



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
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CLARKSVILLE, TN 37040
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Jill Hall
Transportation Planner
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March 5, 2020

Ms. Jennifer Marshall, Manager
TDOT Long Range Planning
505 Deaderick St., 9th floor
Nashville, TN 37243

RE: Clarksville Urbanized Area MPO Amendment #1 to the MTP

Dear Ms. Marshall:

The Clarksville Urbanized Area MPO Technical Coordinating Committee (TCC) met on March 5, 2020 to recommend approval of an amendment to the 2045 MTP. The Clarksville Urbanized Area MPO Executive Board met on March 5, 2020 and approved the recommended 2045 MTP amendment #1. The detailed MTP amendment #1 and associated Conformity Determination Report (CDR) is attached, and was made available for public comment on February 19 and no public comments were received at the public meeting or during the public comment period.

The MPO has determined that amendment #1 conforms to the State Implementation Plan (SIP), complies with the Clean Air Act, FAST Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation and other applicable Federal and State requirements. Revised funding tables shows the 2045 MTP remains fiscally constrained.

The formal public participation process began with the publication of the MPO's TCC and Executive Board meeting on February 19, 2020 in four publications: The Kentucky New Era, The Clarksville Leaf Chronicle, The Eagle Post and The El Crucero; displayed on the CTS buses, public facilities, on the CUAMPO website and available at the RPC office. The amendment was subject to all required public participation requirements set forth in our Public Participation Plan.

The Interagency Consultation Committee (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 51.390 and 93. The IAC concurred the amended project had a conforming status and fiscal constraint was demonstrated.

The attached resolution outlines the findings of the Clarksville Urbanized Area MPO Executive Board in taking this action to amend the 2045 MTP. These findings demonstrate that the 2045

MTP meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS. It is therefore the request by the Clarksville Urbanized Area MPO that the MTP amendment #1 be forward to the appropriate federal agencies for approval.

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

Sincerely,

A handwritten signature in black ink, reading "J. Stan Williams". The signature is fluid and cursive, with a large, sweeping flourish at the end.

J. Stan Williams, Director
Clarksville MPO

Attachment



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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Jill Hall
Transportation Planner
jhall@cityofclarksville.com

To: Jennifer Marshall, Manager, TDOT Planning

From: Stan Williams, Clarksville MPO Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO 2045
Metropolitan Transportation Plan (MTP) Amendment #1

Date: March 5, 2020

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

1. The MTP amendment meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS;
2. Revised tables and changes are attached to show fiscal constrained.

Inter-Agency Consultation:

The IAC agreed that this amendment was nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 93. The IAC concurred that the amendment has a conforming status.

Dates and Locations of Consideration of Amendment:

Joint MPO Technical Coordinating Committee and MPO Executive Board Meeting, 11:00 AM, Thursday, March 5, 2020, MPO Office, 329 Main Street, Clarksville, TN 37040.

Date for Publication of Public Notices:

February 19, 2020

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

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

RESOLUTION 2020-04
APPROVING AN AMENDMENT TO THE 2045 METROPOLITAN
TRANSPORTATION PLAN (MTP) WITH THE ASSOCIATED CONFORMITY
DETERMINATION REPORT (CDR) FOR THE
CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION
(MPO)

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

WHEREAS, on January 17, 2019 the MPO adopted the 2045 Metropolitan Transportation Plan (MTP) as a blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

WHEREAS, the MPO has worked cooperatively with TDOT to amend Project ID #517, SR-237/Rossview Road, from east of International Blvd to east of Hayes Lane into the Stage II (2027-2036) from the Visionary Needs List in the 2045 MTP:

1. Project ID #517, SR-237/Rossview Rd, is currently a portion of the Visionary Needs List (Table 11.8 page 11/16). The project information changes as follows:
 - a. Termini - from International Blvd. to Browning Way changes to: from east of International Blvd to east of Hayes Lane;
 - b. Length is increased from 1.6 miles to 3.4 miles;
 - c. Total cost estimate increased from \$5,100,000 to \$31,210,000;
 - d. Project description changed from reconstruct from 2-lane to 4-lane roadway to reconstruct a 4/5 lane roadway;
2. Move Project ID# 517 to Table 11.4 Stage II (2027-2036),page 11/7;
3. To keep the MTP financially constraint the following projects were moved: Project ID# 105, Jack Miller Blvd Extension moved from Table 11.4 Stage II to Table 11.5 Stage III (2037-2045); Project ID# 515, Wilma Rudolph Blvd widening from Table 11.5 Stage III to Table 11.8 Visionary Needs List.

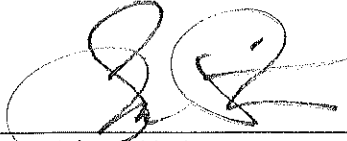
WHEREAS, members of the Interagency Consultation agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 93.

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on February 19, 2020 and ended March 4, 2020. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 1 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 1 of the 2045 MTP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: March 5, 2020

A handwritten signature in black ink, appearing to read 'Joe Pitts', is written over a horizontal line.

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

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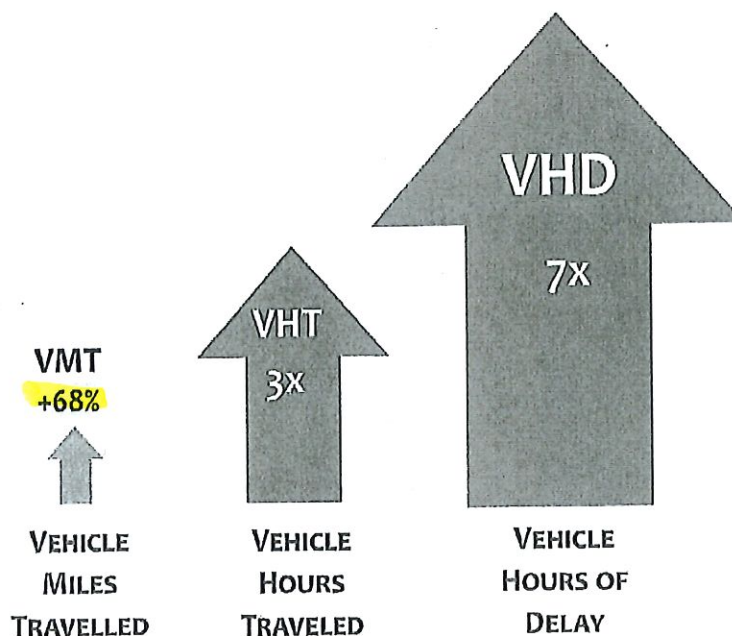
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Table 8.2 shows that if the transportation projects that currently have committed funding are constructed, the centerline miles of the roadway network will increase by 1.6 percent. The table also shows the forecast change in Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), and Vehicle Hours of Delay (VHD) if only those projects are constructed.

This data indicates that, by 2045, the VMT will increase by about **68 percent**. However, during this same time period, the VHT will nearly triple, and the VHD will be more than seven (7) times current delay. During the public survey, congestion reduction on the roadway network was identified as the top priority for residents and workers. This results in a high emphasis placed on congestion reduction during the project scoring process discussed in Chapter 10. Projects that will help reduce the large increase in the VHD from 2016 to 2045 therefore receive a higher score.



These changes are the result of a large growth in vehicle trips and comparatively slow growth of the roadway network.

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TABLE 8.2 TRAVEL DEMAND IMPACT OF GROWTH AND EXISTING AND COMMITTED PROJECTS, 2016 TO 2045
CENTERLINE MILES OF ROADWAYS

CENTERLINE MILES OF ROADWAYS				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	25.6	25.6	0	0.00%
Principal Arterial	54.5	61.6	7.1	13.00%
Minor Arterial	115.7	115.7	0	0.00%
Collector	223	222.7	-0.3	-0.10%
Total	418.8	425.6	6.8	1.60%
DAILY VEHICLE MILES TRAVELED (VMT)				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	1,210,751	1,801,127	590,376	48.76%
Principal Arterial	1,258,285	2,136,157	877,872	69.77%
Minor Arterial	1,272,585	2,230,573	957,988	75.28%
Collector	528,892	1,022,222	493,330	93.28%
Total	4,270,513	7,190,079	2,919,566	68.37%
DAILY VEHICLE HOURS TRAVELED (VHT)				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	33,294	232,721	199,427	598.99%
Principal Arterial	40,998	112,493	71,495	174.39%
Minor Arterial	43,326	128,386	85,060	196.33%
Collector	18,375	58,851	40,476	220.28%
Total	135,993	532,451	396,458	291.53%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

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DAILY VEHICLE HOURS OF DELAY (VHD)				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	13,832	203,811	189,979	1373.47%
Principal Arterial	14,181	67,544	53,363	376.30%
Minor Arterial	14,131	77,057	62,926	445.30%
Collector	4,564	31,351	26,787	586.92%
Total	46,708	379,763	333,055	713.06%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

CURRENTLY, CONGESTION IS CONCENTRATED MOSTLY NEAR INTERSECTIONS IN THE CLARKSVILLE MPA. BY 2045, CONGESTION IS FORECAST TO BECOME MORE WIDESPREAD IF ONLY THE E+C PROJECTS ARE IMPLEMENTED.

The number of roadway segments with a LOS of F would increase significantly, as shown in Table 8.3 and illustrated in Figure 8.1.

It is important to note that not all congested street and highway segments should be widened with additional through lanes or turning lanes. In urban settings, it may be more appropriate to consider ITS improvements or Travel Demand Management (TDM) strategies. Congestion may also be reduced by improving pedestrian, bicycle, and/or transit conditions that will encourage alternative means of transportation.



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TABLE 11.1 FISCAL CONSTRAINT FOR ROADWAY PROJECTS

	STAGE I 2018-2026	STAGE II 2027 - 2036	STAGE III 2037 - 2045	TOTAL 2016 - 2045
Estimated Funding Availability**	\$495,569,550	\$746,615,925	\$904,749,962	\$2,146,935,437
Estimated Fiscally-Constrained MTP Project Costs	\$536,773,000	\$720,360,000	\$891,665,000	\$2,148,798,000
			Vision Needs*	\$567,101,000
			Total Needs Plan	\$2,175,899,000

*Vision Needs describe additional projects that cannot be funded in the fiscally-constrained staged improvement program. These projects and their costs can be found on Page 11-16 and Table 11.8

** Estimated Funding Availability also includes transit funding.

Note: Annual Inflation Factors – 3.0% in the State of Tennessee, 4.0% in the State of Kentucky

TABLE 11.2 FISCAL CONSTRAINT FOR PUBLIC TRANSIT OPERATIONS

	STAGE I 2018-2026	STAGE II 2027 - 2036	STAGE III 2037 - 2045	TOTAL 2016 - 2045
Estimated Funding Available	\$61,784,942	\$90,969,074	\$108,340,270	\$261,094,286

STAGED IMPROVEMENT PLAN AND CONFORMITY

Since the CUAMPO must conduct conformity analysis for its MPA, projects identified in the MTP must be identified as being Exempt, Non-Exempt, or Regionally Significant. Projects that are exempt are not subject to the transportation conformity rule. Projects that are non-exempt must be shown in the region's conformity analysis. Projects that are regionally significant are non-exempt projects that are on roadways that serve regional needs, such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals.

