Clarksville Urbanized Area Metropolitan Planning Organization

Draft FY2023-FY2026 Transportation Improvement Program

Prepared by: Clarksville Urbanized Area MPO
329 Main Street
Clarksville, TN 37040
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This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration; Federal Highway Administration; Kentucky Transportation Cabinet; Oak Grove, Kentucky; Christian County, Kentucky; City of Clarksville, Tennessee; Tennessee Department of Transportation; Montgomery County, Tennessee.

This financial assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Clarksville MPO, based upon project information submitted by sponsoring agencies.

U.S. Department of Transportation

January 27, 2023

Federal Highway Administration
Tennessee Division

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

Federal Transit Administration
Region IV

230 Peachtree St. N.W., Suite 1400
Atlanta, Georgia 30303
Phone (404) 865-5600

In Reply Refer To:
HDA-TN

Mr. Matt Meservy
Director, Long Range Planning Division
Tennessee Department of Transportation
Nashville, TN 37243

Subject: Air Quality Conformity Determination for Clarksville-Hopkinsville, TN-KY

Dear Mr. Meservy:

The Federal Highway Administration (FHWA) Tennessee Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the FHWA Kentucky Division and the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Air Quality Conformity Determination adopted by the Clarksville Urbanized Area Metropolitan Planning Organization (MPO) Executive Board on October 19, 2022.

The Air Quality Conformity Determination covers the Clarksville-Hopkinsville, TN-KY former maintenance area for the 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS) and addresses the planned transportation improvements from the MPO's newly adopted Fiscal Years 2023-2026 Transportation Improvement Program.

Based on our review, we find the documents conform to the ozone NAAQS for Clarksville-Hopkinsville, TN-KY.

If you have any questions regarding this determination, please contact Melanie Murphy, Transportation Planning Specialist, FHWA Tennessee Division at (615) 781-5767 or Andres Ramirez, General Engineer, FTA Region IV at (404) 865-5611.

Sincerely,

YVETTE G TAYLOR
Digitally signed by YVETTE G TAYLOR
Date: 2022.12.29 08:12:11 -05'00'

PAMELA M KORDENBROCK
Digitally signed by PAMELA M KORDENBROCK
Date: 2023.01.23 13:49:33 -06'00'

Dr. Yvette G. Taylor
Regional Administrator
FTA Region IV

Pamela M. Kordenbrock
Division Administrator
FHWA TN Division

cc: Mayor Joe Pitts, MPO Executive Board Chair, Clarksville Urbanized Area MPO
Mr. Gilberto DeLeon, Deputy Division Administrator, FHWA TN Division
Mr. Sean Santalla, Program Development Team Leader, FHWA TN Division
Mr. John Ballantyne, Planning, Environment & System Performance Team Leader, FHWA KY Division
Mr. Andres Ramirez, General Engineer, FTA Region IV
Mr. Josue Ortiz, Environmental Scientist, EPA Region IV
Ms. Dianna Myers, Environmental Scientist, EPA Region IV
Mr. Stacy Morrison, OCT Planning Manager, TDOT
Mr. Jonathan Russell, OCT Region 3 Planning Supervisor, TDOT
Mr. Stan Williams, MPO Coordinator, Clarksville Urbanized Area MPO
Mr. Marc Corrigan, Environmental Consultant, TDEC

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ACRONYMS

3(R)	RESURFACING, REHABILITATION OR RESTORATION
SAFETEA-LU	SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT-A LEGACY FOR USERS
AC	ADVANCE CONSTRUCTION
ADA	AMERICANS WITH DISABILITIES ACT
BIL	BIPARTISAN INFRASTRUCTURE LAW
CAA	CLEAN AIR ACT
CDR	CONFORMITY DETERMINATION REPORT
CFR	CODE OF FEDERAL REGULATIONS
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM
CMP	CONGESTION MANAGEMENT PROCESSES
CONST	CONSTRUCTION
CTS	CLARKSVILLE TRANSIT SYSTEM
E+C	EXISTING PLUS COMMITTED
EJ	ENVIRONMENTAL JUSTICE
EPA	ENVIRONMENTAL PROTECTION AGENCY
FAST ACT	FIXING AMERICA'S SURFACE TRANSPORTATION ACT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FLAP	FEDERAL LANDS ACCESS PROGRAM
FLTTP	FEDERAL LAND &TRIBAL TRANSPORTATION PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION
FY	FEDERAL FISCAL YEAR (OCTOBER 1 – SEPTEMBER 30)
HIP	HIGHWAY INFRASTRUCTURE PROGRAM
HPP	HIGH PRIORITY PROJECTS
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
KY	KENTUCKY
KYD	KENTUCKY DISCRETIONARY PROGRAM
KYTC	KENTUCKY TRANSPORTATION CABINET
LEP	LIMITED ENGLISH PROFICIENT
MAP-21	MOVING AHEAD FOR PROGRESS IN THE 21STCENTURY
MPA	METROPOLITAN PLANNING AREA
MPO	METROPOLITAN PLANNING ORGANIZATION
MTP	METROPOLITAN TRANSPORTATION PLAN
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARD
NEPA	NATIONAL ENVIRONMENTAL POLICY ACT
NHPP	NATIONAL HIGHWAY PERFORMANCE PROGRAM
NHS	NATIONAL HIGHWAY SYSTEM
PE	PRELIMINARY ENGINEERING
PHSIP	PENALTY HIGHWAY SAFETY IMPROVEMENT PROGRAM
PM	PERFORMANCE MEASURES
PP	PARTICIPATION PLAN
ROW	RIGHT OF WAY
SPP	STATE CONSTRUCTION PROGRAM - KY
SPPR	STATE PRIMARY PAVEMENT REHABILITATION – KY
SPR	STATE PLANNING AND RESEARCH
SR	STATE ROUTE
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
STBG	SURFACE TRANSPORTATION BLOCK GRANT (L-LOCAL OR S-STATE)
SHSP	STRATEGIC HIGHWAY SAFETY PLAN
TAP	TRANSPORTATION ALTERNATIVES PROGRAM
TCC	TECHNICAL COORDINATING COMMITTEE
TDOT	TENNESSEE DEPARTMENT OF TRANSPORTATION
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TN	TENNESSEE
TSM&O	TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS
UPWP	UNIFIED PLANNING WORK PROGRAM
UROP	URBAN OPERATING ASSISTANCE PROGRAM
ULB	USEFUL LIFE BENCHMARK
USC	UNITED STATES CODE
VMT	VEHICLE MILES TRAVELED
VOC	VOLATILE ORGANIC COMPOUND

SECTION I: TIP INFORMATION

1.0 INTRODUCTION:

The Clarksville Urbanized Area Metropolitan Planning Organization (MPO) is federally mandated to carry out the planning and programming of federally funded and regionally significant transportation activities within the cities of Clarksville and Oak Grove, Montgomery County, portions of Christian County and portions of the City of Hopkinsville. The purpose of the TIP is to document how federal transportation funds will be expended within the MPO's Metropolitan Planning Area. The TIP represents a four-year program of projects based on the Federal Fiscal Year (October 1, 2022 through September 30, 2026) Transportation Improvement Program (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 Metropolitan Transportation Plan,
- 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 FY2023 - FY2026 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 that are regionally significant and/or that use federal transportation funds. This document identifies planned transportation projects and projected revenues during the time period of FY2023 to FY2026 and ensures coordination of transportation improvements by local, state, and federal agencies.

The TIP is a necessary link between the planning process and implementation of plans. The 2045 Metropolitan Transportation Plan (MTP) and the TIP are separate documents, but the TIP is the tool by which the plan is implemented. The 2045 MTP has a horizon of 26 years and the MTP was adopted on January 17, 2019. The TIP projects come from recommendations in the 2045 MTP. The 2045 MTP is a long-range plan that focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision making guidelines for the MPO Executive Board. The proposed TIP will into effect once it is adopted by the MPO Executive Board and approved by State and Federal agencies.

Each state is also required to develop a State-wide Transportation Improvement Program (STIP), which represents a four-year program of projects and reflects funding allocations and priorities at the state level. As such, the MPO's TIP is incorporated in the STIP by reference. The STIP is approved by the Federal Highway Administration and Federal Transit Administration.

The MPO adopted the 2045 MTP's associated Conformity Determination Report (CDR) at the same time with the adoption of the 2045 MTP on January 17, 2019. Both Christian and Montgomery

Counties have been designated in maintenance by the EPA for the 1997 ozone standard. The MPO has submitted the draft TIP projects to the IAC for their review and a draft conformity report for the TIP. The MPO is involved with the IAC through conference calls in addressing any issues related to the TIP projects in helping determine their non-exempt/exempt status and regional significance to conformity for each project in the 2045 MTP and FY2023-FY2026 TIP.

1.1 Program Approval:

The TIP must be fully updated and approved at least every four years by the MPO, the Governor of Tennessee and the Governor of Kentucky. The approval signature from the MPO's Executive Board is the signed Resolution 2022-10 on the page 6.

The MPO and TDOT certifies, at least every four years, that the metropolitan planning process of the MPO is being carried out in accordance with all applicable requirements, per 23 CFR 450.218 and/or 23 CFR 450.326. On page 4 is the self-certification of the MPO and TDOT, and is signed by the MPO's Executive Board Chairman and for TDOT, the Director of Program Development and Administration Division. On page 5 is the KYTC certification and is signed by the Kentucky Transportation Secretary.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Clarksville Urbanized Area Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Clarksville, TN-KY urbanized area, and is being carried out in accordance with the following requirements:

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

IV. 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.

VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.

IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: _____ **Date:** 10/19/2022

Print Name: Mayor Joe Pitts
Title: MPO Executive Board Chairman

Ronnie Porter

Date: 10/26/22

Ronnie Porter
Director, TDOT Program Development & Administration Division

Transportation Planning Process Certification

In accordance with 23 CFR 450.336, Clarksville Metropolitan Planning Organization and the Kentucky Transportation Cabinet hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements:

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

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this sub-part;

(2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(4) Section 1101(b) of the FAST ACT (Pub. L. No.114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;

(7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: 10/19/2022

Mayor Joe Pitts, Chairman
MPO Executive Board

DocuSigned by:
9D6832F7D94544E...

Date: 10/28/2022

Jim Gray
Secretary of Transportation

1.2 Federal Legislation:

On November 15, 2021 President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into Law (23 USC Section 134, 23 CFR Part 450, 49 U.S.C. Section 5303, and 49 CFR Part 613 for metropolitan TIPs). It is known as the Bipartisan Infrastructure Law (BIL) and is the largest long term investment in the U.S. infrastructure and competitiveness. It provides $350 billion investment in highway programs spread over five years from FY2022-FY2026.The BIL will repair and rebuild roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians; improve the safety of the transportation system; improve healthy, sustainable transportation options for millions of Americans; build a network of EV chargers to facilitate long-distance travel and provide convenient charging options; modernize and expand passenger rail and improve freight rail efficiency and safety; and improve our nation's airports.

The BIL is to fund eight (8) highway apportioned programs:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- National Highway Freight Program (NHFP);
- Metropolitan Planning (PL);
- Carbon Reduction Program (CRP) - New; and
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program - New.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It was the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The FAST Act requirements are codified in Title 23 of the United States Code (U.S.C.) and the implementing regulatory authority is reflected in Title 23 of the Code of Federal Regulations (CFR).

1.3 TIP Resolution:

RESOLUTION 2022-10

APPROVING THE FINAL FY2023-2026 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 FY2023-FY2026 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 process in the Clarksville Urbanized Area is being carried out in accordance with all applicable requirement and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450.218 and/or 23 CFR part 450.326; and

WHEREAS, the locally developed Participation Plan has been followed in the development of the Transportation Improvement Program. This 14-day public review period began on October 5, 2022 and ended October 19, 2022. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2023-FY2026 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 FY2023-FY2026 Transportation Improvement Program and the associated Conformity Determination Report of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 19, 2022

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

1.4 Assurance of Non-Discrimination:

It is the policy of the Clarksville Urbanized Area Metropolitan Planning Organization, the Clarksville/Montgomery County Regional Planning Commission, a recipient of federal funds through the Federal Highway Administration and the Federal Transit Administration, not to discriminate on the basis of age, race, sex, religion, color, national origin or disability in its hiring and employment practices, or in admission to, access to, or operation of its programs, services, and activities. For ADA (disability) inquiries contact Jill Hall or Stan Williams by phone at (931) 645-7448. Please provide 48 hours' notice for request for service.

1.5 National Goals:

The national goals of the Federal-aid highway program are prescribed in section 150 of title 23, United States Code, as follows:

a. *Safety* – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
b. *Infrastructure Condition* – to maintain the highway infrastructure asset system in a state of good repair.
c. *Congestion Reduction* – to achieve a significant reduction in congestion on the National Highway System.
d. *System Reliability* – to improve the efficiency of the surface transportation system.
e. *Freight Movement and Economic Vitality* – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
f. *Environmental Sustainability* – to enhance the performance of the transportation system while protecting and enhancing the natural environment.
g. *Reduced Project Delivery Delays* – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
h. *Integrated Economic Development* – to improve road conditions in economically distressed urban communities and increase access to jobs, markets and economic opportunities for people who live in such communities.

The goal of the MPO is to strive to have a safe, reliable, well-maintained and sustainable, multimodal roadway system that provides access to freight and economic opportunities while protecting and enhancing the environment, and reducing emissions and congestion. This goal is achieved through performance-based planning and programming, studies, project prioritization, data collection, and travel demand model runs; along with upgrading traffic control features and ITS type projects.

