

**Clarksville Urbanized Area
Metropolitan Planning
Organization
Final
Transportation Improvement
Program
Fiscal Year 2014 through 2017**

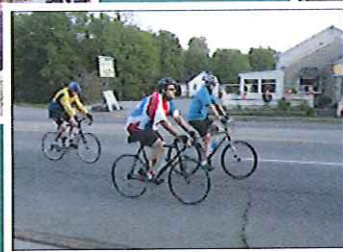


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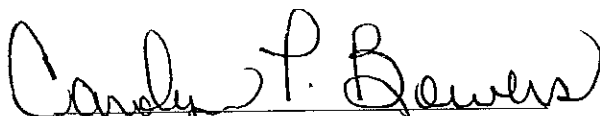
3(R)	RESURFACING, REHABILITATION OR RESTORATION
SAFETEA-LU	SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT -A LEGACY FOR USERS
ADA	AMERICANS WITH DISABILITIES ACT
ARRA	AMERICAN RECOVERY AND REINVESTMENT ACT
CAA	CLEAN AIR ACT
CAAA	CLEAN AIR ACT AMENDMENTS
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM
CO	CARBON MONOXIDE
CONST	CONSTRUCTION
CTS	CLARKSVILLE TRANSIT SYSTEM
E+C	EXISTING PLUS COMMITTED
EPA	ENVIRONMENTAL PROTECTION AGENCY
FHWA	FEDERAL HIGHWAY ADMINISTRATION
ENH	ENHANCEMENT
FTA	FEDERAL TRANSIT ADMINISTRATION
FY	FEDERAL FISCAL YEAR (OCTOBER 1 – SEPTEMBER 30)
HOV	HIGH OCCUPANCY VEHICLE LANES
HPP	HIGH PRIORITY PROJECTS
HRRR	HIGH RISK RURAL ROAD
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
IM	INTERSTATE MAINTENANCE
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
KY	KENTUCKY
KYTC	KENTUCKY TRANSPORTATION CABINET
L RTP	LONG-RANGE TRANSPORTATION PLAN
MAP-21	MOVING AHEAD FOR PROGRESS IN THE 21 ST CENTURY
MPO	METROPOLITAN PLANNING ORGANIZATION
N/A	NOT APPLICABLE
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
NHPP	NATIONAL HIGHWAY PERFORMANCE PROGRAM
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
SRTS	SAFE ROUTES TO SCHOOL
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
STP	SURFACE TRANSPORTATION PROGRAM (L-LOCAL OR S-STATE)
TA	TRANSPORTATION ALTERNATIVES
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 ST CENTURY
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TN	TENNESSEE
UPWP	UNIFIED PLANNING WORK PROGRAM
USC	UNITED STATES CODE
VMT	VEHICLE MILES TRAVELED
VOC	VOLATILE ORGANIC COMPOUND

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 State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- X (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- X (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;
- X (6) 23CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- X (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37 and 38;
- X (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;
- X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X (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.


Mayor Carolyn Bowers, Chairman
Clarksville Urbanized Area MPO

10-14-13
Date

Metropolitan Planning and Federal Certifications

In accordance with 23CFR 450.334, Clarksville Metropolitan Planning Organization and the Kentucky Transportation Cabinet 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:

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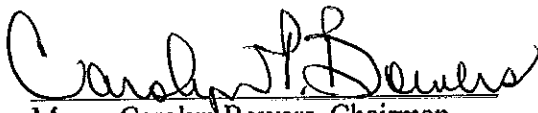
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Mayor Carolyn Bowers, Chairman
Clarksville Urbanized Area MPO

10-14-13
Date


Steve Ross, P.E.
Kentucky Transportation Cabinet

10-10-13
Date

RESOLUTION 2013-11

APPROVING THE FINAL FY2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, the Transportation Improvement Program is prepared on a four year basis, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee for selection by the Executive Board to be advanced during the program period; and

WHEREAS, a proposed Final Transportation Improvement Program for FY2014-FY2017 consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the general public, participating State and Federal Agencies, members of the Technical Coordinating Committee and Executive Board; and

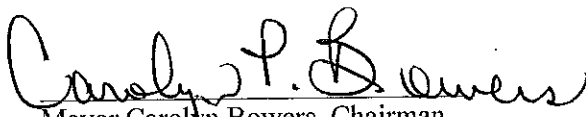
WHEREAS, Transportation Planning in the Clarksville Urbanized Area is based on the established planning factors and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450; and

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the Transportation Improvement Program. This 30-day public review period began on September 13, 2013 and ended October 15, 2013. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2014-FY2017 TIP to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board recommends approval of the Final FY2014-FY2017 Transportation Improvement Program of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 17, 2013


Mayor Carolyn Bowers, Chairman
Clarksville Urbanized Area MPO

INTRODUCTION

The Clarksville Area Metropolitan Planning Organization (MPO) which is federally mandated to carry out the planning and programming of federal and regionally significant transportation activities within the cities of Clarksville and Oak Grove, Montgomery County, portions of Christian County and portions of the City of Hopkinsville has prepared the following Fiscal Year (FY) 2014 through 2017 (October 1, 2013 through September 30, 2017) Transportation Improvement Program (TIP) for the Clarksville area.

The FY 2014 through FY 2017 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 urbanized area, including streets and highways, transit service and facilities, bicycle and pedestrian facilities and transportation alternative 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 Moving Ahead for Progress in the 21st Century Act (MAP-21). The TIP is developed and updated every four years by the MPO and covers the 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, compatibly with the STIP development and approved by the MPO and the Governor. The FY2014-2017 TIP is consistent with the approved and air quality conforming 2035 Metropolitan Transportation Plan (MTP).

PLANNING AREA

The planning area of the Clarksville MPO comprises a total of approximately 574 square miles incorporating the cities of Clarksville, Tennessee and Oak Grove, Kentucky, Montgomery County, portions of Christian County and a portion of the City of Hopkinsville, Kentucky. (See Figure 1).

Figure 1 - Clarksville MPO Area

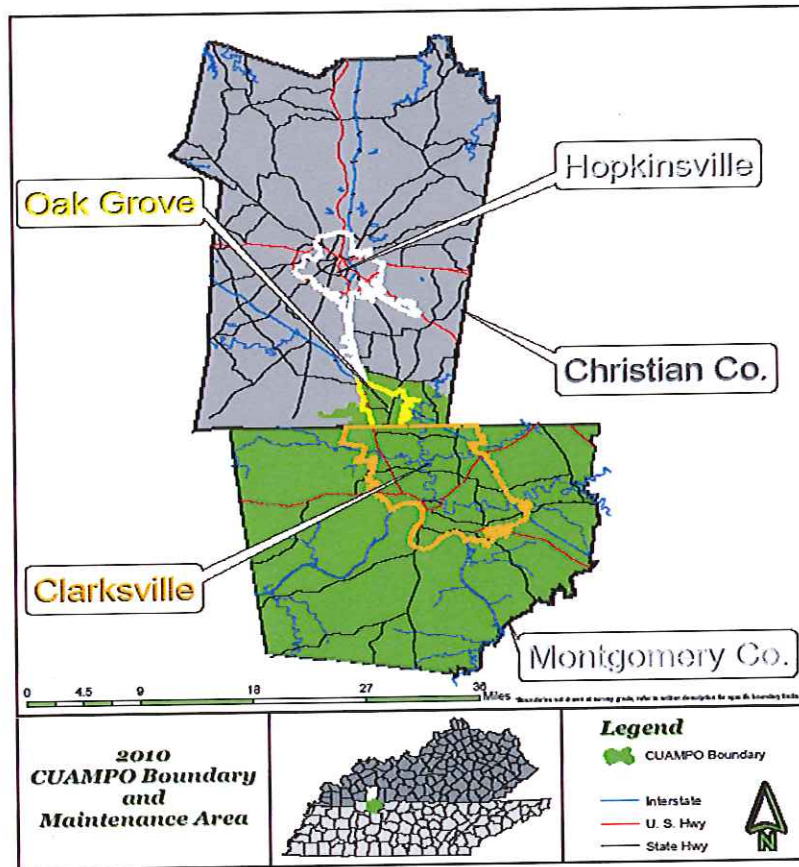


FIGURE 1: Orange Outline Area: Clarksville City Limits
Yellow Outline Area: Oak Grove City Limits
White Outline Area: Hopkinsville City Limits

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 carry out a coordinated, cooperative, comprehensive "3C" transportation planning process. Through the planning process the eight planning factors (economic vitality, safety, security, mobility options, protect and enhance the environment, multimodal integration, management and operation, and preserving the existing system) were addressed during consideration and implementation of projects, strategies and service. The MPO is led by an Executive Board, which is the policy board of the MPO, a Technical Coordinating 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. John Schroer, Commissioner - Tennessee Department of Transportation (TDOT)
- Mr. Mike Hancock, Acting Secretary - Kentucky Transportation Cabinet (KYTC)
- The Honorable Carolyn Bowers, County Mayor - Montgomery County, Tennessee
- The Honorable Kim McMillan, 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

The Board also includes 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 and 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
Charlie Koon, Chief of Staff

Clarksville Transit System
Jimmy Smith, Director
Arthur Bing, Operations Manager

City of Oak Grove, KY
Bill Chaudoin, Planner

Kentucky Transportation Cabinet
Steve Ross, Planning
Nick Hall, District 2
Vickie Bourne, Office of Transportation Delivery

Tennessee Department of Transportation
Katy Braden and Larry McGoogin, Planning
Jerry Roache, Public Transportation
Cynthia Howard, Title VI

Federal Highway Administration
Bernadette Dupont, Kentucky Division
Greg Rawlings, Kentucky Division
Scott Allen, Tennessee Division

Christian Co., KY - John Mahre

Clarksville-Montgomery Co RPC – Dave Ripple

Federal Transit Administration – Elizabeth Martin
and Richelle Gosman

Fort Campbell Military Reserve - Chris Brown and
Wally Crow

Greater Nashville Regional Council – Tim Couch

Hopkinsville-Christian Co Planning Commission -
Steve Bourne

John F. Outlaw Field – John Patterson

Montgomery Co. Highway Dept. – Mike Frost

Montgomery Co. Admin. & Development – Nick
Powell

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 Simpson

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 responsibilities are indicated in each work task described in the Unified Planning Work Program (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.

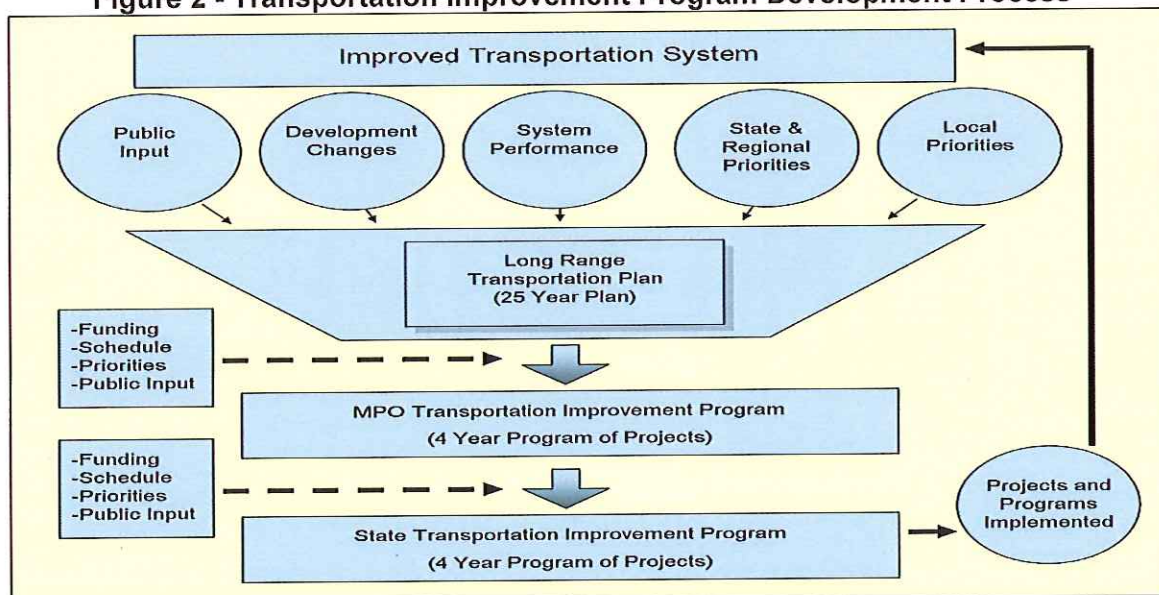
Periodically the Prospectus is revised to ensure the region maintains a continuous and comprehensive transportation planning process. The Prospectus is available on the MPO's web page at www.cuampo.com. The Memorandum of Agreement between the Kentucky Transportation Cabinet and the Tennessee Department 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 Metropolitan Transportation Plan (MTP). The metropolitan transportation planning process is consistent with the Strategic Highway Safety Plan as specified in 23 U.S.C. 148 and other transit safety and security planning and review process, and the regional intelligent transportation system (ITS) architecture as defined in 23 CFR part 940. The MTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO's MTP are divided into four groups: 1) short-term needs – proposed for completion by 2016, 2) mid-term needs – proposed for completion by 2026, 3) long-term needs – proposed for completion by 2035 and 4) proposed for completion by 2040. In order for a project to be included in the TIP, it must be in the short-term or mid-term list of projects in the MTP. Projects funded under the National Highway Performance Program, State Surface Transportation Program and the Highway Safety Improvement Program are selected by the State in consultation with the MPO and public transportation operator(s).

Figure 2 - Transportation Improvement Program Development Process



The FY2014-2017 TIP has been developed 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 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). Figure 2 illustrates the relationship of the TIP to the overall planning process within the MPO area. The KYTC and TDOT STIPs are then submitted to the Federal Highway Administration and the Federal Transit Administration for official approval.

While the MPO is responsible for the programming of transportation improvements, the implementation of projects (i.e. 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 the MTP and the TIP. Each agency was contacted during the preliminary review by TDOT, FHWA and FTA. The agencies were asked to review the TIP at the MPO website and submit any comments. The TIP consultation involved comparison of the TIP with State conservation plans or maps; and/or comparison of 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. The MPO sent out over 300 mailed fliers to churches, grocery stores, community centers and day cares to notify the public of the public meeting where the call for new projects and discussion of the TIP development took place.

The Draft FY2014-FY2017 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP, the MPO and Clarksville Transit System staff met and reviewed projects and budget concerns. CTS staff submitted their projects to the MPO for inclusion into the TIP. The Draft TIP Project List was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hard copy.

The MPO staff met with both city and county personnel including the Mayors, Engineers, Superintendents/Directors of Highway/Street Departments about their surface transportation needs and concerns for the city, county and regional projects. The City and County continue to work jointly on projects for the betterment of the residents in both the city, county and region. During the development of the TIP there was discussion at the Regional Planning Commission, City Council and County Commission meetings on road conditions, congestion and regional

priorities and needs. Each of the Councilmen and Commissioners received a letter from the MPO asking for new projects or traffic concerns and were invited to the first public meeting on February 14, 2013; and the February 21, 2013, April 18, 2013 and May 23, 2013 scheduled MPO meetings. These meetings are open to the public. Due to funding constraints there was only one new project added to the TIP using the L-STP funds: an intersection improvement project at Trenton Road and Needmore Road.

The MPO staff contacted representatives from Ft. Campbell Planning Department to review their concerns and road priorities for projects off post in both Kentucky and Tennessee. The MPO staff also met and had discussions with the Oak Grove, Kentucky City Engineer and Mayor about road project needs and priorities.

For a Kentucky project to receive funding in the TIP, it must be either in the Kentucky Six Year Plan or have other identified funding. The MPO staff attended the Pennyriple Area Development District, Regional Transportation Committee which met quarterly in Hopkinsville, Kentucky to prioritize projects for consideration into the Kentucky Highway Plan. The MPO met with Kentucky District 2 representatives, Oak Grove officials, Christian County Representatives to review and prioritize projects for consideration into the Highway Plan for the MPO area. Kentucky prioritized projects were submitted by KYTC Planning Department staff for the 6 year Plan consideration.

Prior to the MPO adopting the TIP, citizens, interested parties, and local and regional agencies' consultation groups were given a 30-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, The Eagle Post and the Kentucky New Era) as well as the El Crucero, a locally distributed Hispanic (written in 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). 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
- CTS buses and station

- 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.

The State and Federal Approval Processes allow for TDOT/KYTC and FHWA/FTA to review the final documents and provide the MPO with comments before the final document is approved. If the CUAMPO staff determines that significant changes were made to the document as a result of the Review Process, then an additional Public Review Period will be required per the Public Participation Plan. The State and Federal Approval Periods can run concurrently.

Public comments received on this TIP and the dispositions of comments are included in Section C in this document.

AMENDMENT AND ADJUSTMENT PROCEDURES:

STIP/TIP AMENDMENT:

An amendment is a revision to the TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings); or
- Adding a new project or deleting a project from the TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping);

AMENDMENT PROCEDURES:

The TIP may be amended at any time, but amendments require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable. Before submitting the TIP amendment for federal and state review, the MPO has a fourteen (14) day public review period prior to the adoption of the amendment at the MPO Executive Board meeting. At the beginning of the public review the TIP amendment and the MPO meeting is advertised in five newspapers, placed on the MPO website, advertised in the CTS buses and facilities and made available at the MPO office. Any public comments received are addressed and sent with the amendment for the federal and state review. TDOT or KYTC will review each amendment and submit the amendment to the appropriate Federal Agency. The federal agencies will review and respond to a formal written request for amendment approval from TDOT or KYTC within 10 business days of receipt.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

TIP ADMINISTRATIVE ADJUSTMENTS:

A TIP administrative adjustment is a minor change from the approved TIP. Administrative adjustments must be consistent with 23 CFR 450, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas. TIP administrative adjustments are defined as follows:

- A minor change in the total project cost (see Project Cost Change Thresholds, below)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
 - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page 9) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts.

ADMINISTRATIVE ADJUSTMENT AUTHORIZATION PROCEDURES:

Administrative adjustments do not require federal approval. Adjustments made to TDOT or KYTC sponsored projects in the TIP will be made by TDOT or KYTC with notification to the MPO upon submission of the adjustment to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings), a sliding scale is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved TIP or TIP amendment/administrative adjustment to account for incremental changes.

Total project cost of all phases shown within the approved TIP	Amendment	Administrative Adjustment
Up to \$2 million	≥75%	< 75%
\$2 million to \$15 million	≥50%	< 50%
\$15 million to \$75 million	≥40%	<40%
\$75 million and above	≥30%	<30%

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 240,000 and by 2035 the population is projected to be nearly 380,000. 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
2035 POPULATION FORECAST AND TREND:

Population Forecast	1990	2000	2008	2035	Percent Change (1990-2000)	Percent Change (2008-2035)
Clarksville MPO Area	97,581	121,189	161,320	273,340	24%	69%
Christian County	68,941	72,265	79,820	124,142	5%	56%
Montgomery County	100,498	134,768	157,955	255,349	34%	62%

Total Population (2 Counties)	169,439	207,033	237,775	379,491	22%	60%
MPO% of 2 County Population	56%	59%	68%	72%	3%	6%

2035 EMPLOYMENT FORECAST AND TRENDS:

Employment Forecast	2008	2035	Percent Change (2008-2035)
Total Jobs*	50,214	107,919	115%
Land Area (Sq. miles)	572	572	-
Jobs per Sq. Mile	88	189	115%

2035 VEHICLE HOURS TRAVELED:

Roadways	Without Improvements*	With Improvements**	Percent Difference
Collector	64,061	57,491	-10%
Minor Arterial	52,385	43,755	-16%
Principal Arterial	126,763	104,240	-18%
Interstate	24,633	22,342	-9%
Total VHT	267,841	227,827	-15%

* Without additional road improvements beyond transportation improvements currently under construction/development as described in the existing and committed (E+C) roadway network—from the MTP 2008-2035.

** With planned improvements recommended in Section 7.0 from the MTP 2008-2035.

2035 TRANSIT RIDERSHIP FORECAST AND TRENDS:

2008 (Current Ridership)		2025 TN Statewide Plan	2025 (Current Per Capita)	2035 (Current Per Capita)	2025 and 2035 (Future Ridership)
Annual # of Trips	Trips Per Capita	Tripling Est. # of Trips*	Keeping Up Est. # of Trips**	Keeping Up Est. # of Trips**	Estimated Increase in Future Transit Ridership
727,757	4.6	1,586,477	1,008,341	1,176,487	39% to 62%

* Based on 2025 Tripling of Ridership for the Clarksville area from the Tennessee Twenty Five Year Statewide Transit Plan - Task 6: Factors Influencing Transit Demand in 2025 from the MTP 2008-2035.

** "Keeping Up" assumes 4.6 trips per capita from the MTP 2008-2035.

Figure 4 shows the most recent US Census Bureau base year 2010 data on population and occupied housing units for the Montgomery and Christian County, both within and outside the MPO boundary area. The employment data shown in the chart is for the base year 2010 within the MPO boundary and provided by Info USA.

Figure 4

Summary of Base Year (2010) US Census Bureau / InfoUSA Data Within MPO Boundary:

Category	Source	Montgomery County			Christian County			Both Counties	
		Within MPO Boundary	Outside of MPO Area	Total	Within MPO Boundary	Outside of MPO Area	Total	Within MPO Boundary	Outside of MPO Area
Population	Census	166,179	6,152	172,331	8,050	65,905	73,955	174,229	72,057
Occupied Housing Units	Census	62,248	1,425	63,673	3,607	22,537	26,144	65,855	23,962
Retail Employ.	InfoUSA	12,070	-		565	-		12,635	-
Non Retail Employ.	InfoUSA	16,743	-		69	-		16,812	-

Service Employ	InfoUSA	34,991	-		754	-		35,745	-
Total Employ.	InfoUSA	63,804	-		1,388	-		65,192	-

The boundary of the Clarksville, TN MPO does not include Christian County (KY) in its entirety

Population for portions of Fort Campbell are reported by the Census Bureau, but are outside of the Clarksville, TN MPO

2010 US Census Bureau Data

2012 InfoUSA data was original source of employment data which was then adjusted by MPO staff based on known conditions

PRIORITIZATION

The development of the FY2014-2017 TIP was shaped largely by the goals of the MTP, SAFETEA-LU eight planning factors, MAP-21 performance goals, 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 2035 MTP, which was adopted March 10, 2010, seven goals were followed to guide the development of future transportation solutions for the region over the next 25 years.

2035 Metropolitan 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

SAFETEA-LU required that each metropolitan area consider the following eight factors when conducting transportation planning:

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.

MAP-21 focuses on developing a performance and outcome based federal transportation program. The Secretary, in consultation with States, MPOs, and other stakeholders, will establish performance measures for pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.

MAP-21 establishes national performance goals for states and MPOs to use in planning for the transportation system. These goals include: improving safety, maintaining infrastructure

condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment and reducing delays in project delivery.

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP). SHSPs were first required under SAFETEA-LU. MAP-21 continues the HSIP as a core Federal-aid program. SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The HSIP projects in the FY2014-FY2017 TIP are consistent with the Tennessee SHSP.

Each proposed transportation improvement for consideration in the TIP was compared to the stated goals and objectives of the MPO's MTP. 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 FY2014-2017 TIP.

The MPO has established a detailed set of project selection criteria forging a greater linkage between the stated goals of the MPO's MTP and other local emphasis areas. The enhanced selection criteria allow 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 using L-STP funds will then be selected using the adopted criteria and will be amended into the TIP. CMAQ projects will be applied for through TDOT and KYTC competitive grant application process. The Selection Criteria Review for STP and CMAQ projects is in Appendix E-1.

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA also mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability.

In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular 3/4 mile access zone surrounding fixed route services.

FUNDING & FINANCIAL PLAN

FUNDING

Moving Ahead for Progress in the 21st Century (MAP-21) legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. MAP-21 makes bicycle facilities and pedestrian walkways eligible expenses under the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program, the Transportation Alternatives Program and the Congestion Mitigation Air Quality Improvement Program. These funding programs are listed in Figure 5 and are described below:

National Highway Performance Program (NHPP) - provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Transportation Alternatives Program (TAP)- provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Surface Transportation Program (STP) - remains the federal-aid highway program with the broadest eligibility criteria. Funds can be used on any federal-aid highway, on bridge projects on any public road, on transit capital projects on non-motorized paths, and on bridge and tunnel inspection and inspector training.

Highway Safety Improvement Program (HSIP) – remains largely as it was under SAFETEA-LU, supporting projects that improve the safety of road infrastructure by correcting hazardous road locations, or making road improvements such as adding rumble strips.

Railway-Highway Crossings Program (set-aside from HSIP) – This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Title 23, Part 924 of the Code of Federal Regulations (23 USC 130)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. [23 USC 149(a)].

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 5339 (5339) - Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

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.

The Funds Below were Assigned to Projects under SAFETEA-LU:

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.

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.

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 guide-way systems (New Starts).

Figure 5
Transportation Improvement Program Funding Sources

A. System	Project Initiation	Funding Source	Match Ratio
Highway Formula Programs:			
National Highway Performance Program (NHPP)	State DOT/Cabinet	Federal State	80% 20%
Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
Highway Safety Improvement Project (HSIP)	Local Government	Federal Local/State	90% 10%
Railway-Highway Crossings Program (set-aside from HSIP)	State DOT/Cabinet	Federal State	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
Transportation Alternatives	State DOT/Cabinet	Federal Local	80% 20%
High Priority Project (HPP)	State DOT/Cabinet	Federal State	80% 20%
State Funds	State DOT/Cabinet	State	100%
KYD (Kentucky Discretionary)	State DOT/Cabinet	Federal	80% 20%
PLHD (Public Lands Highway Discretionary)	State DOT/Cabinet		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 Operating Assistance requires at Least a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non-Profit Entities	Federal State Local	80% 10% 10%
Section 5309–TDOT/Capital Grant	Local Government	Federal State Local	83% 8.5% 8.5%

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. The MPO, in consultation with TDOT and KYTC, was able to determine future operations and maintenance funding levels for streets and highways for the MPO area based on historic funding trends. A three percent annual growth rate compounded annually over current funding levels was determined to be appropriate for operations and maintenance funding based on past funding growth trends within the MPO area. Operating and maintenance expenses are assumed to grow at a similar rate accounting for incremental increases in operating and maintenance costs. 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 activities are those that keep the current roadway system working during congestion, construction and emergency response such as traffic incident and work zone management, congestion mitigation signal timing, etc. These activities are not funded through or scheduled in the TIP. Each local agency is responsible for ensuring that the local share of operations and maintenance activities is provided for through the local budget process. Figure 6 presents the estimated costs incurred by each MPO jurisdictions involved in the operations and maintenance of transportation infrastructure on an annual basis.