The tables for each stage of the Staged Improvement Program display the conformity status of each project. The transit projects identified in Chapter 10 were determined to be exempt from conformity analysis.

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STAGE II (2027-2036) PROJECTS

Stage II is planned for improvements in the years 2027 to 2036. A list of these projects is shown in Table 11.4. These planned improvements are projected to cost \$720.4 million and represent improvements consisting of roadway widening, new roadway construction, reconstruction, and center turn lane addition.

TABLE 11.4 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE II (2027-2036)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
201	Roadway	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes	\$22,629	Non-Exempt
203	Roadway	North-East Connector Phase 2	SR-48 (Trenton Rd) to Peachers Mill Rd	New 4 Lane Roadway	\$76,673	Non-Exempt
204	Roadway	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes	\$4,310	Non-Exempt
207	Roadway	KY-117	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 5 Lane Roadway	\$71,523	Non-Exempt
209	Roadway	KY-109 (Bradshaw Rd)	KY-1453 (Elmo Rd) to Bradshaw-Fidelio Rd	Reconstruct with CTL	\$5,687	Non-Exempt
304	Roadway	SR-48 (Trenton Rd)	SR-13/US79 (Wilma Rudolph Blvd) to SR-374	Widen from 2 to 5 Lanes	\$10,776	Non-Exempt
401	Roadway	New Roadway	Fair Brook Place to Needmore Rd	New 3 Lane Roadway	\$11,190	Non-Exempt
402	Roadway	Professional Park Dr Ext	Extension to Cardinal Ln	New 2 Lane Roadway	\$9,325	Non-Exempt
403	Roadway	International Blvd Ext	SR-237 (Rossvlew Rd) to SR-76 to Trough Springs Rd	New 2 Lane Roadway	\$34,503	Non-Exempt
405	Roadway	SR-374 (Richview Rd) Ext	SR-12 (Madison St) to US 41A Bypass	New 4 Lane Roadway	\$20,723	Non-Exempt
406	Roadway	Kennedy Ln Ext	Extension to Merlwether Rd	New 2 Lane Roadway	\$8,393	Non-Exempt

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continued **TABLE 11.4 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE II (2027-2036)**

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
409	Roadway	8th St connector	Needmore Rd to Peterson Ln	New 2 Lane Roadway	\$17,718	Non-Exempt
411	Roadway	SR-374 (Richview Rd)	Memorial Dr to US 41A (Madison St)	Widen from 3 to 5 Lanes	\$8,621	Non-Exempt
504	Roadway	SR 13/48	River Road to Old Highway 48	Center Turn Lane	\$6,426	Non-Exempt
508	Roadway	I-24	@ Exit 8 EB Off Ramp	Widen to 2 Lanes	\$9,106	Non-Exempt
514	Roadway	Tylertown Road	Trenton Rd to Oakland Rd	Widen to 4 Lanes	\$18,319	Non-Exempt
517	Roadway	SR-237 (Rossvlew Rd)	International Boulevard to Hayes Ln	Widen from 2 to 5 Lanes	\$31,210	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$5,245	Exempt
Line Item	Roadway	Various	Various	Safety	\$26,226	Exempt
Line Item	Roadway	Various	Various	Bridge	\$72,121	Exempt
Line Item	Roadway	Various	Various	Overlay	\$52,452	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$7,868	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$98,347	Exempt
Line Item	Transit	--	--	CTS Funding	\$90,969	Exempt
Total Stage II					\$720,350	

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STAGE III (2037-2045) PROJECTS

Stage III is planned for improvements in the years 2037 to 2045. A list of the projects is shown in Table 11.5. These planned improvements are projected to cost \$891.7 million and represent improvements consisting of roadway widening, new roadway construction, and reconstruction.

TABLE 11.5 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE III (2037-2045)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$)	CONFORMITY STATUS
105	Roadway	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway	\$54,891	Non-Exempt
111	Roadway	Oatts-Riggins Rd	KY-400 (State Line Rd) to KY-911 (Thompsonville Ln)	New 3 Lane Roadway	\$23,355	Non-Exempt
112	Roadway	KY-1453 (Elmo Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$33,837	Non-Exempt
202	Roadway	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes	\$78,494	Non-Exempt
205	Roadway	Hugh Hunter/ Gritton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction	\$10,920	Exempt
208	Roadway	Ft Campbell Gate 5 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	\$23,355	Non-Exempt
303	Roadway	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL	\$5,892	Non-Exempt
305	Roadway	Whitfield Rd/ Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL	\$1,309	Non-Exempt
404	Roadway	Dixie Bee Rd Ext	Sango Rd to US 41A	New 2 Lane Roadway	\$8,645	Non-Exempt
407	Roadway	SR-236 (Tiny Town Rd) Ext	Extension to Merlwether Rd	New 2 Lane Roadway	\$8,645	Non-Exempt
408	Roadway	New Roadway	9th St to 10th St	New 2 Lane Roadway	\$1,235	Non-Exempt
412	Roadway	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 ro 5 Lanes	\$28,543	Non-Exempt
502	Roadway	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes	\$25,689	Non-Exempt

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TABLE 11.5 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE III (2037-2045)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$)	CONFORMITY STATUS
503	Roadway	Dunbar Cave Road	Wilma Rudolph Blvd (US 79/SR 13) to Rossview Rd (SR 237)	Widen to 4 Lanes	\$57,087	Non-Exempt
507	Roadway	I-24	@ Dixie Bee Road	New interchange	\$68,614	Non-Exempt
510	Roadway	Needmore Road	Wilma Rudolph Blvd to Trenton Road	Widen to 4 Lanes	\$12,844	Non-Exempt
512	Roadway	Rossview Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes	\$21,407	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$6,371	Exempt
Line Item	Roadway	Various	Various	Safety	\$31,856	Exempt
Line Item	Roadway	Various	Various	Bridge	\$87,605	Exempt
Line Item	Roadway	Various	Various	Overlay	\$63,713	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$9,557	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$119,461	Exempt
Line Item	Transit	--	--	CTS Funding	\$108,340	Exempt
Total Stage III					\$891,665	

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EFFECTIVENESS OF FISCALLY-CONSTRAINED PROJECTS

Tables 11.6 and 11.7 show the travel impacts of implementing the capacity projects in the fiscally-constrained project list. The tables compare network statistics against the "No Build" E+C network. Figure 11.1 displays these projects.

WHILE DAILY VEHICLE MILES TRAVELED DECREASE BY LESS THAN TWO (2) PERCENT, THE DAILY VEHICLE HOURS TRAVELLED AND DAILY HOURS OF DELAY DECREASE BY THIRTY (30) AND FORTY-FIVE (45) PERCENT RESPECTIVELY BY IMPLEMENTING THE PROJECTS RECOMMENDED IN THE 2045 MTP.

TABLE 11.6 TRAVEL IMPACTS OF FISCALLY-CONSTRAINED 2045 MTP ROADWAY CAPACITY PROJECTS

MEASURE	2045 EXISTING AND COMMITTED	2045 FISCALLY CONSTRAINED MTP	DIFFERENCE	PERCENT DIFFERENCE
Daily Vehicle Miles Traveled	8,565,797	8,432,932	-132,865	-1.6%
Daily Vehicle Hours Traveled	593,271	413,053	-180,218	-30.4%
Daily Hours of Delay	392,450	215,635	-176,815	-45.1%

Source: Clarksville Travel Demand Model, NSI

Note: Values in this table include all facilities modeled and do not match the values in other tables regarding VMT, VHT, and VHD.

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TABLE 11.7 TRAVEL IMPACTS OF FISCALLY CONSTRAINED 2045 MTP PROJECTS BY ROADWAY FUNCTIONAL CLASS

CENTERLINE MILES OF ROADWAYS				
CLASSIFICATION	2045 (E+C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	25.6	25.6	0.0	0.00%
Principal Arterial	61.6	61.6	0.0	0.00%
Minor Arterial	115.7	128.9	13.2	11.41%
Collector	222.7	225.0	2.3	1.03%
Total	425.6	441.1	15.5	3.64%
DAILY VEHICLE MILES TRAVELED (VMT)				
CLASSIFICATION	2045 (E+C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	1,801,127	1,630,796	-170,331	-9.5%
Principal Arterial	2,136,157	1,968,229	-167,928	-7.9%
Minor Arterial	2,230,573	2,509,294	278,721	12.5%
Collector	1,022,222	928,297	-93,925	-9.2%
Total	7,190,079	7,036,616	-153,463	-2.1%
DAILY VEHICLE HOURS TRAVELED (VHT)				
CLASSIFICATION	2045 (E+C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	232,721	108,730	-123,991	-53.3%
Principal Arterial	112,493	82,033	-30,460	-27.1%
Minor Arterial	128,386	118,623	-9,763	-7.6%
Collector	58,851	43,916	-14,935	-25.4%
Total	532,451	353,302	-179,149	-33.6%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

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The estimated cost, in 2017 dollars, to implement the unfunded projects is \$567.1 million. The Visionary Needs list is shown in Table 11.8 and the projects are shown in Figure 11.2.

TABLE 11.8 2045 MTP VISIONARY NEEDS LIST

ID	ROUTE	LOCATION	IMPROVEMENT	MILES	PROJECT COST (2017 \$,000)
206	Ft Campbell Gate 4 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	1.20	\$7,290
301	I-24	KY/TN State Line to SR-76	Widen from 4 to 6 Lanes	10.70	\$123,050
302	I-24	SR-76 to SR-256 in Robertson County	Widen from 4 to 6 Lanes	8.60	\$98,900
306	I-24	US 41A (Ft Campbell Blvd) to TN State Line	Widen from 4 to 6 Lanes	7.80	\$89,700
410	I-24	Dunlop Ln	New Interstate Interchange	--	\$33,750
501	SR 48 (College St)	N 2nd St (US 41A) to Kraft St	Widen to 6 Lanes	1.40	\$9,828
505	SR 48 (College St)	Riverside Dr to N 2nd St (US 41A)	Widen to 4 Lanes	0.30	\$2,106
506	US 79 (Providence Blvd)	US 41 to Red River Providence	Widen to 6 Lanes	1.50	\$10,530
509	Madison Street	10th Street to Pageant Lane	Widen to 4 Lanes	0.50	\$3,510
511	Riverside Drive	Providence Blvd to Cumberland Dr	Road Diet	2.30	\$3,150
513	Tiny Town Road	US 41A to Trenton Rd	Widen to 6 Lanes	6.80	\$47,736
515	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes	3.00	\$21,060
516*	SR-374 Ext	SR-13/48 to SR-12	New 2 Lane Roadway & Bridge	5.50	\$101,250
518**	SR 76	I-24 to Woodson Rd	Reconstruct with CTL	0.70	\$2,254
519**	KY-911	US 41A to KY-115	Widen from 3 to 5 Lanes	1.85	\$12,987
Total Vision					\$567,101

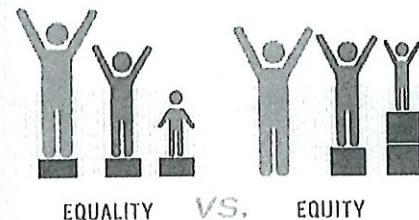
*Project 516 was added to the MTP process after project scoring was completed.