1.6 Federal Planning Factors:

The Clarksville MPO's transportation planning process takes into consideration the Federal planning factors in 23 U.S.C. Section 134 and Section 135. The metropolitan transportation planning process is carried out through a 3-C (continuous, cooperative, and comprehensive) planning process and provide for consideration and implementation of projects, strategies and services. There are ten factors that must be considered as part of this planning process for all metropolitan areas. These factors are consulted throughout the development of projects that are included in the Clarksville

MPO's TIP. The ten factors that are to be considered in the metropolitan planning process, more specifically in the TIP development are:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

1.7 Planning Horizon

The FY2023-FY2026 TIP is the MPO's short-term programming document that list four years of funded transportation projects. The TIP identifies and tracks federally funded and regionally significant transportation projects over a four-year period. The federal fiscal year is from October 1st through September 30th. The proposed TIP has a time frame from October 1, 2022 through September 30, 2026. The proposed TIP will go into effect once it is adopted by the MPO Executive Board and approved by State and Federal agencies.

The previous TIP had a four year planning horizon from FY2020 through FY2023. It was adopted on October 31, 2019. The next TIP to be developed after the FY2023-FY2026 will have an anticipated planning horizon for four years from FY2026 through FY2029 and will have a development cycle beginning in FY2025 and be completed during the first quarter of FY2026.

The TIP is a necessary link between the planning process and implementation of plans. The 2045 Metropolitan Transportation Plan (MTP) and the TIP are separate documents, but the TIP is the tool by which the plan is implemented. The 2045 MTP has a horizon of 26 years and was adopted on January 17, 2019. The TIP projects come from recommendations in the 2045 MTP. The 2045 MTP is a long-range plan that focuses on multi- modal transportation needs within the MPO area and serves as the basis for the planning needs and decision making guidelines for the MPO Executive Board.

1.8 Planning Area

The planning area of the Clarksville MPO comprises a total of approximately 574 square miles incorporating the cities of Clarksville, Tennessee and Oak Grove, Kentucky, Montgomery County, portions of Christian County and a portion of the City of Hopkinsville, Kentucky (shown in Figure 1). The MPO is in maintenance for air quality; the MPO air quality boundaries are the same as the MPO boundaries. The MPO works with planner from Fort Campbell Military Installation and currently has a project through the federal FLAP program at an entry point to the installation. The MPO contacts the Federal Bureau of Land Management, National Park Service, U.S. Fish and Wildlife, and U.S. Forest Service for input/comments on the draft TIP and MTP as stakeholders per the Participation Plan (PP).

Figure 1 - Clarksville MPO Area

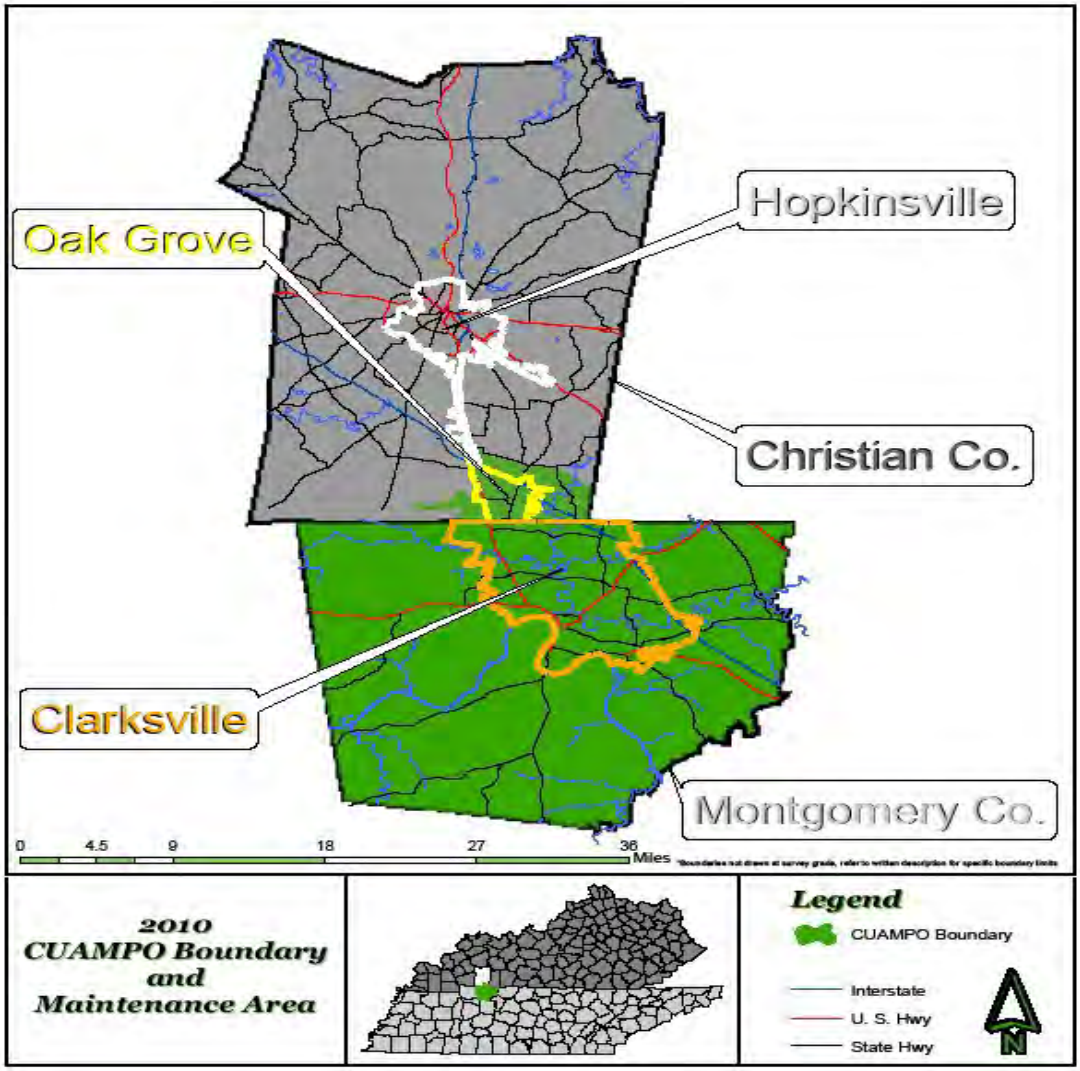
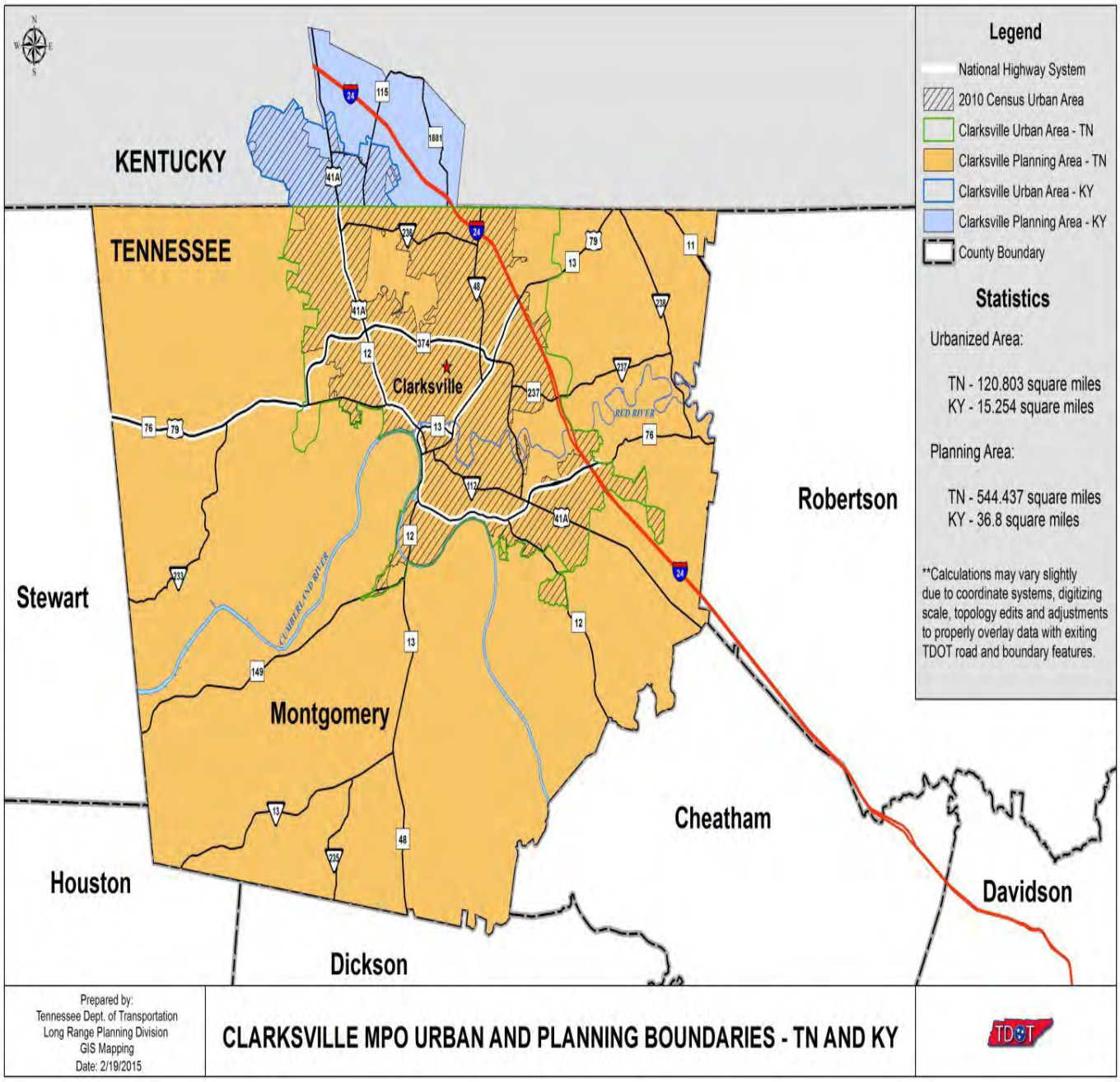


FIGURE 7: **Orange Outline Area: Clarksville City Limits; Yellow Outline Area: Oak Grove City Limits; White Outline Area: Hopkinsville City Limits**

The 2010 Census designated an urbanized area of 109.57 square miles within the MPO planning area. The Clarksville MPO Adjusted Urbanized Boundary has 136 square miles of urbanized area within the MPO planning area, as shown in Figure 2. The MPO Executive Board adopted the urbanized area adjustments in Tennessee and in Kentucky on April 17, 2014. FHWA-TN approved the adjustment on June 16, 2014 and FHWA-KY approved the adjustment on September 8, 2014. The MPO made a second urbanized area adjustment in the Tennessee portion. It was adopted by the Executive Board on November 6, 2014 and approved by FHWA-TN on February 24, 2015. The MPA was changed in the Kentucky portion only and was adopted by the Executive Board on January 15, 2015 and received the Kentucky Governor's approval on January 29, 2015.

Figure 2: Clarksville MPO Urban and Planning Boundaries – TN and KY



PROCESS FOR PROGRAM DEVELOPMENT

1.9 Planning Partners and Sub-Recipients:

The Clarksville MPO develops its transportation plans and programs using the "3C" (continuous, cooperative, and comprehensive) planning process, as required by FHWA pursuant to 23 CFR 450.306 and by FTA pursuant to 49 CFR 613.100. The FY2023-2026 TIP is developed through coordination and consultation between the Clarksville MPO, Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC), the Clarksville Transit System (CTS), local jurisdictions within the region, tribal representatives, and Federal Land Management Agencies. There is a Memorandum of Agreement (MOA) between the Kentucky Transportation Cabinet, the Tennessee Department of Transportation, the City of Clarksville for the Clarksville Transit System, and the Clarksville MPO that clearly identifies the responsibilities of each agency. This Memorandum was devised for bi-state MPOs to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process.

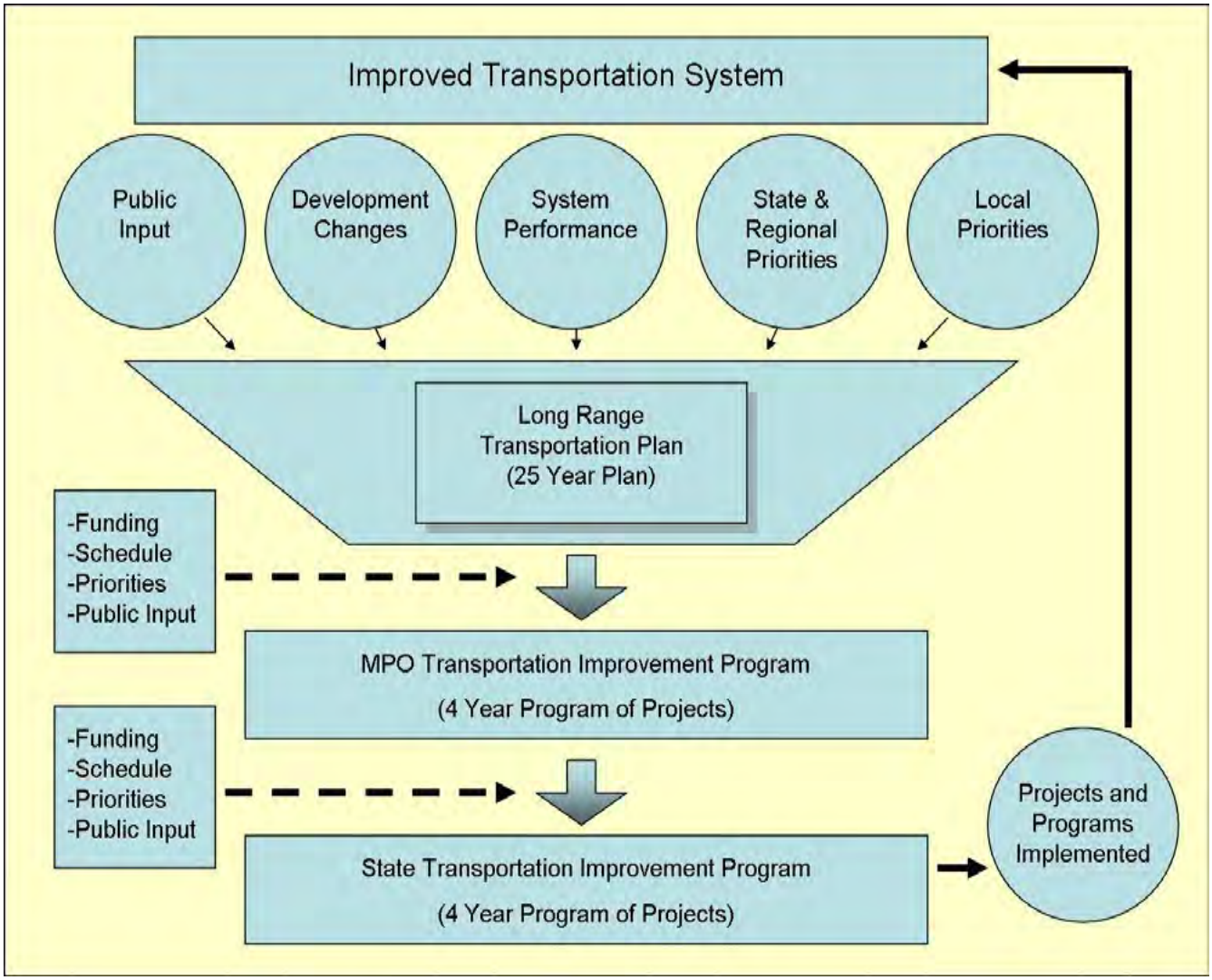
MAP-21 established the Federal Lands and Tribal Transportation Program (FLTTP). The FLTTP was continued under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). Prior to MAP-21, the transportation needs of the FLMAs were addressed under the Federal Lands Highway Program (FLHP). The FLTTP is comprised of the Tribal Transportation Program (23 U.S. Code § 202), the Federal Lands Transportation Program (23 U.S. Code § 203), and the Federal Lands Access Program (23 U.S. Code § 204).The MPO has a Federal Lands Access Program project in the current TIP that will be included in the draft FY2023-FY2026 TIP for access into the Fort Campbell Military Installation.