Figure 6
Maintenance and Operations Cost Estimates

Maintenance and Operations	Annual Cost \$
City of Clarksville, TN	\$ 3,386,400.00
Montgomery County, TN	\$ 1,376,150.00
City of Oak Grove, KY	\$ 156,000.00
Christian County, KY*	\$ 139,870.00
Clarksville Transit System (CTS)	\$ 1,403,465.00
Total Maintenance and Operations	\$ 6,461,885.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$682,893.00 in Transportation maintenance funds for the MPO area.

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 Appendix B-1, Tables 1-5 in the Funding Tables section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project, which is shown in Appendix A-I. 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 3.6% for TN and 4% for KY projects 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. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L-STP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and public transportation operators.

GROUPED PROJECTS FOR TDOT AND KYTC

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented are using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area, may be grouped within the MPO TIP or listed individually in the MPO TIP, but may not be included in the Rural STIP. All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

TDOT has created four (4) distinct Groupings: Surface Transportation Program (STP) Grouping, National Highway Performance Program (NHPP) Grouping, Highway Safety

Improvement Program (HSIP) Grouping, and PM 2.5 Diesel Emissions Reduction Strategies Grouping. These four groupings are listed in the TIP and shown in Table 3 in Appendix B-1 based on the funding source. The HSIP Grouping is for any strategy, activity or project on a public road that is consistent with the Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The PM2.5 Diesel Emissions Reduction Strategies Grouping provides dedicated CMAQ funds to projects to reduce PM 2.5 emissions. The other two groupings are listed in the TIP under the NHPP funding and the STP funding. Both of these groupings are based more on traffic operations and/or maintenance functions. See Attachment 1- TDOT's Metropolitan Groupings Crosswalk for a more comprehensive list of activities included but not limited for eligibility under Appendix A-1, page 65.

For the reasons noted above, KYTC and the Clarksville MPO have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Kentucky portion of the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO for KYTC are shown below in Figure 7. The list of grouped projects utilized here is recommended by KYTC. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

Figure 7

Clarksville MPO Kentucky Grouped Projects List	
Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	\$100,000
Pavement widening with no additional travel lanes	\$50,000
Shoulder improvements	\$50,000
Slope stabilization/landslide repairs	\$50,000

Drainage improvements	\$50,000
Bridge replacement/rehabilitation projects with no additional travel lanes	\$500,000
Bridge painting	\$50,000
Bridge inspections	\$25,000
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	\$50,000
Traffic signal maintenance and operations	\$25,000
Highway signage	\$25,000
Lighting improvements	\$25,000
Skid treatments	\$100,000
Sight distance improvements	\$100,000
Curve realignment projects	\$100,000
Median installation	\$50,000
Fencing	\$25,000
Guardrail/median barriers/crash cushions	\$100,000
Pavement markers and markings	\$100,000
Railroad/highway crossing safety improvements and warning devices	\$75,000
Highway Safety Improvement Program projects	\$100,000
Driver education programs	\$75,000
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000
Operating assistance to transit agencies	\$125,000
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000
Rehabilitation of transit vehicles	\$25,000
Construction of transit passenger shelters and information kiosks	\$10,000
Transportation enhancement activities including streetscaping, landscaping, plantings, and informational signs	\$100,000

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects Figure 6 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within

financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

CONFORMITY DETERMINATION

EPA's final rule implementing the 2008 ozone National Ambient Air Quality Standards (NAAQS) also revoked the 1997 ozone NAAQS for transportation conformity purposes. This revocation was effective July 20, 2013. Therefore, transportation conformity for the 1997 ozone NAAQS stopped applying on that date and no further conformity determinations for the 1997 ozone NAAQS is required on or after that date. Due to the revocation, the Clarksville MPO is not required to do conformity on the FY2014-FY2017 TIP.

A – 1
DETAILED LISTING OF PROJECTS
PROJECT SHEETS, LIST OF PROJECTS
AND
ATTACHMENT 1 – TDOT's Metropolitan Groupings Crosswalk

The project sheets that follow show specific details and information for each project in the TIP.

The first portion of the project sheets gives the following information: TIP # of the project; the State ID #; priority of the project; the agency overseeing the project; the county; the length of the project when applicable; the reference to the Metropolitan (Long Range) Transportation Plan 2035; conformity status, project name; total cost; termini or intersection of the project and the project description – widen from X number of lanes to X number of lanes.

The second portion displays the funding amounts per each year of the TIP. The funding is shown as total funds and then each agency's responsibility of the funding per each phase or type of work and the funding type or source.

The third portion shows any amendments or adjustments made to the project throughout the TIP time frame and comments on any changes to the project.

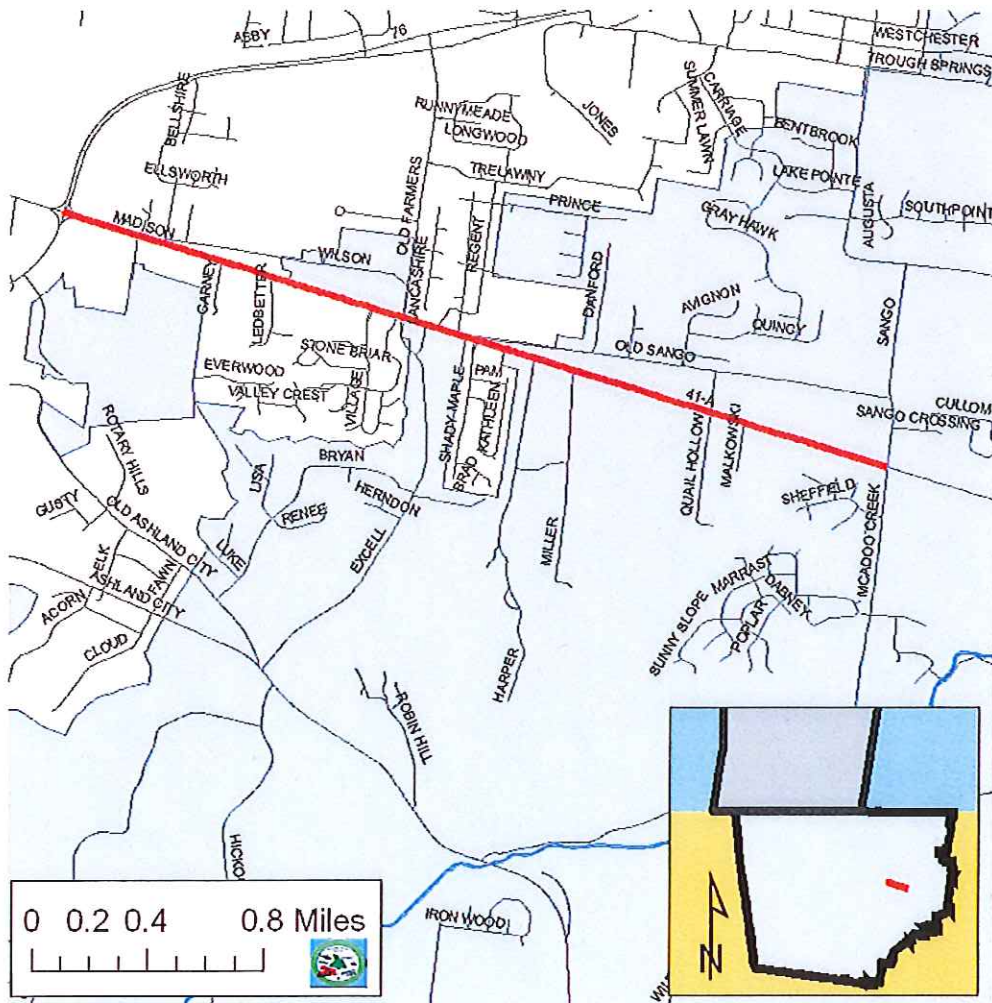
Finally a map of the project's location is provided.

CUAMPO

TIP #	1	TDOT PIN #	101285.01	Priority	A	Lead Agency	TDOT
County	Montgomery	Length	3.0 mi	L RTP #	E+C 14 (Table 4-2)	Conformity Status	Non Exempt
Route/Project Name	SR-112 (STIP #63040)					Total Project Cost	\$32,098,100
Termini or Intersection	McAdoo Creek Road to East of SR-76						
Project Description	Widen Road from 2 lane to 5 lane						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	STP-S	26,598,100	21,278,480	5,319,620	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0
<p>*TIP #1 in previous TIP 2002 - \$1,500,000 PE; TIP 2008 - \$4,000,000 ROW.</p>				

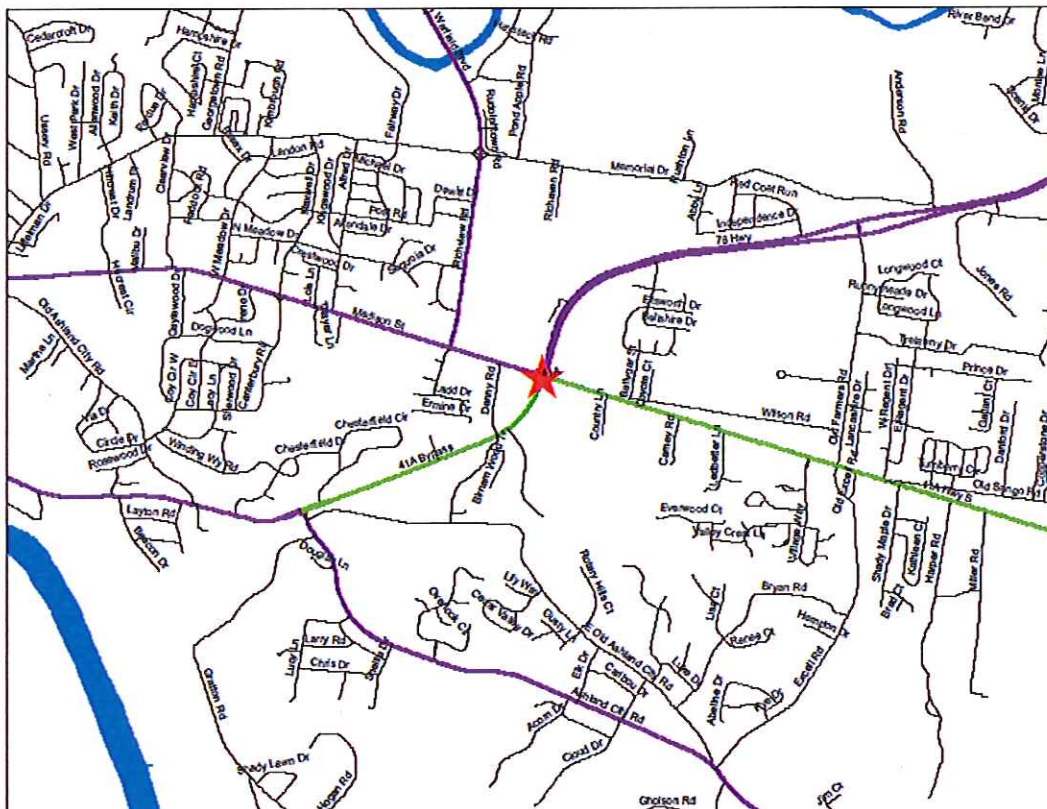


CUAMPO

TIP #	3	TDOT PIN #	101285.02	Priority	A	Lead Agency	TDOT
County	Montgomery	Length	0.0 mi	L RTP#	E+C 14 (Table 4-2) *	Conformity Status	Non-Exempt
Route/Project Name	SR-112 (STIP# 63045)					Total Project Cost	\$2,000,000
Termini or Intersection	Intersection at SR-76						
Project Description	Intersection Improvements						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2015	CONST	STP-S	2,000,000	1,600,000	400,000	0

Remarks	Amendment Number	0	Adjustment Number	0
A subset of larger SR112 widening project, which included the ROW and PE				



Remarks	Amendment Number	Adjustment Number
HPP funds were appropriated and are being carried forward from a previous year. Project began in 1997 - \$11,900,000 obligated from previous TIPs. Please contact Rick Pack for further information.	0	0

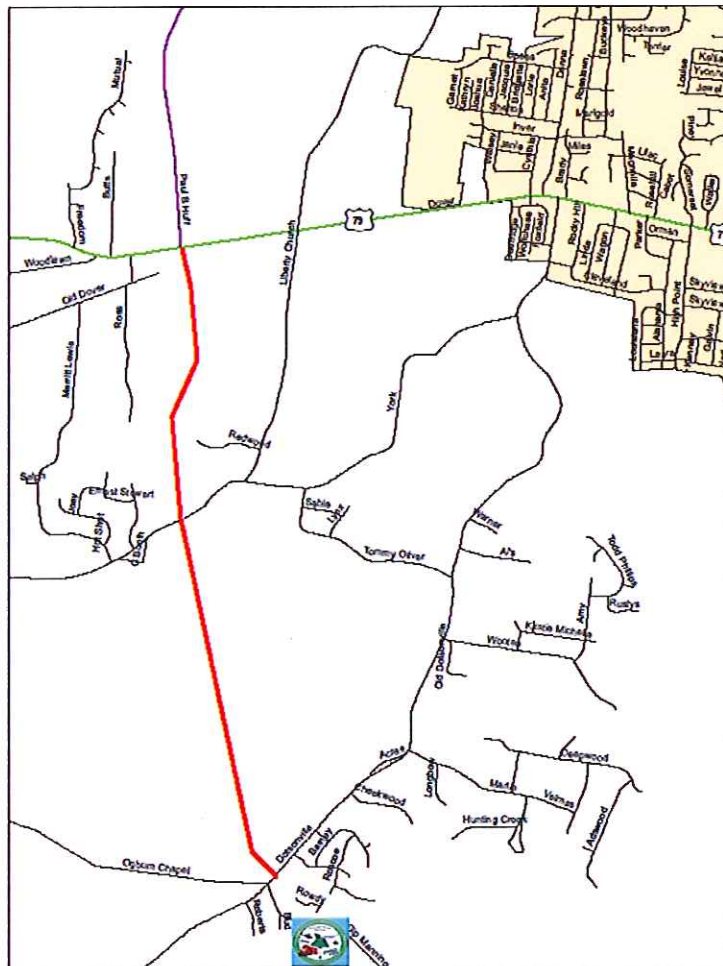
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CUAMPO

TIP #	6	TDOT PIN #	101463.03	Priority	A	Lead Agency	TDOT
County	Montgomery	Length	2.9 mi	L RTP#	E+C 19 (Table 4-2)	Conformity Status	Non-Exempt
Route/Project Name	SR-374 (STIP# 63090)					Total Project Cost	\$17,200,000
Termini or Intersection	HPP ID# TN046 (TEA21) Dotsonville Road to SR-76						
Project Description	Construct new 2 lane roadway						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	PE, ROW, CONST	PLHD	452,760	452,760	0	0
2014	ROW	HPP	2,630,154	2,104,123	526,031	0
2015	STG CONST	NHPP	11,000,000	8,800,000	2,200,000	0
			0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0
<p>*TIP #6 in previous TIP 2008 \$3,117,086 ROW. PE performed under TIP #5. This project was separated from TIP #5.</p>				



CUAMPO

TIP #	65	TDOT PIN #	112876.00	Priority	A	Lead Agency	Montgomery Co
County	Montgomery	Length	0.5 mi	LRTP#	T-30 (Table 7-2)	Conformity Status	Exempt
Route/Project Name	Oakland Road					Total Project Cost	\$3,400,000
Termini or Intersection	Oakland Road; from US Hwy 79 to 0.5 miles on Oakland Rd						
Project Description	The realignment of Oakland Rd 1000 ft N on US Hwy 79 and 0.5 miles on Oakland Rd for safety and sight distance concerns						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	PE/Design	L-STP	200,000	160,000	0	40,000
2014	ROW	L-STP	1,000,000	800,000	0	200,000
2015	CONST	L-STP	2,000,000	1,600,000	0	400,000

Remarks	Amendment Number	0	Adjustment Number	0
*TIP #65 in Previous TIP FY2009, FY2012 \$200,000 PE/Env				

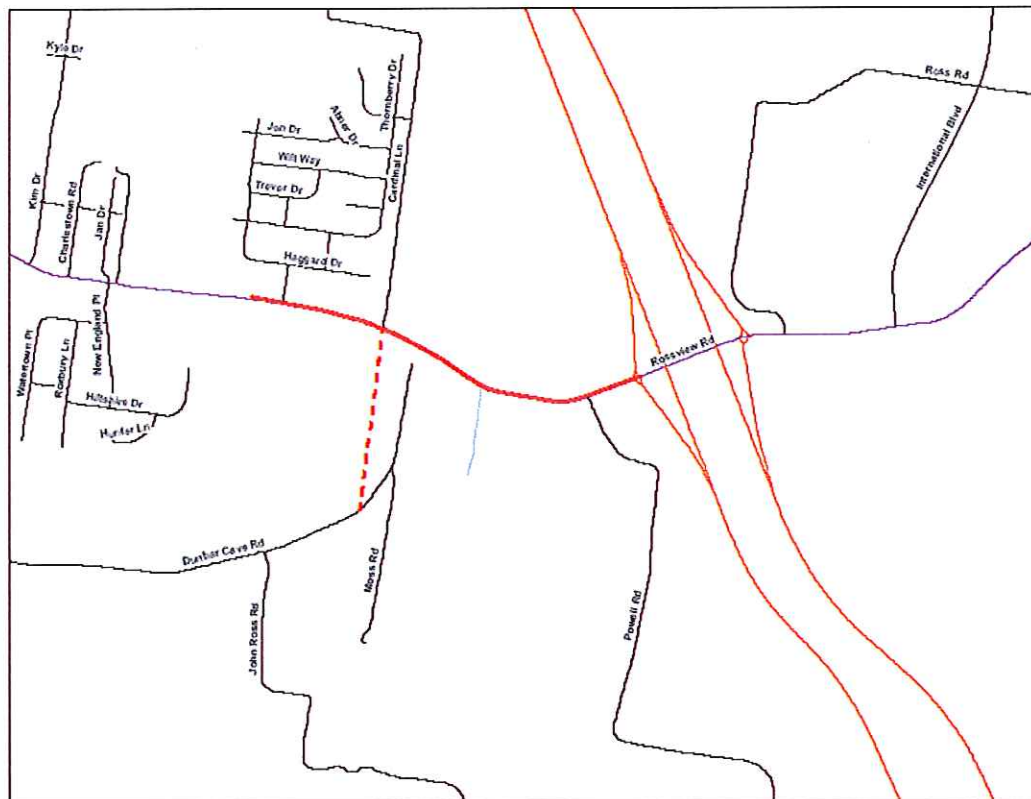


CUAMPO

TIP #	66	TDOT PIN #	112874.00	Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	1.5 mi	L RTP#	E+C 34; T-31(Tables 4-2; 7-2)	Conformity Status	Non Exempt
Route/Project Name	Dunbar Cave Road/Rossvie Road					Total Project Cost	\$8,700,000
Termini or Intersection	Rossvie Rd from I-24 to 400' West of Keysburg Road; Realignment of Dunbar Cave Rd with Cardinal Lane						
Project Description	Rossvie Rd-widen from 2 lanes to 5 lanes from I-24 to Cardinal Lane w/signal; 3 lane from Cardinal Lane to Keysburg Rd-transition to 2 lane. Dunbar Cave Rd realign from E of John Ross Rd to Cardinal Lane; Cul-de-sac N end of former Dunbar Cave Rd.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ROW	L-STP	900,000	720,000	0	180,000
2015	CONST	L-STP	7,000,000	5,600,000	0	1,400,000
2016						
2017						

Remarks	Amendment Number	0	Adjustment Number	0
*TIP # 66 in Previous TIP FY2009, FY2011 \$800,000 PE				

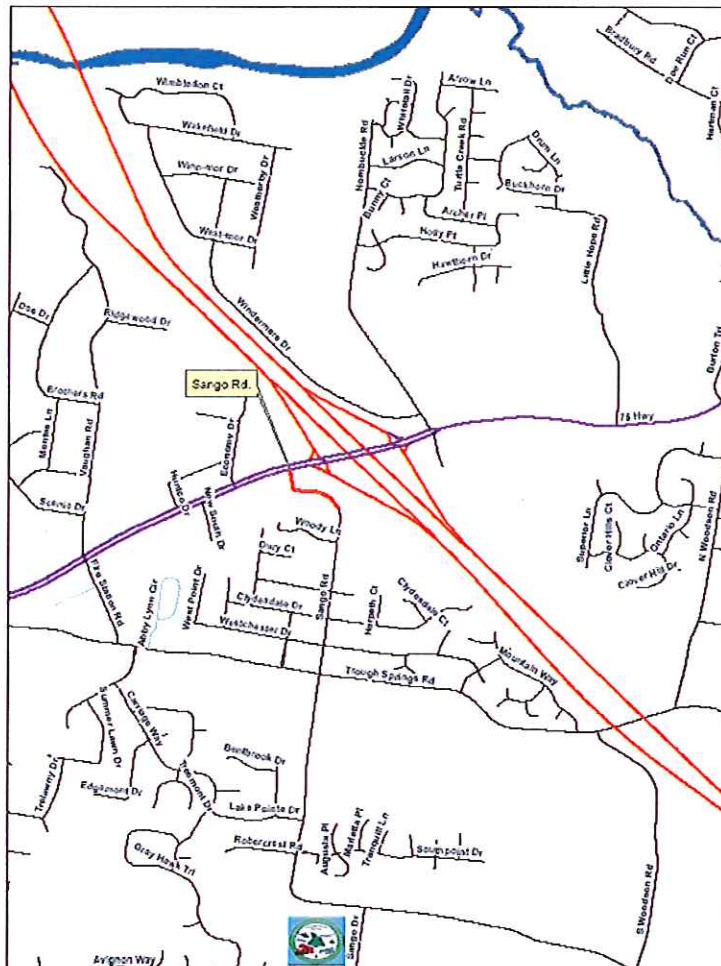


CUAMPO

TIP #	67	TDOT PIN #	112882.00	Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.3 mi	L RTP #	T-32 (Table 7-2)	Conformity Status	Exempt
Route/Project Name	Sango Road					Total Project Cost	\$725,000
Termini or Intersection	Sango Road at SR 76						
Project Description	Reconstruct and the addition of a turning lane on Sango Road						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	L-STP	625,000	500,000	0	125,000

Remarks	Amendment Number	0	Adjustment Number	0
*TIP #67 in Previous TIP FY2009 \$100,000 PE; no ROW required.				