**Projects 518 and 519 were added to the Vision List based on comments received during the public review period.

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11.3 | Allocation of Funds to Communities of Concern

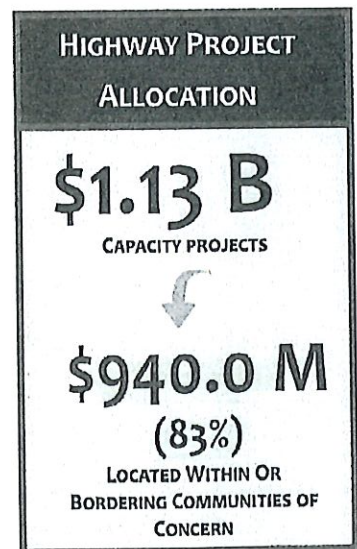
Communities of concern are cities and communities where the percentage of low-income households or minorities is greater than that of the entire MPA. Within the MPA, 27 percent of the population are minority persons, while 18 percent of the households are below the poverty line. In order to ensure equity in the plan, an analysis was conducted to determine the level of investment that will occur near these identified populations.



Highway Projects

The staged improvement program contains \$1.13 billion in capacity projects throughout the MPA. Of that amount, \$940.0 million is located within (completely or partially) or bordering communities of concern. This represents approximately 83 percent of the total dollars invested in capacity projects. The staged improvement plan projects that are within or bordering communities of concern are shown in Table 11.9. The MTP projects and communities of concern are displayed in Figure 11.3.

Each of the projects in Table 11.9 received an assessment of the likely impacts to residential properties, businesses, and community facilities in order to determine a "Level of Concern". The majority of these projects involve widenings or roadway extensions into primarily undeveloped areas, or areas with few right-of-way concerns. Overall, the level of concern for each of the projects is relatively low. However, the scope and resources of the MTP only allow for a preliminary analysis to be conducted. Further research will need to be done as a project progresses through the development process.



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TABLE 11.9 LEVEL OF CONCERN FOR STAGED IMPROVEMENT PROGRAM

ID	STAGE	ROUTE	LOCATION	IMPROVEMENT	LEVEL OF CONCERN
111	Stage III	Oatts-Riggins Rd	KY-400 (State Line Rd) to KY-911 (Thompsonville Ln)	New 3 Lane Roadway	Low
202	Stage III	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes	Could impact minorities
205	Stage III	Hugh Hunter/ Grltton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction	Low
303	Stage III	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL	Low
305	Stage III	Whitfield Rd/Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL	Low
407	Stage III	SR-236 (Tiny Town Rd) Ext	Extension to Meriwether Rd	New 2 Lane Roadway	Could impact minorities
408	Stage III	New Roadway	9th St to 10th St	New 2 Lane Roadway	Could impact low income and minorities
412	Stage III	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 to 5 Lanes	Could impact minorities
502	Stage III	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes	Low
503	Stage III	Dunbar Cave Road	Wilma Rudolph Blvd (US 79) to Rossvlew Rd (SR 37)	Widen to 4 Lanes	Low
510	Stage III	Needmore Road	Wilma Rudolph Blvd to Trenton Road	Widen to 4 Lanes	Low
512	Stage III	Rossvlew Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes	Low

Source: NSI, CUAMPO

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TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS

ID	STAGE	ROUTE	LOCATION	IMPROVEMENT
304	Stage II	SR-48 (Trenton Rd)	SR-13/US79 (Wilma Rudolph Blvd) to SR-374	Widen from 2 to 5 Lanes
401	Stage II	New Roadway	Fair Brook Place to Needmore Rd	New 3 Lane Roadway
402	Stage II	Professional Park Dr Ext	Extension to Cardinal Ln	New 2 Lane Roadway
403	Stage II	International Blvd Ext	SR-237 (Rossvlew Rd) to SR-76 to Trough Springs Rd	New 2 Lane Roadway
405	Stage II	SR-374 (Richview Rd) Ext	SR-12 (Madison St) to US 41A Bypass	New 4 Lane Roadway
406	Stage II	Kennedy Ln Ext	Extension to Meriwether Rd	New 2 Lane Roadway
409	Stage II	8th St connector	Needmore Rd to Patterson Ln	New 2 Lane Roadway
411	Stage II	SR-374 (Richview Rd)	Memorial Dr to US 41A (Madison St)	Widen from 3 to 5 Lanes
504	Stage II	SR 13/48	River Road to Old Highway 48	Center Turn Lane
508	Stage II	I-24	@ Exit 8 EB Off Ramp	Widen to 2 Lanes
514	Stage II	Tylertown Road	Trenton Rd to Oakland Rd	Widen to 4 Lanes
517	Stage II	SR-237 (Rossvlew Rd)	International Blvd to Hayes Ln	Widen from 2 to 5 Lanes
202	Stage III	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes
205	Stage III	Hugh Hunter/ Gritton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction
303	Stage III	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL
305	Stage III	Whitfield Rd/ Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL
404	Stage III	Dixie Bee Rd Ext	Sango Rd to US 41A	New 2 Lane Roadway
407	Stage III	SR-236 (Tiny Town Rd) Ext	Extension to Meriwether Rd	New 2 Lane Roadway
408	Stage III	New Roadway	9th St to 10th St	New 2 Lane Roadway

Source: NSI, CUAMPO

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TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS

ID	STAGE	ROUTE	LOCATION	IMPROVEMENT
412	Stage III	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 to 5 Lanes
502	Stage III	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes
507	Stage III	I-24	@ Dixie Bee Road	New interchange
510	Stage III	Needmore Road	Willma Rudolph Blvd to Trenton Road	Widen to 4 Lanes
512	Stage III	Rossvlew Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes

Source: NSI, CUAMPO

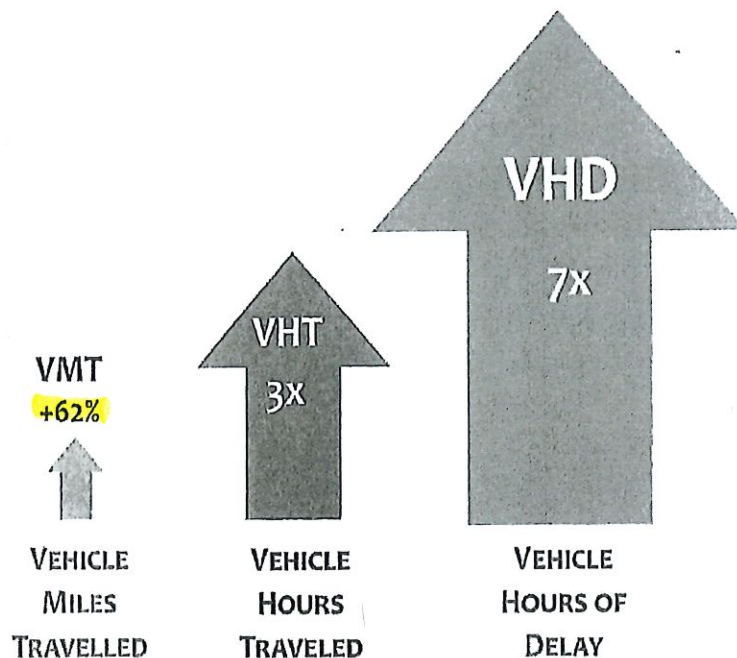
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CHAPTER 8

Table 8.2 shows that if the transportation projects that currently have committed funding are constructed, the centerline miles of the roadway network will increase by 1.6 percent. The table also shows the forecast change in Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), and Vehicle Hours of Delay (VHD) if only those projects are constructed.

This data indicates that, by 2045, the VMT will increase by about 62 percent. However, during this same time period, the VHT will nearly triple, and the VHD will be more than seven (7) times current delay. During the public survey, congestion reduction on the roadway network was identified as the top priority for residents and workers. This results in a high emphasis placed on congestion reduction during the project scoring process discussed in Chapter 10. Projects that will help reduce the large increase in the VHD from 2016 to 2045 therefore receive a higher score.



These changes are the result of a large growth in vehicle trips and comparatively slow growth of the roadway network.

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TABLE 8.2 TRAVEL DEMAND IMPACT OF GROWTH AND EXISTING AND COMMITTED PROJECTS, 2016 TO 2045
CENTERLINE MILES OF ROADWAYS

CENTERLINE MILES OF ROADWAYS				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	25.6	25.6	0	0.00%
Principal Arterial	54.5	61.6	7.1	13.00%
Minor Arterial	115.7	115.7	0	0.00%
Collector	223	222.7	-0.3	-0.10%
Total	418.8	425.6	6.8	1.60%

DAILY VEHICLE MILES TRAVELED (VMT)				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	1,210,751	1,726,719	515,968	42.62%
Principal Arterial	1,258,285	1,950,292	692,007	55.00%
Minor Arterial	1,272,585	2,230,573	957,988	75.28%
Collector	528,892	1,015,652	486,760	92.03%
Total	4,270,513	6,923,236	2,652,723	62.12%

DAILY VEHICLE HOURS TRAVELED (VHT)				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	33,294	228,960	195,666	587.69%
Principal Arterial	40,998	107,577	66,579	162.40%
Minor Arterial	43,326	128,386	85,060	196.33%
Collector	18,375	58,040	39,665	215.86%
Total	135,993	522,963	386,970	284.55%

Note: E+C is future scenario with only Existing and Committed transportation projects.
Source: Clarksville Travel Demand Model, NSI

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DAILY VEHICLE HOURS OF DELAY (VHD)				
CLASSIFICATION	2016 (BASE)	2045 (E+C PROJECTS)	CHANGE	PERCENT DIFFERENCE
Interstate	13,832	201,806	187,974	1358.98%
Principal Arterial	14,181	66,053	51,872	365.79%
Minor Arterial	14,131	77,057	62,926	445.30%
Collector	4,564	30,806	26,242	574.98%
Total	46,708	375,722	329,014	704.41%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

CURRENTLY, CONGESTION IS CONCENTRATED MOSTLY NEAR INTERSECTIONS IN THE CLARKSVILLE MPA. BY 2045, CONGESTION IS FORECAST TO BECOME MORE WIDESPREAD IF ONLY THE E+C PROJECTS ARE IMPLEMENTED.