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

MPO TIP and STIP Relationship:

Just as each MPO is required to develop a TIP, each state is required to compile a Statewide Transportation Improvement Plan (STIP) as a requirement of federal regulations. The STIP includes all federally funded transportation projects from throughout the state. In Tennessee and in Kentucky, the MPO TIPs are included in the STIP once adopted by the MPO Executive Board and approved by FHWA and FTA. The Kentucky Transportation Cabinet (KYTC) and Tennessee Department of Transportation (TDOT) STIPs are then submitted to the Federal Highway Administration and the Federal Transit Administration for official approval. Projects must be in the STIP before funding authorities, such as FHWA, FTA, TDOT and KYTC can obligate or commit monies to contracts. Figure 3 illustrates the relationship of the TIP to the overall planning process within the MPO area.

Figure 3: Transportation Improvement Program Development Process



Cooperative Funding Process for TIP by States, MPO and Transit:

The following financial requirements for the TIP are based upon the current federal planning regulations, BIL, and FAST Act requirements.

- The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).

- In developing the TIP, the MPO, TDOT, KYTC and CTS must cooperatively develop estimates of revenue funds that are reasonably expected to be available to support the TIP implementation. This includes the identification of carryover funds, expected allocations and inflation rates for future year estimates. All revenue and cost estimates use an inflation rate to reflect "year of expenditure dollars" based upon reasonable financial principles. The TIP will include a project or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

To develop a financially constrained TIP, the MPO began with the projects committed in the previous TIP. After reviewing the estimates of available state and federal funds and ensuring that the previous committed projects are funded, the MPO will consider new projects for the remaining anticipated funding allocations. The MPO takes into account financial principles and inflation rates when forecasting future year revenue and cost estimates.

Project Programming Process for TIP:

TDOT-managed capital and non-capital transportation projects are programmed into the TIP after coordination between the MPO and TDOT. TDOT provides the MPO with a two year list of projects within the MPO to be prioritized. The MPO consults with the City and County officials to review and prioritize projects. The prioritized list of projects is presented to the MPO Executive Board and is submitted to TDOT. TDOT then makes the final selection from the prioritized list of projects to be added into the TIP after analyzing the cost estimation and timing of each phase.

Locally-managed capital and non-capital transportation projects are programmed into the TIP after a lengthy process of review and consultation with local agencies and public participation. All locally-managed TIP projects are in the Tennessee portion of the MPO. The MPO follows the Participation Plan (PP) for solicitation of new projects at public MPO meetings. Each proposed new project for consideration in the TIP is compared to the stated goals and objectives of the MPO's MTP. Additionally, each MPO member jurisdiction is given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments and on the projects contribution to the performance measure targets.

Evaluation of TIP Project's Consistency with the MTP and Statewide Plan:

Projects that are added to the TIP for funding and implementation must be consistent with the region's Metropolitan Transportation Plan (MTP). The metropolitan transportation planning process is consistent with the Strategic Highway Safety Plan as specified in 23 U.S.C. 148 and other transit safety and security planning and review process, and the regional intelligent transportation system (ITS) architecture as defined in 23 CFR part 940. The MTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO's MTP are divided into three stages: 1) short-term needs – proposed for completion by 2026, 2) mid-term needs – proposed for completion by 2036, 3) long-term needs - proposed for completion by 2045. In order for a project to be included in the TIP, it must be in the short-term or mid-term list of projects in the MTP.

The Statewide Transportation Improvement Program (STIP) is a statewide prioritized listing/program of transportation projects developed by the State in cooperation with the MPO for each designated metropolitan area. The STIP must be consistent with the State long-range transportation plan, MTPs, and TIPs. Each TIP must be included in the STIP after the TIP is approved. Federal regulations require a full update of the TIP and STIP at least every four years. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when FHWA/FTA approval of the STIP expires.

The MPO consults, as appropriate, with state, local and federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the MTP and the TIP. Each agency is contacted during the preliminary review by TDOT, FHWA and FTA. The agencies are asked to review the TIP at the MPO website and submit any comments. The TIP consultation involves comparison of the TIP with State conservation plans

or maps; and/or comparison of transportation plans to inventories of natural or historic resources, if available.

The MPO has an established detailed set of project selection criteria for STBG and CMAQ, forging a greater linkage between the stated goals of the 2045 MTP and other local emphasis areas. The enhanced selection criteria allow for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects. (*Appendix A*).

After the projects are prioritized based on the selection criteria and performance measures, then the cost estimates must be calculated for the project. Since the TIP has to be financially constrained, the cost estimates of the project must be within the limits of the anticipated revenue for the length of the project for each phase to be selected.

For a Kentucky project to receive funding in the TIP, it must be either in the Kentucky Six Year Plan or have other identified funding. The MPO meets with Kentucky District 2 representatives, Oak Grove officials, Christian County Representatives to review and prioritize projects for consideration into the Kentucky Highway Plan through the SHIFT/CHAF program for the MPO area. Kentucky prioritized projects are submitted by KYTC Planning Department staff for the Six Year Plan consideration.

Regionally Significant Project:

The process for including all regionally significant projects into the TIP is the same as a locally-managed project. The funding source may be local, state and/or private. Again the estimated required funding must be provided for the TIP to remain financially constrained. All regionally significant projects must follow all the federal and state guidelines throughout the planning, programming and implementation of the project. Currently, all of the regionally significant projects in the TIP are federally funded. While the MPO is responsible for the programming of transportation improvements, the implementation of projects (i.e. construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region.

Funding Sources:

BIL and FAST Act legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. MAP-21 made bicycle facilities and pedestrian walkways eligible expenses under the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program and the Congestion Mitigation Air Quality Improvement Program. These funding programs are listed in Figure 4 and described below.

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

Surface Transportation Block Grant Program (STBG) - remains the federal-aid highway program with the broadest eligibility criteria. Funds are used on any federal-aid highway, on bridge projects on any public road, on transit capital projects on non-motorized paths, and on bridge and tunnel inspection and inspector training. The FAST Act eliminated MAP-21 Transportation Alternative Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant program funding for transportation alternatives (STBG-TA).

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

Highway Safety Improvement Program (HSIP) – supports projects that improve the safety of road infrastructure by correcting hazardous road locations or feature or address a highway safety problem. This includes: installation of vehicle to infrastructure communication equipment; pedestrian hybrid beacons; roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands and other physical infrastructure projects not specifically enumerated in the list of eligible projects.

a. *Penalty Highway Safety Improvement Program (PHSIP)* - are funds that TDOT receives annually for Tennessee not having a conforming Open Container Law. These funds must be used for HSIP eligible activities. These funds are a percentage of NHPP and/or STBG funds that HSIP eligible activities and TN Hwy Safety Office activities related to alcohol-related projects. (23 U.S.C. 154 – open container requirements)

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

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

National Highway Freight Program (NHFP) – improves the efficient movement of freight on the National Highway Freight Network and support several goals.

The Federal Lands Access Program (FLAP) - provides funds for projects on Federal Land's access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. [23 U.S.C. 201, 204]. FLAP funds are in the Eastern Federal Lands Highway Division (EFLHD). FLAP funds are sent to the State DOT and then incorporated into the TIP's appendix by modification if it contains projects within the MPO area.

Highway Infrastructure Program (HIP) – provide flexible funding to address State and Local transportation needs through the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.

Carbon Reduction Program (CRP) – The U.S. Department of Transportation (DOT) must establish a carbon reduction formula program for states to reduce transportation emissions. Eligible state funding activities include truck stop electrification, diesel engine retrofits, vehicle-to-infrastructure communications equipment, public transportation, port electrification, and deployment of alternative fuel vehicles, including charging or fueling infrastructure and the purchase or lease of zero-emission vehicles.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program - PROTECT grants will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Funding can be used for a wide variety of uses to enable an existing surface transportation infrastructure asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.

Federal Transit Administration Section 5307 (5307) - This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation- related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

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

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

Urban Operating Assistance Program (UROP) - This State funded program is intended to supplement other available operating funds for urban transit agencies.

State Performance Plan (SPP) Funds – Kentucky's State funded projects.

Funds Assigned to Projects under SAFETEA-LU/MAP-21:

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

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

Figure 4: Transportation Improvement Program Funding Sources:

Highway System Funding Programs	Project Initiation	Funding Source	Match Ratio
National Highway Performance Program (NHPP)	State DOT/ Cabinet	Federal State	80% 20%
Surface Transportation Block Grant Program (STBG) (State or Local Allocation)	State DOT/ Cabinet or Local Government	Federal State/Local	80% 20%
Surface Transportation Block Grant for Transportation Alternatives (STBG-TA)	Local Government	Federal Local	100%, 80% 0%, 20%
Highway Safety Improvement Project(HSIP)	State DOT/Cabinet or Local Government	Federal Local/State	90% 10%
Railway-Highway Crossing Program (set-aside from HSIP-R)	State DOT/ Cabinet	Federal State	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
National Highway Freight Program (NHFP)	State DOT/ Cabinet	Federal State	80% 20%
Federal Land Access Program (FLAP)	State DOT/ Cabinet	Federal State	80% 20%
Highway Infrastructure Program (HIP)	State DOT/Local	Federal State/Local	80% 20%
Carbon Reduction Program (CRP)	State DOT/Local	Federal State/Local	80% 20%
PROTECT Formula Grant	State DOT/Local	Federal State/Local	80% 20%
High Priority Project (HPP)	State DOT/ Cabinet	Federal State	80% 20%
State Funds	State DOT/ Cabinet	State	100%
Kentucky Discretionary (KYD)	State DOT/ Cabinet	Federal State	80% 20%
Public Transportation Funding Programs	**Project Initiation**	**Funding Source**	**Match Ratio**
Section 5307 Capital, Operations and Planning Assistance Grant Program - The use of 5307 funds for Operating Assistance requires at Least a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non- Profit Entities	Federal State Local	80% 10% 10%
UROP – Urban Operating Assistance Program	Local Government	TDOT Local TDOT Local	80%<$400,000 20%<$400,000 50%>$400,000 50%>$400,000

Maintenance and Operations:

The Clarksville MPO and its member jurisdictions must assure the maintenance and efficient operation of existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as pavement resurfacing and markings, street lighting, sidewalk repair, sinkhole repair, bridge repair, guardrail and sign replacement, and traffic signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. While these annual activities are not scheduled or funded in the TIP, they are included in Figure 5 to demonstrate that jurisdictions have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP for FY2023. These numbers are based on expected continual economic growth. Actual numbers may change.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds from TN and KY for operating assistance, and through TDOT and local funds contributed by the City of Clarksville. These funds are spent on daily operations activities, and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation infrastructure.

Montgomery County, Tennessee expends approximately $7.3 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately $17.4 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately $257,300 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Hopkinsville, Kentucky expends approximately $660,000 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for the City of Hopkinsville's operations and maintenance expenditures.

Christian County, Kentucky expends approximately $129,919 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

KYTC expends approximately $925,798 annually to operate and maintain the existing state routes and interstate in Christian County, KY MPO planning area.

TDOT expends approximately $24,893,024 annually to operate and maintain the existing state routes and interstate in Montgomery County, TN MPO planning area.

For future years, an estimate of a four (4) percent increase in the budget is used as shown in Figure 6; except for KYTC. KYTC uses 0.02199987% for their growth rate that the STIP assumes. In the event federal transportation funds are made available for maintenance and operations projects, it will be identified in the TIP.

Figure 5. Highway Operations and Maintenance Budgets – FY2023

Maintenance and Operations	Estimated Annual Revenues	Estimated Annual Cost
City of Clarksville, TN	$17,400,000.00	$ 17,400,000.00
Montgomery County, TN	$ 7,304,000.00	$ 7,304,000.00
City of Oak Grove, KY	$ 257,300.00	$ 257,300.00
City of Hopkinsville, KY	$ 660,000.00	$ 660,000.00
Christian County, KY*	$ 239,998.00	$ 239,998.00
KYTC-Christian County, KY	$ 925,798.00	$ 925,798.00
TDOT-Montgomery County/Clarksville, TN	$ 24,893,024.00	$ 24,893,024.00
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	$ 5,253,342.00	$ 5,253,342.00
Total Maintenance and Operations	**56,933,462.00**	**$ 56,933,462.00**

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided $499,668.00 in Transportation maintenance funds for Christian County.