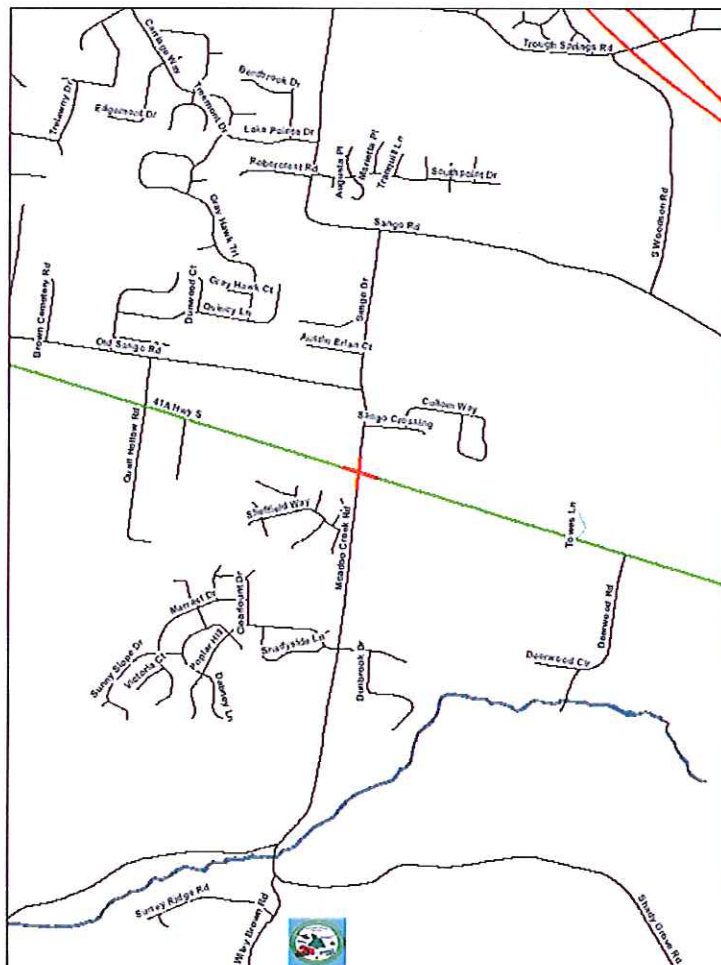


CUAMPO

TIP #	68	TDOT PIN #		Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.5 mi	L RTP#	T-01 (Table 7-2) *	Conformity Status	Exempt
Route/Project Name	Trenton and Needmore Intersection Improvement					Total Project Cost	\$500,000
Termini or Intersection	Trenton Road at Needmore Intersection						
Project Description	Intersection Improvements and addition of turn lanes on Trenton Rd and Needmore Rd						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	PE-Env	L-STP	25,000	20,000	0	5,000
2014	PE-D	L-STP	25,000	20,000	0	5,000
2015	ROW	L-STP	200,000	160,000	0	40,000
2016	CONST	L-STP	250,000	200,000	0	50,000

Remarks	Amendment Number	0	Adjustment Number	0
Intersection is a subset of T-01 widening				

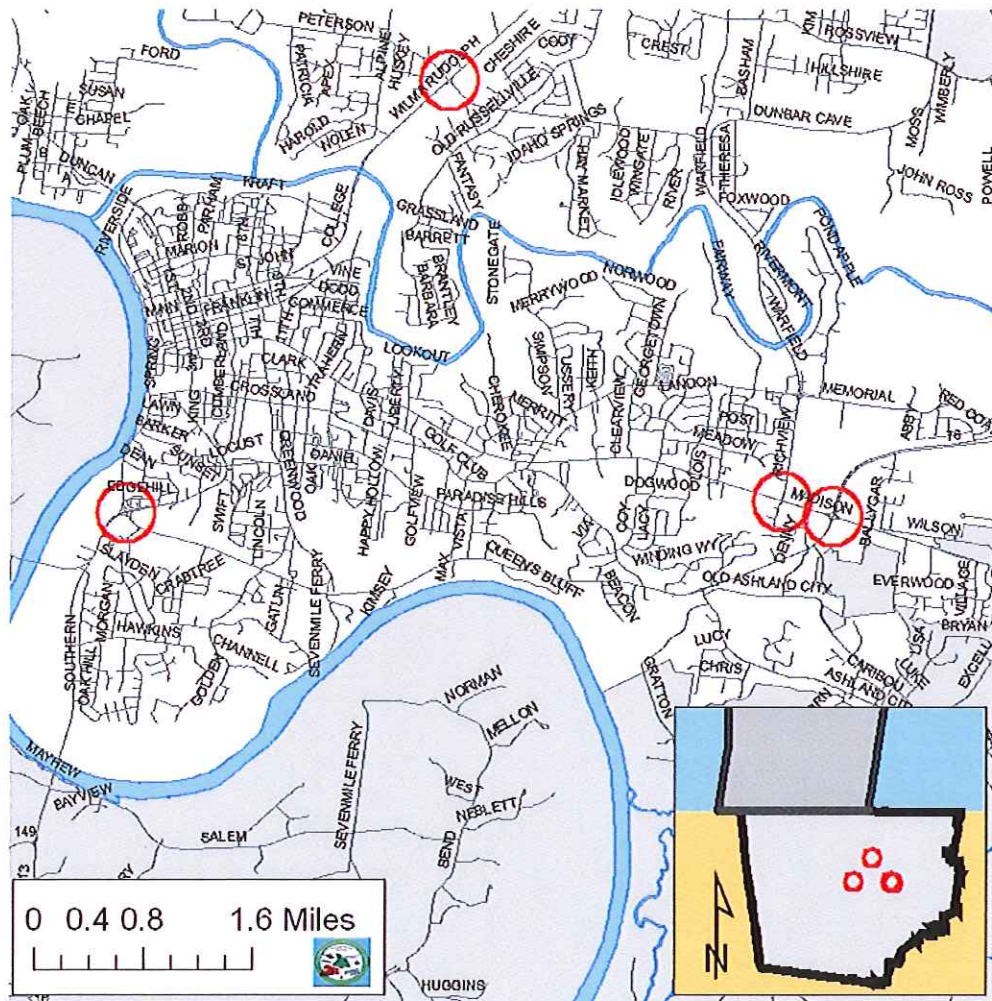


CUAMPO

TIP #	12	TDOT PIN #	111305.00	Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.1 mi	L RTP #	E+C 29 (Table 4-2)	Conformity Status	Exempt
Route/Project Name	Intersection Improvements- Various					Total Project Cost	\$3,135,765
Termini or Intersection	Wilma Rudolph Blvd/Dunbar Cave Rd, Madison St/SR76, Madison St/Richview Rd, and US41-A By-pass/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
2014	CONST	L-STP	800,000	640,000	0	160,000

Remarks	Amendment Number	0	Adjustment Number	0
<p>*In previous TIP 2009 PEand 2011ROW and Const. funded by CMAQ in the amount of \$2,335,765. Needed L-STP funds to complete construction of the intersections due to cost overruns.</p>				

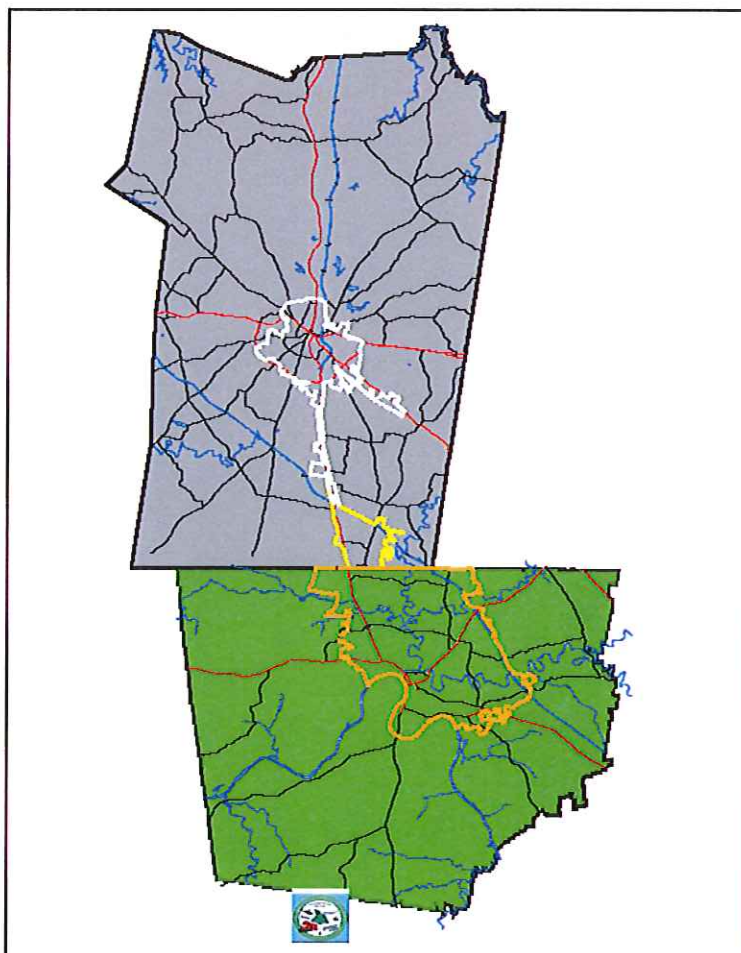


CUAMPO

TIP #	37	TDOT PIN #	STIP 63110	Priority	A	Lead Agency	TDOT
County	Montgomery	Length		mi	L RTP#	Table 6-15	Conformity Status
Route/Project Name	National Highway Performance Program (NHPP) Grouping					Total Project Cost	\$400,000
Termini or Intersection	Clarksville MPO						
Project Description	See "Attachment 1- TDOT's Metropolitan Groupings Crosswalk" for a more comprehensive list of activities included but not limited for eligibility. Appendix A-1						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	NHPP	100,000	80,000	20,000	0
2015	CONST	NHPP	100,000	80,000	20,000	0
2016	CONST	NHPP	100,000	80,000	20,000	0
2017	CONST	NHPP	100,000	80,000	20,000	0

Remarks	Amendment Number	0	Adjustment Number	0

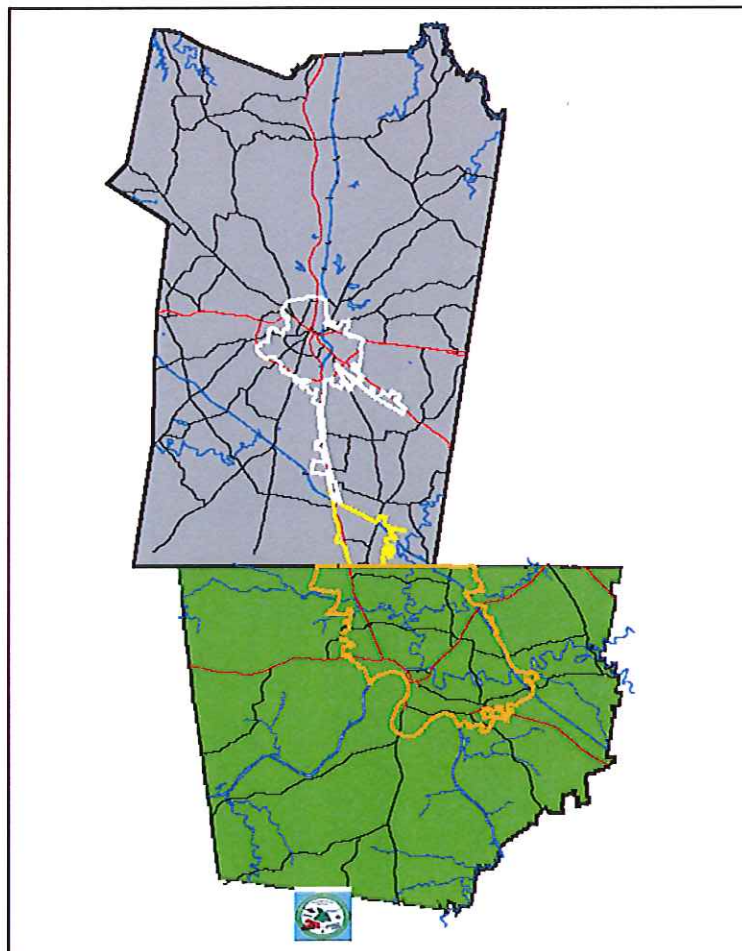


CUAMPO

TIP #	38	TDOT PIN #	STIP# 63111	Priority	A	Lead Agency	TDOT
County	Montgomery	Length	0.0 mi	L RTP#	Table 6-15	Conformity Status	Non Exempt
Route/Project Name	Highway Safety Improvement Program (HSIP) Grouping					Total Project Cost	\$8,000,000
Termini or Intersection	Clarksville MPO						
Project Description	See "Attachment 1- TDOT's Metropolitan Groupings Crosswalk" for a more comprehensive list of activities included but not limited for eligibility. Appendix A-1						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	HSIP	2,000,000	1,800,000	200,000	0
2015	CONST	HSIP	2,000,000	1,800,000	200,000	0
2016	CONST	HSIP	2,000,000	1,800,000	200,000	0
2017	CONST	HSIP	2,000,000	1,800,000	200,000	0

Remarks	Amendment Number	0	Adjustment Number	0

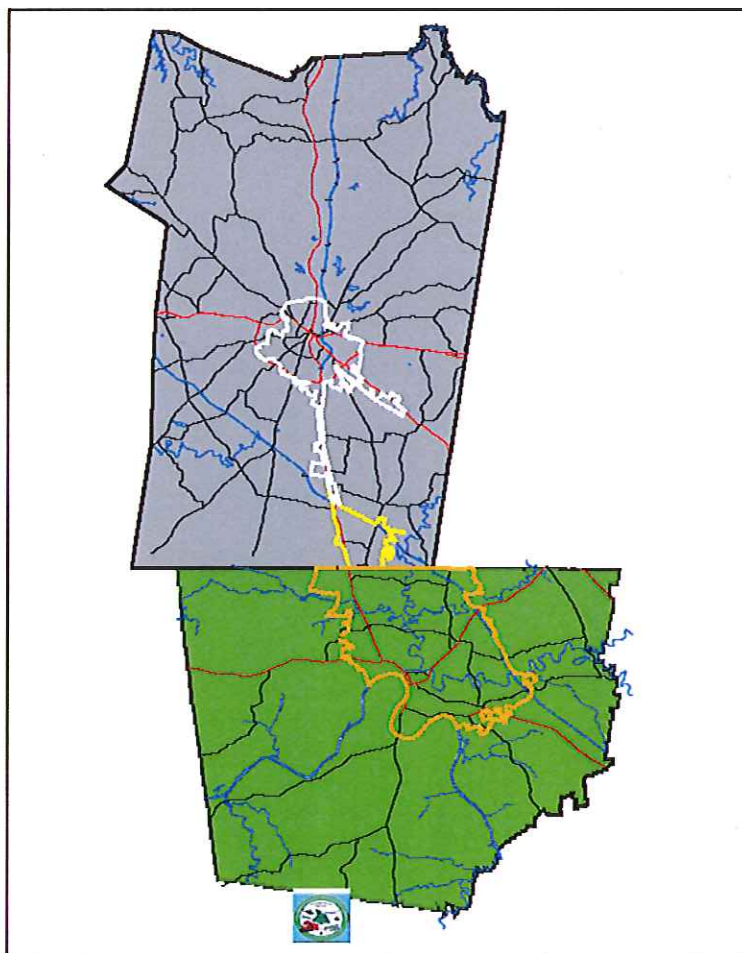


CUAMPO

TIP #	39	TDOT PIN #	STIP# 63115	Priority	A	Lead Agency	TDOT
County	Montgomery	Length		mi	LRTP#	Table 6-15	Conformity Status
Route/Project Name	Surface Transportation Program (STP) Grouping					Total Project Cost	\$400,000
Termini or Intersection	Clarksville MPO						
Project Description	See "Attachment 1- TDOT's Metropolitan Groupings Crosswalk" for a more comprehensive list of activities included but not limited for eligibility. Appendix A-1						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	STP-S	100,000	80,000	20,000	0
2015	CONST	STP-S	100,000	80,000	20,000	0
2016	CONST	STP-S	100,000	80,000	20,000	0
2017	CONST	STP-S	100,000	80,000	20,000	0

Remarks	Amendment Number	0	Adjustment Number	0

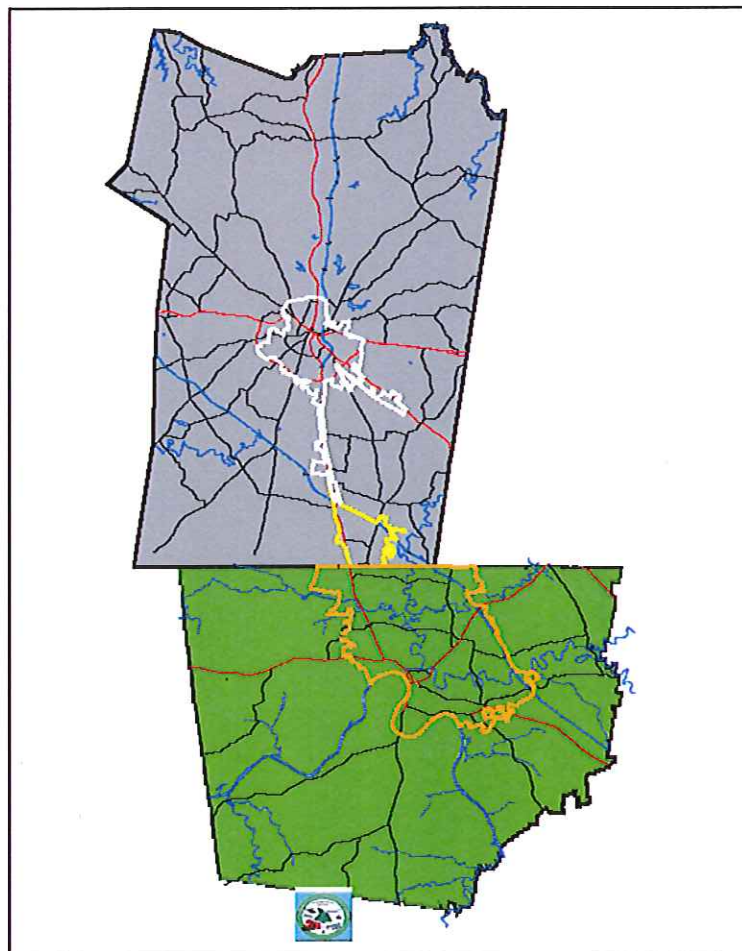


CUAMPO

TIP #	40	TDOT PIN #		Priority	A	Lead Agency	TDOT	
County	Montgomery	Length		mi	L RTP#	Table 6-15	Conformity Status	Exempt
Route/Project Name	PM 2.5 Emissions Reduction Strategies Grouping					Total Project Cost	\$471,999	
Termini or Intersection	Clarksville MPO							
Project Description	See "Attachment 1- TDOT's Metropolitan Groupings Crosswalk" for a more comprehensive list of activities included but not limited for eligibility. Appendix A-1							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	TCM	CMAQ	471,999	377,599	0	94,400

Remarks	Amendment Number	0	Adjustment Number	0

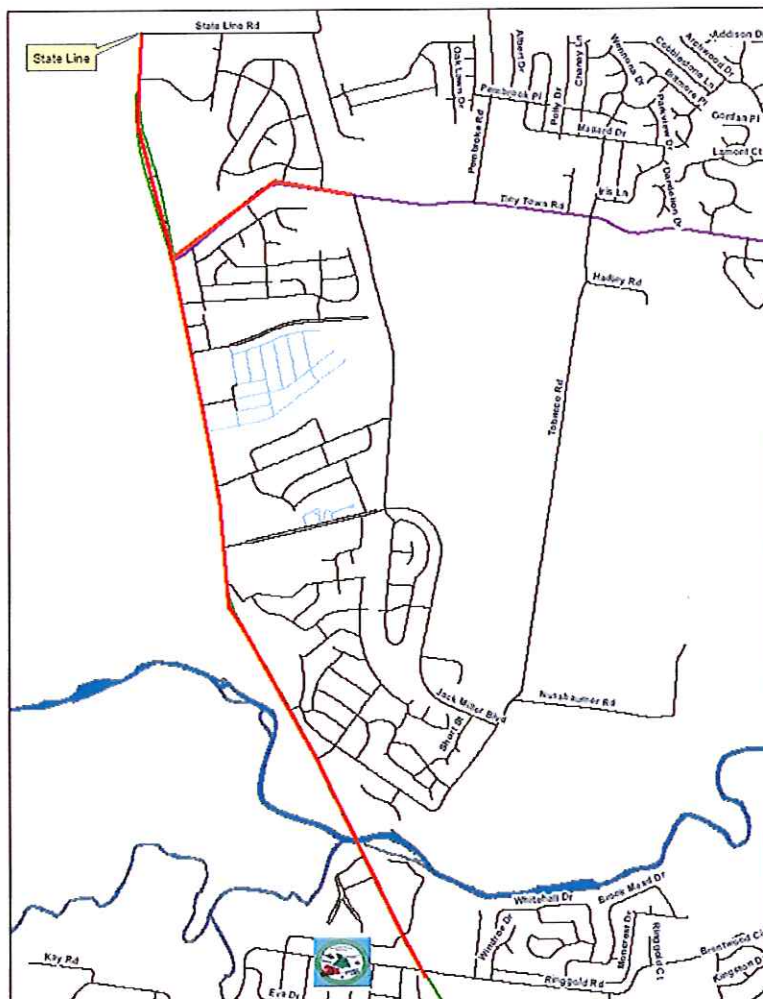


CUAMPO

TIP #	16	TDOT PIN #		Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.0 mi	L RTP #	E+C 31(Table4-2)	Conformity Status	Exempt
Route/Project Name	Fort Campbell Variable Message Board - 41A/SR 12					Total Project Cost	\$1,979,782
Termini or Intersection	41-A from Tiny Town Rd (SR236) to State Line and surrounding roadways						
Project Description	ITS message boards, cameras and necessary equipment for operation to increase efficiency for Ft. Campbell area traffic. The system will be placed on 41A/SR 12 and other surrounding roadways within the Ft. Campbell area.(revising study for other roads)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	PE/Env	HPP-4943 TN-215	250,000	200,000	0	50,000
2014	PE/Design	HPP-4943 TN-215	62,500	50,000	0	12,500
2014	CONST	HPP-4943 TN-215	1,667,283	1,333,826	0	333,457

Remarks	Amendment Number	0	Adjustment Number	0

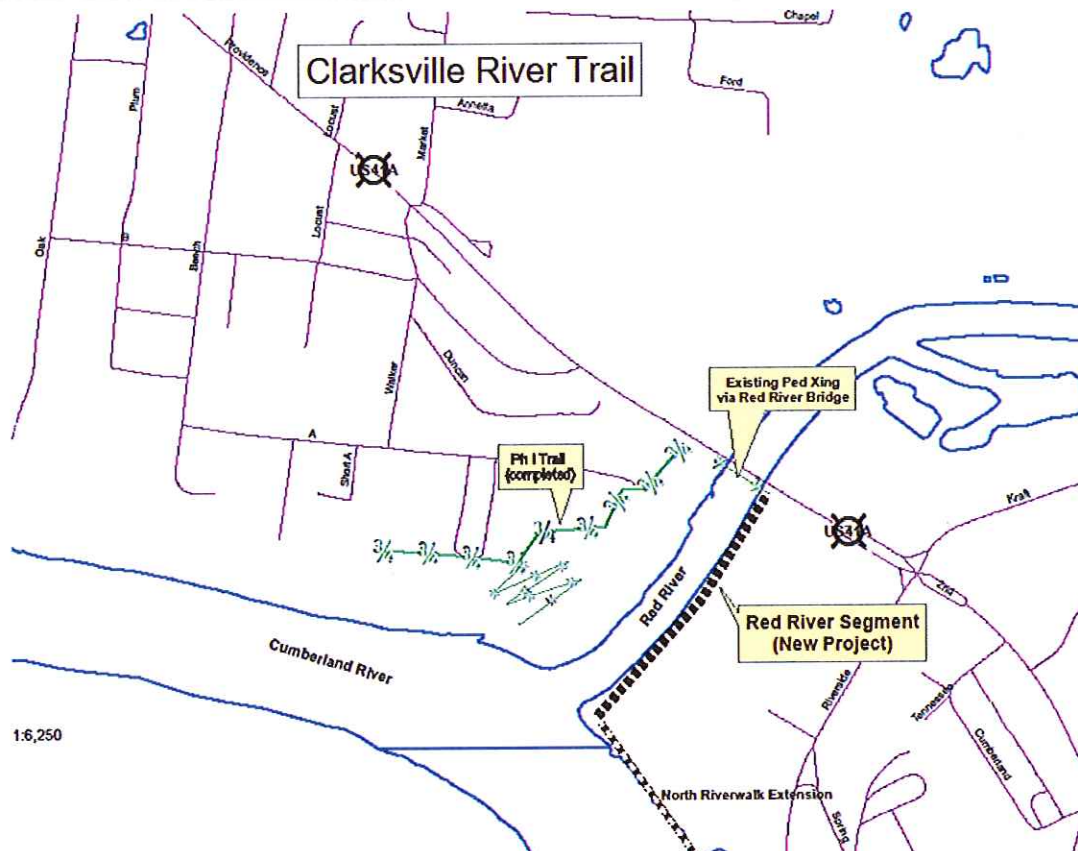


CUAMPO

TIP #	74	TDOT PIN #	030661.06	Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.3 mi	LRTP#	Table 6.9 (2035 MTP)	Conformity Status	Exempt
Route/Project Name	Clarksville River Trail (Red River Segment)					Total Project Cost	\$782,950
Termini or Intersection	Const. of 1,500 linear feet of trail north from the confluence of the Cumberland and Red Rivers.						
Project Description	Pedestrian and Bicycle Facilities consisting of 1,500 linear feet of trail/path based on AASHTO Path Standards. The project is not location dependent						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	TAP	782,950	626,360	0	156,590
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0

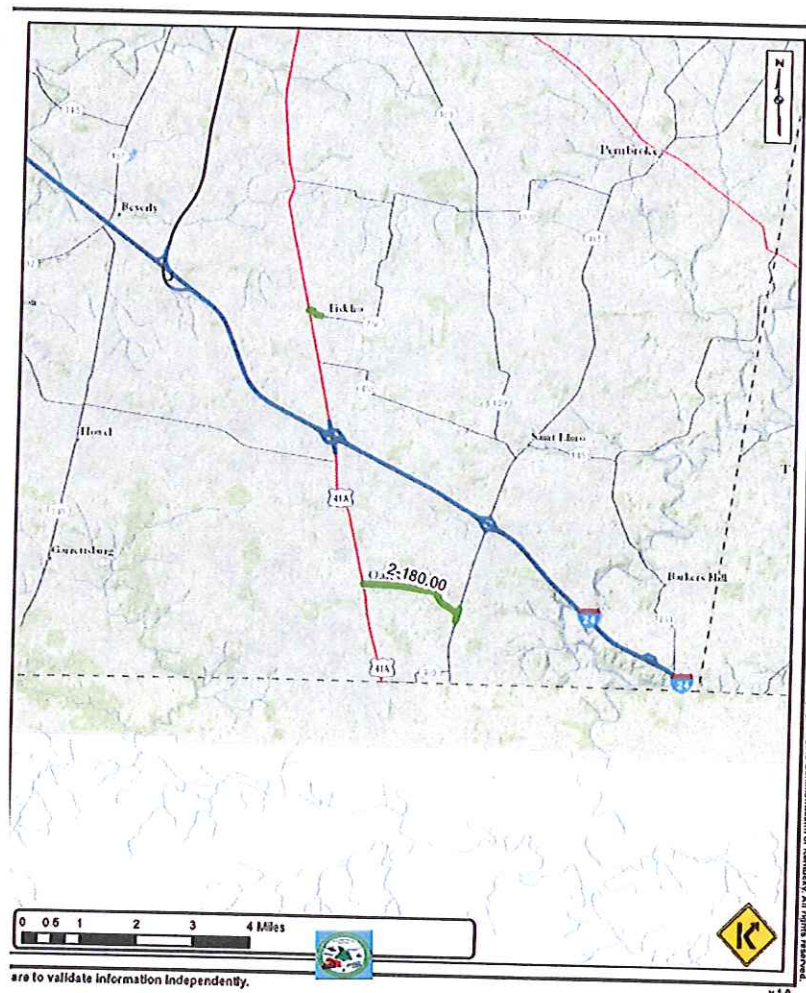


CUAMPO

TIP #	13	TDOT PIN #	02-180.00	Priority	A	Lead Agency	KYTC
County	Christian	Length	1.8 mi	L RTP#	E+C 21 page 4-5	Conformity Status	Non Exempt
Route/Project Name	KY-911					Total Project Cost	\$14,810,000
Termini or Intersection	KY-911 from US-41A to KY-115 [Oak Grove, (12CCR)]						
Project Description	Widening from 2 to 5 lanes (purpose and need: reliability/major widening (O)) Milepoints: from 0 to 1.835						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ROW	STP	2,800,000	2,800,000	0	0
2014	UTILITIES	STP	2,310,000	2,310,000	0	0
2017	CONST	STP	8,800,000	8,800,000	0	0

Remarks	Amendment Number	0	Adjustment Number	0
Toll Credits utilized for state match. *In previous TIPs \$900,000 PE				



are to validate information independently.

