$121,250
IV. Air Quality and Congestion Mitigation	\$6,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,250	\$37,250
V. Public Involvement & Outreach Program	\$4,000	\$0	\$10,000	\$1,200	\$75	\$0	\$0	\$0	\$0	\$2,725	\$18,000
VI. Program Administration	\$17,805	\$12,054	\$ 57,114	\$9,964	\$623	\$0	\$0	\$0	\$0	\$16,147	\$113,707
VII. Contingency	\$0	\$0	\$ 54,708	\$0	\$0	\$0	\$0	\$0	\$0	\$13,677	\$68,385
TOTALS	\$72,805	\$54,499	\$256,822	\$27,664	\$1,729	\$37,795	\$4,724	\$20,559	\$4,724	\$74,533	\$ 555,854

*NOTE - TOTAL OF UNSHADED COLUMNS IS \$501,355 FOR USE BY THE MPO AND CTS.

** NOTE- INCLUDES SPR FEDERAL AND STATE MATCH

**TABLE 3
FUNDING SOURCES BY AGENCY**

AGENCY	FEDERAL HIGHWAY ADMINISTRATION							FEDERAL TRANSIT ADMINISTRATION					TOTALS	
	TN PL 112	LOCAL MATCH TN PL 112	KY PL 112	LOCAL MATCH KY PL112	KTC MATCH	MPO/SPR	TDOT MATCH MPO/SPR	TN/ SPR	TDOT MATCH/SPR	CTS TN FTA- 5303	TDOT TN FTA- 5303	KY FTA- 5303		LOCAL MATCH FTA- 5303
TDOT DIVISION OF MULTIMODAL TRANSPORTATION RESOURCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,599	\$10,900	\$0	\$0	\$0	\$0	\$54,499
CLARKSVILLE TRANSIT SYSTEM (CTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,795	\$4,724	\$0	\$4,724	\$47,243
CUAMPO	\$256,822	\$64,206	\$0	\$0	\$0	\$58,244	\$14,561	\$0	\$0	\$0	\$0	\$0	\$0	\$393,833
KYTC	\$0	\$0	\$27,664	\$5,187	\$1,729	\$0	\$0	\$0	\$0	\$0	\$0	\$20,559	\$5,140	\$60,279
TOTALS	\$256,822	\$64,206	\$27,664	\$5,187	\$1,729	\$58,244	\$14,561	\$43,599	\$10,900	\$37,795	\$4,724	\$20,559	\$9,864	\$ 555,854

*NOTE - TOTAL OF UNSHADED COLUMNS IS \$501,355 FOR USE BY THE MPO AND CTS.