Figure 6. Future Operations and Maintenance Budgets FY2024-FY2026

Maintenance and Operations	FY2024	FY2025	FY2026
City of Clarksville, TN	$18,096,000	$ 18,819,840	$ 19,572,634
Montgomery County, TN	$ 7,596,160	$ 7,900,006	$ 8,216,007
City of Oak Grove, KY	$ 267,592	$ 278,296	$ 289,427
City of Hopkinsville, KY	$ 686,400	$ 713,856	$ 742,410
Christian County, KY	$ 249,598	$ 259,582	$ 269,965
KYTC-Christian County, KY	$ 946,165	$ 966,981	$ 988,254
TDOT-Montgomery County/Clarksville, TN	$ 25,888,745	$ 26,924,295	$ 28,001,267
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local	$ 5,463,476	$5,682,015	$ 5,909,295
Total Maintenance and Operations	**$ 59,194,136**	**$ 61,544,871**	**$ 63,989,259**

Public Participation:

The TIP public participation process follows the process outlined in the adopted Participation Plan (PP). After receiving public input on the TIP, it must be submitted to TDOT and KYTC for inclusion in the respective State Transportation Improvement Plan (STIP).

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

The Draft FY2023-FY2026 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP, the MPO and Clarksville Transit System staff met and reviewed projects and budget concerns. CTS staff submitted their projects to the MPO for inclusion into the TIP. The Draft TIP Project List was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hardcopy.
The MPO staff met with city and county personnel including the Mayors, Engineers, and Superintendents/Directors of Highway/Street Departments about their surface transportation needs and concerns for the city, county and regional projects. The City and County continue to work jointly on projects for the betterment of the residents in the city, county and region. The MPO held a meeting on January 14, 2022, this was the first discussion of projects for the new TIP and the limited funds available for the completion of the current projects. During the development of the TIP there was discussion at the Regional Planning Commission, City Council and County Commission meetings on road conditions, congestion and regional priorities and needs. Each of the Councilmen and Commissioners received an email from the MPO on April 14, 2022 explaining the financial constraint requirement for the TIP and the lack of additional L-STB funds for any new projects. The MPO had two public meetings January 14th and July 14th, in 2022; and adopted the TIP on October 20th in 2022. Due to funding constraints there were no new projects added to the TIP using the L-STBG funds. The L- STBG funds and future allocations through FY2025 are needed to complete the existing projects. The MPO staff contacted representatives from Ft. Campbell Planning Department to review their concerns and road priorities for projects off the Post Installation in both Kentucky and Tennessee. The MPO staff also met and had discussions with the Oak Grove, Kentucky City Planner about road project needs and priorities.

Prior to the MPO adopting the TIP, residents and citizens groups, the EJ mailing list, interested parties, and local and regional agencies' consultation groups, stakeholders, and federal and state environmental consulting agency stakeholders were given a 30-day public comment period to review the Draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects. Public notices were placed in the local newspapers (*the Leaf-Chronicle, The Eagle Post and the Kentucky New Era)* as well as the *Azul615*, a locally distributed Hispanic (written in Spanish) newspaper, notifying the public that the TIP was available for comment.

The TIP was made available in draft form prior to adoption by the MPO Executive Board. Residents and citizen groups were given a 30-day comment period prior to the MPO adopting the TIP. The MPO distributed a flyer to EJ areas, newspapers, bus stops in English and Spanish on where to view the draft TIP, either online or in hardcopy, and how to submit comments. The draft TIP was placed in the following locations to provide citizens' access to the TIP: Regional Planning Commission - 329 Main Street and on-line at the MPO's website (www.cuampo.com). In Kentucky the draft TIP was placed in Oak Grove's City Hall. Notification of the availability of the draft TIP was placed at the following locations, written in English and Spanish:

Montgomery County Library
Montgomery County Court House
City of Clarksville City Hall
Clarksville Chamber of Commerce
City of Oak Grove City Hall
City of Hopkinsville City Hall
Hopkinsville Chamber of Commerce
Christian County Court House
Ft. Campbell Military Installation Library
Regional Planning Commission/MPO Office

Clarksville Department of Electricity
CTS buses and station
City of Clarksville Housing Authority
City of Clarksville Human Services
City of Clarksville Community Centers
Montgomery County Community Centers

All public comments are considered/addressed by the Executive Board members prior to the final adoption by the MPO Executive Board. A final 30 day public hearing is held prior to the Executive Board meeting to conclude the public comment period. There were no comments (Appendix B) received during this period. The State and Federal Approval Processes allow for TDOT/KYTC and FHWA/FTA to review the final documents and provide the MPO with comments before the final document is approved. If the CUAMPO staff determines that significant changes were made to the document as a result of the Review Process, then an additional 14 day Public Review Period is required per the Participation Plan. The State and Federal Approval Periods can run concurrently.

Performance Measures:

The statewide and metropolitan planning process incorporates a more comprehensive performance - based approach to decision-making to support the national goals. Utilizing performance targets assists states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets. The MPO incorporates performance measures in their planning as they are set by TDOT and KYTC. The MPO uses and reviews data on crashes with serious injuries and fatalities, vehicle miles travelled and travel times as performance measures for safety and congestion. The MPO has requested assistance from TDOT to perform roadway safety audits based on these performance measures.

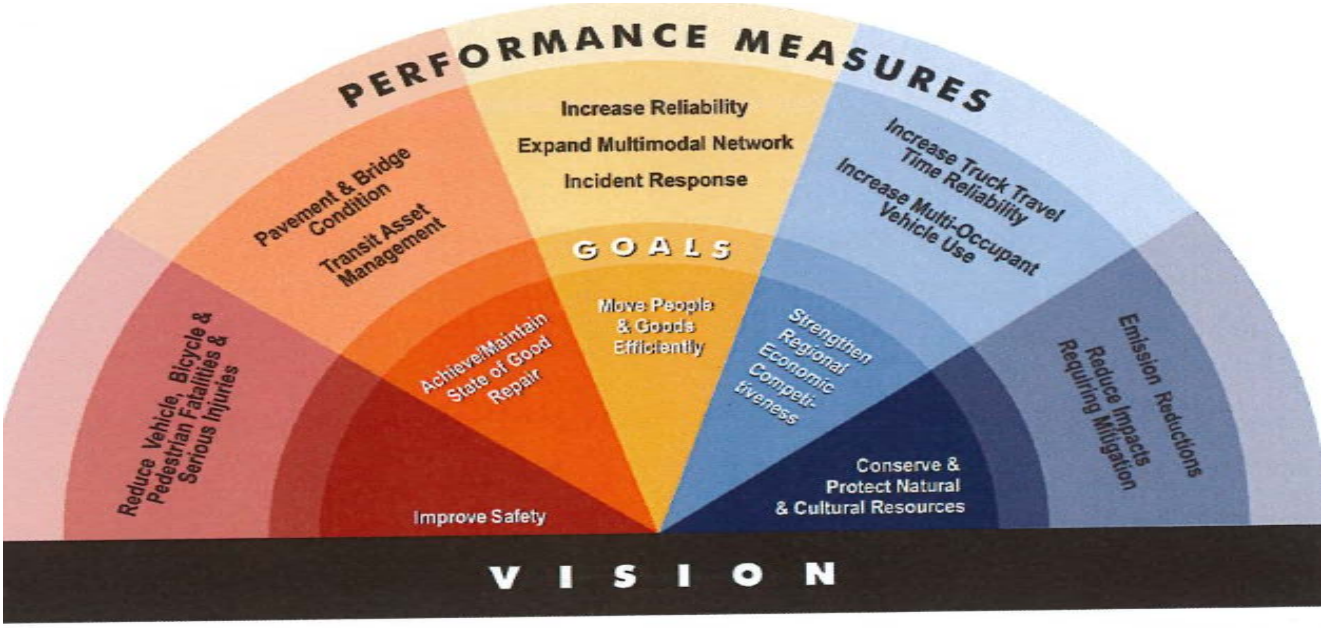
In accordance with 23 CFR 450.326, the MPO, in cooperation with State(s) and affected public transit operators, shall develop a transportation improvement program (TIP) for the metropolitan transportation area. A TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Metropolitan Transportation Plan, linking investment priorities to those performance measures. Five Transportation Performance Management final rules have been released by the Federal Highway Administration and the Federal Transit Administration and are in effect. Each final rule lists the required measures, data sources, and calculation procedures. The final rules include:

- Highway Safety Improvement Program, known as PM1 (81 FR 13881, 23 CFR 490) establishes safety performance measure requirements for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and to assess fatalities and serious injuries on all public roads.
- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2 (82 FR 5886, 23 CFR 490)
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ), known as PM3 (82 FR 5970, 82 FR 22879, 23 CFR 490)
- Transit Asset Management (81 FR 48889, 49 CFR 625, 49 CFR 630)
- Public Transportation Agency Safety Plan (PTASP) Rule (49 CFR Part 673)

Performance measures played an integral role in project selection and prioritization in the development of the 2045 MTP. Federal regulations mandate that projects and programs in the FY2023-FY2026 TIP must

be in the 2045 MTP. The performance measures presented in this section are discussed throughout the 2045 MTP. This demonstrates how the performance measures apply to and are integrated into the planning processes and project selection efforts, and the MPO's commitment to a performance-based transportation planning process. The MPO chooses to support the performance targets set by TDOT and KYTC.

Figure 7: Performance Measures/Vision



Safety (PM1)

The Safety performance measure final rule includes five measures related to the safety of the transportation system. The measures are all five-year rolling averages:

1. The number of fatalities
2. The rate of fatalities per 100 million vehicle miles traveled
3. The number of serious injuries
4. The rate of serious injuries per 100 million vehicle miles traveled
5. The number of non-motorized fatalities and non-motorized serious injuries

The MPO agrees that even one death on the transportation system is unacceptable. Subsequently, the MPO staff plan to work with regional and State partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. That being said, the MPO recognizes the need to set realistic targets needed to work toward the ultimate goal of zero fatalities. To this end, the MPO plans to work closely with the TDOT and KYTC to support annual targets for each of these measures. The MPO prioritizes projects and makes financial investments for projects based on its planning, modeling and analysis of data in the MPO area, and monitoring the planning efforts in order to support the performance measure targets.

Performance-based planning not only improves project selection and prioritization, it also establishes the importance of the work performed and the information and data provided in the 2045 MTP. All projects utilizing federal funding in the TIP are sourced from the 2045 MTP. These projects were subject to a project selection criteria ranking system, through utilization of a variety of quantitative measures,

modeling, evaluation of state performance targets, as well as staff analysis. Safety and Security is a primary evaluation category for projects evaluated by the MPO and included in both the MTP and TIP. Additionally, the safety criterion is intended to measure the potential improvements to public safety that the proposed project will provide. Information required for scoring projects under this criterion includes crash rates, crash severity, safety design, pedestrians and bicycle safety, and other general safety problems in accordance with TDOT and KYTC policies and procedures. The greater the potential improvement to overall transportation safety is, the higher the score for the potential project. Based on this, the program of projects and investment priorities included in the TIP prioritize a reduction in serious and fatal crashes in the MPO planning area. When the data shows a safety concern along a roadway or intersection, the MPO request a roadway safety audit from TDOT to be performed. Through cooperation between TDOT, local agencies and the MPO safety projects receive funding.

Figure 8: PM1 Safety Performance Measure Targets: 2023

Safety Performance Measures	KYTC Baseline 2017-2021	KYTC 2023 Targets	TDOT Baseline 2017-2021	TDOT 2023 Targets
Number of Fatalities	764.2	764.0	1148.6	1201.4
Number of Serious Injuries	2,799.4	2,658.0	5995.6	5588.6
Fatality Rate	1.573	1.575	1.417	1.476
Serious Injury Rate	5.760	5.519	7.416	6.869
Number of Non-motorized Fatalities and Serious Injuries	294.6	289.0	546.4	534.8

Bridge and Pavement (PM2)

Existing federal statutes and regulations now require that each state Department of Transportation (DOT) and each MPO establish performance targets to assess and monitor the condition of pavements and bridges on the National Highway System including the Interstate System. The MPO has chosen to support TDOT's and KYTC's performance targets for PM2. The bridge and pavement targets place greater emphasis on transportation system preservation and asset management. Asset management can generally be defined as a strategic process to maintain and replace assets in a desired state of good repair over their lifecycles at a minimum practicable cost. The City and County work to maintain and preserve the roadways through paving and preventive maintenance of the roadway and bridges. TDOT's state routes in the MPO area are on a rotational scheduling for paving. Each of these efforts strives to reach the performance measure targets, as shown in Figure 9 below.

Figure 9: PM2 Bridge and PM2 Pavement Performance Measures Targets:

Pavement Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
% Good Interstate	70.8%	58.0%	58.0%	N/A	N/A	50.0%
% Poor Interstate	0.2%	1.0%	1.0%	N/A	N/A	3.0%
% Good Non-Interstate NHS	40.3%	36.0%	36.0%	78.9%	35.0%	35.0%
% Poor Non-Interstate NHS	4.1%	6.0%	6.0%	4.3%	6.0%	6.0%
NHS Bridge Performance	**TDOT Baseline**	**TDOT 2 year Target**	**TDOT 4 year Target**	**KYTC Baseline**	**KYTC 2 year Target**	**KYTC 4 year Target**
% Good Condition by Deck Area	33.5%	32.0%	32.0%	34.8%	35.0%	35.0%
% Poor Condition by Deck Area	5.0%	6.0%	6.0%	3.8%	3.7%	3.2%

The national performance measures for pavement established in the final rule are the percentage of pavements of the Interstate System and the Non-Interstate NHS in "good" or "poor" condition as defined in the regulations. Pavement conditions will be assessed based on the International Roughness Index, cracking, rutting, and faulting using established Highway Performance Management System methodologies. The regulations have also established a minimum level that stipulates that the percentage of lane miles on the Interstate System in "poor" condition cannot exceed 5 percent.