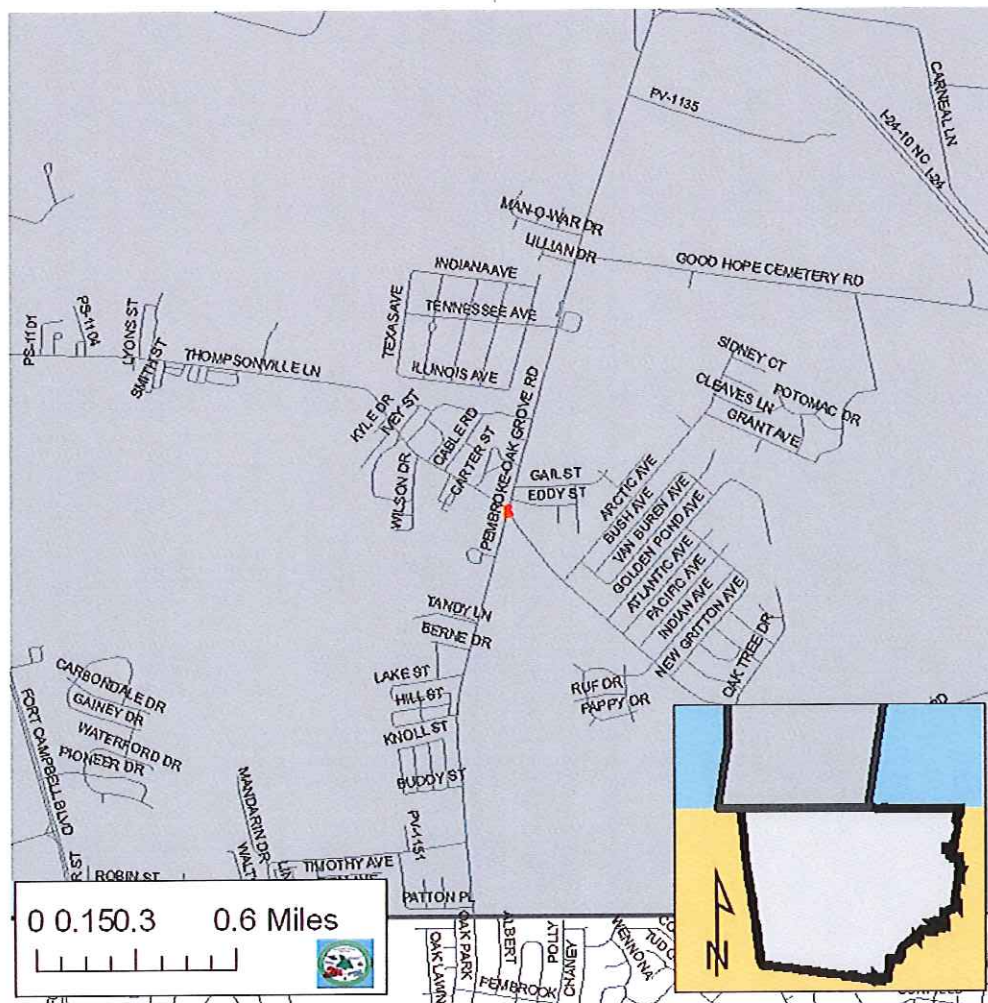
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CUAMPO

TIP #	18	TDOT PIN #	02-156.00	Priority	A	Lead Agency	KYTC
County	Christian	Length	0.1 mi	L RTP#	E+C 24 (Table 4-2)	Conformity Status	Exempt
Route/Project Name	KY-115					Total Project Cost	\$3,875,000
Termini or Intersection	KY-911						
Project Description	Reconstruct the KY 115/KY 911 Intersection in Oak Grove ("KYD" funds not available for total construction cost of 2.7 million) (begin Mile Point 1.200-end Mile Point 1.300)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	CONST	STP	3,000,000	3,000,000	0	0

Remarks	Amendment Number	0	Adjustment Number	0
Toll Credits utilized for State Match *TIP #18 in previous TIPs \$875,000 PE and ROW.				

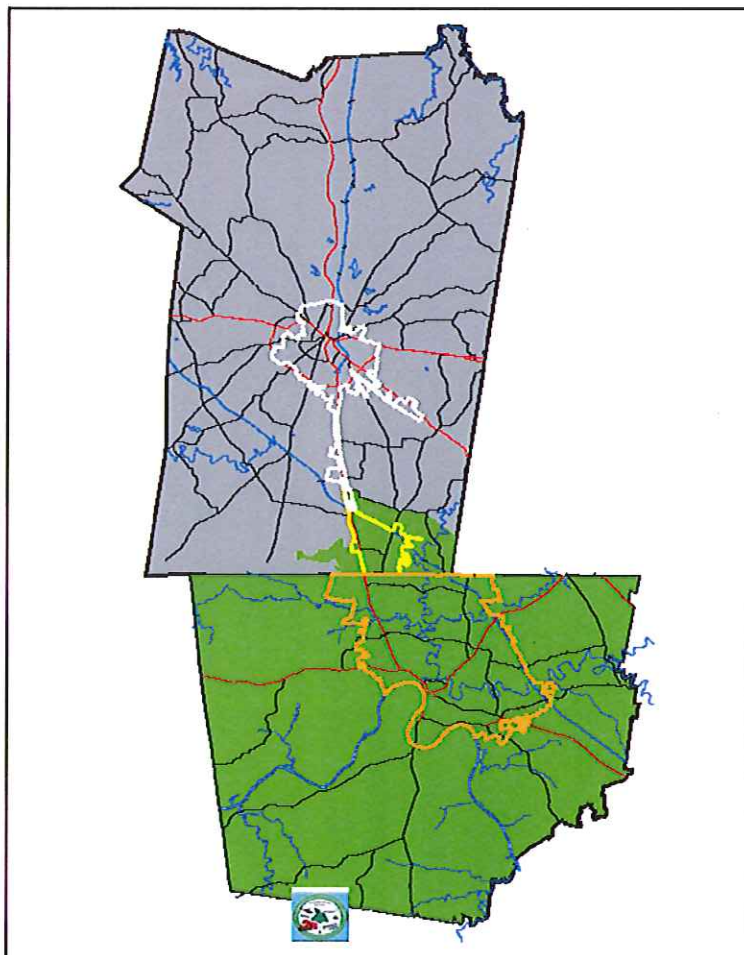


CUAMPO

TIP #	20	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP #	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Bus Stop Shelters					Total Project Cost	\$28,000
Termini or Intersection	System-wide as needed						
Project Description	Install passenger shelters at major stops						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	21,000	16,800	2,100	2,100
2016	ACQUIRE	5307	0	0	0	0
2017	ACQUIRE	5307	7,000	5,600	700	700

Remarks	Amendment Number	0	Adjustment Number	0

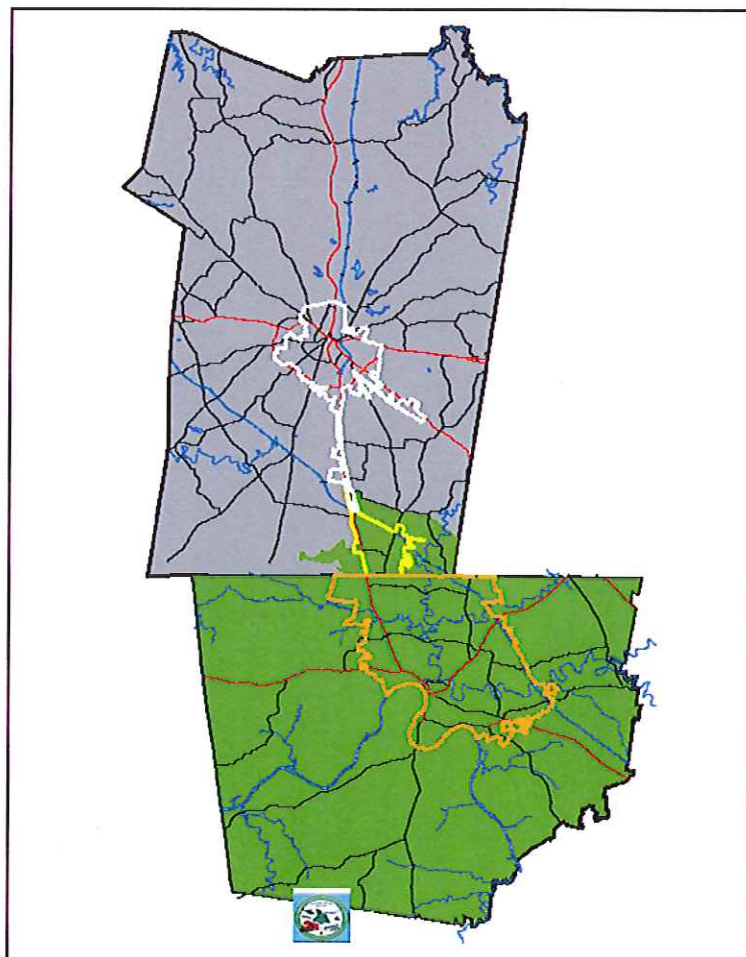


CUAMPO

TIP #	21	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0	mi	L RTP#	see Table 7-8	Conformity Status
Route/Project Name	Bus Stop Signs					Total Project Cost	\$10,000
Termini or Intersection	System-wide as needed						
Project Description	Install bus stop signs at various locations - new and replacements						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	10,000	8,000	1,000	1,000
2016	ACQUIRE	5307	0	0	0	0
2017	ACQUIRE	5307	0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0

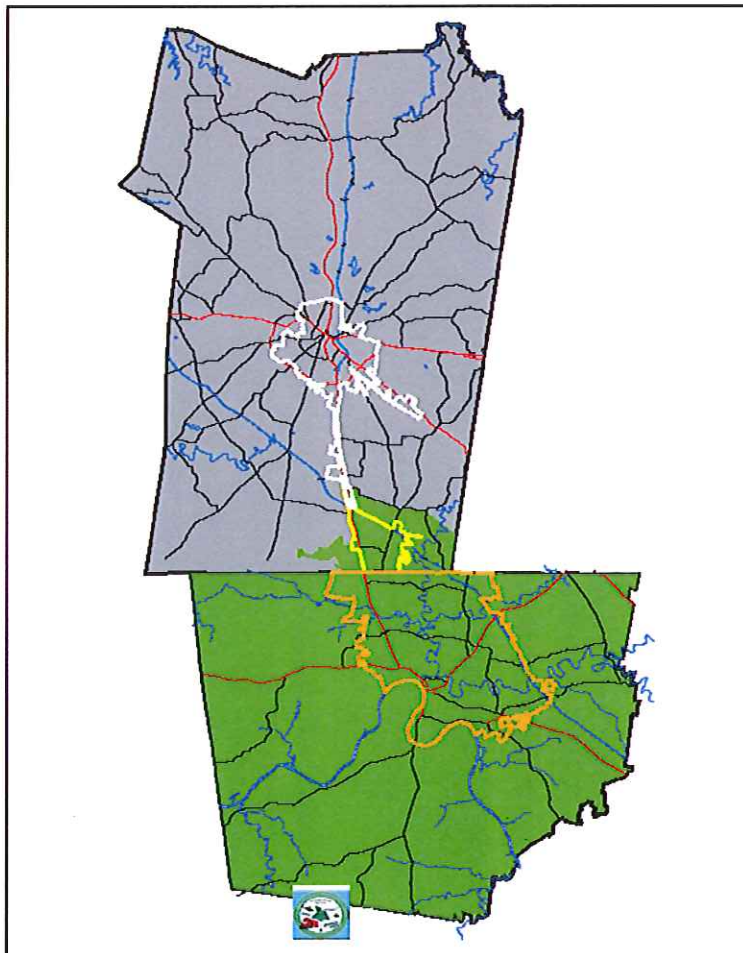


CUAMPO

TIP #	<input type="text" value="22"/>	TDOT PIN #	<input type="text"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="CTS"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	L RTP #	<input type="text" value="see Table 7-8"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Bus Stop Benches"/>					Total Project Cost	<input type="text" value="\$1,000"/>
Termini or Intersection	<input type="text" value="System-wide as needed"/>						
Project Description	<input type="text" value="Install benches at major stops where shelters are not available"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
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<input type="text" value="2015"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2016"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="1,000"/>	<input type="text" value="800"/>	<input type="text" value="100"/>	<input type="text" value="100"/>
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Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>

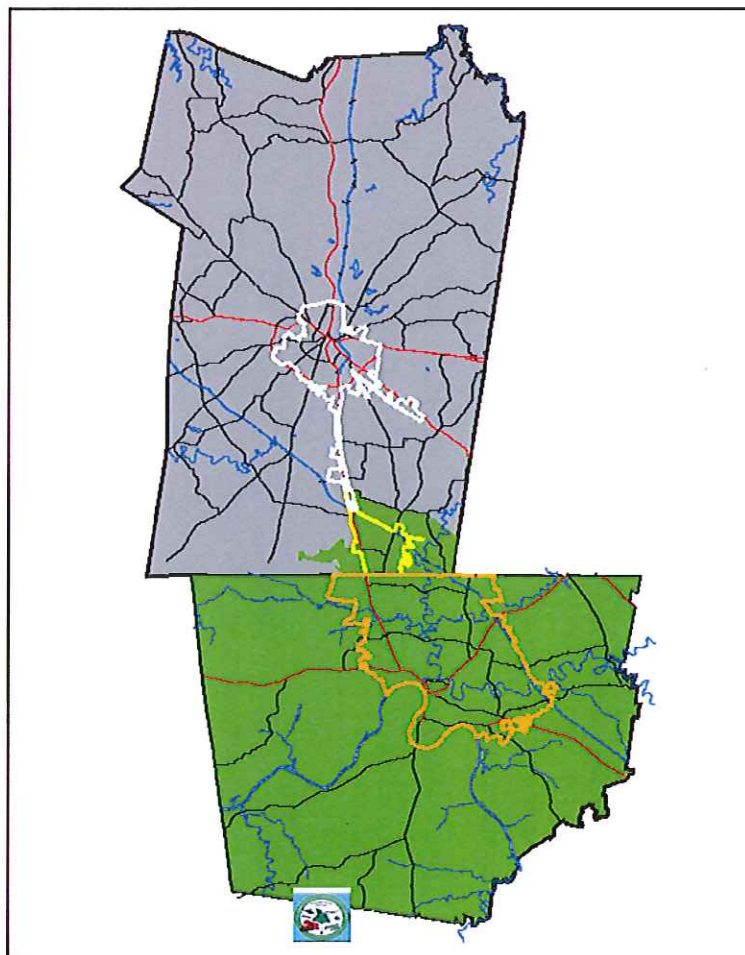


CUAMPO

TIP #	23	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Transit Buses					Total Project Cost	\$2,055,000
Termini or Intersection	System-wide as needed						
Project Description	Add buses along routes to shorten trip length (Diesel or Hybrid Buses)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5339	300,000	240,000	30,000	30,000
2015	ACQUIRE	5339	570,000	456,000	57,000	57,000
2016	ACQUIRE	5339	585,000	468,000	58,500	58,500
2017	ACQUIRE	5339	600,000	480,000	60,000	60,000

Remarks	Amendment Number	0	Adjustment Number	0

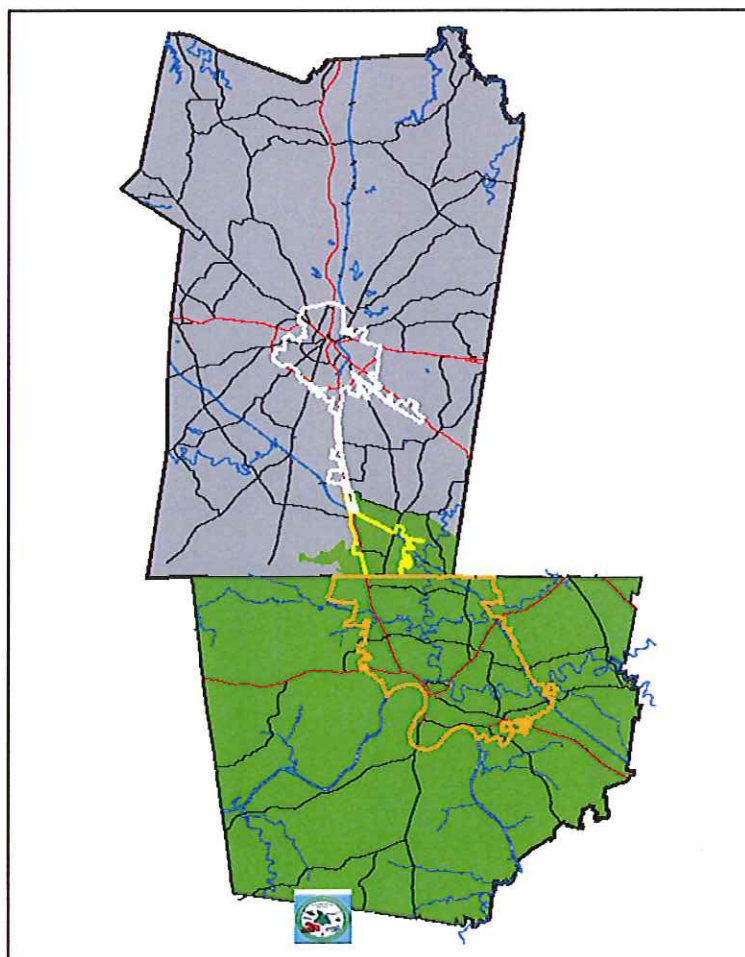


CUAMPO

TIP #	24	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Support Facilities & Equipment					Total Project Cost	\$41,000
Termini or Intersection	Administration Building and Transit Centers						
Project Description	Support Equipment, Electronic Farebox System and Vehicle Locator Equipment and Miscellaneous Support Equipment						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	6,000	4,800	600	600
2016	ACQUIRE	5307	5,000	4,000	500	500
2017	ACQUIRE	5307	30,000	24,000	3,000	3,000

Remarks	Amendment Number	0	Adjustment Number	0

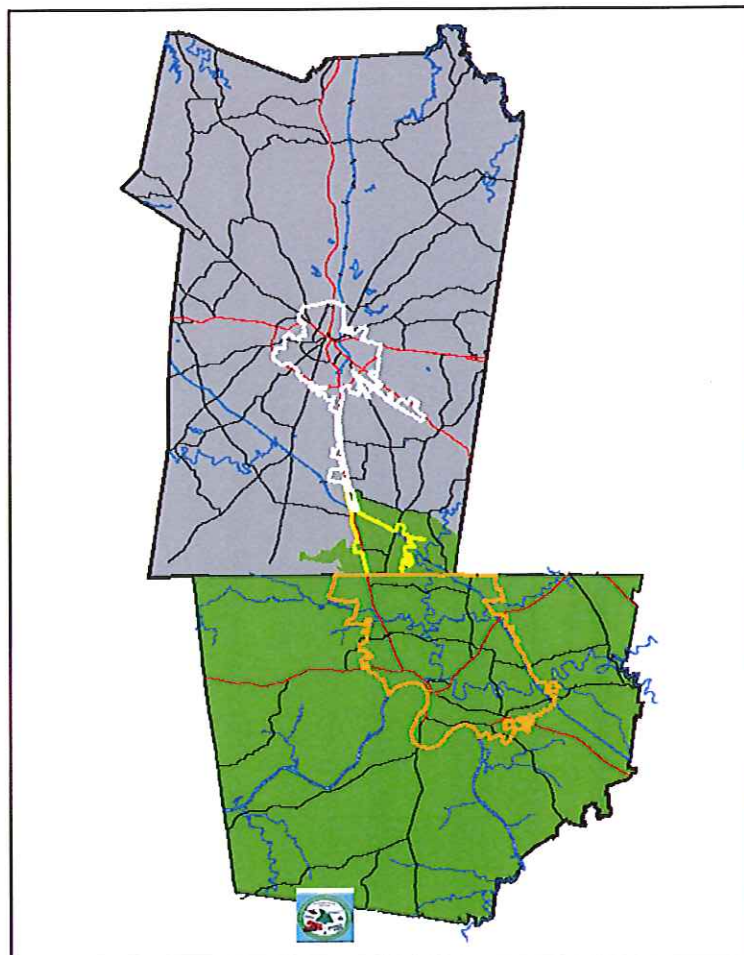


CUAMPO

TIP #	25	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Associated Capital Maintenance					Total Project Cost	\$655,220
Termini or Intersection	Maintenance Building						
Project Description	Rebuild engines, transmissions, AC compressors, repair structural and other defects on existing buses						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5309	120,220	96,176	12,022	12,022
2015	ACQUIRE	5307	175,000	140,000	17,500	17,500
2016	ACQUIRE	5307	175,000	140,000	17,500	17,500
2017	ACQUIRE	5307	185,000	148,000	18,500	18,500

Remarks	Amendment Number	0	Adjustment Number	0
<p>*2014 - 5309 funds received from TDOT*</p>				

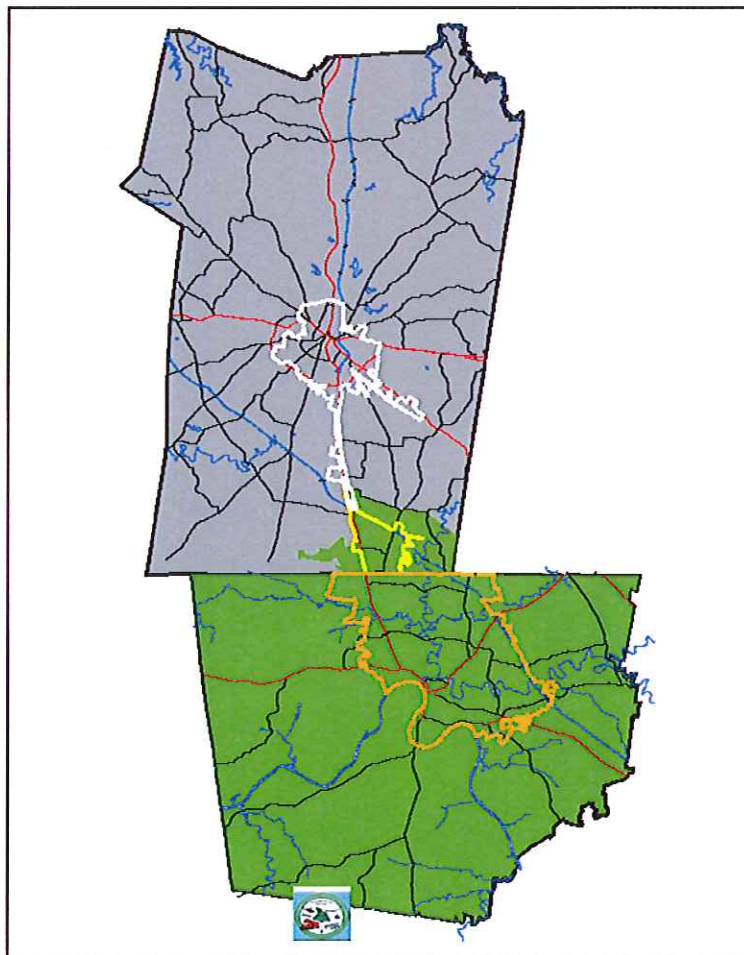


CUAMPO

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County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	L RTP #	<input type="text" value="see Table 7-8"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Support Vehicles"/>					Total Project Cost	<input type="text" value="\$32,000"/>
Termini or Intersection	<input type="text" value="System-wide"/>						
Project Description	<input type="text" value="Purchase support vehicles"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
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Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>

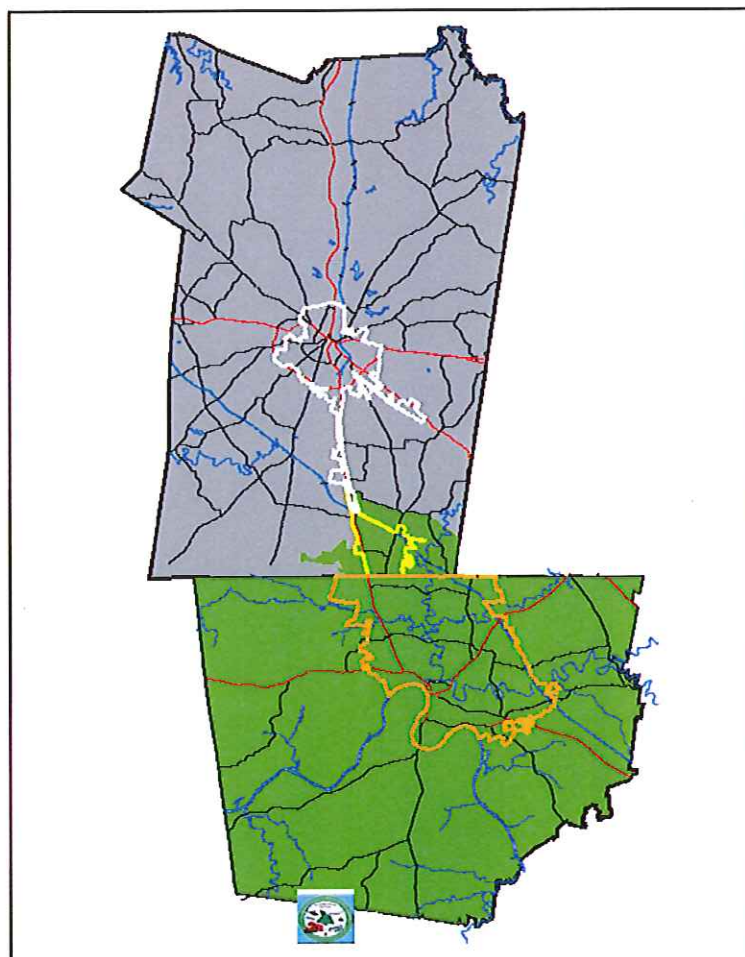


CUAMPO

TIP #	27	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0	mi	LRTP#	see Table 7-8	Conformity Status
Route/Project Name	Shop Equipment					Total Project Cost	\$17,000
Termini or Intersection	Maintenance Building						
Project Description	Purchase Replacement Equipment						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	0	0	0	0
2016	ACQUIRE	5307	7,000	5,600	700	700
2017	ACQUIRE	5307	10,000	8,000	1,000	1,000