The number of roadway segments with a LOS of F would increase significantly, as shown in Table 8.3 and illustrated in Figure 8.1.

It is important to note that not all congested street and highway segments should be widened with additional through lanes or turning lanes. In urban settings, it may be more appropriate to consider ITS improvements or Travel Demand Management (TDM) strategies. Congestion may also be reduced by improving pedestrian, bicycle, and/or transit conditions that will encourage alternative means of transportation.



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TABLE 11.1 FISCAL CONSTRAINT FOR ROADWAY PROJECTS

	STAGE I 2018-2026	STAGE II 2027 - 2036	STAGE III 2037 - 2045	TOTAL 2016 - 2045
Estimated Funding Availability**	\$495,569,550	\$746,615,925	\$904,749,962	\$2,146,935,437
Estimated Fiscally-Constrained MTP Project Costs	\$536,773,000	\$730,595,000	\$879,589,000	\$2,146,957,000
			Vision Needs*	\$551,193,000
			Total Needs Plan	\$2,698,150,000

*Vision Needs describe additional projects that cannot be funded in the fiscally-constrained staged improvement program. These projects and their costs can be found on Page 11-10 and Table 11.8

** Estimated Funding Availability also includes transit funding.

Note: Annual Inflation Factors – 3.0% in the State of Tennessee, 4.0% in the State of Kentucky

TABLE 11.2 FISCAL CONSTRAINT FOR PUBLIC TRANSIT OPERATIONS

	STAGE I 2018-2026	STAGE II 2027 - 2036	STAGE III 2037 - 2045	TOTAL 2016 - 2045
Estimated Funding Available	\$61,784,942	\$90,969,074	\$108,340,270	\$261,094,286

STAGED IMPROVEMENT PLAN AND CONFORMITY

Since the CUAMPO must conduct conformity analysis for its MPA, projects identified in the MTP must be identified as being Exempt, Non-Exempt, or Regionally Significant. Projects that are exempt are not subject to the transportation conformity rule. Projects that are non-exempt must be shown in the region's conformity analysis. Projects that are regionally significant are non-exempt projects that are on roadways that serve regional needs, such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals.

The tables for each stage of the Staged Improvement Program display the conformity status of each project. The transit projects identified in Chapter 10 were determined to be exempt from conformity analysis.

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STAGE II (2027-2036) PROJECTS

Stage II is planned for improvements in the years 2027 to 2036. A list of these projects is shown in Table 11.4. These planned improvements are projected to cost \$730.6 million and represent improvements consisting of roadway widening, new roadway construction, reconstruction, and center turn lane addition.

TABLE 11.4 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE II (2027-2036)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
105	Roadway	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway	\$41,445	Non-Exempt
201	Roadway	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes	\$22,629	Non-Exempt
203	Roadway	North-East Connector Phase 2	SR-48 (Trenton Rd) to Peachers Mill Rd	New 4 Lane Roadway	\$76,673	Non-Exempt
204	Roadway	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes	\$4,310	Non-Exempt
207	Roadway	KY-117	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 5 Lane Roadway	\$71,523	Non-Exempt
209	Roadway	KY-109 (Bradshaw Rd)	KY-1453 (Elmo Rd) to Bradshaw-Fidellio Rd	Reconstruct with CTL	\$5,687	Non-Exempt
304	Roadway	SR-48 (Trenton Rd)	SR-13/US79 (Wilma Rudolph Blvd) to SR-374	Widen from 2 to 5 Lanes	\$10,776	Non-Exempt
401	Roadway	New Roadway	Fair Brook Place to Needmore Rd	New 3 Lane Roadway	\$11,190	Non-Exempt
402	Roadway	Professional Park Dr Ext	Extension to Cardinal Ln	New 2 Lane Roadway	\$9,325	Non-Exempt
403	Roadway	International Blvd Ext	SR-237 (Rossvie Rd) to SR-76 to Trough Springs Rd	New 2 Lane Roadway	\$34,503	Non-Exempt
405	Roadway	SR-374 (Richview Rd) Ext	SR-12 (Madison St) to US 41A Bypass	New 4 Lane Roadway	\$20,723	Non-Exempt
406	Roadway	Kennedy Ln Ext	Extension to Meriwether Rd	New 2 Lane Roadway	\$8,393	Non-Exempt

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TABLE 11.4 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE II (2027-2036)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
409	Roadway	8th St connector	Needmore Rd to Peterson Ln	New 2 Lane Roadway	\$17,718	Non-Exempt
411	Roadway	SR-374 (Richview Rd)	Memorial Dr to US 41A (Madison St)	Widen from 3 to 5 Lanes	\$8,621	Non-Exempt
504	Roadway	SR 13/48	River Road to Old Highway 48	Center Turn Lane	\$6,426	Non-Exempt
508	Roadway	I-24	@ Exit 8 EB Off Ramp	Widen to 2 Lanes	\$9,106	Non-Exempt
514	Roadway	Tylertown Road	Trenton Rd to Oakland Rd	Widen to 4 Lanes	\$18,319	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$5,245	Exempt
Line Item	Roadway	Various	Various	Safety	\$26,226	Exempt
Line Item	Roadway	Various	Various	Bridge	\$72,121	Exempt
Line Item	Roadway	Various	Various	Overlay	\$52,452	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$7,868	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$98,347	Exempt
Line Item	Transit	--	--	CTS Funding	\$90,969	Exempt
Total Stage II					\$730,595	

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STAGE III (2037-2045) PROJECTS

Stage III is planned for improvements in the years 2037 to 2045. A list of the projects is shown in Table 11.5. These planned improvements are projected to cost \$879.6 million and represent improvements consisting of roadway widening, new roadway construction, and reconstruction.

TABLE 11.5 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE III (2037-2045)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$)	CONFORMITY STATUS
111	Roadway	Oatts-Riggins Rd	KY-400 (State Line Rd) to KY-911 (Thompsonville Ln)	New 3 Lane Roadway	\$23,355	Non-Exempt
112	Roadway	KY-1453 (Elmo Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$33,837	Non-Exempt
202	Roadway	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes	\$78,494	Non-Exempt
205	Roadway	Hugh Hunter/ Gritton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction	\$10,920	Exempt
208	Roadway	Ft Campbell Gate 5 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	\$23,355	Non-Exempt
303	Roadway	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL	\$5,892	Non-Exempt
305	Roadway	Whitfield Rd/ Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL	\$1,309	Non-Exempt
404	Roadway	Dixie Bee Rd Ext	Sango Rd to US 41A	New 2 Lane Roadway	\$8,645	Non-Exempt
407	Roadway	SR-236 (Tiny Town Rd) Ext	Extension to Meriwether Rd	New 2 Lane Roadway	\$8,645	Non-Exempt
408	Roadway	New Roadway	9th St to 10th St	New 2 Lane Roadway	\$1,235	Non-Exempt
412	Roadway	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 to 5 Lanes	\$28,543	Non-Exempt
502	Roadway	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes	\$25,689	Non-Exempt
503	Roadway	Dunbar Cave Road	Wilma Rudolph Blvd (US 79/SR 13) to Rossview Rd (SR 237)	Widen to 4 Lanes	\$57,087	Non-Exempt

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continued TABLE 11.5 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE III (2037-2045)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$)	CONFORMITY STATUS
507	Roadway	I-24	@ Dixie Bee Road	New Interchange	\$68,614	Non-Exempt
510	Roadway	Needmore Road	Wilma Rudolph Blvd to Trenton Road	Widen to 4 Lanes	\$12,844	Non-Exempt
512	Roadway	Rossvie Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes	\$21,407	Non-Exempt
515	Roadway	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes	\$42,815	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$6,371	Exempt
Line Item	Roadway	Various	Various	Safety	\$31,856	Exempt
Line Item	Roadway	Various	Various	Bridge	\$87,605	Exempt
Line Item	Roadway	Various	Various	Overlay	\$63,713	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$9,557	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$119,461	Exempt
Line Item	Transit	--	--	CTS Funding	\$108,340	Exempt
Total Stage III					\$879,589	

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EFFECTIVENESS OF FISCALLY-CONSTRAINED PROJECTS

Tables 11.6 and 11.7 show the travel impacts of implementing the capacity projects in the fiscally-constrained project list. The tables compare network statistics against the "No Build" E+C network. Figure 11.1 displays these projects.

WHILE DAILY VEHICLE MILES TRAVELED DECREASE BY LESS THAN ONE (1) PERCENT, THE DAILY VEHICLE HOURS TRAVELLED AND DAILY HOURS OF DELAY DECREASE BY THIRTY-FOUR (34) AND FORTY-SEVEN (47) PERCENT RESPECTIVELY BY IMPLEMENTING THE PROJECTS RECOMMENDED IN THE 2045 MTP.

TABLE 11.6 TRAVEL IMPACTS OF FISCALLY-CONSTRAINED 2045 MTP ROADWAY CAPACITY PROJECTS

MEASURE	2045 EXISTING AND COMMITTED	2045 FISCALLY CONSTRAINED MTP	DIFFERENCE	PERCENT DIFFERENCE
Daily Vehicle Miles Traveled	6,923,236	6,954,406	31,170	0.5%
Daily Vehicle Hours Traveled	522,963	345,200	-177,763	-34.0%
Daily Hours of Delay	375,722	198,147	-177,575	-47.3%

Source: Clarksville Travel Demand Model, NSI

Note: Values in this table include all facilities modeled and do not match the values in other tables regarding VMT, VHT, and VHD.

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TABLE 11.7 TRAVEL IMPACTS OF FISCALLY CONSTRAINED 2045 MTP PROJECTS BY ROADWAY FUNCTIONAL CLASS

CENTERLINE MILES OF ROADWAYS				
CLASSIFICATION	2045 (E+C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	25.6	25.6	0.0	0.00
Principal Arterial	61.6	61.6	0.0	0.00
Minor Arterial	115.7	128.9	13.2	11.41
Collector	222.7	225.0	2.3	1.03
Total	425.6	441.1	15.5	3.64
DAILY VEHICLE MILES TRAVELED (VMT)				
CLASSIFICATION	2045 (E+C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	1,726,719	1,564,899	-161,820	-9.37%
Principal Arterial	1,950,292	1,959,421	9,129	0.47%
Minor Arterial	2,230,573	2,501,550	270,977	12.15%
Collector	1,015,652	928,536	-87,116	-8.58%
Total	6,923,236	6,954,406	31,170	0.45%
DAILY VEHICLE HOURS TRAVELED (VHT)				
CLASSIFICATION	2045 (E+C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	228,960	105,376	-123,584	-53.98%
Principal Arterial	107,577	77,890	-29,687	-27.60%
Minor Arterial	128,386	116,921	-11,465	-8.93%
Collector	58,040	45,013	-13,027	-22.44%
Total	522,963	345,200	-177,763	-33.99%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

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The estimated cost, in 2017 dollars, to implement the unfunded projects is \$530.8 million. The Visionary Needs list is shown in Table 11.8 and the projects are shown in Figure 11.2.