The national performance measures for bridges (including ramps and culverts) established in the final rule are the percentage of NHS bridges classified in "good" or "poor" condition as defined in the regulations. Bridge conditions will be classified using established National Bridge Inventory ratings for the bridge deck (also referred to as the road bed, but may also include walkway and rail crossings) and the bridge support system (also referred to as the bridge superstructure and substructure). Federal regulations have also established a "minimum level" that stipulate that not more than 10 percent of the total deck area of the NHS bridges in a state can be classified as structurally deficient (i.e., poor or worse condition).

System Performance (PM3)

Observing the current performance of the roadway system is an important component of assessing the system's needs and planning for its future. Despite efforts to reduce roadway congestion, the region's rapid growth and increasing population and limited transportation funding may make congestion worse despite the improvements being recommended in the 2045 MTP and the projects listed in the 2020-2023 TIP as well as future TIPs. While all congestion has social, economic, and environmental impacts, congestion that is inconsistent and difficult to predict has greater impacts than congestion that can be readily anticipated. With this in mind, federal performance final rules related to congestion have tended to focus on the reliability and predictability of travel as opposed to absolute measures of congestion. Reliability is a measure of the variability of travel times. When a system is reliable, it means people and goods get to their destinations on-time, nearly every time and are addressed by the following required measures:

1. Percent of person miles traveled on the Interstate System that are reliable
2. Percent of person miles traveled on the Non-Interstate National Highway System that are reliable

The PM3 rulemaking also directly addresses freight movement with a required Truck Travel Time Reliability Index measure in the System Performance (PM3) rulemaking. As with the Interstate/Non-Interstate Reliability measures, this measure is primarily calculated using the NPMRDS. Three of the performance measures required by the PM3 performance measure final rule evaluate the effectiveness of the Congestion Mitigation and Air Quality Improvement Program, including:

1. Annual Hours of Peak Hour Excessive Delay Per Capita
2. Percent of Non-Single Occupant Vehicle (SOV) Travel
3. Total Emissions Reductions

Peak Hour Excessive Delay measure recognizes that excessive congestion can have a detrimental impact on air quality. As with the travel time reliability and freight measures, this measure is primarily calculated using travel time data from the NPMRDS. As defined in the final rule, excessive delay is extra time spent in congested conditions where speed thresholds are lower than a normally expected delay threshold. The MPO chose to support TDOT's and KYTC System Performance (PM3) targets. The PM3 targets are listed in Figure 10 below:

Figure 10. PM3 System Performance Measures Targets:

Measure:	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target		KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
Interstate Travel Time Reliability	92.1%	88.2%	88.2%		95.6%	93.0%	93.0%
Non-Interstate NHS Travel Time Reliability	93.4%	89.4%	89.4%		N/A	N/A	82.50%
Truck Travel Time Reliability Index	1.35%	1.35%	1.35%		1.24%	1.25%	1.25%
Peak Hours Excessive Delay (PHED) Per Capita	N/A	N/A	N/A		N/A	N/A	12.0%
% Non-SOV Travel	N/A	N/A	N/A		17.6%	17.4%	17.4%
Total Emissions Reduction	VOC=54.772 NOx=226.196 PM2.5=10.480	VOC=33.968 NOx=32.670 PM2.5=.040	VOC=42.072 NOx=50.671 PM2.5=.080		VOC=41.045 NOx=97.856	VOC=100 NOx=100	VOC=200.0 NOx=36.0

Clarksville MPO agrees to support TDOT's and KYTC's PM2 and PM3 targets by the following:

- Plan and program projects so that they contribute towards the accomplishment of each State's PM2 and PM3 targets.
- Work with each State to address areas of concern on the infrastructure/roadway system within the metropolitan planning area.
- Coordinate with the State and include the PM2 and PM3 targets in the MTP.
- Integrate into the metropolitan transportation planning process, the goals, objectives, performance measures and targets PM2 and PM3.

- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM2 and PM3 targets in the MTP, linking investment priorities in the TIP to those PM2 and PM3 targets (Shown in Section 4 for all performance measures).

Transit Asset Management – (Appendix E)

Public transportation provides thousands of people in the Clarksville MPO's planning area with daily access to life-essential resources and opportunities. It is critical to have well maintained, reliable transit assets to help ensure safe, dependable, and accessible transit services. Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports a series of practices to achieve a transit state of good repair including, but not limited to:

- Regular maintenance
- Inspections
- Tracking asset condition over time
- Planning for maintenance and replacement costs
- Replacing each asset at the appropriate time

CTS submitted agency-level targets to the MPO staff. Their targets reflect the agency's most recent data available on the number, age and condition of their assets, and their expectations and capital investment plans for improving these assets. The MPO staff used the CTS TAM targets as their targets, and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets.

Broader coordination efforts will be undertaken between the MPO staff and CTS to inventory and monitor the condition of their transit assets and to evaluate progress made during FY2020 with respect to performance targets. The MPO staff worked with CTS, TDOT and KYTC to establish methods and identify data needed for the MPO to examine transit funds that are proposed for programming in the TIP in the context of TAM targets. The goal of these processes is to generate information to support the MPO's TIP. The Clarksville MPO anticipates meeting the identified TAM targets with a variety of transit projects included in the FY2023-FY2026 TIP.

Figure 11: CTS TAM Performance Measure Targets:

NTD Condition Assessment & Performance Targets

Date of Last Day in NTD Reporting Year (MM/DD/YYYY):	6/30/2022

Rolling Stock State of Good Repair

	NTD REPORTING YEAR FY- 2022			PERFORMANCE TARGET YEAR FY- 2023		
Asset Class	Number of Assets in State of Good Repair (Current Year)	Number of Assets in SGR Backlog	Current State of Good Repair Backlog (% in Backlog)	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
BU Bus	18	0	0.00%	20	0	0.00%
CU Cutaway	7	0	0.00%	7	0	0.00%
MV Minivan	0	0	0.00%	0	0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
VN Van	9	0	0.00%	10	1	9.09%

Equipment State of Good Repair (Support Vehicles Only)

	NTD REPORTING YEAR FY- 2021			PERFORMANCE TARGET YEAR FY- 2022		
Asset Class	Number of Assets in State of Good Repair	Number of Assets in State of Good Repair Backlog	Current State of Good Repair Backlog (% in Backlog)	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
AO Automobile	0	0	0.00%	0	0	0.00%
Other rubber tired vehicle	16	3	15.79%	17	2	10.53%

Facilities State of Good Repair					
Facility Type	Asset Description	Current FY Facility Asset (TERM Rating)	CURRENT % < 0.00%	Next FY Performance Target (TERM Rating)	TARGET % < TERM 3 0.00%
Administrative Facility	Building A	3		4	
Maintenance Facility	Building B	4		4	
Administrative Facility	Building C	3		4	
Maintenance Facility	Vehicle Sheds	4		4	
Passenger Facility	Transit Center	4		4	

Future Years Projection - Rolling Stock						
Asset Class	FY- 2023			FY- 2024		
	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
AO Automobile	0	0	0.00%	0	0	0.00%
BU Bus	20	0	0.00%	20	0	0.00%
CU Cutaway	7	0	0.00%	7	0	0.00%
MV Minivan	0	0	0.00%	0	0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
VN Van	10	1	9.09%	6	5	45.45%

Future Years Projection - Equipment						
Asset Class	FY- 2023			FY- 2024		
	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
AO Automobile	1	0	0.00%	1	0	0.00%
Other rubber tired vehicle	15	3	16.67%	12	6	33.33%
Administration Equipment	1	0	0.00%	1	0	0.00%

Public Transportation Agency Safety Plan (PTASP) - (Appendix D)

Requires operators of public transportation to develop and implement of safety plans that include strategies for minimizing the exposure of the riding public, and transit personnel and property to unsafe conditions. The rule making also requires transit agencies to establish safety performance targets based on the safety performance measures defined under the National Public Transportation Safety Program. The National Safety Plan identifies the following safety performance measures:

Transit Safety Performance Measures

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System Reliability (mean distance between major mechanical failures by mode).

Figure 12: CTS Safety Performance Targets

FY2022 Annual Vehicle Revenue Miles: 1,556,967

Number of Fatalities	Rate of Fatalities per100k VRM	Number of Injuries	Rate of Injuries per 100k VRM	Number of Safety Events	Rate of Safety Events per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures
	0	3	0.15	5	0.20	32	34,364

The MPO recognizes the continued population growth and the financial constraints of funding resources that are needed to sustain the growth. By continuing to evaluate and monitor the region's transportation system using a performance-based planning process, the MPO can ensure that the most beneficial and effective projects and programs are implemented.

1.17 ADA, Title VI, LEP, EJ and DAC:

The ADA, Title VI, LEP, and EJ is covered in the public participation process of TIP development in that the MPO makes an effort to reach those traditionally underserved in the transportation process. Traditionally underserved communities include minorities, transit dependent citizens, low income individuals and families, the elderly and persons with disabilities. The MPO works to accommodate all persons at its public meetings, regardless of any disability. The MPO holds public involvement meetings in close proximity to the transit center.

The public notices for the public meetings are placed in each transit bus, advertised in four newspapers: *the Leaf-Chronicle, The Eagle Post and the Kentucky New Era,* and the *Azul615*, with two being distributed in the EJ areas and one being translated in the Hispanic paper, along with the notice and document being available in general public places as listed in the Participation Plan (PP).

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular ¾ mile access zone surrounding fixed route services.

The Clarksville MPO assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal assistance. The Clarksville MPO planning process includes compliance with the Americans with Disabilities Act (ADA) of 1990 which mandates equal opportunity for, and prohibits discrimination against, individuals with disabilities. The CUAMPO office is an Americans with Disabilities Act (ADA) of 1990 compliant building and on a transit route which is also ADA compliant. The MPO does provide accommodations to those with disabilities. The Clarksville MPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether these programs or activities are federally funded or not. The Clarksville MPO will include Title VI nondiscrimination language in all written agreements and will monitor for compliance any governmental entity or contractor with which the MPO contracts and/or to which federal assistance funds are distributed.

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" requires government agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. The MPO has a four-factor LEP plan to assist in communicating with all that want or need assistance. The MPO hired Language Line to interpret for the MPO and provides language cards to identify the language required. The MPO also has access to interpreters through the Clarksville Police department and sign language through the First Baptist church. The MPO follows the LEP guidance to ensure that the programs and activities normally provided in English are accessible to LEP persons and do not discriminate on the basis of national origin.

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the US Department of Transportation (DOT) and the Federal Transit Administration (FTA) to make EJ part of the MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ

populations"). EJ includes incorporating environmental justice and non-discrimination principles into the Clarksville MPO's transportation planning and decision-making processes.

The Clarksville MPO strives to identify through census and other appropriate data, modeling and other screening tools to determine whether a specific community is a disadvantaged community (DAC) based on a combination of variables that may include, but are not limited to, the following:

- Low income, high and/or persistent poverty
- High unemployment and underemployment
- Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities
- Linguistic isolation
- High housing cost burden and substandard housing
- Distressed neighborhoods
- High transportation cost burden and/or low transportation access
- Disproportionate environmental stressor burden and high cumulative impacts
- Limited water and sanitation access and affordability
- Disproportionate impacts from climate change
- High energy cost burden and low energy access
- Jobs lost through the energy transition
- Access to healthcare

The Clarksville MPO takes into consideration the needs of the DAC in the MPO's transportation planning and decision-making processes, in order to improve the condition of any disadvantage communities within the MPO planning area.

1.10 Project Phases:

The following project phases have been identified and are provided with funding allocations for the aforementioned highway funding programs:

- **CONST** (Construction) - Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
- **ITS** (Intelligent Transportation Systems) - Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.
- **OPERATIONS** (OP) - Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.
- **PE-N** (Preliminary Engineering – NEPA) - Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.
- **PE-D** (Preliminary Engineering – Design) - Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.
- **PURCHASE/ACQUIRE** - Procuring equipment, software, or vehicles.
- **ROW** (Right-of-Way) - Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.
- **TRAINING** – Training activities.
- **Utilities** – Work pertaining to the relocation of the utilities within the ROW. (This is only for KYTC projects. TDOT projects will use ROW for utility relocation).

- **Advance Construction** (AC) - a technique which allows a state to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds; allowed under 23 USC Section 115. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular federal-aid funding provided federal funds are made available for the project.

The state funded projects are selected in cooperation with the MPO through prioritization of projects based on performance measures, regional significance and need to improve the transportation system in the MPO's area. The locally funded projects are selected through a prioritization of projects based on the CMAQ and STBG criteria, performance measures, regional significance and need in order to sustain and/or improve the transportation system.

1.11 Project Grouping:

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

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

1.11a TDOT Grouping: (in Appendix C)

There are four groupings programmed by TDOT into the FY2020-FY2023 TIP. Each grouping has its own project sheet that summarizes the range of project activities that take place. The Penalty Highway Safety Improvement Program (PHSIP) is part of the Highway Safety Improvement Program (HSIP) Grouping. The PHSIP and HSIP funding is for any strategy, activity or project on a public road that is consistent with the Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The SHSP process depends upon collaboration among engineers, law enforcement, emergency responders and other safety stakeholders to work together to set collective goals, agree on key priority emphasis areas, implement safety investments through current plans and programs and consistently monitor the results of these investments over time. The National Highway System Preservation and Operation with (NHPP) funding is for projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS). The Surface Transportation System Preservation and Operation with (STBG) funding is for projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads. Both of these groupings are based more on traffic operations and/or maintenance functions. Appendix C provides additional details on the allowable types of projects under each funding program.