Remarks	Amendment Number	0	Adjustment Number	0

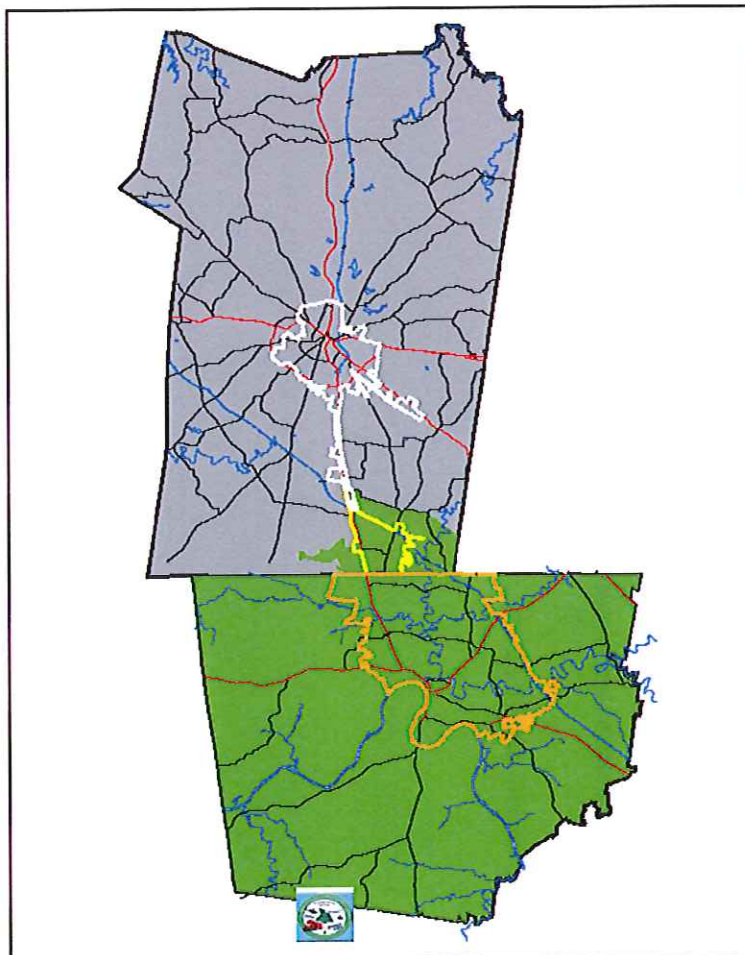


CUAMPO

TIP #	28	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see table 7-8	Conformity Status	Exempt
Route/Project Name	Existing Facility Renovation & New Construction					Total Project Cost	\$2,550,000
Termini or Intersection	Administration-Maintenance Building Area/New Facilities						
Project Description	Renovations and Rehab and New Construction						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	Renovate/Rehab	5307	0	0	0	0
2015	Renovate/Rehab	5307	2,500,000	2,000,000	250,000	250,000
2016	Renovate/Rehab	5307	0	0	0	0
2017	Renovate/Rehab	5307	50,000	40,000	5,000	5,000

Remarks	Amendment Number	0	Adjustment Number	0

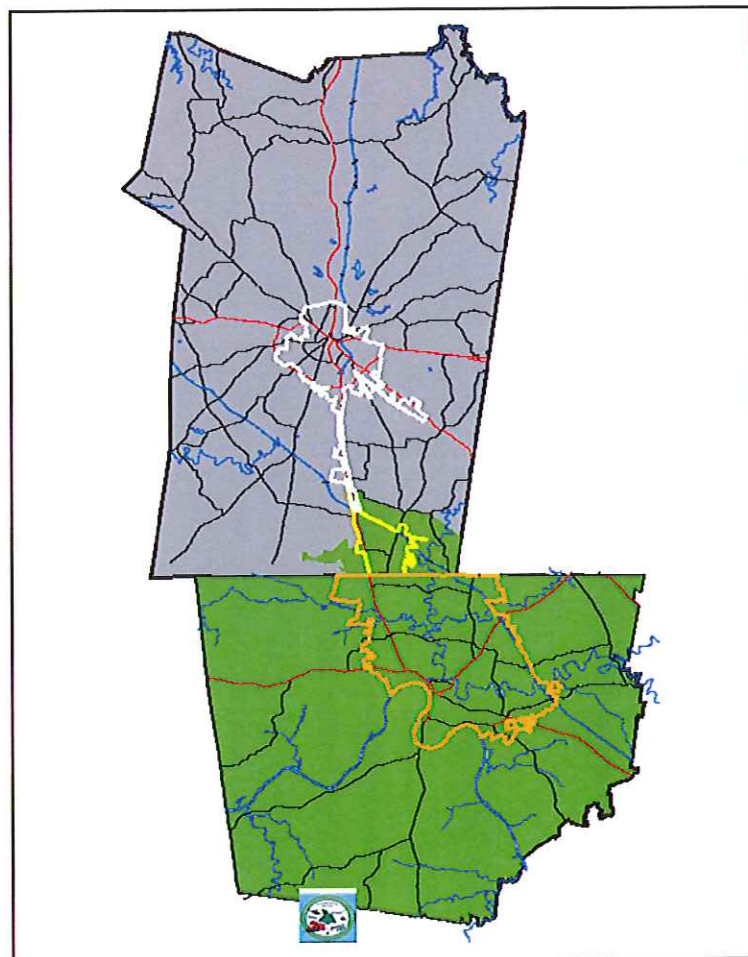


CUAMPO

TIP #	30	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Surveillance/Security Equipment					Total Project Cost	\$35,000
Termini or Intersection	System-wide as needed						
Project Description	Additional mobile digital video surveillance systems and other needed surveillance/security equipment						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	15,000	12,000	1,500	1,500
2016	ACQUIRE	5307	0	0	0	0
2017	ACQUIRE	5307	20,000	16,000	2,000	2,000

Remarks	Amendment Number	0	Adjustment Number	0

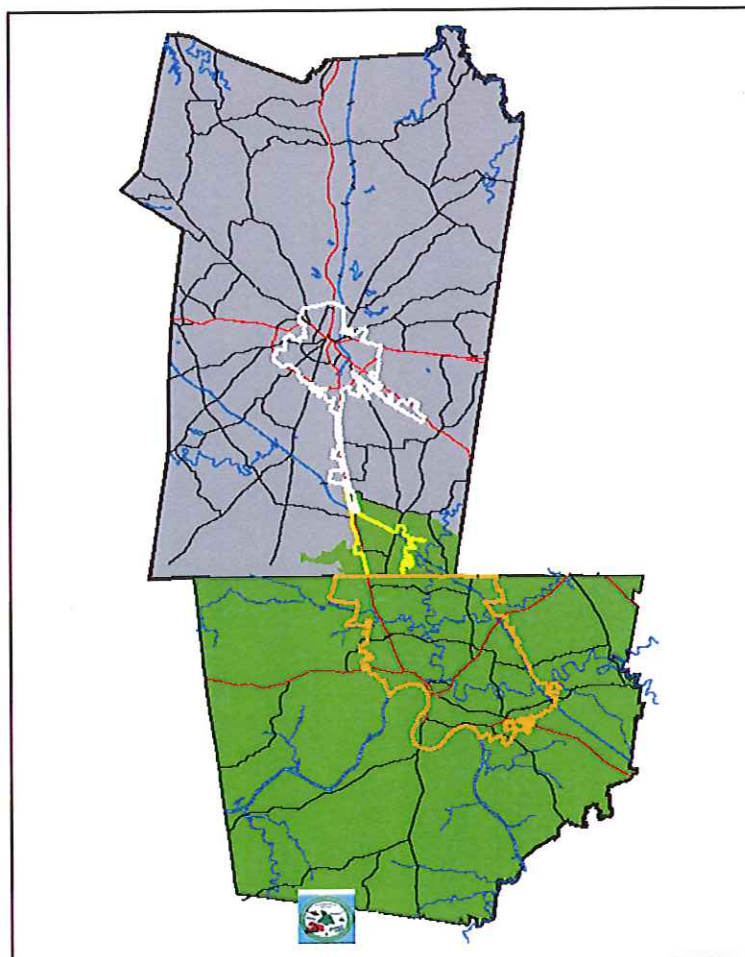


CUAMPO

TIP #	31	TDOT PIN #		Priority	A	Lead Agency	CTS	
County	Montgomery	Length	0.0	mi	LRTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Communications Equipment					Total Project Cost	\$15,000	
Terminals or Intersection	Administration/Maintenance & Transit Center							
Project Description	Purchase additional radios and associated equipment for buses and vehicles							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	5,000	4,000	500	500
2016	ACQUIRE	5307	5,000	4,000	500	500
2017	ACQUIRE	5307	5,000	4,000	500	500

Remarks	Amendment Number	0	Adjustment Number	0

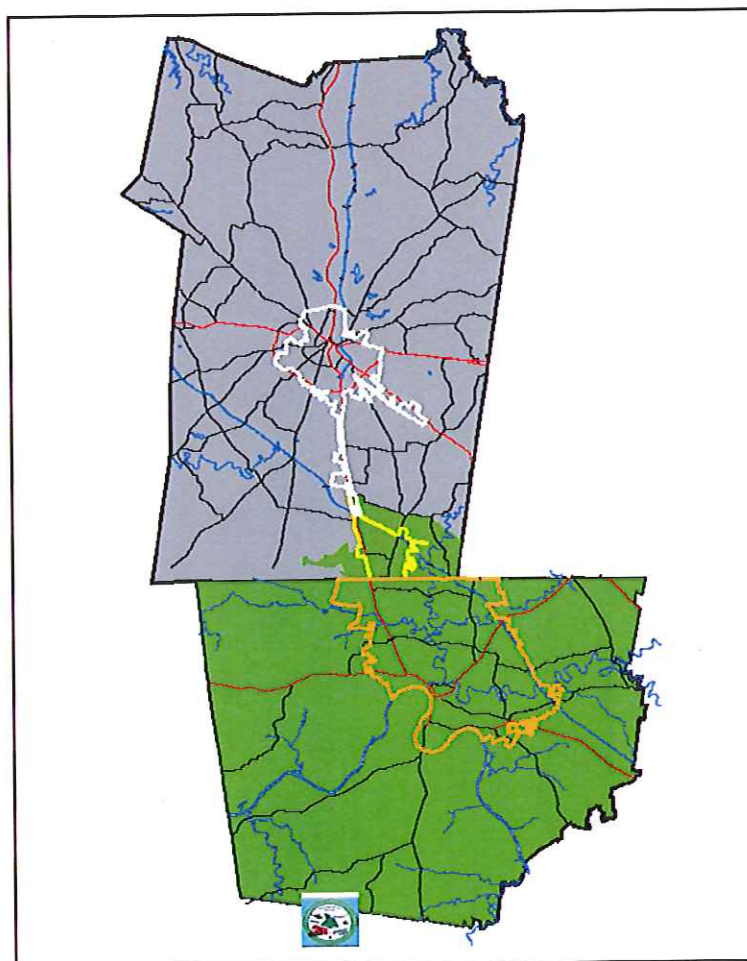


CUAMPO

TIP #	32	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Computer Hardware					Total Project Cost	\$15,000
Termini or Intersection	Administration/Maintenance & Transit Center						
Project Description	Upgrade computers and purchase new computers and equipment						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	10,000	8,000	1,000	1,000
2016	ACQUIRE	5307	0	0	0	0
2017	ACQUIRE	5307	5,000	4,000	500	500

Remarks	Amendment Number	0	Adjustment Number	0

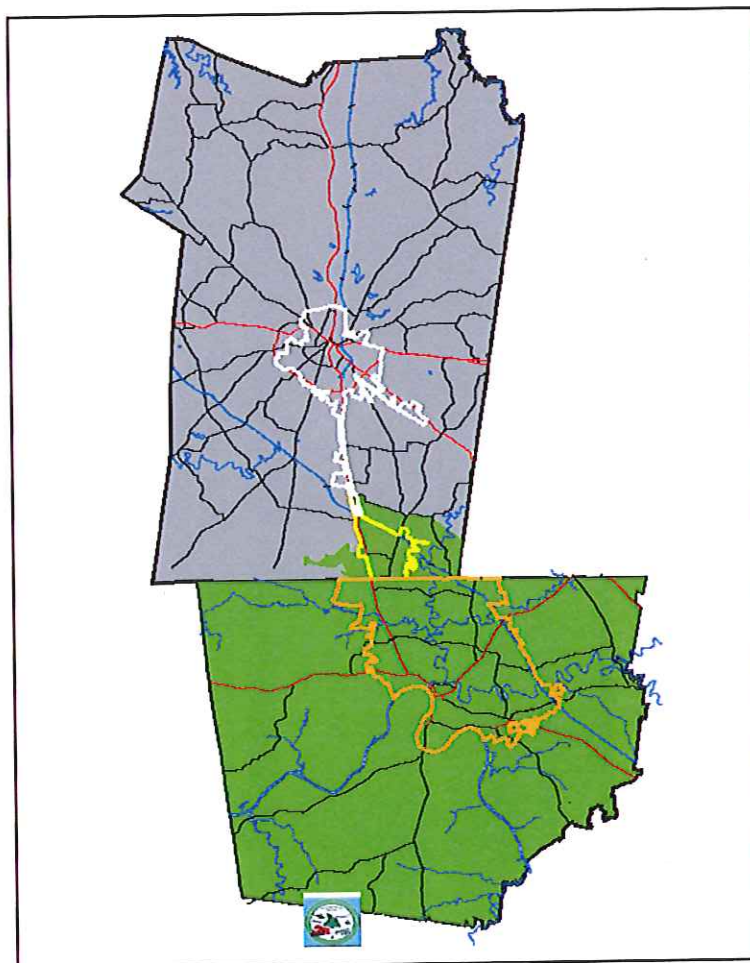


CUAMPO

TIP #	33	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Computer Software					Total Project Cost	\$90,000
Termini or Intersection	Administration/Maintenance & Transit Center						
Project Description	Software support, upgrades and custom software						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	0	0	0	0
2016	ACQUIRE	5307	50,000	40,000	5,000	5,000
2017	ACQUIRE	5307	40,000	32,000	4,000	4,000

Remarks	Amendment Number	0	Adjustment Number	0

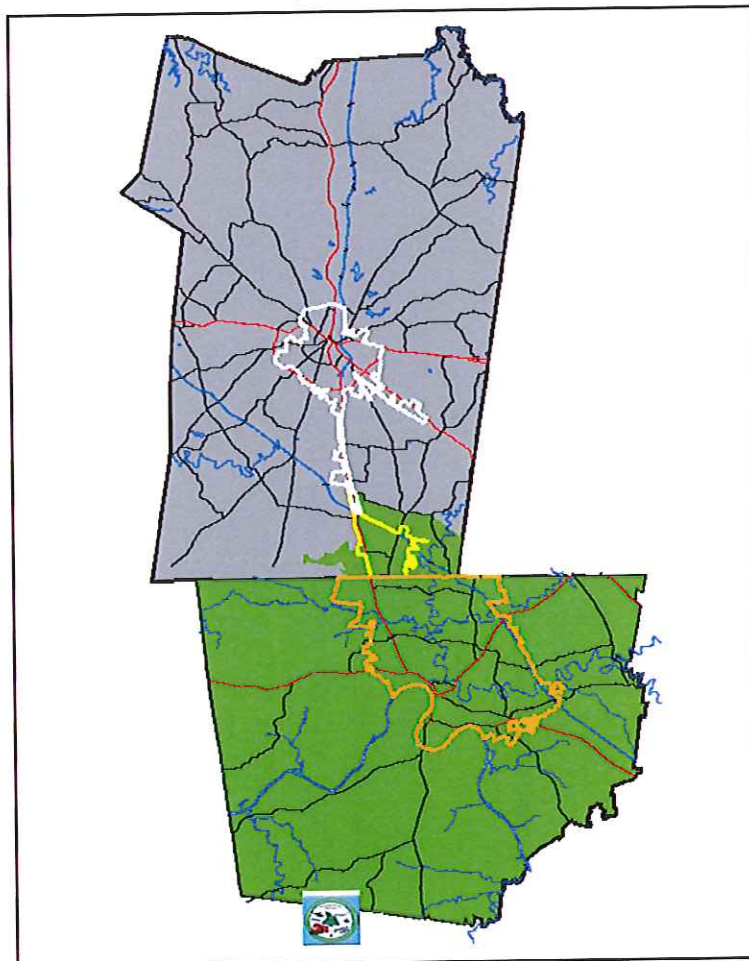


CUAMPO

TIP #	34	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP #	see Table 6-10	Conformity Status	Exempt
Route/Project Name	Jobs Access					Total Project Cost	\$401,599
Termini or Intersection							
Project Description	Operating Assistance for Jobs Access						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	OPERATIONS	5307	401,599	200,799	100,400	100,400
2015	OPERATIONS	5307	0	0	0	0
2016	OPERATIONS	5307	0	0	0	0
2017	OPERATIONS	5307	0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0

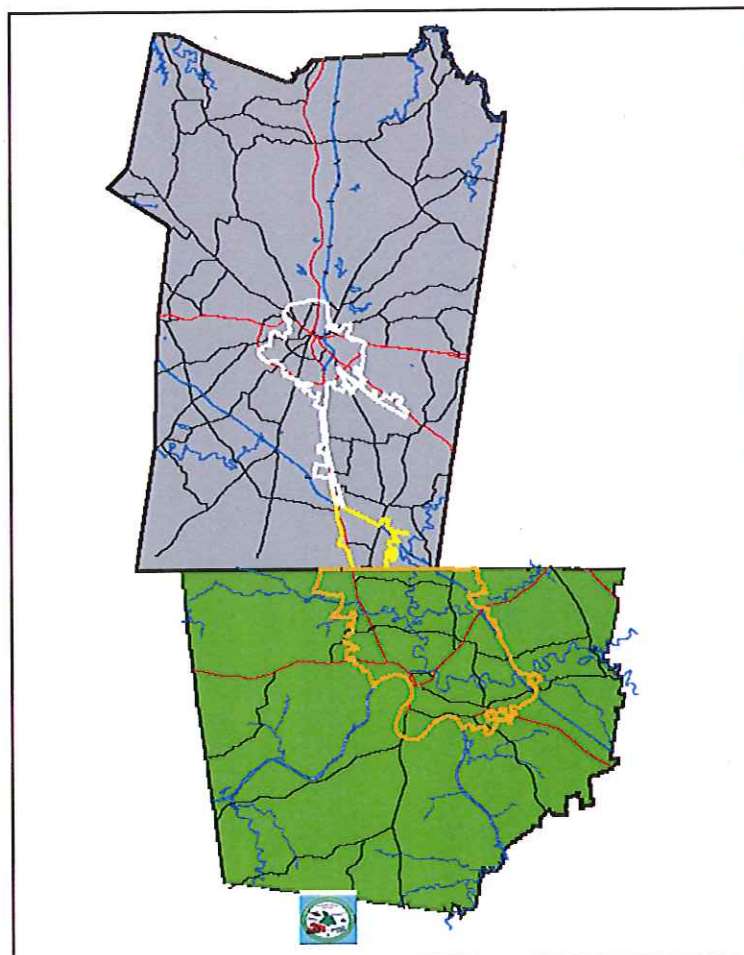


CUAMPO

TIP #	35	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP#	see Table 6-10	Conformity Status	Exempt
Route/Project Name	Operating Assistance (Tennessee)					Total Project Cost	\$10,833,809
Termini or Intersection							
Project Description	Operating Assistance (Tennessee)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	OPERATIONS	5307	2,698,548	874,919	884,352	936,277
2015	OPERATIONS	5307	2,703,635	877,545	877,005	939,085
2016	OPERATIONS	5307	2,711,745	880,176	889,666	941,903
2017	OPERATIONS	5307	2,719,881	882,817	892,335	944,729

Remarks	Amendment Number	0	Adjustment Number	0

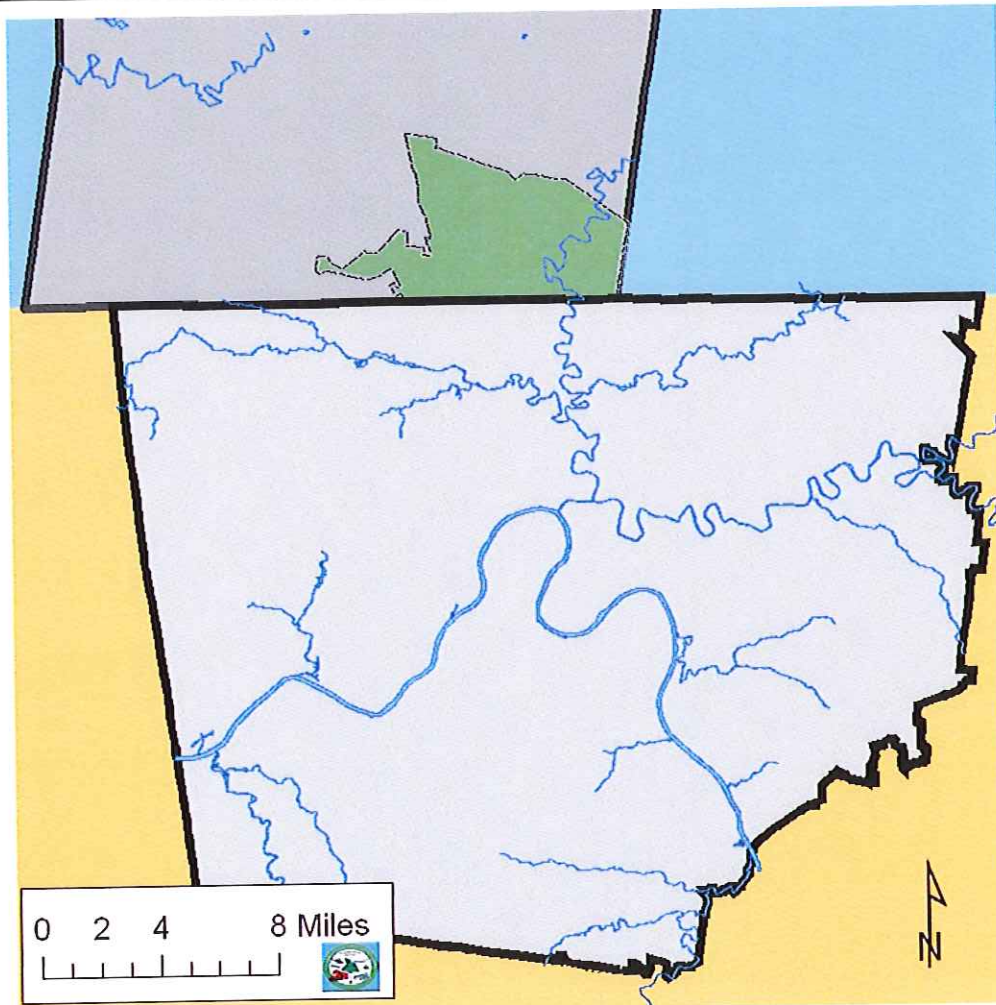


CUAMPO

TIP #	36	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Christian	Length	0.0 mi	L RTP #	see Table 6-10	Conformity Status	Exempt
Route/Project Name	Operating Assistance (Kentucky)					Total Project Cost	\$2,483,146
Termini or Intersection							
Project Description	Operating Assistance (Kentucky)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	OPERATIONS	5307	618,000	309,000	0	309,000
2015	OPERATIONS	5307	619,854	309,927	0	309,927
2016	OPERATIONS	5307	621,714	310,857	0	310,857
2017	OPERATIONS	5307	623,578	311,789	0	311,789

Remarks	Amendment Number	0	Adjustment Number	0



CUAMPO

TIP #	53	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length		mi	L RTP#	Table 7-8	Conformity Status
Route/Project Name	Real Estate					Total Project Cost	\$750,000
Termini or Intersection	Within Montgomery County						
Project Description	Purchase land for expansion of facility or new terminal/transfer station						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5307	0	0	0	0
2015	ACQUIRE	5307	750,000	600,000	75,000	75,000
2016	ACQUIRE	5307	0	0	0	0
2017	ACQUIRE	5307	0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0