TABLE 11.8 2045 MTP VISIONARY NEEDS LIST

ID	ROUTE	LOCATION	IMPROVEMENT	MILES	PROJECT COST (2017 \$,000)
206	Ft Campbell Gate 4 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	1.20	\$7,290
301	I-24	KY/TN State Line to SR-76	Widen from 4 to 6 Lanes	10.70	\$123,050
302	I-24	SR-76 to SR-256 in Robertson County	Widen from 4 to 6 Lanes	8.60	\$98,900
306	I-24	US 41A (Ft Campbell Blvd) to TN State Line	Widen from 4 to 6 Lanes	7.80	\$89,700
410	I-24	Dunlop Ln	New Interstate Interchange	--	\$33,750
501	SR 48 (College St)	N 2nd St (US 41A) to Kraft St	Widen to 6 Lanes	1.40	\$9,828
505	SR 48 (College St)	Riverside Dr to N 2nd St (US 41A)	Widen to 4 Lanes	0.30	\$2,106
506	US 79 (Providence Blvd)	US 41 to Red River Providence	Widen to 6 Lanes	1.50	\$10,530
509	Madison Street	10th Street to Pageant Lane	Widen to 4 Lanes	0.50	\$3,510
511	Riverside Drive	Providence Blvd to Cumberland Dr	Road Diet	2.30	\$3,150
513	Tiny Town Road	US 41A to Trenton Rd	Widen to 6 Lanes	6.80	\$47,736
516*	SR-374 Ext	SR-13/48 to SR-12	New 2 Lane Roadway & Bridge	5.50	\$101,250
517**	SR 237 (Rossview Rd)	International Blvd to Browning Way	Reconstruct with CTL	1.60	\$5,152
518**	SR 76	I-24 to Woodson Rd	Reconstruct with CTL	0.70	\$2,254
519**	KY-911	US 41A to KY-115	Widen from 3 to 5 Lanes	1.85	\$12,987
Total Vision					\$551,193

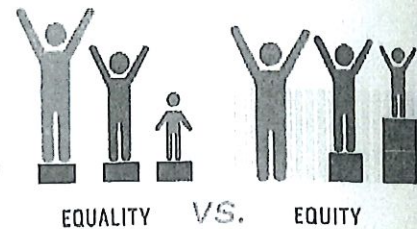
*Project 516 was added to the MTP process after project scoring was completed.

**Projects 517 through 519 were added to the Vision List based on comments received during the public review period.

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11.3 | Allocation of Funds to Communities of Concern

Communities of concern are cities and communities where the percentage of low-income households or minorities is greater than that of the entire MPA. Within the MPA, 27 percent of the population are minority persons, while 18 percent of the households are below the poverty line. In order to ensure equity in the plan, an analysis was conducted to determine the level of investment that will occur near these identified populations.



Highway Projects

The staged improvement program contains \$1.13 billion in capacity projects throughout the MPA. Of that amount, \$982.8 million is located within (completely or partially) or bordering communities of concern. This represents approximately 88 percent of the total dollars invested in capacity projects. The staged improvement plan projects that are within or bordering communities of concern are shown in Table 11.9. The MTP projects and communities of concern are displayed in Figure 11.3.

Each of the projects in Table 11.9 received an assessment of the likely impacts to residential properties, businesses, and community facilities in order to determine a "Level of Concern". The majority of these projects involve widenings or roadway extensions into primarily undeveloped areas, or areas with few right-of-way concerns. Overall, the level of concern for each of the projects is relatively low. However, the scope and resources of the MTP only allow for a preliminary analysis to be conducted. Further research will need to be done as a project progresses through the development process.

HIGHWAY PROJECT ALLOCATION

\$1.13 B
CAPACITY PROJECTS

\$982.8 M
(88%)

LOCATED WITHIN OR
BORDERING COMMUNITIES OF
CONCERN

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TABLE 11.9 LEVEL OF CONCERN FOR STAGED IMPROVEMENT PROGRAM

ID	STAGE	ROUTE	LOCATION	IMPROVEMENT	LEVEL OF CONCERN
111	Stage III	Oatts-Riggins Rd	KY-400 (State Line Rd) to KY-911 (Thompsonville Ln)	New 3 Lane Roadway	Low
202	Stage III	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes	Could impact minorities
205	Stage III	Hugh Hunter/ Gritton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction	Low
303	Stage III	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL	Low
305	Stage III	Whitfield Rd/Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL	Low
407	Stage III	SR-236 (Tiny Town Rd) Ext	Extension to Meriwether Rd	New 2 Lane Roadway	Could impact minorities
408	Stage III	New Roadway	9th St to 10th St	New 2 Lane Roadway	Could impact low income and minorities
412	Stage III	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 to 5 Lanes	Could impact minorities
502	Stage III	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes	Low
503	Stage III	Dunbar Cave Road	Wilma Rudolph Blvd (US 79) to Rossvie Rd (SR 37)	Widen to 4 Lanes	Low
510	Stage III	Needmore Road	Wilma Rudolph Blvd to Trenton Road	Widen to 4 Lanes	Low
512	Stage III	Rossvie Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes	Low
515	Stage III	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes	Low

Source: NSI, CUAMPO

2045

Clarksville Urbanized Area

CHAPTER 11

continued

TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS

ID	STAGE	ROUTE	LOCATION	IMPROVEMENT
304	Stage II	SR-48 (Trenton Rd)	SR-13/US79 (Wilma Rudolph Blvd) to SR-374	Widen from 2 to 5 Lanes
401	Stage II	New Roadway	Fair Brook Place to Needmore Rd	New 3 Lane Roadway
402	Stage II	Professional Park Dr Ext	Extension to Cardinal Ln	New 2 Lane Roadway
403	Stage II	International Blvd Ext	SR-237 (Rossvlew Rd) to SR-76 to Trough Springs Rd	New 2 Lane Roadway
405	Stage II	SR-374 (Richview Rd) Ext	SR-12 (Madison St) to US 41A Bypass	New 4 Lane Roadway
406	Stage II	Kennedy Ln Ext	Extension to Meriwether Rd	New 2 Lane Roadway
409	Stage II	8th St connector	Needmore Rd to Patterson Ln	New 2 Lane Roadway
411	Stage II	SR-374 (Richview Rd)	Memorial Dr to US 41A (Madison St)	Widen from 3 to 5 Lanes
504	Stage II	SR 13/48	River Road to Old Highway 48	Center Turn Lane
508	Stage II	I-24	@ Exit 8 EB Off Ramp	Widen to 2 Lanes
514	Stage II	Tylertown Road	Trenton Rd to Oakland Rd	Widen to 4 Lanes
202	Stage III	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes
205	Stage III	Hugh Hunter/ Gritton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction
303	Stage III	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL
305	Stage III	Whitfield Rd/ Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL
404	Stage III	Dixie Bee Rd Ext	Sango Rd to US 41A	New 2 Lane Roadway
407	Stage III	SR-236 (Tiny Town Rd) Ext	Extension to Meriwether Rd	New 2 Lane Roadway
408	Stage III	New Roadway	9th St to 10th St	New 2 Lane Roadway

Source: NSI, CUAMPO

Clarksville Metropolitan Planning Area | 2045 Metropolitan Transportation Plan

January 2019

11/20

2045

Clarksville Urbanized Area

CHAPTER 11

Old Amel
3/5/20

continued

TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS

ID	STAGE	ROUTE	LOCATION	IMPROVEMENT
412	Stage III	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 to 5 Lanes
502	Stage III	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes
507	Stage III	I-24	@ Dixie Bee Road	New interchange
510	Stage III	Needmore Road	Wilma Rudolph Blvd to Trenton Road	Widen to 4 Lanes
512	Stage III	Rossvlew Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes
515	Stage III	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes

Source: NSI, CUAMPO

**Clarksville Urbanized Area Metropolitan Planning
Organization's**

**Transportation Conformity Determination Report
for the 1997 ozone NAAQS**

**Associated with the
Amendment 1 for the
2045 Metropolitan Transportation Plan
and the
FY2020-2023 Transportation Improvement Program**

March 2020

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Acknowledgement

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) prepared this Transportation Conformity Determination Report (CDR) for Amendment 1 to the 2045 Metropolitan Transportation Plan (MTP) and the FY2020-2023 Transportation Improvement Program (TIP). Individuals from the following agencies contributed their efforts towards the completion of the CDR. They include:

Federal Highway Administration, TN and KY Divisions

Federal Transit Administration, Region 4

Environmental Protection Agency, Region 4

Tennessee Department of Transportation (TDOT)

Kentucky Transportation Cabinet (KYTC)

TN Department of Environment & Conservation

Kentucky Energy & Environment Cabinet

TDOT and KYTC Multimodal

Clarksville Transit System

Executive Summary

As part of its transportation planning process, the CUAMPO completed the transportation conformity process for Amendment 1 to the 2045 MTP and FY2020-2023 TIP adopted by the CUAMPO Executive Board on January 17, and October 31, 2019 (see Appendix A for associated resolutions). This report documents that the 2045 MTP and the FY2020-2023 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast I*”), 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Clarksville Metropolitan Planning Area (MPA) was “*maintenance*” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, and EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding, approvals are given to highway, and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

On June 15, 2004, EPA designated both Montgomery and Christian Counties under subpart 1 of the CAA and as such is referred to as a “Basic” 8-hour ozone nonattainment area for the 1997 8-hour ozone NAAQS. Basic 8-hour ozone nonattainment areas had attained the 8-hour ozone standard no later than June 15, 2009. On November 21, 2005, Montgomery County was re-designated as attainment with a maintenance plan. On February 24, 2006, Christian County was re-designated as attainment with a maintenance plan. Both counties maintained the 1997 8-hour ozone NAAQS and continue to be in compliance with the 2008 and 2015, 8-hour ozone NAAQS.

CUAMPO’s planning boundary includes all of Montgomery County, Tennessee and the southernmost portion of Christian County, Kentucky including the City of Oak Grove. The remaining portion of Christian County which is outside the planning boundary is considered the “donut” area for the purposes of implementing transportation conformity.