1.11b KYTC Grouping:

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

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

Grouped project categories utilized by the Clarksville Urbanized Area MPO for KYTC are shown below in Figure 14. The list of grouped projects utilized here is recommended by KYTC. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

Figure 13. Clarksville MPO Kentucky Grouped Projects List

Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	$100,000.00
Pavement widening with no additional travel lanes	$50,000.00
Shoulder improvements	$50,000.00
Slope stabilization/landslide repairs	$50,000.00
Drainage improvements	$50,000.00
Bridge replacement/rehabilitation projects with no additional travel lanes	$500,000.00
Bridge painting	$50,000.00
Bridge inspections	$25,000.00
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	$50,000.00
Traffic signal maintenance and operations	$25,000.00
Highway signage	$25,000.00
Lighting improvements	$25,000.00
Skid treatments	$100,000.00
Sight distance improvements	$100,000.00
Curve realignment projects	$100,000.00
Median installation	$50,000.00

Fencing	$25,000.00
Guardrail/median barriers/crash cushions	$100,000.00
Pavement markers and markings	$100,000.00
Railroad/highway crossing safety improvements and warning devices	$75,000.00
Highway Safety Improvement Program projects	$100,000.00
Driver education programs	$75,000.00
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	$400,000.00
Operating assistance to transit agencies	$125,000.00
Purchase of new buses to replace existing vehicles or for minor expansion	$100,000.00
Rehabilitation of transit vehicles	$25,000.00
Construction of transit passenger shelters and information kiosks	$10,000.00
Transportation enhancement activities including street-scaping, landscaping, plantings, and informational signs	$100,000.00

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects in Figure 12 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Air Quality:

In April 2004, Christian and Montgomery Counties were designated non-attainment by the U.S. EPA for failure to meet the recently revised 1997 National Ambient Air Quality Standard (NAAQS) for ozone. On November 21, 2005 Montgomery County was designated maintenance by the EPA for the 1997 ozone standard. On February 24, 2006 Christian County was designated maintenance by the EPA for the 1997 ozone standard. Based on 2006-2008 PM2.5 air quality monitoring data for the 2006 24 hour PM2.5 NAAQS, Montgomery County was determined by the EPA to be in attainment for that standard. The limited revocation by EPA of the 1997 ozone NAAQS on July 20, 2013 applied to transportation conformity; therefore, no conformity determination was performed in conjunction with the 2040 MTP. The court ruled to vacate EPA's decision to revoke the transportation conformity requirements for the 1997 ozone standard on December 23, 2014. On February 13, 2015, the EPA Administrator signed the final 2008 ozone NAAQS State Implementation Plan (SIP) requirements rule. The final rule revoked the 1997 ozone NAAQS and the associated transportation conformity requirement. On February 16, 2018, the US Court of Appeals for the District of Columbia Circuit issued a decision on South Coast Air Quality Management District versus the US Environmental Protection Agency, which related to the Implementation rule for the 2008 National Ambient Air Quality Standards for Ozone. The court's ruling

requires the MPO to demonstrate transportation conformity for the 1997 Ozone NAAQS. The MPO adopted the associated Conformity Determination Report (CDR) at the same time with the adoption of the 2045 MTP on January 17, 2019 and is in attainment for the 1997 8-hour ozone standard. The MPO has submitted the draft TIP projects to the IAC for their review and a draft conformity report for the TIP. The MPO is involved with the IAC through conference calls in addressing any issues related to the TIP projects in helping determine their non-exempt/exempt status and regional significance to conformity for each project in the 2045 MTP and FY2023-FY2026 TIP. When EPA made designations they found the MPO in attainment for the 2008 and the 2015 ozone standards. Both the 2008 and 2015 ozone standard was more restrictive than the 1997 ozone standard. The MPO is in attainment for both.

1.13 Connections to Other Documents and Programs:

Just as the TIP is a short-term implementation vehicle for the 2045 Metropolitan Transportation Plan (MTP), it is connected to other documents through the state and metropolitan planning process and development. TDOT has developed the "25-Year Long-Range Transportation Policy Plan", which provides guidance in planning for multimodal transportation and prioritizes transportation investments with local community priorities. TDOT works with the community and the MPO to fund TIP projects that are the priorities of the community to achieve increased efficiency and mobility choices, and enhance economic development and growth. KYTC has a Long-Range Transportation Plan which is a policy-based plan that identifies a vision and goals developed through outreach and consultation, transportation need, available resources and the transportation strategies which will be utilized to most efficiently serve the mobility, safety and economic needs of the people.

- Through the findings and reviews of corridor studies, sub-area plans and model plans, new projects are recommended for the TIP. These studies and plans show the most desired transportation projects addressing the anticipated future growth within the area.
- The ADA transition plan identifies the transportation system's accessibility improvement needs and integrates them into the planning process. These identified needs are integrated into the TIP. The MPO tries to incorporate accessibility improvements into the transportation program.
- Corridor studies, subarea plans, or modal plans (freight, bicycle and pedestrian, transit, etc.) are important planning strategies/tools that should be considered and when possible incorporated into the projects in the TIP.
- The MPO's safety goals address regional safety issues. The results of the MPO safety planning process should, as appropriate, be consistent with and reflect the goals and objectives of the State's Strategic Highway Safety Plans process. The MPO continues to develop strategies to incorporate safety in the transportation planning process and TIP development.
- The Clarksville Regional ITS Architecture allows stakeholders to plan how they would like their system to operate in the future and then breaks the system into smaller projects that can be implemented over time as funding permits. As projects are submitted for inclusion in the TIP, each project should be evaluated to determine if the project includes any ITS elements. If the project contains any ITS elements, then the project needs to be reviewed to determine if the ITS elements are in conformance with the Regional ITS Architecture.
- The Coordinated Public Transit-Human Services Transportation Plan is a unified comprehensive strategy for public transportation service delivery that identifies the transportation needs to individuals with disabilities, older adults, and individuals with limited incomes; lays out strategies for meeting

those needs; and prioritizes services. Projects identified in the coordinated planning process and selected for FTA funding are incorporated in to the TIP.

- The Congestion Management Processes (CMP) is an objectives-driven, performance-based approach to planning for congestion management. CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor- level, and site-specific basis. By providing information on system performance and the effectiveness of potential solutions and implemented strategies, alternatives to major capital investments can be identified and considered along with the need for infrastructure improvement. This comparison between alternatives and major capital investments is a more effective allocation process of limited funds when reviewing projects for the TIP.

- Transportation Systems Management and Operations (TSM&O) Plans provide input to the overall plan in terms of operations goals, objectives, performance measures, strategies, and projects or programs. The Plan defines a common vision for transportation system operations in the region, develop operations objectives to guide the selection of M&O strategies, and identify performance measures that will enable them to track progress toward their objectives. Strategies and potential projects or programs are developed to reach those objectives. These identified projects with funding sources can be selected for inclusion into the TIP.

- TDOT's Three Year Comprehensive Multimodal Program of Projects is for infrastructure investments for individual project phases across the state of Tennessee. The program emphasizes the repair and replacement of bridges, and continues to build on the IMPROVE Act's progress. For projects to be included in the TIP they must be shown in TDOT's Three Year Program.

- The Unified Planning Work Programs (UPWPs) provides planning and administrative support to the metropolitan transportation planning process of the MPO. Many of the tasks are required by state or federal law such as the preparation of the TIP.

- State Planning and Research (SPR) Work Programs provides technical assistance through socioeconomic data and traffic count collection that aids in project development and selection for the TIP.

1.14 Advance Construction (AC):

Advanced Construction is a technique which allows a state to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds; allowed under 23 USC Section 115. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular federal-aid funding provided federal funds are made available for the project.

1.15 STATUS OF AUTHORIZED PROJECTS FROM THE FY2020-FY2023 TIP:

STATUS OF FY2020-FY2023 TIP PROJECTS (E+C on page 4-10, Table 4-3; T projects on page 4-23, Table 4-8 and Table4-9)						
TIP ID#	**2045 MTP**	**Project Title**	**roject Description (State Projects)**	**Sponsor Agency**	**Len gth**	**Action Taken**
1	301 Table 11.3	I-24, From west of SR-48(Exit 1) near KY state line to near SR-76	Widening interstate from 4 lane to 6 lane	TDOT	11.63	PE in progress
3	E+C 14	SR-112 at SR-76	Intersection improvements	TDOT	0.0 miles	Construction in Progress
5	T-43 T-42	SR-149/SR-374; SR-149 from SR-374 to River Rd; SR-374 from SR-149 to Dotsonville Rd	Construct new 4 and 4/5-lane roadway	TDOT	5.3 miles	SR-149 Construction in Progress SR- 374 PE/Design in progress
6	E+C 19	SR-374 from Dotsonville Rd to SR-76	Construct new 2-lane roadway	TDOT	2.9 miles	ROW in progress
12	T-05A	SR-48,from near SR374 to near I-24	Widen from 2 lanes to 5 lanes along existing alignment	TDOT	3.70 miles	PE-Design in progress
13	E+C 21	KY-911 from US41A to KY- 115	Widening from 2 to 5 lanes	KYTC	1.8 miles	Const completed in phase 1. Phase 2 in PE
15	Table 11.3 pg 11/6	KY115, from 1-24 to Anderson Rd	To improve and widen KY115 (MPO area goes only to KY1453/Elmo Rd.)	KYTC	3.97 miles	ROW in progress
TIP ID#	**2045 MTP ID#**	**Project Title**	**Project Description (Local-STP Projects, Local Regional Projects)**	**Sponsor Agency**	**Len gth**	**Action Taken**
55	Page 10-18	SR-12/Ashland City Road, intersection with Excell Rd;Hickory	Intersection Improvements-install signal at Excell Rd; Closure of E. Old Ashland City Rd; Dedicated turn lanes.	Montgomery County	0.20 miles	PE/N in progress
66	E+C 34	Dunbar Cave Rd/ Rossview Rd	Rossview Rd widen to5 lanes from I-24, 3 lanes from Cardinal Lane, transition to 2 after Keysburg Rd; realign Dunbar Cave Rd.	Clarksville	1.5 miles	Dunbar Cave Rd-ROW in progress; Rossview Rd in Const
70	T-29	Lafayette Rd	Reconstruction and widening of approximately 1,940 ft. of Lafayette Rd. Widening will consist of four 12' lanes with	Montgomery County	0.4 miles	Const in progress

71	517, Table 11.4, pg 11/7	SR-237/ Rossview Rd, from east of International Blved to east of Kirkwood	Widen from 2 lanes to 4/5 lanes then transition back to 2 lanes east of Kirkwood Rd. Sidewalks will be provided	Montgomery County	3.12 miles	PE/D in progress
75	T-16	Northeast Connector,(Spring Creek Pkwy) from Ted Crozier to Trenton	Construct a new 4/5-lane roadway	Clarksville	3.6 miles	ROW in progress
TIP ID#	**2045 MTP**	**Project Title**	**Project Description (HPP, Enhancement, TAP Projects)**	**Sponsor Agency**	**Length**	**Action Taken**
76	Fig. 4-21 Page 4-50,51	Red River East Trail – Phase 1	Construction of a 3200 linear foot multimodal facility; also includes landscaping, signage, benches and trash receptacles.	Clarksville	0.61 miles	Completed
56	Fig. 4-21 Page 4-50,51	Red River Pedestrian Bridge	Construct a multi-modal greenway connector and pedestrian bridge from a trailhead on southside of red river to an existing greenway on	Clarksville	0.2 miles	PE/D Completed
57	Table 5-1 Page 5-2	Safe Route to School (SRTS)	SRTS awarded for Kenwood Middle School and to connect to High School	Clarksville	0.0 miles	Completed
TIP ID#	**2045 MTP**	**Project Title**	**Project Description (CMAQ Projects)**	**Sponsor Agency**	**Length**	**Action Taken**
50	Table 5-1, 5-11	Wilma Rudolph Blvd Adaptive Signal System (ITS)	Implement adaptive signal system for 10 signals along Wilma Rudolph Corridor; detour flush plans for I24 with DSRC equip, 2 CCTB cameras, 8	Clarksville	2.46	PE-Design completed
TIP ID#	**2045 MTP**	**Project Title**	**Project Description (TDOT Grouping Projects)**	**Sponsor Agency**	**Length**	**Action Taken**
37	Table 5-14, page 5-16	National Highway Performance Program (NHPP)	Projects for the preservation and improvement of the conditions and performance of the	TDOT		Completed

38	Table 5-14, page 5-16	Highway Safety Improvement Program (HSIP) Grouping	Any strategy, activity or project on a public road that is consistent with the data driven State Strategic Hwy Safety Plan and corrects or improves a hazardous	TDOT		Completed
39	Table 5-14, page 5-16	Surface Transportation Program (STP) Grouping	Projects for the preservation and improvement of the conditions and performance of Federal-	TDOT		Completed
40	Table 5-14, page 5-16	PM 2.5 Emission Reductions Strategies	Projects to reduce PM2.5 emissions from on-road heavy- duty diesel engines and non-	TDOT		Completed
All Transit Projects were completed in FY2023-FY2026 TIP.						

1.16 Annual Listing of Obligated Projects:

The Obligation Report is the annual listing of obligated projects is compiled by the Clarksville MPO through the assistance and review of TDOT, KYTC and CTS. The obligated project list shows the funding amounts that were obligated by FHWA or FTA for each project in the TIP for the completed fiscal year. The Obligation Report's website link is advertised with the January MPO meeting. The TCC and Executive Board review and discuss the Obligation Report at the MPO meeting. The Obligation Report is posted on the MPO website.

1.17 Amendments and Administrative Modifications:

TIP Amendment

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

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

The TIP may be amended at any time, but amendments require federal approval and re-determination of TIP fiscal constraint and air quality conformity, where applicable. The MPO is required to show conformity for each project being amended. If the project was modeled in the 2045 MTP then the MPO works with the IAC and submits a short conformity report with the amendment. If the project is a new project it must first be amended into the 2045 MTP with the review and assistance of the IAC, before being amended into the TIP.