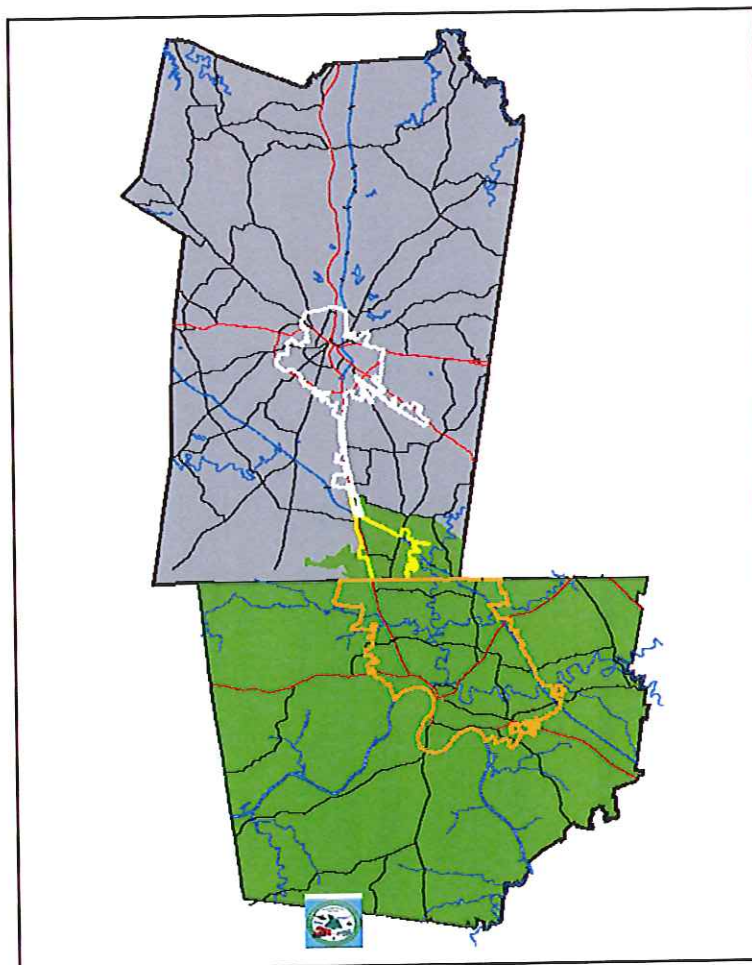


CUAMPO

TIP #	58	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see Table 6-10	Conformity Status	Exempt
Route/Project Name	Non Fixed Route ADA Paratransit Service					Total Project Cost	\$1,030,087
Termini or Intersection	System wide as needed						
Project Description	Paratransit Services available system wide - operations						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	OPERATIONS	5307	239,095	191,276	23,909	23,910
2015	OPERATIONS	5307	241,950	193,560	24,195	24,195
2016	OPERATIONS	5307	254,590	203,672	25,459	25,459
2017	OPERATIONS	5307	294,452	235,562	29,445	29,445

Remarks	Amendment Number	0	Adjustment Number	0

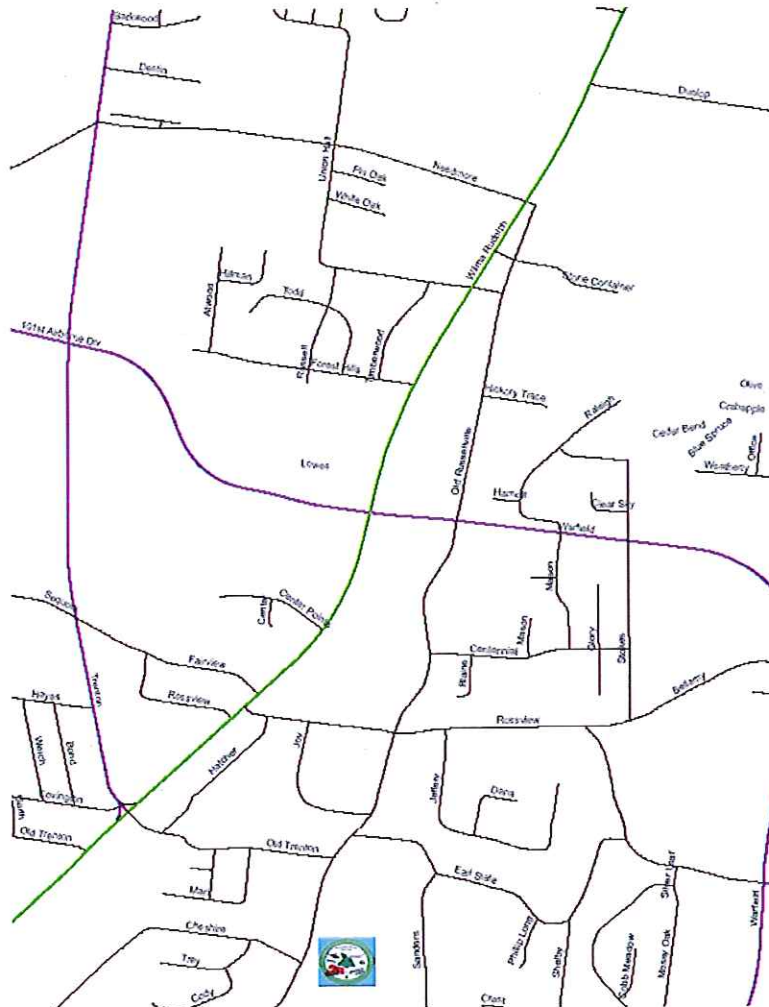


CUAMPO

TIP #	59	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP#	Table 7-8	Conformity Status	Exempt
Route/Project Name	Engineering and Design					Total Project Cost	\$100,000
Termini or Intersection	System wide						
Project Description	Engineering and Design work as needed						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ENG/DESIGN	5307	0	0	0	0
2015	ENG/DESIGN	5307	50,000	40,000	5,000	5,000
2016	ENG/DESIGN	5307	25,000	20,000	2,500	2,500
2017	ENG/DESIGN	5307	25,000	20,000	2,500	2,500

Remarks	Amendment Number	0	Adjustment Number	0

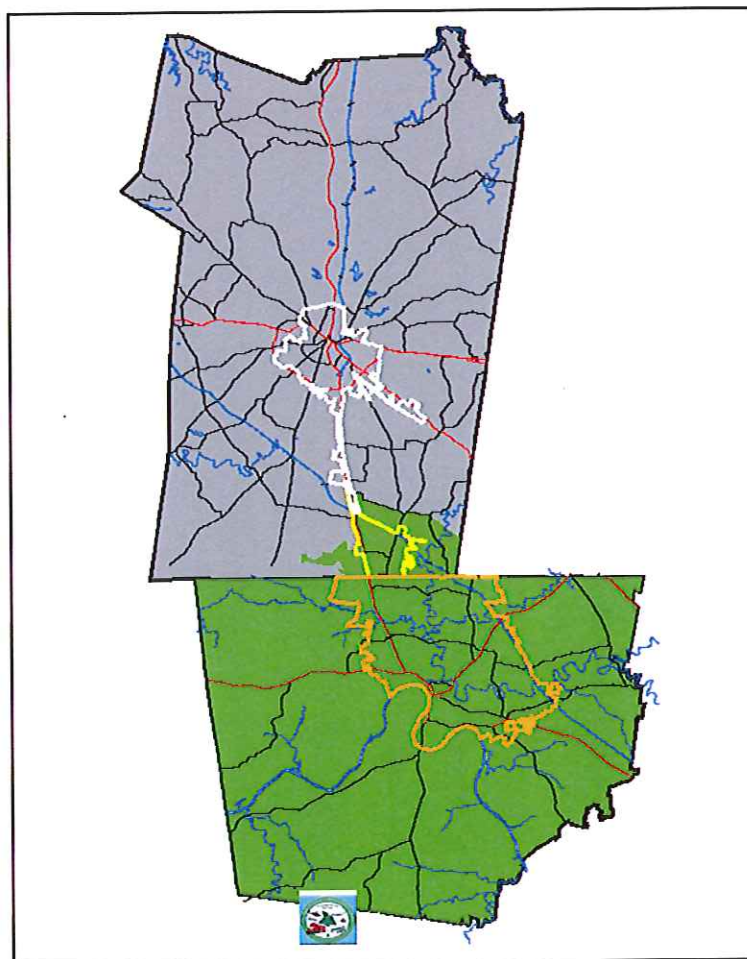


CUAMPO

TIP #	62	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see Table 6-10	Conformity Status	Exempt
Route/Project Name	Preventive Maintenance					Total Project Cost	\$2,540,596
Termini or Intersection	System wide						
Project Description	Preventive Maintenance Work - Operations						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	OPERATIONS	5307	739,479	591,583	73,948	73,948
2015	OPERATIONS	5307	609,500	487,600	60,950	60,950
2016	OPERATIONS	5307	588,617	470,894	58,861	58,862
2017	OPERATIONS	5307	603,000	482,400	60,300	60,300

Remarks	Amendment Number	0	Adjustment Number	0

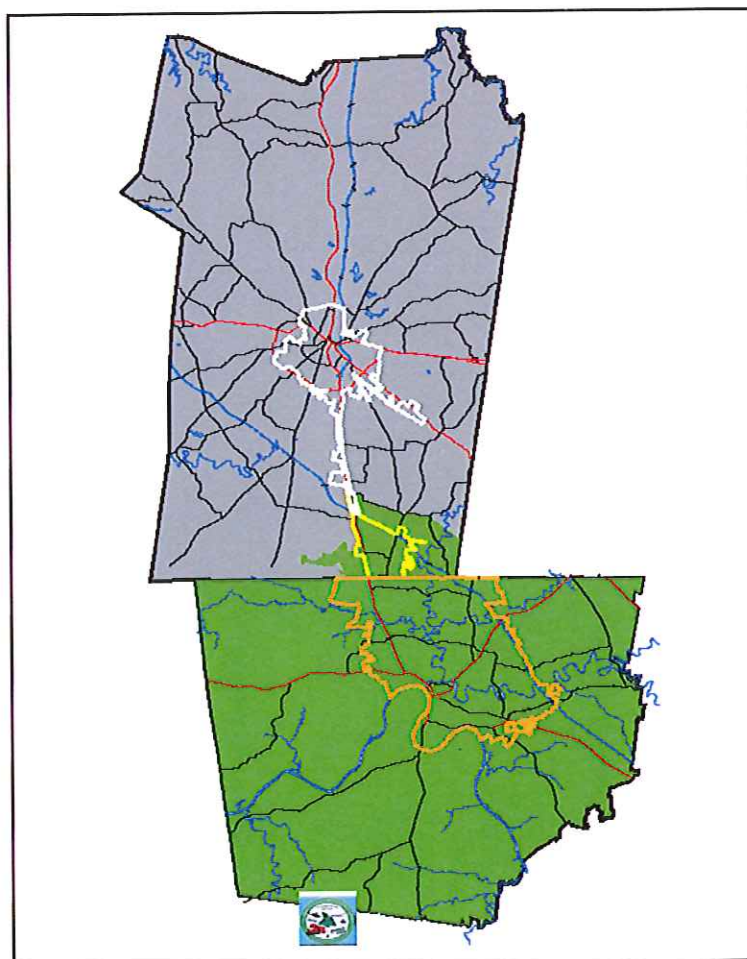


CUAMPO

TIP #	63	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	LRTP#	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Paratransit Vehicles					Total Project Cost	\$322,624
Termini or Intersection	Paratransit Purchases Systemwide as needed						
Project Description	Paratransit Vehicles (Diesel and Hybrid)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	ACQUIRE	5310	152,774	122,220	15,277	15,277
2015	ACQUIRE	5310	50,925	40,740	5,092	5,093
2016	ACQUIRE	5310	50,925	40,740	5,092	5,093
2017	ACQUIRE	5310	68,000	54,400	6,800	6,800

Remarks	Amendment Number	0	Adjustment Number	0

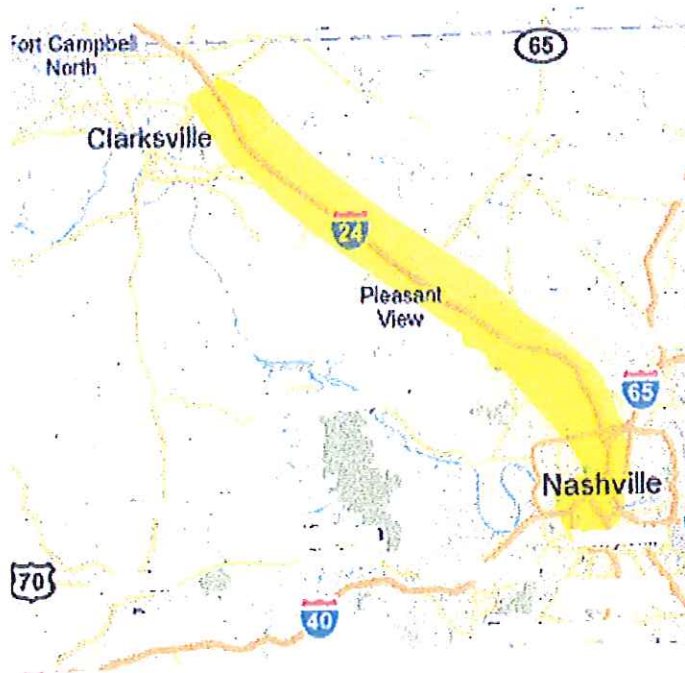


CUAMPO

TIP #	73	TDOT PIN #		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	L RTP #	see Table 7-8	Conformity Status	Exempt
Route/Project Name	Express Bus Service					Total Project Cost	\$1,031,250
Termini or Intersection	Route from Clarksville to Nashville						
Project Description	A regional express bus service from Clarksville to Downtown Nashville. It will include 3 morning trips to downtown from Park and Ride lots at I-24 @ Exit 8 and 11 and 3 trips back to Clarksville in the afternoon.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	OPERATIONS	CMAQ	120,000	96,000	12,000	12,000
2015	OPERATIONS	CMAQ	115,000	92,000	11,500	11,500
2016	OPERATIONS	CMAQ	108,750	87,000	10,875	10,875
			0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0
*TIP #73 in Previous TIP: FY2012 \$343,750; FY2013 \$343,750				



FY2014-FY2017 TIP List of Projects
TDOT State Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	Length miles	Action/ Funding	AQ Status
TIP #1	E+C 14	SR-112	Widen from 2 to 5 lanes with signal at McAdoo Creek Rd	TDOT			3	2014 Const/STP	Non Exempt
TIP #3	E+C 14	SR-112 Intersection at SR-76	Intersection Improvements	TDOT			0	2015 Const/STP	Non Exempt
TIP #5	E+C 28	SR 149/13	Widen from 2 to 5 lanes from proposed SR374 to River Road	TDOT			1	2014 ROW/ Utilities/HPP- 1133; 2014 PE- D, ROW/ NHPP	Non Exempt
TIP #5	E+C 18	SR 374	Construct new 2 lane from SR 149 to Dotsonville Rd	TDOT			4.3	2014 ROW/HPP- TN046; 2014 PE-D, ROW/ NHPP	Non Exempt
TIP #6	E+C 19	SR 374	Construct new 2 lane from Dotsonville Rd to SR76	TDOT			2.9	2014 PE, ROW, Const/ PLHD; 2014 ROW/ HPP-TN046; 2015 Stg Const/NHPP	Non Exempt

Local STP Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	miles Length	Action/ Funding	AQ Status
TIP #65	T-30	Oakland Road	Realignment of Oakland Rd 1000' N on US Hwy 79 and 0.5 miles on Oakland Rd for safety and sight distance	Montgomery County			0.5	2014 PE/Design n/L-STP; 2014 ROW/L-STP; 2015 Const/L-STP	Non Exempt
TIP #66	E+C 34	Dunbar Cave Rd/Rossvie Rd	Widen to 5 lanes from I-24; 3 lanes from Cardinal Lane; transition to 2 after Keysburg Rd; realign Dunbar Cave Rd	Clarksville			1.5	2014 PE /Design L-STP; 2014 ROW/L-STP; 2015 Const/L-STP	Non Exempt
TIP #67	T-32	Sango Road @ SR 76	Intersection Improvements and addition of turning lane on Sango Rd	Clarksville			0.25	2014 Const/L-STP	Non Exempt
TIP #12	E+C 29	Trenton Rd@ Needmore Rd	Intersection Improvements and addition of right turn lanes to Trenton Rd and Needmore Rd.	Clarksville			0.5	2014, 2015, 2016, 2017 PE, ROW, Const/L-STP	Exempt

Local CMAQ projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	miles Length	Action/ Funding	AQ Status
TIP #73	Table 6-15	Express Bus Service	Regional Express bus service to and from Nashville Clarksville	CTS				2014 Operations/ CMAQ	Exempt

HPP and Transportation Alternative - Local Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	mile Length	Action/ Funding	AQ Status
TIP #16	E+C 31	Fort Campbell Variable Message Board	ITS message boards, cameras, necessary equipment for operation	Clarksville				2014 Const/ HPP-4943	Exempt
TIP #74	Table 6.9	Clarksville River Trail (Red River Segment)	pedestrian and bike facilities of 1,500 linear feet of trail/paths	Clarksville			0.3	2014 Const/ TAP	Exempt

TDOT Groupings

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting	Ending	mile Length	Action/ Funding	AQ Status
		Grouping for (STP) Surface Transportation Program funds	provides support for the condition and performance on any fed-aid hwy, bridge projects on public road, non-motorized path	TDOT				2014, 2015, 2016, 2017 Const-STP	Non Exempt
		Grouping for (NHPP) National Highway Performance Program funds	provides support for the condition, performance and for the construction of new facilities on the NHS	TDOT				2014, 2015, 2016, 2017 Const-NHPP	Non Exempt
		Grouping for (HSIP) Highway Safety Improvements	supporting safety of road infrastructure by correcting hazardous road locations, dangerous intersections and making road improvements	TDOT				2014, 2015, 2016, 2017 Const-HSIP	Non Exempt
		Grouping for PM 2.5 Diesel Emissions Reduction Strategies	to reduce PM2.5 emissions from on-road heavy-duty diesel engines and non-road construction equipment.	TDOT				2014, 2015, 2016, 2017 TCM-CMAQ	Exempt

Kentucky Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	miles Length	Action/ Funding	AQ Status
TIP#18	E+C24	KY 115 @ KY 911	Geometric Improvements at intersection, add turn lanes at all four approaches	KYTC	1.2	1.3	0.1	2011 Const/STP	Exempt
TIP#13	E+C21	KY 911	Widening from 2 to 5 lanes	KYTC	0	1.835	1.8	2014 PE/Design, 2014 ROW, 2014 Utilities	Non Exempt

Clarksville Transit Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	miles Length	Action/ Funding	AQ Status
TIP#20	Table7-8	Bus Stop Shelter	Install passenger shelters at major stops	CTS				2014-2017 Acquire /5307	Exempt
TIP#21	Table7-8	Bus Stop Signs	Install bus stop signs at various locations	CTS				2014-2017 Acquire /5307	Exempt
TIP#22	Table7-8	Bus Stop Benches	Install benches at major stops where shelters are not available	CTS				2014-2017 Acquire /5307	Exempt
TIP#23	Table7-8	Transit Buses	Add buses along routes to shorten trip length	CTS				2014-2017 Acquire /5339	Exempt
TIP#24	Table7-8	Support Facilities & Equipment	Support Equipment, Electronic farebox system, locator equipment and other	CTS				2014-2017 Acquire /5307	Exempt

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	miles Length	Action/ Funding	AQ Status
TIP#25	Table 7-8	Associated Capital Maintenance	Rebuild engines, transmissions, AC compressors, repair structural and other defects on existing buses	CTS				2014-2017 Acquire /5307/ 2014 - 5309 funds received from TDOT	Exempt
TIP#26	Table 7-8	Support Vehicles	Purchase support vehicles	CTS				2014-2017 Acquire /5307	Exempt
TIP#27	Table 7-8	Shop Equipment	Purchase Replacement Equipment	CTS				2014-2017 Acquire /5307	Exempt
TIP#28	Table 7-8	Existing Facility Renovations & New Construction	Renovations and Rehab	CTS				2014-2017 Acquire /5307	Exempt
TIP#30	Table 7-8	Surveillance/ Security Equipment	Additional mobile digital video surveillance systems and other security equipment	CTS				2014-2017 Acquire /5307	Exempt
TIP#31	Table 7-8	Communication Equipment	Purchase additional radios and associated equipment	CTS				2014-2017 Acquire /5307	Exempt
TIP#32	Table 7-8	Computer Hardware	Upgrade computers and purchase new computers and equipment	CTS				2014-2017 Acquire /5307	Exempt
TIP#33	Table 7-8	Computer Software	Software support, upgrades and custom software	CTS				2014-2017 Acquire /5307	Exempt
TIP#34	Table 7-8	Job Access	Operating Assistance for Job	CTS				2014-2017	Exempt
TIP#35	Table 7-8	Operating Assistance (Tennessee)	Operating Assistance (Tennessee)	CTS				2014-2017 Acquire /5307	Exempt

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Starting MP	Ending MP	miles Length	Action/ Funding	AQ Status
TIP#36	Table7-8	Operating Assistance (Kentucky)	Operating Assistance (Kentucky)	CTS				2014-2017 Acquire /5307	Exempt
TIP#53	Table7-8	Real Estate	Purchase land for expansion of facility or new terminal/transfer station	CTS				2014-2017 Acquire/5307	Exempt
TIP#58	Table7-8	Non Fixed ADA Paratransit Service	Paratransit Services available system wide- operations	CTS				2014-2017 Acquire /5307	Exempt
TIP#59	Table7-8	Engineering and Design	Engineering and Design work as needed	CTS				2014-2017 Acquire /5307	Exempt
TIP#62	Table6-10	Preventive Maintenance	Preventive Maintenance Work-Operations	CTS				2014-2017 Operations /5307	Exempt
TIP#63	Table7-8	Paratransit Vehicles	Paratransit Vehicle Purchases	CTS				2014-2017 Acquire/ 5310	Exempt
TIP #73	Table 6-15	Express Bus Service	Regional Express bus service to and from Nashville Clarksville	CTS				2014 Operations /flexed CMAQ to 5307	Exempt

ATTACHMENT 1 – TDOT's Metropolitan Groupings Crosswalk

Allowable Work Types for TDOT's Metropolitan Groupings

Activities delivered from TDOT's metropolitan groupings are limited to work types that are:

1. Located in metropolitan areas – any located in a non-metropolitan or rural area must be programmed in the STIP,
2. Not considered to be of appropriate scale for individual identification in a given program year,
3. Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d).
4. Non-regionally significant, in nonattainment and maintenance areas, and
5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in nonattainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the respective MPO's TIP or TDOT's STIP.

Metropolitan, Non-metropolitan, and Rural Areas

TDOT's map of metropolitan, non-metropolitan, and rural areas is available at: <http://www.tdot.state.tn.us/longrange/mpo.htm>

Regional Significance and Air Quality Attainment Status

Regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel, per 23 CFR 450.104. Regional significance is collaboratively determined by each nonattainment and/or maintenance area's respective Interagency Consultation group, per 40 CFR 93.105.

The EPA's "Green Book" of nonattainment and maintenance statuses is available at: http://www.epa.gov/oaqps001/greenbk/anay_tn.html.

NHPP and STP Funding Qualifications

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the U.S. Code. FHWA's NHS maps are available at: http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/tennessee/index.cfm.

Surface Transportation Program (STP) funds can only be used on Federal-aid Highways – any functionally-classified road except local roads and rural minor collectors – unless otherwise noted in Title 23 of the U.S. Code. TDOT's functional classification maps are available at: <http://www.tdot.state.tn.us/longrange/functionclass.htm>.