2.0 2045 Metropolitan Transportation Plan (MTP)

The updated 2045 MTP is the long-range transportation plan for the Clarksville Metropolitan Planning Area (MPA) and replaces the 2040 MTP. The 2045 MTP and the associated CDR for KY and TN were adopted in January 17, 2019. A performance-based approach to metropolitan transportation planning was utilized in the development of 2045 MTP. The 2045 MTP sets a regional vision and course of action for addressing the transportation needs of the Clarksville MPA over the next twenty-seven years. The 2045 MTP Amendment 1 for adoption by the MPO Executive Board, is in Appendix B.

3.0 FY2020-2023 Transportation Improvement Program (TIP)

The updated FY2020-FY2023 (October 1, 2019 through September 30, 2023) Transportation Improvement Program (TIP) is a subset of the recently adopted 2045 MTP. All of the projects in the FY2020-FY2023 TIP are in the 2045 MTP. The FY2020-FY2023 TIP replaces the FY2017– FY2020 TIP for the Clarksville area.

Under federal law, the TIP:

- Is developed by the MPO in cooperation with the States and public transit operators,
- Must be consistent on a project level with the approved 2045 MTP,
- Must include all regionally significant projects and those funded with federal transportation funds,
- Must include a financial plan demonstrating how the approved TIP can be implemented with existing and anticipated revenue,
- Must be incorporated directly, without change, into the Statewide Transportation Improvement Program (STIP), and
- Must include performance measures and the anticipated effects of the TIP on achieving those targets.

The FY2020-FY2023 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian and other surface transportation projects scheduled for implementation over the next four years. This document identifies planned transportation projects and projected revenues during the time period of FY2020 to FY2023 and ensures coordination of transportation improvements by local, state, and federal agencies. The TIP Amendment 1 for adoption by the MPO Executive Board, is in Appendix C.

4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone

NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. US DOT made its 1997 ozone NAAQS conformity determination for the 2045 MTP on February 15, 2019 and on December 18, 2019 for the FY2020-FY2023 TIP. Transportation conformity is required no less frequently than every four years. This conformity determination report will address transportation conformity requirements for the Amendment 1 to the 2045 MTP and the FY2020– FY2023 TIP.

5.0 Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures, or TCMs (93.113(b) and (c)), and emissions budget and/or interim emissions test (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

¹ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision”, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>.

Therefore, transportation conformity for the 1997 ozone NAAQS for Clarksville Area MPO's TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113) and
- Fiscal constraint (93.108)

5.1 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. There are no TCMs in the Tennessee or Kentucky SIP for the Clarksville Area, meaning that the implementation of projects in the Transportation Improvement Program (TIP) will not interfere with timely implementation of TCMs.

5.2 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with Federal Highway Administration, TN and KY Divisions, Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC), Environmental Protection Agency Region 4, TN Department of Environment & Conservation, Kentucky Energy & Environment Cabinet, Federal Transit Administration Region 4, TDOT and KYTC Multimodal, and the Clarksville Transit System. The IAC utilized a phone conference to discuss the review of Amendment 1 for the 2045 MTP and FY2020–FY2023 TIP and this CDR. The interagency consultation meeting minutes and comments are included in Appendix B. Interagency consultation was conducted consistent with the Tennessee Conformity SIP and the Kentucky Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. In addition, as per CUAMPOs Public Participation Plan (PPP) the Level 3 meeting guidelines were followed. The PPP is available on the web at www.CUAMPO.com. The public involvement notices, comments and responses to comments are included in Appendix D. The 14 - day public comment period opened on February 19 and closed on March 4, 2020.

5.3 Timely Implementation of TCMs

Since neither the Tennessee nor Kentucky SIP include TCMs for the Clarksville MPA, timely implementation of TCMs is satisfied.

5.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 states that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. As demonstrated in Chapter 11, pages 3, 7, 8, 9, 10, 11, 12, 16, 18, 21, 26 and 27 of the 2045 MTP and Section 2, pages 45 and 63-A of the FY2020 – FY2023 TIP, these documents are fiscally constrained.

Conclusion

This conformity demonstration process completed for the Amendment 1 for the 2045 MTP and FY2020-FY2023 TIP demonstrates that the planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS.

APPENDIX A

RESOLUTIONS

2045 MTP and 2020 - 2023 TIP

RESOLUTION 2019-01

**APPROVING THE 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) OF THE
CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (CUAMPO)**

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

WHEREAS, The 2045 MTP addresses the ten planning factors as specified in the current federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act;

WHEREAS, The FAST Act mandates that the metropolitan transportation planning process be performance-based planning. The MPO works with its regional, State and federal partners to establish performance measure targets, in order to meet the federal requirements. The 2045 MTP integrates the performance measures required by the FAST Act;

WHEREAS, the Final Metropolitan Transportation Plan provides a 26-year blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

WHEREAS, opportunity for public review and comment as indicated in the Public Participation Plan was given for this document;

WHEREAS, members of the Metropolitan Planning Organization Technical Coordinating Committee and Executive Board does agree that this 2045 Metropolitan Transportation Plan will effectively advance the transportation planning program thru FY2045;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Executive Board hereby adopts the 2045 Metropolitan Transportation Plan of the Clarksville Urbanized Area Transportation Study.

RESOLUTION APPROVED: January 17, 2019

Authorized Signatures:



Mayor Jim Durrett, Chairperson
MPO Executive Board

RESOLUTION 2019-06

**APPROVING THE FINAL FY2020-2023 TRANSPORTATION IMPROVEMENT
PROGRAM AND ASSOCIATED CONFORMITY DETERMINATION REPORT 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 FY2020-FY2023 and the associated Conformity Determination Report (CDR) 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

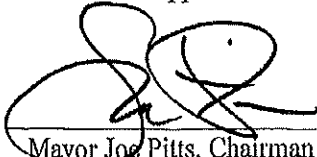
WHEREAS, Transportation Planning in the Clarksville Urbanized Area is based on the established planning factors and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450; and

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 30, 2019 and ended October 30, 2019. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2020-FY2023 TIP and the associated CDR 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 FY2020-FY2023 Transportation Improvement Program and the associated Conformity Determination Report of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 31, 2019



Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

APPENDIX B

AMENDMENT 1

TO THE 2045 MTP

RESOLUTION 2020-04
APPROVING AN AMENDMENT TO THE 2045 METROPOLITAN
TRANSPORTATION PLAN (MTP) WITH THE ASSOCIATED CONFORMITY
DETERMINATION REPORT (CDR) FOR THE
CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION
(MPO)

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

WHEREAS, on January 17, 2019 the MPO adopted the 2045 Metropolitan Transportation Plan (MTP) as a blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

WHEREAS, the MPO has worked cooperatively with TDOT to amend Project ID #517, SR-237/Rossvie Road, from east of International Blvd to east of Hayes Lane into the Stage II (2027-2036) from the Visionary Needs List in the 2045 MTP:

1. Project ID #517, SR-237/Rossvie Rd, is currently a portion of the Visionary Needs List (Table 11.8 page 11/16). The project information changes as follows:
 - a. Termini - from International Blvd. to Browning Way changes to: from east of International Blvd to east of Hayes Lane;
 - b. Length is increased from 1.6 miles to 3.4 miles;
 - c. Total cost estimate increased from \$5,100,000 to \$31,210,000;
 - d. Project description changed from reconstruct from 2-lane to 4-lane roadway to reconstruct a 4/5 lane roadway;
2. Move Project ID# 517 to Table 11.4 Stage II (2027-2036),page 11/7;
3. To keep the MTP financially constraint the following projects were moved: Project ID# 105, Jack Miller Blvd Extension moved from Table 11.4 Stage II to Table 11.5 Stage III (2037-2045); Project ID# 515, Wilma Rudolph Blvd widening from Table 11.5 Stage III to Table 11.8 Visionary Needs List.

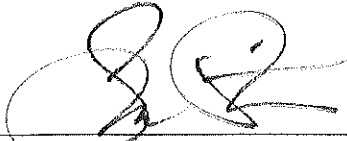
WHEREAS, members of the Interagency Consultation agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 93.

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on February 19, 2020 and ended March 4, 2020. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 1 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 1 of the 2045 MTP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: March 5, 2020

A handwritten signature in black ink, appearing to read 'Joe Pitts', is written over a horizontal line.

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

APPENDIX C

AMENDMENT 1

TO THE FY2020-FY2023 TIP

RESOLUTION 2020-05

APPROVING AMENDMENT 1 FOR THE FY2020-FY2023 TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED CONFORMITY DETERMINATION REPORT (CDR) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO)

WHEREAS, the Transportation Improvement Program (TIP) is prepared on a four-year basis, per FAST Act guidance, 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 (TCC) for selection by the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2020-FY2023 TIP to add TIP# 71, SR237/Rossview Road widening project, from east of International Blvd to east of Hayes Lane on TIP pg. 63-A. The total cost estimate is \$31,210,000 with the local government funding 100 percent of the PE and ROW phases for a cost of \$6,000,000; and

WHEREAS, members of the Interagency Consultation (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the FY2020-FY2023 TIP to meet the federal transportation conformity requirements in 40 CFR Part 93; and


WHEREAS, Amendment 1 of the FY2020-FY2023 TIP and the associated Conformity Determination Report (CDR) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the participating State and Federal Agencies, members of the TCC and Executive Board; and

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on February 19, 2020 and ended March 4, 2020. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 1 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 1 of the FY2020-FY2023 TIP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: March 5, 2020



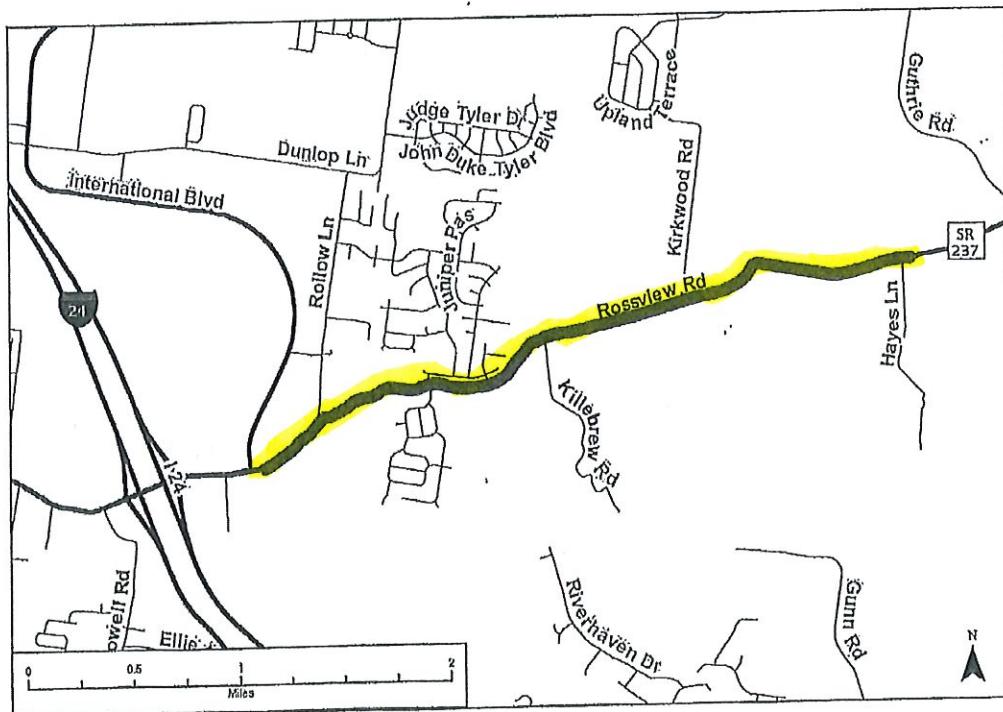
Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

CUAMPO

TIP #	71	TDOT/KYTC		Priority	A	Lead Agency	Montgomery Co	
County	Montgomery	Length	3.4	mi	MTP#	Table 11.4 pg 11/7; ID#517	Conformity Status	Non-Exempt
Route/Project Name	SR-237/ Rossview Road						Total Project Cost	\$31,210,000
Terminals or Intersection	from east of International Blvd to east of Hayes Lane							
Project Description	Rossview Rd-widen from 2 lanes to 4/5 lanes from International Blvd to Hayes Lane; from Hayes Lane - transition to 2 lane.							