Before submitting the TIP amendment for federal and state review, the MPO has a fourteen (14) day public review period prior to the adoption of the amendment at the MPO Executive Board meeting. At the beginning of the public review the TIP amendment and the MPO meeting is advertised in four newspapers, placed on the MPO website, advertised in the CTS buses and facilities and made available at the MPO office. Any public comments received are addressed and sent with the amendment for the federal and state review. TDOT or KYTC will review each amendment and submit the amendment to the appropriate federal agency. The federal agencies will review and respond to a formal written request for amendment approval from TDOT or KYTC within 10 business days of receipt. For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

TIP Administrative Modification

A TIP administrative modification is a minor change from the approved TIP. Administrative modification must be consistent with 23 CFR 450.104, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas. TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Project Cost Change Thresholds, below)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
  - The funds are currently identified in the STIP/TIP either in an existing project or as available funds, and
  - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, on page 13) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Administrative modifications in revenue to match actual revenue receipts.

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

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

Figure 14. Project Cost Change Thresholds

Total Project Cost of All Phases Shown Within the Approved TIP	Amendment	Administrative Modification
Up to $2 million	≥75%	< 75%
$2 million to $15 million	≥50%	< 50%
$15 million to $75 million	≥40%	<40%
$75 million and above	≥30%	<30%

1.18 ADA and Transition Plans:

As part of FHWA's regulatory responsibility under Title II of the ADA of 1990 and Section 504 of the Rehabilitation Act of 1973, the FHWA ensures that recipients of Federal aid and State and local entities that are responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program activity, service, or benefit they provide to the general public; and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way system.

Figure 13 below describes the status of the ADA Transition Plans that are required for cities and counties with 50 or more employees.

Figure 15: Status of ADA Transition Plans

Jurisdictions	ADA Coordinator Identified	ADA Grievance Procedures Developed & Published	Self-Evaluation Completed	ADA Transition Plan Completed
Clarksville, TN	X	X	X	X
Montgomery County, TN	X	X	X	X
Oak Grove, KY	x	The City of Oak Grove, KY has fewer than 50 employees, therefore is not required to develop an ADA Transition Plan at this time.		
Hopkinsville, KY	X	In Progress	In Progress	Completion estimate Summer 2023
Christian County, KY	X	In Progress	In Progress	Completion estimate Summer 2023

SECTION 2. FINANCIAL PLAN

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

Detailed financial breakdowns are included in Table 2.1, Table 2.2 and Table 2.3 below in this section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP are funded in accordance with current and proposed revenue sources. All revenue and cost estimates use an inflation rate to reflect "year of expenditure dollars" based upon reasonable financial principles. The inflation rate of 5.0% for TN and 4.0% for KY projects was used to project expenditure dollars for each future year in the TIP and will be for the development of the 2050 MTP. There are no new State funded projects in the TIP, except those awarded through a competitive grant process. The funding for TDOT and KYTC projects is a continuation of existing projects. Each project listed in the TIP has an estimated cost assigned to it. These cost estimates were derived through consultation with TDOT, KYTC, consultants, local governments, the MPO staff and CTS. The estimated cost for each project is in line with the estimates in the 2045 MTP for that project. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L- STBG annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and CTS staff.

21 Reasonable Available STBG-L Funds: (Allocated through TDOT)

eSTIP **eSTIP Financial Summary of Federal Fund Code Budgets 2023**
Clarksville MPO

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STBG-L 2023	
Carryover Balance	$20,430,105
Transfers:	$0
Allocation :	$2,200,000
Total FundsAvailable :	$22,630,105
Projects :	$22,193,408
Remaining 2023 :	$436,697

STBG-L 2024	
Carryover Balance	$436,697
Transfers:	$0
Allocation :	$2,300,000
Total FundsAvailable :	$2,736,697
Projects :	$2,229,520
Remaining 2024 :	$507,177

STBG-L 2025	
Carryover Balance	$507,177
Transfers:	$0
Allocation :	$2,400,000
Total FundsAvailable :	$2,907,177
Projects :	$2,400,000
Remaining 2025 :	$507,177

STBG-L 2026	
Carryover Balance	$507,177
Transfers:	$0
Allocation :	$2,500,000
Total FundsAvailable :	$3,007,177
Projects :	$0
Remaining 2026 :	$3,007,177

Page 1 of 2

22 KYTC: FISCALLY CONSTRAINT PROGRAMMED REVENUE AND COSTS:

Kentucky Funding Table 2				
As of 10/1/2022 (By Year of Expenditure)				
Funding Source	**FY2023**	**FY2024**	**FY2025**	**FY2026**
	Available	**Available**	**Available**	**Available**
National Highway Performance (NHPP)	$ -	$ -	$ -	$ -
State Surface Transportation Block Grant(STBG)	$ -	$ 6,400,000.00	$ -	$ -
Transportation Alternatives (TAP)	$ -	$ -	$ -	$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ -	$ -	$ -	$ -
Highway Safety Improvement Project (HSIP)	$ -	$ -	$ -	$ -
KYD (Kentucky Discretionary)	$ -	$ -	$ -	$ -
Local Match	$ -	$ -	$ -	$ -
SPB	$ -	$ -	$ -	$ -
SPP (State Construction - KY)	$ 2,060,000.00	$ -	$ -	$ 4,730,000.00
State Match	$ -	$ 1,600,000.00	$ -	$ -
Total	**$ 2,060,000.00**	**$ 8,000,000.00**	**$ -**	**$ 4,730,000.00**
Amount Programmed to be Spent				
National Highway Performance (NHPP)	$ -	$ -	$ -	$ -
State Surface Transportation Block Grant(STBG)	$ -	$ 6,400,000.00	$ -	$ -
Transportation Alternatives (TAP)	$ -	$ -	$ -	$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ -	$ -	$ -	$ -
Highway Safety Improvement Project (HSIP)	$ -	$ -	$ -	$ -
KYD (Kentucky Discretionary)	$ -	$ -	$ -	$ -
Local Match	$ -	$ -	$ -	$ -
SPB	$ -	$ -	$ -	$ -
SPP (State Construction - KY)	$ 2,060,000.00	$ -	$ -	$ 4,730,000.00
State Match	$ -	$ 1,600,000.00	$ -	$ -
Total Programmed	$ 2,060,000.00	**$ 8,000,000.00**	**$ -**	**$ 4,730,000.00**
Amount Remaining				
National Highway Performance (NHPP)	$ -	$ -	$ -	$ -
State Surface Transportation Block Grant(STBG)	$ -	$ -	$ -	$ -
Transportation Alternatives (TAP)	$ -	$ -	$ -	$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ -	$ -	$ -	$ -
Highway Safety Improvement Project (HSIP)	$ -	$ -	$ -	$ -
KYD (Kentucky Discretionary)	$ -	$ -	$ -	$ -
Local Match	$ -	$ -	$ -	$ -
SPB	$ -	$ -	$ -	$ -
SPP (State Construction - KY)	$ -	$ -	$ -	$ -
State Match	$ -	$ -	$ -	$ -
Total Remaining	**$ -**	**$ -**	**$ -**	**$ -**

eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	$40,000	$40,000	$32,000	$2,000	$6,000	$0	$0
5303	2024	$40,000	$40,000	$32,000	$2,000	$6,000	$0	$0
5303	2025	$40,000	$40,000	$32,000	$2,000	$6,000	$0	$0
5307	2023	$8,813,443	$8,813,443	$4,733,804	$1,256,837	$2,822,802	$0	$0
5307	2024	$5,600,733	$5,600,733	$3,048,358	$1,119,166	$1,433,209	$0	$0
5307	2025	$5,600,733	$5,600,733	$3,048,358	$1,119,166	$1,433,209	$0	$0
5307	2026	$5,600,733	$5,600,733	$3,048,358	$1,119,166	$1,433,209	$0	$0
5310	2023	$316,476	$316,476	$263,158	$26,659	$26,659	$0	$0
5339	2023	$1,538,366	$1,538,366	$1,221,234	$165,021	$152,111	$0	$0
5339	2024	$333,000	$333,000	$266,400	$33,300	$33,300	$0	$0
5339	2025	$333,000	$333,000	$266,400	$33,300	$33,300	$0	$0
5339	2026	$333,000	$333,000	$266,400	$33,300	$33,300	$0	$0
CMAQ	2024	$955,440	$955,440	$955,440	$0	$0	$0	$0
FLAP	2023	$2,080,000	$2,080,000	$1,664,000	$0	$416,000	$0	$0
HIP	2023	$1,002,211	$1,002,211	$801,769	$200,442	$0	$0	$0
HPP	2023	$2,400,000	$2,400,000	$1,920,000	$480,000	$0	$0	$0
HSIP	2023	$480,000	$480,000	$432,000	$48,000	$0	$0	$0
HSIP	2024	$60,000	$60,000	$54,000	$6,000	$0	$0	$0
HSIP	2025	$30,000	$30,000	$27,000	$3,000	$0	$0	$0
HSIP	2026	$30,000	$30,000	$27,000	$3,000	$0	$0	$0
HSIP-R	2023	$35,000	$35,000	$31,500	$3,500	$0	$0	$0
HSIP-R	2024	$35,000	$35,000	$31,500	$3,500	$0	$0	$0
HSIP-R	2025	$20,000	$20,000	$18,000	$2,000	$0	$0	$0
HSIP-R	2026	$10,000	$10,000	$9,000	$1,000	$0	$0	$0
IMPROVE ACT	2023	$741,108	$741,108	$0	$555,831	$185,277	$0	$0
LOCAL	2023	$24,386,161	$24,386,161	$0	$0	$24,386,161	$0	$0
LOCAL	2024	$8,500,000	$8,500,000	$0	$0	$8,500,000	$0	$0
LOCAL	2025	$0	$0	$0	$0	$0	$0	$0
LOCAL	2026	$0	$0	$0	$0	$0	$0	$0
NHPP	2023	$14,075,000	$14,075,000	$11,260,000	$2,815,000	$0	$0	$0
NHPP	2024	$2,910,000	$2,910,000	$2,328,000	$582,000	$0	$0	$0
NHPP	2025	$2,375,000	$2,375,000	$1,900,000	$475,000	$0	$0	$0
NHPP	2026	$1,890,000	$1,890,000	$1,512,000	$378,000	$0	$0	$0
PHSIP	2023	$0	$0	$0	$0	$0	$0	$0

eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	TN State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2024	$0	$0	$0	$0	$0	$0	$0
PHSIP	2025	$0	$0	$0	$0	$0	$0	$0
PHSIP	2026	$0	$0	$0	$0	$0	$0	$0
SPP	2023	$2,660,000	$2,060,000	$0	$2,660,000	$0	$0	$600,000
SPP	2024	$0	$0	$0	$0	$0	$0	$0
SPP	2025	$0	$0	$0	$0	$0	$0	$0
SPP	2026	$4,730,000	$4,730,000	$0	$4,730,000	$0	$0	$0
STBG-KY	2024	$8,000,000	$8,000,000	$6,400,000	$0	*$1,600,000* ***(KY State Match)***	$0	$0
STBG-L	2023	$28,287,728	$27,741,760	$22,630,105	$0	$5,657,623	$20,430,105	$545,968
STBG-L	2024	$3,420,968	$2,786,900	$2,736,697	$0	$684,271	$436,697	$634,068
STBG-L	2025	$3,659,068	$3,000,000	$2,907,177	$0	$751,891	$507,177	$659,068
STBG-L	2026	$3,809,068	$0	$3,007,177	$0	$801,891	$507,177	$3,809,068
STBG-S	2023	$4,326,000	$4,326,000	$3,460,800	$865,200	$0	$0	$0
STBG-S	2024	$22,035,250	$22,035,250	$17,628,200	$4,407,050	$0	$0	$0
STBG-S	2025	$1,163,000	$1,163,000	$930,400	$232,600	$0	$0	$0
STBG-S	2026	$290,750	$290,750	$232,600	$58,150	$0	$0	$0
STBG-TA	2023	$2,272,791	$2,272,791	$1,818,233	$0	$454,558	$0	$0

2.4 Highway Operations and Maintenance Budgets FY2022-FY2023

Maintenance and Operations	Estimated Annual Revenues	Estimated Annual Cost
City of Clarksville, TN	$17,400,000.00	$ 17,400,000.00
Montgomery County, TN	$ 7,304,000.00	$ 7,304,000.00
City of Oak Grove, KY	$ 257,300.00	$ 257,300.00
City of Hopkinsville, KY	$ 660,000.00	$ 660,000.00
Christian County, KY*	$ 239,998	$ 239,998.00
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	$ 5,253,342.00	$ 5,253,342.00
Total Maintenance and Operations	**31,114,640.00**	**$ 31,114,640.00**

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided $499,668.00 in Transportation maintenance funds for Christian County.

Future Operations and Maintenance Budgets FY2024-FY2026

Maintenance and Operations	FY2024	FY2025	FY2026
City of Clarksville, TN	$18,096,000	$18,819,840	$ 19,572,634
Montgomery County, TN	$ 7,596,160	$7,900,006	$ 8,216,007
City of Oak Grove, KY	$ 267,592	$ 278,296	$ 289,427
City of Hopkinsville, KY	$ 686,400	$ 713,856	$ 742,410
Christian County, KY	$ 249,598	$ 259,582	$ 269,965
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local	$ 5,463,476	$5,682,015	$ 5,909,295
Total Maintenance and Operations	**$ 32,359,226**	**$ 33,653,595**	**$ 34,999,738**

SECTION 3. PROJECT PAGES

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

The top portion of the project sheets gives the following information:

1. ID -TIP # of the project assigned by the MPO;
2. TDOT PIN#
3. Length in Miles;
4. Agency responsible for implementation of the project;
5. County in which the project is located;
6. Estimated total cost for all phases of the project;
7. Project Name;
8. Termini – the location of the project
9. Project description is the type of improvement to be made, or services to be operated.
10. Long Range Plan # - reference to the project number assigned in the Metropolitan Transportation Plan 2045;
11. Conformity status;

The middle portion displays:

1. The cost per phase (type of work being done) per federal fiscal year by funding source.
2. The funding is shown as total funds and broken down into each agency's responsibility (federal, state, local) to be obligated in each fiscal year.