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Program (STP) Grouping</p> <p>TIP# 39</p> <p>STP</p>	<p>Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501, • Traffic operations on Federal-aid highways, • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Bicycle and pedestrian improvements on public roads, and • Environmental mitigation. 	<ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ◦ Infrastructure-based intelligent transportation systems (ITS) capital improvements ◦ Traffic Management Center (TMC) operations and utilities ◦ Freeway service patrols ◦ Traveler information • Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ◦ Installation of new or improvement of existing guardrail ◦ Installation of traffic signs and signals/lights ◦ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21 • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program (NHPP) Grouping</p> <p>TIP# 37</p> <p>NHPP</p>	<ul style="list-style-type: none"> Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including <ul style="list-style-type: none"> Rehabilitation, resurfacing, restoration, preservation, and operational improvements, Traffic operations, Bridge and tunnel improvements, Safety improvements, Bicycle and pedestrian improvements, and Environmental mitigation. 	<ul style="list-style-type: none"> Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> Infrastructure-based intelligent transportation systems (ITS) capital improvements Traffic Management Center (TMC) operations and utilities Freeway service patrols Traveler information Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure Rail-highway grade crossing improvements Highway safety improvements: <ul style="list-style-type: none"> Installation of new or improvement of existing guardrail Installation of traffic signs and signals/lights Spot safety improvements Sidewalk improvements Pedestrian and/or bicycle facilities Traffic calming and traffic diversion improvements Noise walls Wetland and/or stream mitigation Environmental restoration and pollution abatement Control of noxious weeds and establishment of native species

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Safety Improvement Program (HSIP) Grouping</p> <p>TIP#38</p> <p>HSIP</p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the U.S. Code, and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. 	<ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or other warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones • Construction and operational improvements on high risk rural roads • Geometric improvements to a road for safety purposes that improve safety • Road safety audits • Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Workforce development, training, and education activities

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>PM 2.5 Emission Reductions Strategies Grouping</p> <p>TIP# 40</p> <p>CMAQ</p>	<p>Projects to reduce PM 2.5 emissions from on-road heavy-duty diesel engines and non-road construction equipment, including:</p> <ul style="list-style-type: none"> • Diesel retrofits, • Idling reduction, and • Other strategies to reduce PM 2.5 emissions. <p>This grouping is open to public and private entities in CMAQ eligible counties.</p>	<ul style="list-style-type: none"> • Diesel retrofit and idling reduction projects for on-road motor vehicles and non-road construction equipment, including: <ul style="list-style-type: none"> ○ Vehicle replacement ○ Repowering ○ Engine rebuilding ○ Other technologies as determined by EPA as appropriate for reducing emissions from diesel engines ○ Outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit option

B-1

FUNDING TABLES

Table 1
Summary of L-STP Funds
Federal Share Only

New
as of 10/1/2013

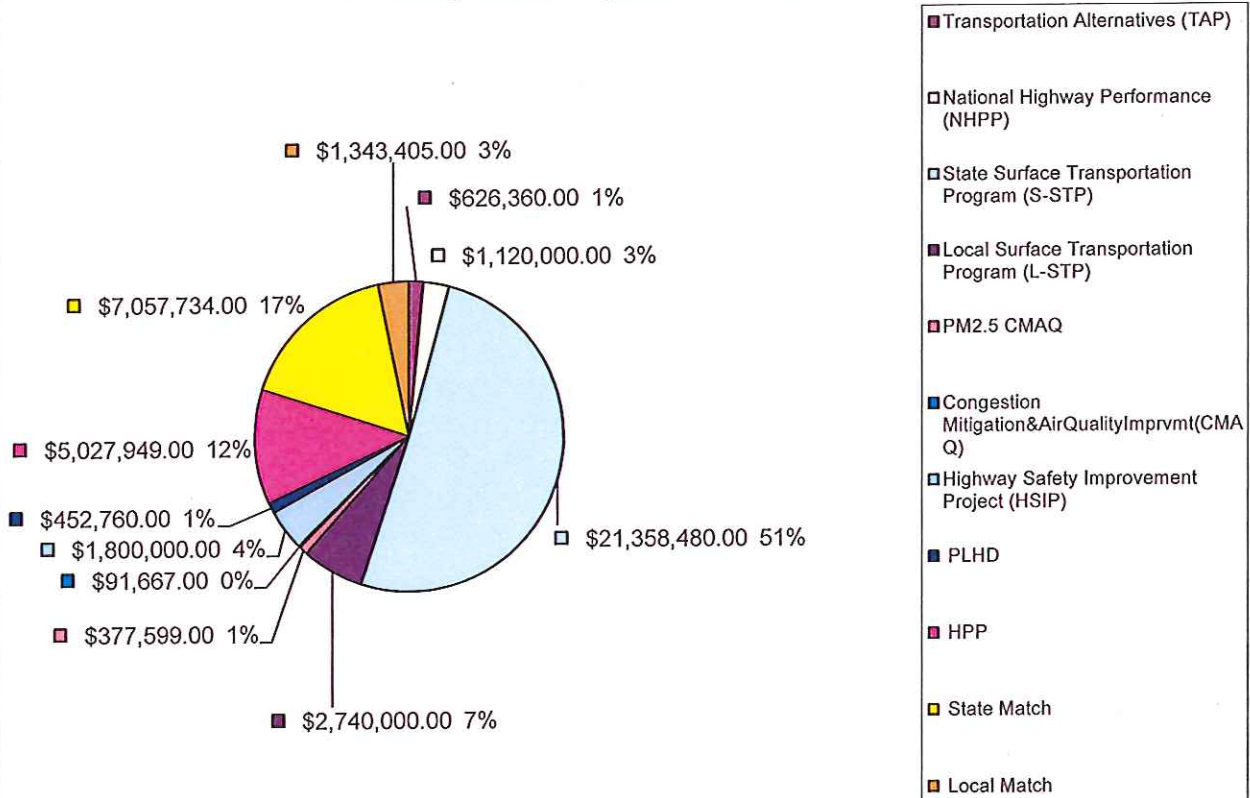
L-STP Funding Table (TDOT)

Balance 10-1-13		\$10,929,354
FY2014 Allocation	+	\$1,680,000
Available to Spend	=	\$12,609,354
Projects Programmed	-	\$2,740,000
Remaining 2014	=	\$9,869,354
2015		
FY2015 Allocation	+	\$1,690,000
Available to Spend	=	\$11,559,354
Projects Programmed	-	\$8,150,000
Remaining 2015	=	\$3,409,354
2016		
FY2016 Allocation	+	\$1,700,000
Available to Spend	=	\$5,109,354
Projects Programmed	-	\$200,000
Remaining 2016	=	\$4,909,354
2017		
FY2017 Allocation	+	\$1,710,000
Available to Spend	=	\$6,619,354
Projects Programmed	-	\$0
Remaining 2017	=	\$6,619,354

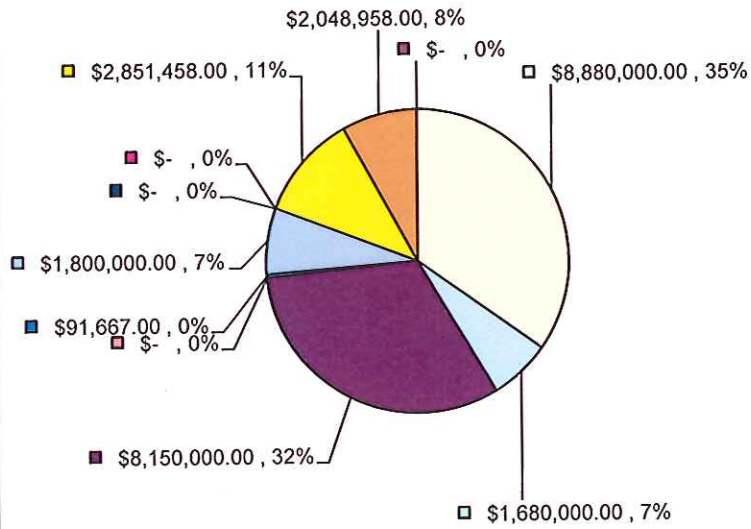
Tennessee Funding Table 3				
(By Year of Expenditure)				
	As of 10/1/2013			
Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 12,609,354.00	\$ 11,559,354.00	\$ 5,109,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 3,810,744.00	\$ 2,901,297.00	\$ 1,288,798.00	\$ 1,339,838.00
Total	\$ 54,332,647.00	\$ 29,763,776.00	\$ 8,951,277.00	\$ 10,409,192.00
Amount Programmed to be Spent				
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 2,740,000.00	\$ 8,150,000.00	\$ 200,000.00	\$ -
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 1,343,405.00	\$ 2,048,958.00	\$ 61,459.00	\$ -
Total	\$ 41,995,954.00	\$ 25,502,083.00	\$ 2,814,584.00	\$ 2,450,000.00
Amount Remaining				
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (S-STP)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Program (L-STP)	\$ 9,869,354.00	\$ 3,409,354.00	\$ 4,909,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
PLHD	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -

Local Match	\$ 2,467,339.00	\$ 852,339.00	\$ 1,227,339.00	\$ 1,339,838.00
Total	\$ 12,336,693.00	\$ 4,261,693.00	\$ 6,136,693.00	\$ 7,959,192.00

TN Funding Amount Programmed to be Spent FY2014

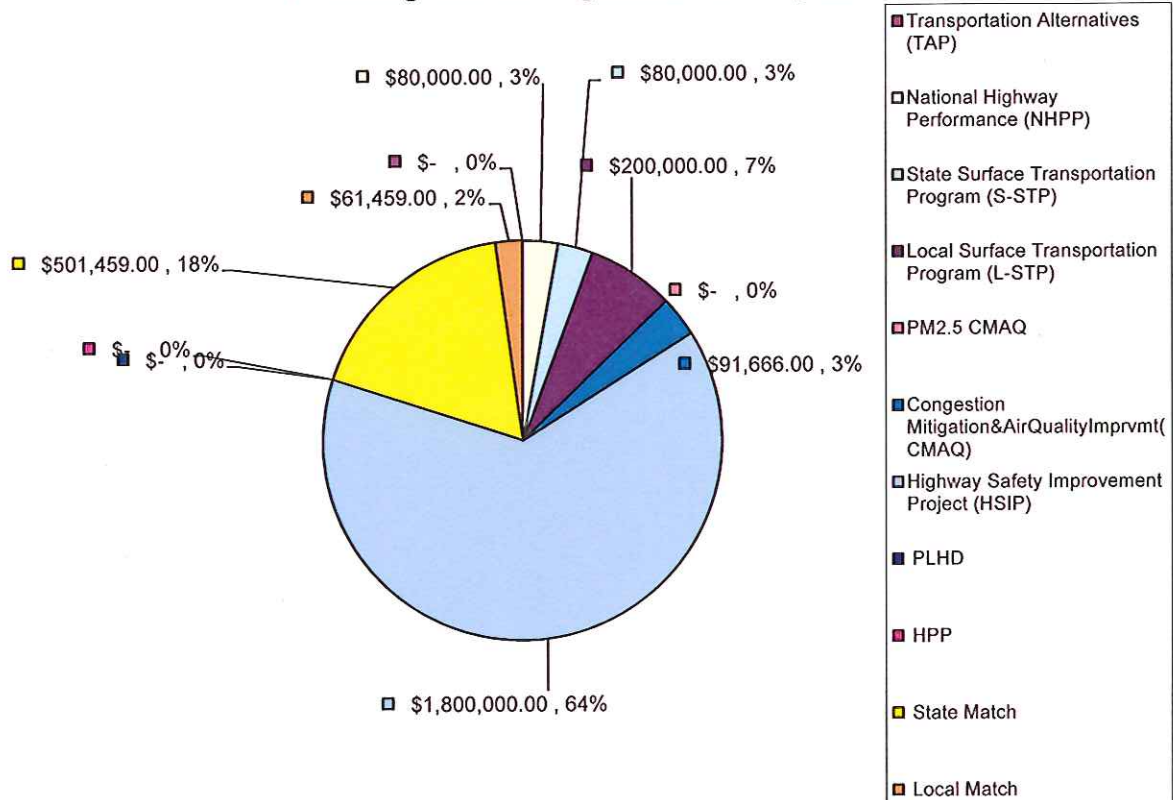


TN Funding Amount Programmed to be Spent 2015

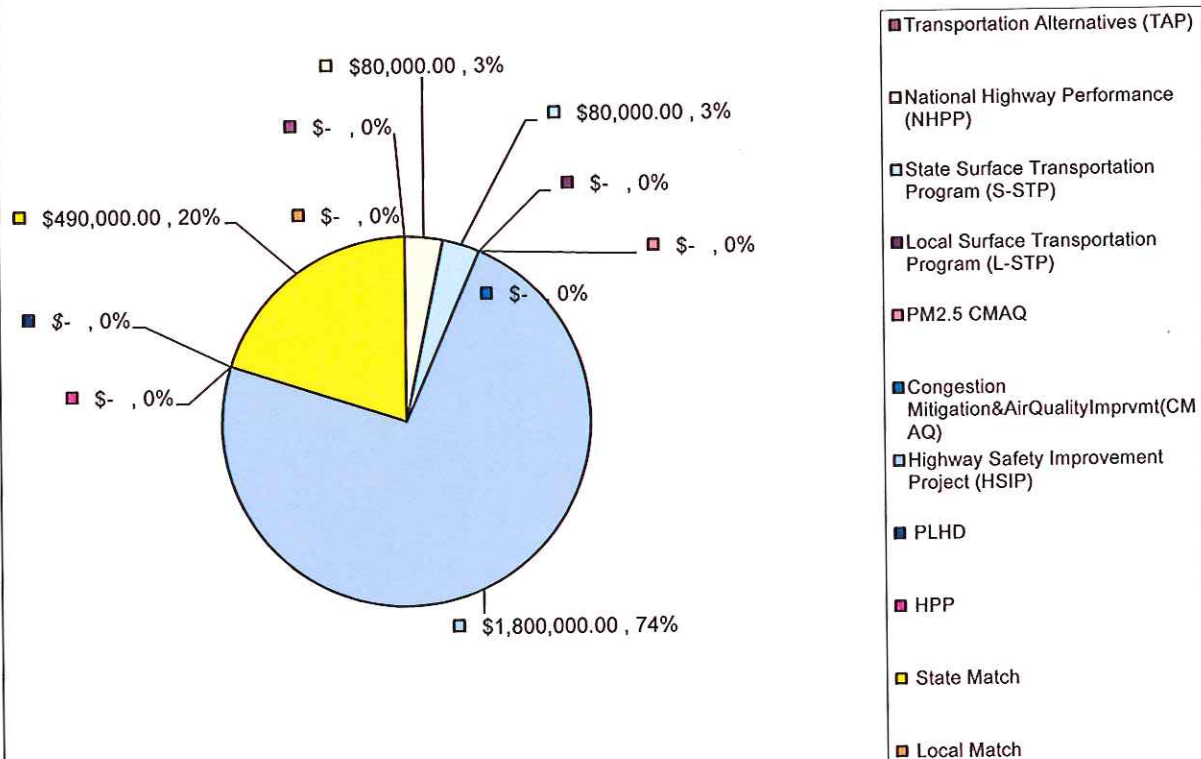


- Transportation Alternatives (TAP)
- National Highway Performance (NHPP)
- State Surface Transportation Program (S-STP)
- Local Surface Transportation Program (L-STP)
- PM2.5 CMAQ
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- PLHD
- HPP
- State Match
- Local Match

TN Funding Amount Programmed to be Spent 2016



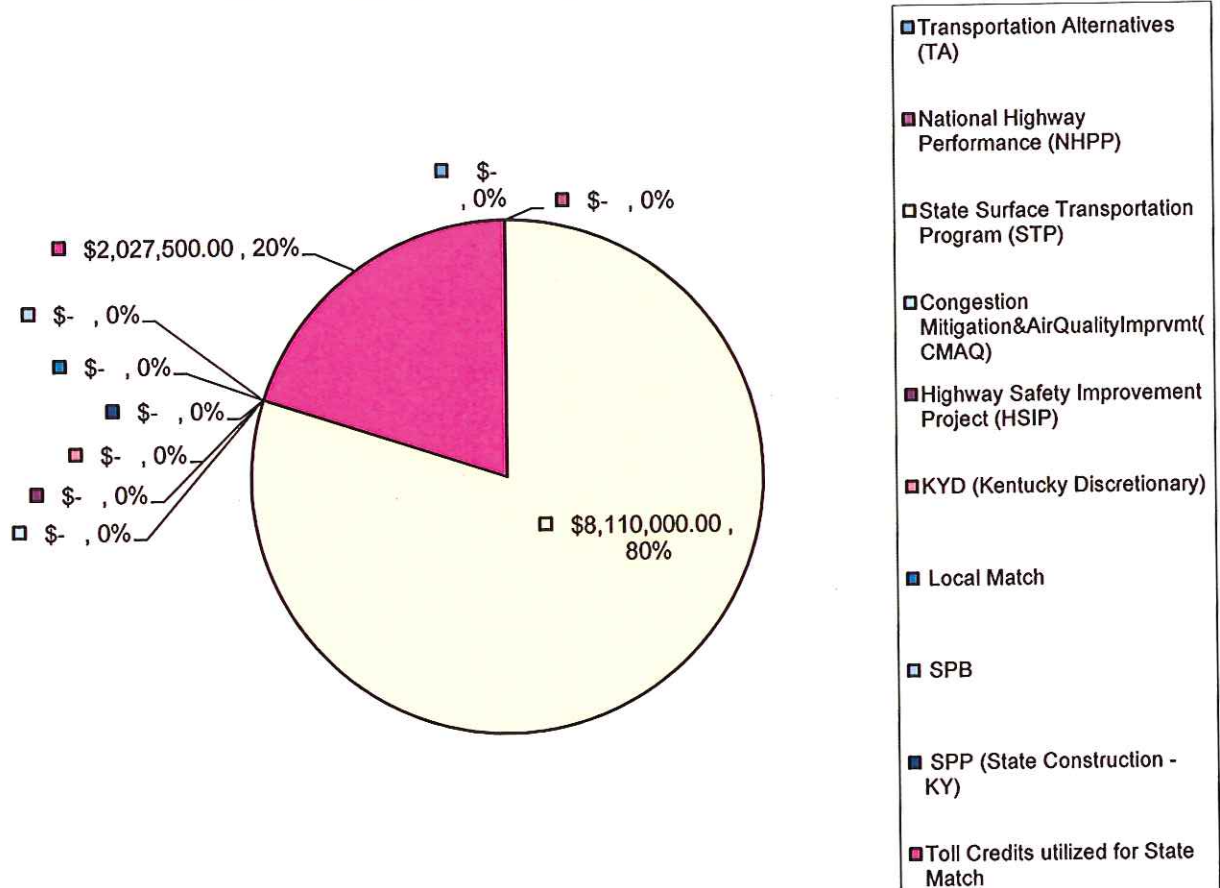
TN Funding Amount Programmed to be Spent 2017



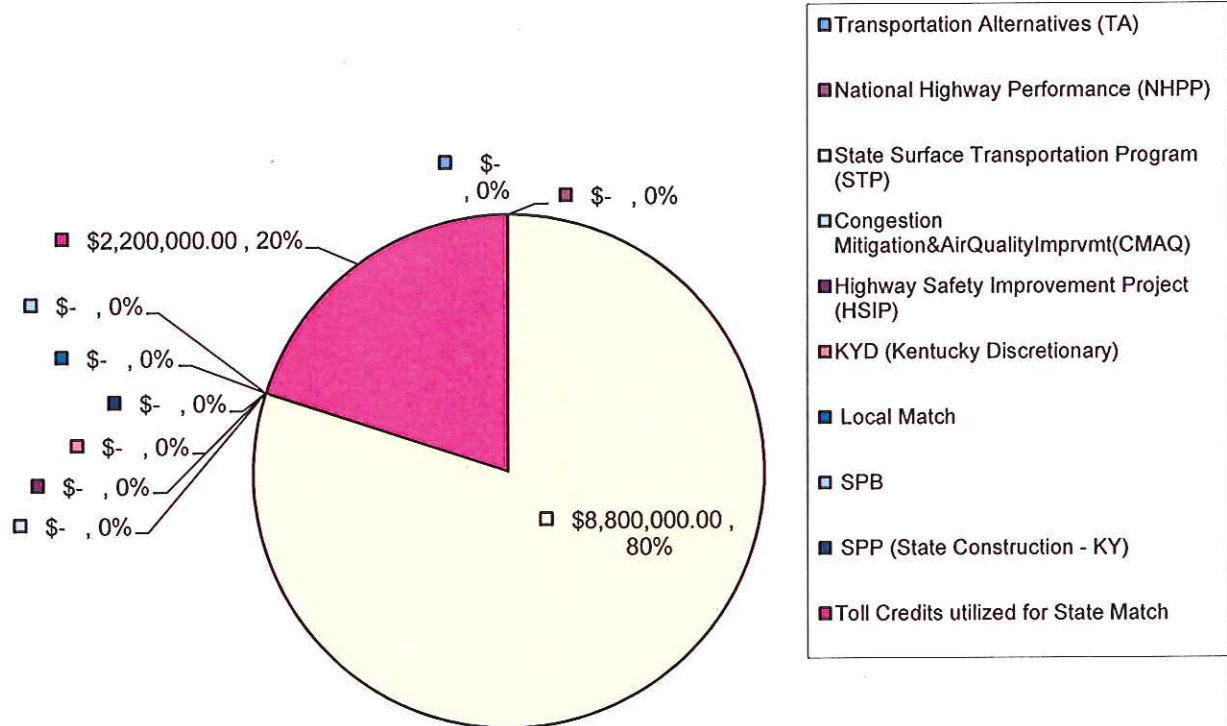
Kentucky Funding Table 4
(By Year of Expenditure)

Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match			\$ -	\$ -
SPB		\$ -		
SPP (State Construction - KY)	\$ -		\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00	\$ -	\$ -	\$ 2,200,000.00
Total	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Programmed to be Spent				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)		\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -		\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match		\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)		\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00		\$ -	\$ 2,200,000.00
Total Programmed	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Remaining				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	0	\$ -	0	0
Total Remaining	\$ -	\$ -	\$ -	\$ -

KY Funding Amount Programmed to be Spent 2014



KY Funding Amount Programmed to be Spent 2017



Funding Source	FY2014	FY2015	FY2016	FY2017
Available	Available	Available	Available	Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00

Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
FTA-5307 Job Access	\$ -	\$ -	\$ -	\$ -
FTA - CMAQ	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
Total Remaing	\$ -	\$ -	\$ -	\$ -

* 5307 for Kentucky is Operating Assistance Only

**5309 funds sent from TDOT to CTS

C-1

STAKE HOLDERS and PUBLIC COMMENTS

The MPO received 3 public comments by email. Each public comment was related to the transit system. Each email was sent to Clarksville Transit System (CTS) for their review. The emails are included in this section.

Williams, Stan

From: Danielle Myers <memphisjewelz@gmail.com>
Sent: Friday, October 11, 2013 1:48 PM
To: Williams, Stan
Subject: Comment

My name is Danielle Myers. I would like to say I just moved to Clarksville Tn. from Baltimore MD. To give my children a better life, and we have no transportation except public! I am very thankful for CTS because we are here without any family or friends and we have gotten to all places through CTS. However we live on Terrier Way, which is off of Woodhaven. We have to walk such a distance to get to and from the bus stop, and that is even harder when my 2 children and I grocery shop! Also Im a christian and have not been able to go find me a home church due to no transportation on Sunday, I cannot even get extra work hours due to the fact that CTS is closed at 9pm, so improvement on the transportation program I'm sure will be a blessing to families such as myself! Thank you for taking the time to allow the public to comment! Have a blessed day

Williams, Stan

From: Williams, Stan
Sent: Friday, September 20, 2013 9:53 AM
To: 'Jayme Akins'
Subject: RE: Draft FY2014--FY2017

Jayme, thank you for your comment. Like all services/routes, there has to be a documented need to begin and min. # to sustain said service. I'm forwarding on to CTS. Hope you have a nice wk. end.

From: Jayme Akins [<mailto:gypsywinddancer34@gmail.com>]
Sent: Friday, September 20, 2013 9:29 AM
To: Williams, Stan
Subject: Draft FY2014--FY2017

I think there needs to be a bus route to the industrial park area. I and a lot of other riders work out there and the bus is our only transportation. As of now I have to leave many hours early to go to gateway and walk to work. You would have more passengers if you had a route out there. Thank you Jayme Akins

Williams, Stan

From: Williams, Stan
Sent: Monday, September 23, 2013 10:08 AM
To: 'jasiah.dean@gmail.com'
Cc: 'Jimmy Smith, CTS'; abing@cityofclarksville.com
Subject: RE:

Jasiah, I'm forwarding to CTS for a response. Thank you & have a great day.

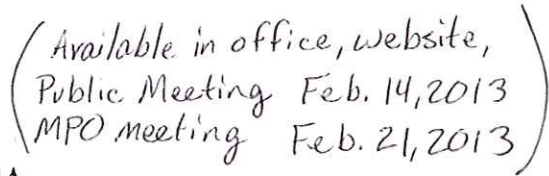
-----Original Message-----

From: jasiah.dean@gmail.com [<mailto:jasiah.dean@gmail.com>]
Sent: Monday, September 23, 2013 10:04 AM
To: Williams, Stan
Subject:

So I am sitting on one the city buses and I'm reading about a public comment period. Well I don't have a comment but, more so of a question which is why don't your buses run in Oak Grove? You go on Stateline and that's it??

I recently lost my vehicle and I have been using city transportation and it has been very helpful.

Sent from my iPhone



Stan Williams
MPO Coordinator
stanwilliams@cityofclarksville.com

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

Please provide the following information:

Name: _____
Address: _____
Email Address: _____

Please share any project ideas you have for the FY2014-FY2017 TIP below. Please list any problems or concerns within the project area and any benefits toward air quality, safety, congestion with the addition of your recommended project:

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

Clarksville Area MPO
329 Main Street
Clarksville, TN 37040
Fax: 931-645-7481
Email: Stan.Williams@cityofclarksville.com

Public Meeting Announcement: (Mailed to Stakeholders, EJ List, Special Interest Groups, Placed in all Transit Buses)
(4 Libraries, Public Buildings per the PPP)

The Clarksville Metropolitan Planning Organization (MPO), which is responsible for transportation planning for the area that includes Clarksville/Montgomery County, Oak Grove and southern Christian County, will hold a public meeting on Thursday, February 14, 2013, from 5:00pm to 7:00pm at the Outlaw Field Airport upstairs conference room, 200 Airport Road, Clarksville, TN 37042. The purpose of the meeting is to solicit comments and suggestions on needed transportation improvements in the region, both short and long term.

Comments provided at the meeting will help guide the development of the 2040 Metropolitan Transportation Plan, which is being updated this year. The plan serves as a blue print for long-term transportation investments on streets and highways, public transportation, sidewalks and bike paths, as well as for airports, railroads and waterways in the Clarksville region.

Comments are also being accepted on existing and potential projects to be considered for the FY2014-FY2017 Transportation Improvement Program (TIP), which is also being updated this year. Any new projects considered for the TIP will be prioritized based on adopted criteria. By federal law, the number of projects in the TIP is limited by the amount of available funds.

Individuals unable to attend the meeting are encouraged to provide written comments and suggestions via e-mail at Stan.Williams@cityofclarksville.com or via US mail to Clarksville MPO, 329 Main Street, Clarksville, TN 37040.

Anuncio de Reunión Pública:

La Organización Metropolitana de Planeación (MPO) de Clarksville responsable por la planeación de transportación para el área que incluye el Condado de Clarksville/Montgomery, Oak Grove y la parte sur del Condado de Christian, conducirá una reunión pública el día Jueves, Febrero 14, 2013, de 5:00pm a 7:00pm en el salón de conferencias del segundo piso en el Outlaw Field Airport, 200 Airport Road, Clarksville, TN 37042. El propósito de esta reunión es solicitar comentarios y sugerencias sobre la necesidad de mejoras a largo y corto plazo en transportación de la región.

Los comentarios proporcionados en la reunión ayudarán a guiar el desarrollo del Plan Metropolitano de Transportación 2040, que será actualizado este año. Este plan sirve como guía para inversiones a largo plazo en calles y carreteras, transportación pública, aceras y rutas para bicicletas; así como para inversiones en aeropuertos, ferrocarriles y vías fluviales en la región de Clarksville.

Igualmente se están aceptando comentarios referentes a proyectos existentes y proyectos potenciales que serán considerados para el FY2014-FY2017 Programa para Mejoras de Transportación (TIP), que también será actualizado este año. La prioridad para cualquier proyecto nuevo considerado para el TIP se dará en base al criterio adoptado. Por ley federal, el número de proyectos en el TIP es limitado por la cantidad de fondos disponibles.