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE/N	LOCAL	1,000,000			1,000,000
2021	PE/D	LOCAL	2,000,000			2,000,000
2022	ROW	LOCAL	3,000,000			3,000,000

Remarks	Amendment Number	1	Adjustment Number	0
Amd1-add to TIP 030520				



Tennessee Funding Table 3

As of 3/5/2020 NEW				
(By Year of Expenditure)				
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$12,502,044.00	\$14,702,044.00	\$17,002,044.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,493,545.00	\$1,350,523.00
Local /Match	\$ 17,229,399.00	\$ 5,125,511.00	\$ 6,675,511.00	\$ 4,250,511.00
Total	\$ 53,744,713.00	\$19,494,045.00	\$34,033,005.00	\$28,130,281.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 8,800,000.00	\$ -	\$ -	\$16,500,000.00
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,493,545.00	\$1,350,523.00
Local /Match	\$ 14,628,888.00	\$ 2,000,000.00	\$ 3,000,000.00	\$ 4,125,000.00
Total	\$ 40,742,158.00	\$ 3,866,490.00	\$15,655,450.00	\$27,502,726.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 10,402,044.00	\$12,502,044.00	\$14,702,044.00	\$ 502,044.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP				
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,600,511.00	\$ 3,125,511.00	\$ 3,675,511.00	\$ 125,511.00
Total	\$ 13,002,555.00	\$15,627,555.00	\$18,377,555.00	\$ 627,555.00

Tennessee Funding Table 3

(By Year of Expenditure)	As of 3/5/2020 OLD			
Funding Source	FY2020 Available	FY2021 Available	FY2022 Available	FY2023 Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$ 12,502,044.00	\$ 14,702,044.00	\$ 17,002,044.00
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$ 676,148.00	\$ 563,445.00	\$ 337,905.00	\$ 225,203.00
HPP	\$ -	\$ -	\$ 1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ 2,234,628.00	\$ 113,605.00	\$ 2,493,545.00	\$ 1,350,523.00
Local /Match	\$ 16,229,399.00	\$ 3,125,511.00	\$ 3,675,511.00	\$ 4,250,511.00
Total	\$ 52,744,713.00	\$ 17,494,045.00	\$ 31,033,005.00	\$ 28,130,281.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 8,800,000.00	\$ -	\$ -	\$ 16,500,000.00
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$ 676,148.00	\$ 563,445.00	\$ 337,905.00	\$ 225,203.00
HPP	\$ -	\$ -	\$ 1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ 2,234,628.00	\$ 113,605.00	\$ 2,493,545.00	\$ 1,350,523.00
Local /Match	\$ 13,628,888.00	\$ -	\$ -	\$ 4,125,000.00
Total	\$ 39,742,158.00	\$ 1,866,490.00	\$ 12,655,450.00	\$ 27,502,726.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 10,402,044.00	\$ 12,502,044.00	\$ 14,702,044.00	\$ 502,044.00
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,600,511.00	\$ 3,125,511.00	\$ 3,675,511.00	\$ 125,511.00
Total	\$ 13,002,555.00	\$ 15,627,555.00	\$ 18,377,555.00	\$ 627,555.00

APPENDIX D

IAC AGENDA AND MINUTES 02.06.20



**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

Clarksville Interagency Consultation Committee

Conference call February 6, 2020 at 10:00 AM CST

**Call in #: 1-470-705-2279
Conference ID : 7570714**

Agenda:

1. Roll call – Stan Williams
2. Discuss and comment on the CDR for the 1997 8-Hour ozone NAAQS associated with Amendment 1 for the 2045 Metropolitan Transportation Plan and the FY2020-2023 Transportation Improvement Program

A link to the updated Travel Demand Model:

<https://neel-schaffer.sharefile.com/d-s02d32c95a574eb58>

3. Other business

IAC MINUTES AND COMMENTS RECEIVED

IAC Minutes February 6, 2020:

Mr. Williams took roll. The following persons were on the call:

Dianna Myers	EPA
Sarah LaRocca	EPA
Sean Santalla	FHWA
Ian Preston	TDOT
Marc Corrigan	TDEC
Anna Bowman	KYDAQ
Ashlee Whisman	KYDAQ
Ben Cordes	KYDAQ
Stan Williams	Clarksville MPO
Jill Hall	Clarksville MPO

Mr. Williams stated the purpose of the amendment was due to needed improvements to SR-237/Rossvie Road. There will be three new schools built on the SR-237, which will house 3,800 students and approximately 75 buses. The land use has been rapidly changing from agricultural to residential. Currently, there are over 1,000 residential housing with 1,100+ acres available to develop in the area.

Mr. Williams reviewed the CDR document. He said that the highlights in the CDR was to show the changes to the document. He made date additions on page 7 per Mr. Santalla asking that the dates the US DOT made its 1997 ozone NAAQS conformity determination for the Clarksville 2045 MTP and FY2020-FY2023 TIP be added. The public review period was also added on page 8.

Mr. Williams asked the IAC if the 2045 MTP Amendment 1 needed to show only the pages with changes related to financial constraint or all of the changes that made throughout the MTP. Mr. Santalla said he preferred to see all of the changes and that each change gave information to the CDR. Mr. Corrigan agreed and said that going to the public with all of the relevant changes to the CDR is needed for a better understanding.

Mr. Corrigan asked that the last paragraph in Resolution 2020-04 in Appendix B and in Resolution 2020-05 in Appendix C be changed from "recommend approval" to "does approve". Mr. Williams agreed and the change was made. Mr. Corrigan found an error in Table 11-4, page 20 of the CDR. Project ID#517, SR-237 was shown as exempt. It should have been shown as non-exempt. The IAC agreed and the change was made.

Mr. Santalla asked if the Certification on page 50 under Appendix C for the TIP amendment should include TDOT's signature also. Mr. Preston said he would check and get back with the MPO if it needed to be added.

Mr. Corrigan said he had problems viewing the TIP pages in Appendix C. He said he converted it to a pdf and it opened. Mr. Williams said the IT department would do that when it was added to the website.

Mr. Williams asked if there were any other comments. There were none. The call ended.

Comments and Responses

<u>Commenter</u>	<u>Comment</u>	<u>Response</u>
1. Marc Corrigan	text modifications	changes made
2. Marc Corrigan	add the dates of DOT conformity determinations for the MTP & TIP	change made
1. Sean Santalla	add Executive Board adoption dates for MTP & TIP	change made
2. Sean Santalla	include the actual Amendment in an appendix	change made

Marc Corrigan <Marc.Corrigan@tn.gov> Fri, Jan 24, 2020 at 1:21 PM
 To: Stan Williams <stan.williams@cityofclarksville.com>, "Dianna B. Myers" <myers.dianna@epa.gov>, "Santalla, Sean (FHWA)" <sean.santalla@dot.gov>, "Dupont, Bernadette (FHWA)" <bernadette.dupont@dot.gov>, Ben Cordes <Ben.Cordes@ky.gov>, "Sheckler, Kelly" <Sheckler.Kelly@epamail.epa.gov>, Sarah LaRocca <LaRocca.Sarah@epa.gov>

Cc: Marc Corrigan <Marc.Corrigan@tn.gov>

Stan,

Thanks for sending the draft CDR for early review. I have a few preliminary suggestions. Please see attached (I've used track changes). Please let me know if any of my suggestions need further explanation.

When you send the final draft out to the IAC for review, please include the MTP and TIP changes (or include the respective documents that will go out to the public with some information on specifically what is changing between them) and the fiscal constraint demonstration (the revised TIP expenditure/revenue table(s)).

Marc

From: Stan Williams [mailto:stan.williams@cityofclarksville.com]

Sent: Wednesday, January 22, 2020 4:06 PM

To: Dianna B. Myers; Santalla, Sean (FHWA); Dupont, Bernadette (FHWA); Marc Corrigan; Ben Cordes

Subject: [EXTERNAL] 1st Amendments to the MTP & TIP

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Good afternoon to all. See attached the Prelm. Draft. CDR for Amendments 1 to the 2045 MTP and 2020-2023 TIP. Yellow highlights indicate the changes from the most recent CDR.

Please check your calendars for Thurs. 2.6 @ either 9:00, 10:00 or 11:00 a.m., (CST) for an IAC call to review and discuss such which will begin the 14 -day review period. Will send out a Doodle Poll tomorrow also.

Thanks

APPENDIX E

PUBLIC NOTICES & COMMENTS RECEIVED

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, March 3, 2020 beginning at 11:00 a.m. Said meeting will be at the RPC Office, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of Resolution 2020-04 to amend the 2045 MTP and associated CDR; Resolution 2020-05 to amend the FY2020-FY2023 TIP and associated CDR; and Resolution 2020-06 to amend the FY2020-FY2021 UPWP.

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates 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 February 28, 2020. 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.

No Public Comments were Received.

THE LEAF-CHRONICLE

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Public Notices

0004056364

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, March 5, 2020 beginning at 11:00 a.m. Said meeting will be at the RPC Office, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of Resolution 2020-04 to amend the 2045 MTP and associated CDR; Resolution 2020-05 to amend the FY2020-FY2023 TIP and associated CDR; and Resolution 2020-06 to amend the FY2020-FY2021 UPWP.

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates 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@cityofclarks ville.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 February 28, 2020. 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.