A las personas que no puedan atender la reunión, se les pide proveer sus comentarios y sugerencias por escrito vía e-mail a Stan.Williams@cityofclarksville.com o por correo postal a Clarksville MPO, 329 Main Street, Clarksville, TN 37040.

Hall, Jill

From: Hall, Jill
Sent: Wednesday, January 16, 2013 2:57 PM
To: Kim McMillan (Kim.Mcmillan@cityofclarksville.com)
Cc: 'McCary, Dora'; Williams, Stan
Subject: Copy of letter and attachments to City Council members
Attachments: Attachment 1.pdf; Attachment 2.pdf

Mayor McMillan,

Below is the letter sent to the City Council members, Planning Commission and the County Commissioners for the call for projects for the new FY2014-FY2017 TIP and the Public Meeting at the Airport on Feb. 14th between 5:00pm and 7:00pm. The call for projects will go out to the TCC and Executive Board as part of the agenda for the Feb 21st MPO meeting also.

Thank you,
Jill Hall



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jill.hall@cityofclarksville.com

January 16, 2013

Dear Mayor McMillan:

The Clarksville Metropolitan Planning Organization (MPO) is preparing a new FY2014-FY2017 Transportation Improvement Program (TIP). The TIP is a programming document that details a 4-year budget of transportation projects. All projects that are funded with federal funds must be included in the TIP. All projects must be shown as being fiscally constraint. The TIP is also to ensure coordination of transportation improvements by local, state, and federal agencies.

The MPO receives an annual Local Surface Transportation Program (L-STP) funding allocation for road projects. Below is a list of projects currently under development utilizing L-STP funds:

City

1. Sango Road widening and turn lane to SR-76

County

1. Oakland Road realignment to SR-13

City/County

1. Rossview Road widening and Dunbar Cave Road realignment

The MPO is asking for submission of potential transportation improvement projects for the FY2014-FY2017 TIP by February 25, 2013. Each submittal will be reviewed by a detailed set of project selection criteria (attachment 1) for a more quantitative assessment, which will aid in the prioritization of projects.

The Rossvie Road /Dunbar Cave Road project and the Oakland Road project have taken a large portion of the L-STP allocation (attachment 2). There will be very limited funding for new projects until the above projects are completed.

The MPO is holding a public meeting on February 14th at the Outlaw Field Airport (upstairs conference room) between 5:00pm and 7:00pm to solicit inputs and accept project submittals. If you are unable to attend the public meeting, you may submit transportation improvement projects to the MPO by mail or email to the addresses above.

Thank you for your time and consideration of the TIP project selection process.

Sincerely,
J. Stan Williams
MPO Director



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

August 26, 2013

Re: Clarksville Urbanized Area Draft FY2014-FY2017 Transportation Improvement Program (TIP) – Natural Resource and Environmental Agencies and Stakeholder Review & Comment Period

Dear Agency and/or Stakeholder:

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) which is the regional transportation planning agency for the urbanized areas of Clarksville/Montgomery County, Tennessee and the City of Oak Grove, portions of Hopkinsville and Christian County, Kentucky has recently prepared the **Draft FY2014-FY2017 TIP** for the MPO planning area.

As part of the MPO's planning process the Draft TIP has been placed on the CUAMPO's website to allow for your organization's review and comment via the following web address: <http://www.cuampo.com/STIP.php>. The document is being made available for agency/stakeholder review. The MPO is seeking input from various federal, state, and local agencies and organizations having an interest in growth, development, transportation, safety, mobility, economic development, conservation, and/or other aspects related to the MPO's transportation planning process.

The MPO is requesting your organization's comments by close of business on September 27, 2013. The public review period will run from September 13, 2013 through October 15, 2013. The Clarksville Urbanized Area MPO will hold a joint Technical Coordinating Committee and Executive Board Meeting at 11:00am on October 17, 2013 to adopt the Draft TIP. Your organization is encouraged to send any comments to the MPO via email (addresses above) or by regular mail. Agencies/Stakeholders comments received by September 27, 2013 will be incorporated into the draft and will become official record of the participation process.

We thank you for your continued support for making the Clarksville Urbanized Area a more livable and sustainable region and we look forward to working with you in the future as we develop our plans for tomorrow.

Sincerely,

A handwritten signature in black ink, appearing to read "Stan Williams".

Stan Williams
MPO Director



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

Public Comment Period:

The public comment period on the Draft FY2014-FY2017 Transportation Improvement Program (TIP) will run from September 13, 2013 until October 15, 2013. Provide written comments via email to StanWilliams@cityofclarksville.com or via mail to: Clarksville MPO, 329 Main Street, Clarksville, TN 37040. The Final FY2014-FY2017 TIP is scheduled to be adopted on **October 17, 2013** at the Regional Planning Commission Office lower conference room at 11:00am.

Said documents are available for public review during normal business hours at the Regional Planning Commission Office, and available on the following website: www.cuampo.com. The Draft FY2014-FY2017 TIP is listed under the heading STIP/TIP on the website and hard copies will be located at the Regional Planning Commission Office, the Hopkinsville's City Hall and Oak Grove's City Hall. The TIP identifies the region's highest priority transportation projects, develops a multi-year implementation program, and identifies necessary federal and non-federal funding.

Período de Comentario Público:

El período de comentario público sobre el proyecto FY2014-AF2017 transporte mejora programa (TIP) se desarrollará del 13 de septiembre de 2013 hasta el 15 de octubre de 2013. Proporcionar comentarios por escrito vía correo electrónico a StanWilliams@cityofclarksville.com o vía mail a: MPO Clarksville, 329 Main Street, Clarksville, TN 37040. El TIP de FY2014-AF2017 la Final está programado para ser adoptada el **17 de octubre de 2013** en la sala inferior de oficina de la Comisión de Planificación Regional en 11:00.

Dijo que los documentos están disponibles para revisión pública durante horas normales de trabajo en la oficina de Planificación Regional de la Comisión y disponible en la siguiente página web: www.cuampo.com. El proyecto FY2014-AF2017 TIP cotiza bajo el epígrafe STIP/TIP en el sitio web y copias impresas se ubicará en la Oficina Regional de la Comisión de planificación, City Hall de la Hopkinsville y pasillo de ciudad de Oak Grove. La punta identifica proyectos de transporte de prioridad más alta de la región, desarrolla un programa de varios años de implementación e identifica fondos federales y no federales necesarios.

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Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday October 17, 2013 beginning at 11:00 a.m. Said meeting will be at the Regional Planning Commission, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of: the 2035 MTP amendment for compliance to MAP-21; the Final FY2014-FY2017 TIP; the Title VI Program document; and to update and obtain public input for the 2040 MTP development.

Said documents are available for public review during normal business hours at the MPO and available online @ www.cuampo.com. The discussion of air quality and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by October 11, 2013. This request does not have to be in writing. 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 be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

ther personal service or service by further publication shall be dispensed with and service of any future notices, motions, orders or other legal documents in this matter may be made upon the Respondents, **LESLIE JEAN JOHNSON and PATRICK D. CULLUM, SR.**, by filing same with the Juvenile Court Clerk of Montgomery County, Tennessee.

NOTICE**LESLIE JEAN JOHNSON and PATRICK D. CULLUM, SR.,**

The State of Tennessee, Department of Children's Services, has filed a petition against you seeking to terminate forever your parental rights to P.D.J. aka P.D.C. and K.S.J. It appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby ORDERED to appear in the Juvenile Court of Montgomery County, Tennessee at Clarksville, Tennessee on the 9th of December, 2013, at 2:00 P.M. to personally answer the Petition for Termination of Parental Rights. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition to terminate your parental rights to the child listed above. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Juvenile Court Clerk's Office, 2 Millennium Plaza, Clarksville, Tennessee. Entered this 14th day of August, 2013.

HONORABLE JUDGE
WAYNE C. SHELTON

Submitted for Entry:
Nannette Clark, BPR #017050
Assistant General Counsel
Tennessee Department of Child's Services
350 Pageant Lane; Suite 401
Clarksville, TN 37040
931/503-3220
Insertion Dates: Aug. 30, Sept. 6, 13, 20, 2013

lication of four (4) copies of the Leaf Chronicle general circulation. It is further respondent's appearance, petition, for service shall be dispensed with and service of any future notices, motions, orders or other legal documents in this matter may be made upon the Respondents, **LESLIE JEAN JOHNSON and PATRICK D. CULLUM, SR.**, by filing same with the Juvenile Court Clerk of Montgomery County, Tennessee. The State of Tennessee, Department of Children's Services, has filed a petition against you seeking to terminate forever your parental rights to P.D.J. aka P.D.C. and K.S.J. It appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby ORDERED to appear in the Juvenile Court of Montgomery County, Tennessee at Clarksville, Tennessee on the 9th of December, 2013, at 2:00 P.M. to personally answer the Petition for Termination of Parental Rights. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition to terminate your parental rights to the child listed above. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Juvenile Court Clerk's Office, 2 Millennium Plaza, Clarksville, Tennessee. Entered this 14th day of August, 2013.

Page 426-445
and WHEREAS, the beneficial interest of said trust to adjourn the defense must be made within three (3) days of the date of the hearing on this matter. The undersigned, an un-confirmed man, the lender of the trust, may be rescinded.

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AVISO DE REUNIÓN PÚBLICA

La Junta Ejecutiva de la **ORGANIZACION DE PLANEACION URBANIZADA DEL AREA METROPOLITANA DE CLARKSVILLE** (CUAMPO, siglas en ingles) se reunirá el **jueves 17 de octubre 2013**, comenzando a las 11:00 am. Esta reunión será en la **Comisión de Planificación Regional, 329 Main Street, Clarksville, TN 37040**. Los negocios a tratar incluye la revisión y aprobación de la enmienda 2035 MTP para el cumplimiento de MAP-21, el final FY2014-FY2017 TIP, el documento Programa del Título VI, y de actualizar y obtener la opinión del público para el desarrollo 2040 PPM.

Dichos documentos se encuentran a disposición del público durante las horas hábiles en las oficinas de MPO y online en www.cuampo.com. La discusión de la calidad del aire y otros asuntos de rutina se pueden realizar. Cualquier persona que tenga preguntas o comentarios sobre estos artículos debe ponerse en contacto con **Stan Williams** o **Jill Hall** al (931) 645-7448 o por correo electrónico a: stan.williams@cityofclarksville.com; jill.hall@cityofclarksville.com y/o asistir a esta reunión.

De acuerdo con el "Americans with Disabilities Act", si usted tiene una discapacidad, para los que el MPO debe proporcionar alojamiento, infórmenos de sus necesidades de 11 de octubre 2013, por favor. Esta solicitud no tiene que ser por escrito. Es la política de la MPO para asegurar el cumplimiento con el Título VI del Acta de Derechos Civiles de 1964, 49 parte CFP 26: Ninguna persona será excluida de participar o ser negado los beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que reciba fondos federales por motivos de raza, color, sexo u origen nacional.

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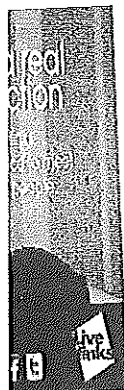
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Public Notice

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan
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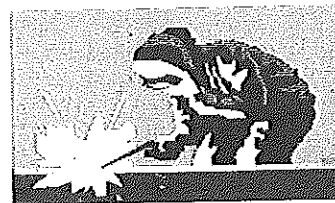
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Public Notice

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STATUS OF FY2011-FY2014 TIP PROJECTS

STATUS OF FY2011-FY2014 TIP PROJECTS

State Projects

E+C on page 4-5, table 4-2

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Start MP	End MP	Length	Action Taken
TIP #2	E+C 16	SR 374/North Pkwy from Dunbar Cave Rd to Stokes Rd	Widen from 2 lanes to 4 lanes/5 lanes	TDOT			1.7	Const did not begin and const funding for project was not carried into new TIP
TIP #4	E+C 28	SR 149/13	Widen from 2 to 5 lanes	TDOT			3.8	ROW is in progress
TIP #5	E+C 18	SR 374	Construct new 2 lane from SR 149 to Dotsonville Rd	TDOT			4.3	PE-Env is almost complete. Will begin PE-D in 2014.
TIP #6	E+C 19	SR 374	Construct new 2 lane from Dotsonville Rd to SR76	TDOT			2.9	PE-Env is almost complete. Will begin PE-D in 2014.

Local STP Projects

MTP ID # T-xx on page 7-3, table 7-2

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Start MP	End MP	Length	Action/Funding
TIP#65	T-30	Oakland Road	Realignment of Oakland Rd 1000' N on US Hwy 79 and 0.5 miles on Oakland Rd for safety and sight distance	Montgomery County			0.5	PE-Env is almost complete. Will begin PE-D in 2014.
TIP#66	E+C 34; T-31	Dunbar Cave Rd/Rossvie Rd	Widen to 5 lanes from I-24; 3 lanes from Cardinal Lane; transition to 2 after Keysburg Rd; realign Dunbar Cave Rd	Clarksville			1.5	PE-Env is almost complete. Will begin PE-D in 2014.
TIP#67	T-32	Sango Road @ SR 76	Intersection Improvements and addition of turning lane on Sango Rd	Clarksville				Ready to begin Const Phase.

TIP#68	E+C 14	SR112@McAdoo Creek Rd	Signalization and addition of left turning lanes on SR112	Montgomery County				Removed from TIP. Part of the State's SR112 widening project.
TIP#69	6.2.4 Maintenance	Local Rd 3R Improvements	resurfacing, slide repair, guardrail, signing, marketing, preventive maintenance	Clarksville				Project is in construction.

Local CMAQ projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Start MP	End MP	Length	Action/Funding
TIP #12	E+C 29	Intersection Improvements	Adding turn lanes, new signals, decorative lighting, video vehicle detection and retiming signals	Clarksville				3 of the 4 intersections completed. The 4 intersection is in ROW.
TIP #50	Table 6-15	CMAQ Project Contingency Overruns	Funds cost increases of projects in this TIP that are 30% or less	CUAMPO				Removed from TIP
TIP #51	Table 6-15	CMAQ Project Cost Overruns	Funds cost increases of projects from previous TIPS	CUAMPO				Removed from TIP
TIP #55	Table 6-15	Air Quality Awareness Campaign	Marketing, educational, outreach activities	CUAMPO				Ran radio ads thru each ozone period. All funding was used
TIP #57	Table 6-15	Biodiesel Processing System	Complete structure, collection of oil supplies, promotion and outreach, flood rebuild	Clarksville				The system was operating but was completely destroyed in the 2010 flood

ARRA/TIGER, HPP and Enhancement Local Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Start MP	End MP	Length	Action/Funding
TIP#16	E+C 31	Fort Campbell Variable Message Board	ITS message boards, cameras, necessary equipment for operation	Clarksville				No contract yet.
TIP#71	Table 6.9	RJ Corman Rail Road Bridge Enhancement	Rehab, paint, lighting for Rail Road Bridge.	Montgomery County				In Const.
TIP#72	4.1.6. Rail - consistant with plan	RJ Corman Rail Road/Memphis Line-ARRA/TIGER	Ties, Surfacing and Ballast	TDOT				Completed

State and Local-Buckets

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Start MP	End MP	Length	Action/Funding
TIP#37	Table 7-4	Local Bridge Selection	Bridge replacement, rehab, preservation projects	TDOT				Completed
TIP#38	Table 7-4	Local Bridge Project Cost Overrun	Funds to cover cost overruns from previous STIPs (local)	TDOT				Completed
TIP#39	Table 7-4	State Bridge Selection	Bridge replacement, rehab, systematic repair, preservation projects (state)	TDOT				Completed
TIP#40	Table 7-4	State Bridge Project Cost Overrun	Funds to cover cost overruns from previous STIPs (state)	TDOT				Completed
TIP#41	Table 6-15	Surface Transportation Project Cost Overrun	Funds to cover cost overruns from previous STIPs (state)	TDOT				Completed

TIP #42	Table 6-15	Surface Transportation Project Contingency Overrun	Funds to cover projects in current STIP where cost overruns have increased by less than 30% (state)	TDOT				Completed
TIP#43	Table 6-15	National Highway System Project Cost Overrun	Funds to cover cost overruns included in previous STIPs (state)	TDOT				Completed
TIP#44	Table 6-15	National Highway System Project Contingency Overrun	Funds to cover projects in current STIP where cost overruns have increased by less than 30% (state)	TDOT				Completed
TIP#46	Table 6-15	Spot Safety Improvements	such as signalization, intersection modify, sight distance, turn lanes, school flashing signals, etc. (state)	TDOT				Completed
TIP#47	Table 6-15	Highway Safety Improvements	Safety-alignment,spot, intersection improvements, guardrail, lighting,etc. (state)	TDOT				Completed
TIP#48	Table 6-15	Interstate 3R Improvements	resurfacing,slide repair, guardrail, signing, etc (state)	TDOT				Completed
TIP#49	Table 6-15	State Route 3R Improvements	resurfacing,slide repair, guardrail, signing, etc (state)	TDOT				Completed
TIP#54	Table 7-7	Safe Routes to School	Grant funding awarded at 100% federal SRTS	CUAMPO				Completed
TIP#56	Table 6-15	Roadscapes Bucket	Beautification grants awarded	Clarksville				Completed

TIP#70	Table 7-4	Bridge Bond Bucket	Bridge replacement, rehab, systematic repair and preservation (state)	TDOT				Completed
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Kentucky Projects

TIP ID	MTP ID	Project Title	Project Description	Sponsor Agency	Start MP	End MP	Length	Action/Funding
TIP#14	E+C 25	Cole Rd/Gate 7; US41A (Fort Campbell)at Gate7	Widen to 4 lane	KYTC	0	0.884		Completed
TIP#17	E+C 12	US-41A, I-24 to Elmo Rd/ planning boundary	Modernize-add shoulders, turn lanes, drainage improvements	KYTC	4.427	12.16		Completed
TIP#18	E+C 24	KY 115@ KY 911	Geometric Improvements at intersection, add turn lanes at all four approaches	KYTC	1.2	1.3		In ROW
TIP#19	E+C 22	I-24 @ US-41A(Ft. Campbell)	Reconstruct interchange to improve ramps	KYTC	85.18	85.9		Completed
TIP#52	E+C 26	Advanced Travel Center Electrification	I-24 @ KY 115; install 78 Advanced Travel Electrification units at Pilot Travel Center #49	KYTC				Did not start and CMAQ funds were pulled from New TIP.

Transit Projects

All transit projects were completed.

E-1

CRITERIA FOR STP AND CMAQ TIP EVALUATION

Clarksville MPO

Local Surface Transportation Program (STP) Criteria TIP Evaluation:

Criteria	Points	Standards
Safety	0-2	The safety criterion is intended to measure the potential improvements to public safety that the proposed project will provide. Information required for scoring projects under this criterion includes crash rates, crash severity, safety design, public safety of pedestrians and other general safety problems in accordance with TDOT and KYTC policies and procedures. The greater the potential improvement to overall transportation safety is, the higher the score for the potential project.
Congestion and Air Quality	0-2	The congestion criterion quantifies the predicted improvements in the level of service and access. Other factors that contribute to improvements to congestion include quality of life and the economic costs of congestion. Air Quality evaluates the need to improved air quality in the region. In most cases, as congestion is decreased the air quality score will increase. A high score should be given to projects that give the better congestion relief compared to current conditions.
Land Use Impact	0-2	The land use impact evaluation takes into consideration issues such as the promotion of higher quality of life in neighborhoods, commercial areas and employment centers. It also seeks to determine whether or not other infrastructure elements exist where the project is planned within the allotted construction time frame. Projects that serve existing development should score higher than those that may be considered premature for the development pattern.
Network Continuity	0-2	The network continuity criterion considers the need for overall system efficiency for each evaluated project. Higher scores should be given to projects that increase the efficiency for the overall transportation system.
Environmental/Quality of Life	0-2	Environmental/quality of life evaluates the impact of a project and the mitigation of impacts on the physical environment (such as wetlands and cultural resources) and the human environment/displacement (such as sustainability and livability; incorporating pedestrian walkways/crosswalks, bike lanes and transit routes/stops) If a project will benefit either of these environments, a higher score should be assigned and if the project will damage the environment, a lower score should be assigned.
Security	0-2	The security criterion is intended to measure the potential improvements to public security that a proposed project will provide. It applies to both motorized and non-motorized users of the transportation system. Examples of security considerations are improved lighting, presence of cameras, improved evacuation routes, improved emergency services access, threat warning devices, etc.

Clarksville MPO
Congestion Mitigation and Air Quality (CMAQ) Criteria
for TIP Evaluation

Criteria	Points	Standards
<u>QUANTIFIABLE REDUCTION OF AIR POLLUTANTS PER DOLLAR REQUESTED</u>	0-4	<p><u>Knowledge of current emissions from activity or location to be impacted</u> – The more current knowledge available, the higher the potential score. Knowledge of current conditions allows the TCC to better evaluate program or project effectiveness, increasing the likelihood a project can be used in the State Implementation Plan (SIP) to demonstrate emission reductions. It also allows better understanding of the need for a project that is proposed.</p> <p><u>Method of quantifying reductions</u> - More points should be awarded projects with well-defined and defensible methods for quantifying reductions as this can increase their SIP impact.</p> <p><u>Does measure provide efficient use of CMAQ funds on a dollar per ton reduced?</u> – Due to limited funds and the need to maximize project return, some evaluation of the cost per ton of emissions reduced is a useful measure to prioritize projects. Consideration should also be given to which pollutants are being reduced with priority given first to pollutants affecting a maintenance &/or non-attainment area (NOx and VOC's for ozone).</p>
<u>SCOPE</u>	0-2	<p><u>Does Project have area-wide or local impact?</u> – The TCC finds that projects with the potential to address air pollution on a regional level should receive preference over those that only addressed a smaller area. But this element can also be used to give higher rankings for projects that address both pollution and congestion in one of the identified corridors of congestion.</p> <p><u>Does it enhance or augment CMAQ projects in surrounding areas?</u> - In its evaluation of a project, the MPO should prioritize projects that augment projects in surrounding jurisdictions. Such augmentation allows for effective public outreach and better coordination in the regional management of air pollution. It also can enhance</p>

		the effectiveness of existing control programs or projects. This will become an increasingly important element if additional areas within the planning area are designated maintenance &/or non-attainment.
<u>MANDATED PROJECT</u>	0- 5	<p><u>Is the project contained in an approved State Implementation Plan or EPA Rule?</u> – Preference should be given for measures mandated by the SIP. A Transportation Control Measure contained in an approved SIP or EPA rule may be mandated to have priority over other CMAQ projects. No preference exists for projects already meeting their SIP required reductions.</p> <p><u>Does the Project enhance or augment a federally mandated transportation emissions reduction effort?</u> – Where a local project could tie into or enhance a federally mandated control measure, some preference should be given. This could be in the area of cleaner fuels, anti-idling, or transit fleet alternative fuel conversion to name a few potentials. The MPO is determined to support such programs at the local level by allowing more points for a local program that would further the use or scope of such a federally mandated requirement.</p> <p><u>Is the project one of the transportation control measures (TCM) recommended for evaluation and which has been found to be appropriate for the local transportation system?</u> – Goals of the LRTP can help recommend TCM's contained in the Clean Air Act for potential benefit in our local planning area. The MPO finds that in order to implement the plan's programs and federal guidance, a TCM measure found appropriate in the plan should receive a higher point total in this category.</p> <p><u>Does project have outside financial support or partnership to increase reduction per public dollar expended?</u> – In an effort to leverage public funding and encourage broad community involvement in these programs, projects that received funding or significant support from non-federal agencies should receive additional</p>

<p><u>DURATION/TIMING OF REDUCTIONS</u></p>	<p>0-2</p>	<p>points for their potential promotion.</p> <p><u>Are reductions permanent or seasonal and if seasonal, do they occur when needed?</u> – The ability to credit reduction in the SIP depends, to some extent, on their timing and enforceability. This part of the element was intended to address both the timing of the reductions from a project as well as their permanence. A higher ranking is given to projects that produced appropriate pollutant reductions during the period most likely to need them and permanent reductions are favored over seasonal or temporary reduction efforts.</p> <p><u>When will the reductions be credited against transportation emissions budget in SIP?</u> – Not all projects would produce emission reductions in time to be of benefit to attainment deadlines. The often-lengthy approval and construction time for major projects could result in obtaining pollution reductions only after certain attainment dates are set. Under this element, priority was given to projects that produced reductions sooner in the planning cycle.</p>
<p><u>CONGESTION REDUCTION</u></p>	<p>0-3</p>	<p><u>Will project help to achieve goal(s) of the LRTP as a high priority congestion corridor or location?</u> CMAQ is more than just air quality (AQ) improvements. Projects that have significant congestion relief outcomes and goals are therefore appropriately evaluated for funding prioritization. Projects that fulfill goals in the LRTP receive higher rankings in this element than those outside the goals of the LRTP or relate only to air quality issues.</p> <p><u>What is the level of congestion reduction achieved by the project?</u> –Much in the same way the initial criteria looked at the tons of reduction, this element hopes to better quantify the congestion reduction achievable by a project or program. It reinforces some of the air quality goals as is appropriate, but allows projects which are more localized to also be recognized for their unique problems.</p> <p><u>Does the project provide trip reduction</u></p>

		<u>improvement or only improved function of the congested area?</u> – This element looks at the potential for the project to solve the congestion throughout the network by reducing trips rather than by simply speeding the trips along a particular corridor or in a particular intersection.
<u>Project Grouping</u>	0-1	<u>Is the project part of a package of several projects?</u> – This element shows that projects combined show greater improvement than each part of the project alone when comparing to other proposed projects.
<u>Continuation</u>	0-1	<u>Has a similar project been done in the State or MPO?</u> – This element reflects on past results and experiences. Was the project viewed as successful or disastrous?