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Shark Tank Breakfast treat. (HD)	Listing Impossible Purple paint.	CNN Tonight with Non (HD)	CNN Debate Post Analysis (HD)	CNN Debate Post Analysis (HD)
Shark Tank (TV) (HD)	Fam Guy (HD)	Fam Guy (HD)	Shark Tank (TV) (HD)	Shark Tank Breakfast treat. (HD)
(15) Robot (R)	(45) Tyson (R)			

Continuación de Portada

Todo listo para la demolición del estadio Nashville SC



"Como puede imaginar, gran parte de eso está entrelazado, por lo que esos sistemas deben estar separados para que podamos hacer que el Speedway sea completamente independiente en este punto", explicó Womack.

Independientemente de cuándo comience el proyecto (Womack espera que la demolición comience en el próximo mes), los funcionarios de Fairgrounds y los fanáticos de Nashville SC están entusiasmados con el progreso y entusiasmados con lo que vendrá en el recinto ferial.

"Creo que va a ser genial para la comunidad del fútbol, pero lo más importante, la comunidad en general en Nashville solo porque llevar el desarrollo a esa área será parte integral del crecimiento del área del sur de Nashville", Matthew

Bonadies, un fanático de Nashville SC dijo en una de las ubicaciones de "Blue and Gold Rush" establecida por Nashville SC.

Nashville SC ha planeado numerosas paradas antes de la apertura de la casa el 29 de febrero.

Womack dijo que más allá del fútbol, la aprobación del acuerdo del estadio proporcionará un gran impulso a las instalaciones del recinto ferial.

"Qué bendición para este lugar tener cientos de millones de dólares comprometidos para mejorar el campus y asegurar realmente su futuro a largo plazo", dijo Womack.

"Hay mucho trabajo duro que hacer y va a estar muy orientado a los detalles. Se necesita un pueblo, se necesita flexibilidad y paciencia, y se confía en que vamos a ejecutar lo que prometimos y que mantenemos todos nuestros usos existentes como una prioridad, y luego daremos la bienvenida a nuestros nuevos socios también".

Nashville SC está programado para jugar sus dos primeras temporadas en el Estadio Nissan, después de lo cual está programado para jugar en su nuevo estadio en el Fairgrounds Nashville en 2022.



Continuación de Portada

Mississippi y Tennessee fuertemente afectados por los lluvias



daciones que están provocando varios ríos que cruzan el estado, cuyos caudales se han elevado no solo por las incesantes lluvias, sino también por los obligados rebalses que las autoridades han realizado para retirar el agua sobrante de los embalses ubicados en las cercanías.

La mayoría de los residentes allí han evacuado. Pero el mayor Dale Bell dijo que el equipo de respuesta especial del departamento ya ha rescatado al menos a 18 personas de sus hogares inundados.

El río Pearl se alzó a más de 37 pies el lunes, nueve pies sobre el nivel de inunda-

ción. Los funcionarios advierten sobre lo que llevan estos caudales, tales como aguas residuales, productos químicos e incluso "pequeños calmanes", según Bell.

Ha sido uno de los inviernos más húmedos en gran parte del sudeste. Al otro lado de la frontera, el suroeste de Tennessee ha recibido casi ocho pulgadas más de lluvia este año de lo normal, lo que provocó un deslizamiento de tierra en el condado de Hardin que provocó el derrumbe de dos casas en las orillas del río Tennessee. En Jackson, han caído más de 25 pulgadas.

Reportan avistamiento de meteorito en varios estados

El fenómeno ocurrió alrededor de las 20:00 horas de la noche del martes, aunque aún no hay menciones de instituciones oficiales.

La noche del pasado martes, usuarios de redes sociales reportaron el avistamiento en varias ciudades de un gran destello en el cielo, el cual especularon podría tratarse de un meteorito.

Alrededor de las 20:00 horas, habitantes de Michoacán, Morelos, Querétaro, Oaxaca, Hidalgo, Tlaxcala y la Ciudad de México, entre otros, compartieron vía Twitter imágenes del hecho.

Hasta el momento no hay reportes oficiales sobre este fenómeno.

Un hecho similar ocurrió el pasado 17 de enero en Puerto Rico, cuando fue reportada una "inmensa bola de fuego" que recorría el cielo de la isla, noticia que causó gran asombro.

De acuerdo con la Red de Astronomía del Caribe (SAC), se trató de un "meteorito a plena luz del día", es decir, un objeto celeste que entró en contacto con la atmósfera terrestre pero que no llegó a la superficie.

Trump permite a contratistas saltarse la ley para construir el muro

El presidente anuncia que recurrirá a dispensas sobre las leyes que gobiernan las licitaciones federales para agilizar el proceso

El presidente de EU, Donald Trump, permitió este martes a los contratistas encargados del desarrollo del muro fronterizo con México prescindir de algunas leyes contractuales para así acelerar la construcción de 285 kilómetros, en un tramo de la barrera que transcurre en los estados de California, Arizona, Nuevo México y Texas.

"El Congreso ha dado al departamento la autoridad para revocar un número de leyes y regulaciones relativas a construir muros y carreteras fronterizas. El departamento ya



ha usado esto en 21 ocasiones, especialmente para atajar ataduras medioambientales, desde hoy lo vamos a emplear para temas contractuales".

explicó en una entrevista a la cadena Fox el secretario interino de Seguridad Nacional, Chad Wolf.

El secretario concretó que la decisión tomada hoy "permite acelerar muchos de los contratos que tiene el Ejército de entre 35, 50 o 60 días, lo que esperamos que acelere la construcción del muro en la frontera sur".

La capacidad del DHS de alajar algunas leyes federales para la construcción de barreras fronterizas está avalada por una ley aprobada en 2005 por el Congreso de EU.



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NOTICIA PÚBLICA

Aviso de reunión pública

La Junta Ejecutiva de la Organización de Planificación Metropolitana del Área Urbanizada de **Clarksville (CUAMPO)** se reunirá el jueves 5 de marzo de 2020 a partir de las 11:00 am.

Dicha reunión será en la oficina de **RPC, 329 Main Street, Clarksville, TN 37040**. El negocio incluye la revisión y la adopción de la Resolución 2020-04 para enmendar el 2045 MTP y el CDR asociado; Resolución 2020-05 para enmendar el TIF FY2020-FY2023 y el CDR asociado; y la Resolución 2020-06 para enmendar el UFWP FY2020-FY2021.

Dichos documentos están disponibles para revisión pública durante el horario comercial normal en el MPO y están disponibles en línea en www.cuampo.com. Se puede llevar a cabo una discusión sobre la calidad del aire, actualizaciones de proyectos y otros negocios de rutina.

Cualquier persona que tenga preguntas o comentarios sobre estos artículos debe comunicarse con **Stan Williams o Jill Hall al 931-645-7448** o enviar un correo electrónico a stan.williams@cityofclarksville.com - jill.hall@cityofclarksville.com y / o asistir a esta reunión.

De acuerdo con la "Ley de Estadounidenses con Discapacidades", si tiene una discapacidad, para la cual la MPO necesita proporcionar adaptaciones, notifíquenos sus requisitos antes del 28 de febrero de 2020. Esto solicitud no tiene que ser por escrito. La política de la MPO es garantizar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964; 49 PFC parte 26; Ninguna persona será excluida de la participación o se le negarán los beneficios de, ni estará sujeto a discriminación bajo ningún programa o actividad que reciba fondos federales por motivos de raza, color, sexo u origen nacional.

Desembarcaron pasajeros del crucero, Diamond Princess

El pasado martes terminó el aislamiento de personas del crucero para evitar nuevos brotes de coronavirus.

Los pasajeros del crucero que estaba en cuarentena en Japón comenzaron a desembarcar este martes, después de que se completara el período de aislamiento fijado por las autoridades para evitar una extensión del brote de coronavirus.

Hacia las 11:00 hora local (02:00 GMT) empe-



zaron a salir los primeros pasajeros del Diamond Princess, que llegó al puerto de Yokohama el pasado 3 de febrero y fue puesto el cuarentena al haberse detectado al menos un caso de contagio del COVID-19 surgido en la ciudad china de Wuhan.

Se espera que a lo largo del día desembarquen unos 500 pasajeros, siempre y cuando el resultado de los análisis practicados indique que no están infectados. En total, a bordo del Diamond Princess llegaron 3 mil 700 personas, entre pasajeros e tripulantes.



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Office Address: 197 S. Thompson LN • Nashville, TN • 37211

Phone: 615-582-4318



Jill Hall <jill.hall@cityofclarksville.com>

Please run attached ad on Wednesday, February 19, 2020 in 2 papers

2 messages

Jill Hall <jill.hall@cityofclarksville.com>

Wed, Feb 12, 2020 at 10:55 AM

To: "Fortner, Samantha" <sfortner@messenger-inquirer.com>, "King, Rachel" <rking@messenger-inquirer.com>, legals@kentuckynewera.com, Stan Williams <stan.williams@cityofclarksville.com>

Samantha,

Please run the attached ad in the **Kentucky New Era** on **Wednesday, February 19, 2020** and in the **Eagle Post** on the scheduled day during the week of February 17 - February 21 in the public notice section. Please send verification that you received this email. Send all bills to the Clarksville MPO, 329 Main Street, Clarksville, TN 37040 (Not to the City). Please email me the tear sheet for each ad. I have to send them on to FHWA and TDOT.

Thank you,

Jill Hall

Clarksville MPO

 **030520PublicNotice.docx**
13K

Samantha Fortner <sfortner@messenger-inquirer.com>

Wed, Feb 12, 2020 at 11:30 AM

To: Jill Hall <jill.hall@cityofclarksville.com>, Stan Williams <stan.williams@cityofclarksville.com>

Hello Jill!

Here is the quote and proof for this ad to run Feb. 19th in the KY New Era and Feb. 20th in the Eagle Post. Please let me know if you have any questions!

Class Liner Ad #00704026 Summary:

Total Cost	\$144.00
Prepaid Amount	\$0.00
Amount Due	\$144.00

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, March 5, 2020 beginning at 11:00 a.m. Said meeting will be at the RPC Office, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of Resolution 2020-04 to amend the 2045 MTP and associated CDR; Resolution 2020-05 to amend the FY2020-FY2023 TIP and associated CDR; and Resolution 2020-06 to amend the FY2020-FY2021 UPWP.

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampro.com. The discussion of air quality, project updates 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@city-of-clarksville.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 February 28, 2020. 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.

Thank you,

Sammie Fortner

Classified Manager

Direct Line: 270-228-2849

Owensboro Messenger-Inquirer; Paducah Sun; Vincennes Sun Commercial; KY New Era; Dawson Springs Progress; Madisonville Messenger; Mayfield Messenger; Franklin Favorite; Portland Leader; Providence Journal Enterprise; Grayson County News Gazette; Macon County Times; Russellville News Democrat & Leader; McLean County News; Princeton Daily Clarion; Boonville Standard; Mt Carmel Register; Eagle Post; Cadiz Record; Lebanon Democrat; Mt Juliet News; Hartsville Vidette

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