The lower portion displays:

1. A map of the project's location or a picture of a transit project is provided.

eSTIP Project Report

ID	PIN #	Length in Miles	Lead Agency
1	124656.00	11.63	TDOT

County:

Montgomery

Route

I-24

Total Project Cost

$223,100,000.00

Project Name:

I-24

Termini

From west of SR-48 (Exit 1) near Kentucky State line to near SR-76 (Exit 11) (IA)

Project Description

Widening interstate from 4 lane to 6 lane

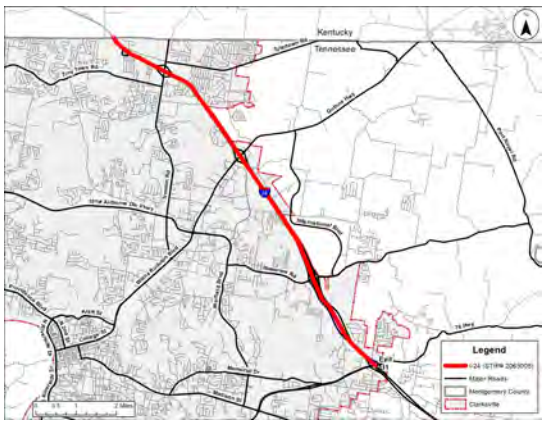
Long Range Plan #

301 (Table 11.8) pg 11-16

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	NHPP	$2,000,000	$1,600,000	$400,000	$0
		Total	$2,000,000	$1,600,000	$400,000	$0



eSTIP Project Report

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ID	PIN #	Length in Miles	Lead Agency
6	101463.03	2.90	TDOT

County:

Montgomery

Route

SR-374PROP

Total Project Cost

$43,200,000.00

Project Name:

SR-374 Prop

Termini

From SR-76(US-79) to South of Dotsonville Road in Clarksville (Re-Budgeted ROW & Stage Const.) (IA)

Project Description

Construct four 12-foot lane and 10-foot shoulders on four-lane divided ROW.

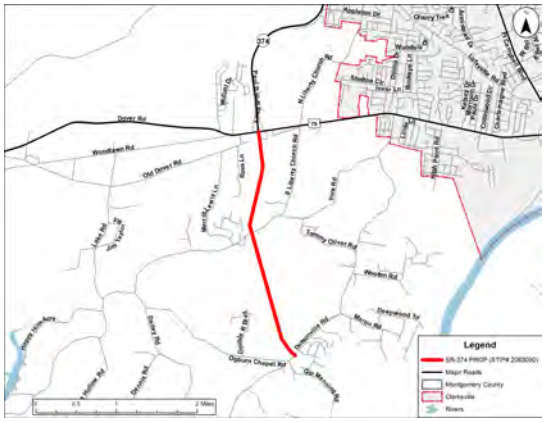
Long Range Plan #

E+C 1;Table 11-3; pg 11-5

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	HPP	$2,400,000	$1,920,000	$480,000	$0
2023	ROW	STBG-S	$800,000	$640,000	$160,000	$0
		Total	$3,200,000	$2,560,000	$640,000	$0



eSTIP Project Report

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ID	PIN #	Length in Miles	Lead Agency
12	123071.00	3.70	TDOT

County:

Montgomery

Route

SR-48

Total Project Cost

$63,840,500.00

Project Name:

SR-48/Trenton Road

Termini

(Trenton Road), From near SR-374 to near I-24 (IA)

Project Description

Widen from 2 lanes to 5 lanes along existing alignment

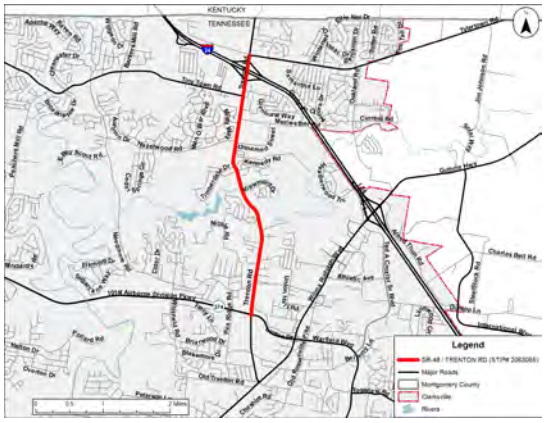
Long Range Plan #

E+C 7; Table 11-3 pg 11-5

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	STBG-S	$1,200,000	$960,000	$240,000	$0
2023	PE/ROW/CONST	LOCAL	$1,800,000	$0	$0	$1,800,000
2024	ROW	STBG-S	$20,000,000	$16,000,000	$4,000,000	$0
		Total	$23,000,000	$16,960,000	$4,240,000	$1,800,000



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ID	PIN #	Length in Miles	Lead Agency
13		1.40	KYTC

County:

Route
SR-911

Total Project Cost
$14,810,000.00

Project Name:
02-180.20; KY-911 Christian County

Termini
KY-911, BMP: 0.448 to EMP: 1.844

Project Description
Widen KY 911 to a 3 lane from the Department of Defense Railroad to KY 115. (Section 2) (D, R, U under 20180) (2018BOP)

Long Range Plan #
E+C 4; Table11-3; pg 11-5

Conformity Status
Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	STBG-KY	$8,000,000	$6,400,000	$1,600,000	$0
		Total	$8,000,000	$6,400,000	$1,600,000	$0

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ID
14

PIN #

Length in Miles

Lead Agency
KYTC

County:
Christian

Route
I-24

Total Project Cost
$700,000.00

Project Name:
2-80103.0000; I-24/KY115 interchange

Termini
I-24/KY115 interchange

Project Description
Address safety issues by installing interchange lighting

Long Range Plan #
Table 11.3 page 11/6

Conformity Status
Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/CONST	SPP	$700,000	$0	$700,000	$0
		Total	$700,000	$0	$700,000	$0

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ID	PIN #	Length in Miles	Lead Agency
15		4.00	KYTC

County:

Route

SR-115

Total Project Cost

$15,810,000.00

Project Name:

2-8954.00; KY-115 Christian County

Termini

From I-24 (MP2.901) to Anderson Road (MP 6.87). (16CCN) *MPO area goes only to KY1453/Elmo Rd. The additional length to Anderson Rd is under KYTC

Project Description

To improve and widen KY-115

Long Range Plan #

Table 11.3; pg 11/6

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	SPP	$1,360,000	$0	$1,360,000	$0
2026	ROW	SPP	$1,590,000	$0	$1,590,000	$0
2026	UTILITIES	SPP	$3,140,000	$0	$3,140,000	$0
		Total	$6,090,000	$0	$6,090,000	$0

eSTIP Project Report

ID	PIN #	Length in Miles	Lead Agency
37	126803.00		TDOT

County:

Montgomery

Route	Total Project Cost
-	$10,135,000.00

Project Name:

National Highway System Preservation & Operations (NHPP) Grouping

Termini

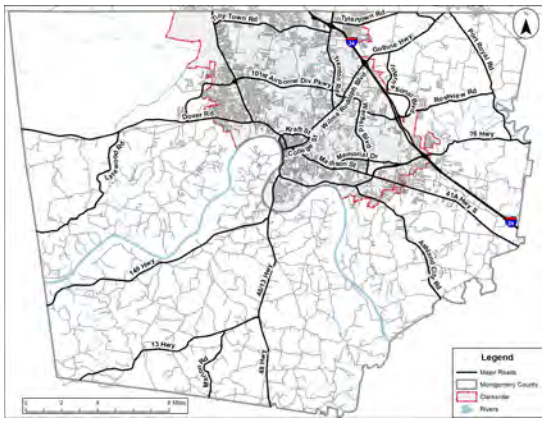
CLARKSVILLE MPO - NATIONAL HIGHWAY SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

Project Description

See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

Long Range Plan #	Conformity Status
Section 9.1, pg 9.1	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/CONST	NHPP	$12,075,000	$9,660,000	$2,415,000	$0
2024	PE/ROW/CONST	NHPP	$2,910,000	$2,328,000	$582,000	$0
2025	PE/ROW/CONST	NHPP	$2,375,000	$1,900,000	$475,000	$0
2026	PE/ROW/CONST	NHPP	$1,890,000	$1,512,000	$378,000	$0
		Total	$19,250,000	$15,400,000	$3,850,000	$0



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ID	PIN #	Length in Miles	Lead Agency
38	126804.00		TDOT

County:

Montgomery

Route

-

Total Project Cost

$700,000.00

Project Name:

Safety (Highway Hazard Elimination)

Termini

CLARKSVILLE MPO - SAFETY - URBAN GROUPING

Project Description

See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

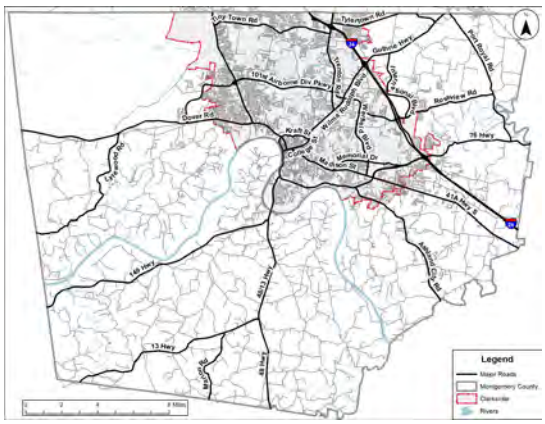
Long Range Plan #

Table 11.3, 11.6; pg 9-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/CONST	HSIP	$480,000	$432,000	$48,000	$0
2023	PE/ROW/CONST	HSIP-R	$35,000	$31,500	$3,500	$0
2024	PE/ROW/CONST	HSIP-R	$35,000	$31,500	$3,500	$0
2024	PE/ROW/CONST	HSIP	$60,000	$54,000	$6,000	$0
2025	PE/ROW/CONST	HSIP-R	$20,000	$18,000	$2,000	$0
2025	PE/ROW/CONST	HSIP	$30,000	$27,000	$3,000	$0
2026	PE/ROW/CONST	HSIP	$30,000	$27,000	$3,000	$0
2026	PE/ROW/CONST	HSIP-R	$10,000	$9,000	$1,000	$0
		Total	$700,000	$630,000	$70,000	$0



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ID	PIN #	Length in Miles	Lead Agency
40	126805.00		TDOT

County:
Montgomery

Route	Total Project Cost
-	$5,815,000.00

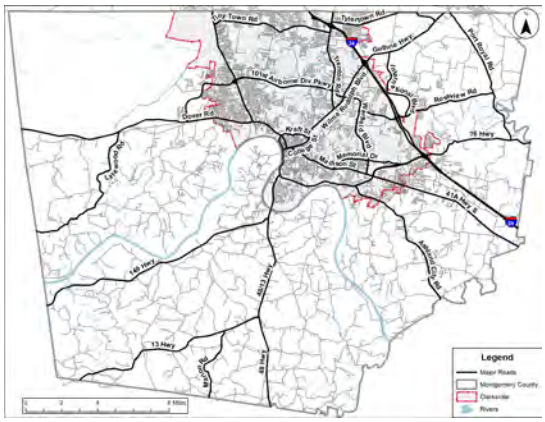
Project Name:
Surface Transportation System Preservation & Operation (STBG) Grouping

Termini
CLARKSVILLE MPO - SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

Project Description
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

Long Range Plan #	Conformity Status
Section 9.1, pg 9.2	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/CONST	STBG-S	$2,326,000	$1,860,800	$465,200	$0
2024	PE/ROW/CONST	STBG-S	$2,035,250	$1,628,200	$407,050	$0
2025	PE/ROW/CONST	STBG-S	$1,163,000	$930,400	$232,600	$0
2026	PE/ROW/CONST	STBG-S	$290,750	$232,600	$58,150	$0
		Total	$5,815,000	$4,652,000	$1,163,000	$0



eSTIP Project Report

ID	PIN #	Length in Miles	Lead Agency
50	127899.00	2.47	Clarksville

County:

Montgomery

Route	Total Project Cost
SR-79	$1,195,440.00

Project Name:

Wilma Rudolph Blvd Adaptive Signal System (ITS)

Termini

Wilma Rudolph Blvd corridor from Industrial park Access Rd/Alfred Thun Rd to SR-374

Project Description

Implement an adaptive signal system for 10 signals along the Wilma Rudolph Blvd corridor; develop detour flush plans for I-24 along SR-374/Warfield Blvd, from Wilma Rudolph Blvd to Madison St; DSRC equipment; addition of 2 CCTV cameras installed along both.

Long Range Plan #	Conformity Status
pg8-46;Table11-11,pg11-29	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	CMAQ	$955,440	$955,440	$0	$0
		Total	$955,440	$955,440	$0	$0

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ID	PIN #	Length in Miles	Lead Agency
55	133030.00	0.00	Montgomery County

County:

Montgomery

Route

SR-12

Total Project Cost

$3,304,000.00

Project Name:

SR-12/Ashland City Road

Termini

Intersection with Excell Rd; Hickory Point Rd; and East Old Ashland City Rd

Project Description

Intersection Improvements - Install Signal at Excell Rd; closure of E. Old Ashland City Rd; Dedicated turn lanes and improved radii at all intersecting roadways.

Long Range Plan #

page 10-18

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	STBG-L	$228,060	$182,448	$0	$45,612
2023	ROW	STBG-L	$263,700	$210,960	$0	$52,740
2024	CONST	STBG-L	$2,786,900	$2,229,520	$0	$557,380
		Total	$3,278,660	$2,622,928	$0	$655,732

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ID	PIN #	Length in Miles	Lead Agency
56	123122.03	0.20	Clarksville

County:

Montgomery

Route	Total Project Cost
-	$4,155,952.00

Project Name:

Red River Pedestrian Bridge

Termini

Near SR-13/US-79 (Kraft Street) in Clarksville

Project Description

Construction of a multi-modal greenway connector and pedestrian bridge from a trailhead on southside of Red River to an existing greenway on the north. Project also includes landscaping, signage, fencing, pedestrian lighting and pedestrian amenities.

Long Range Plan #	Conformity Status
pages 6-32, 8-26	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-TA	$2,272,791	$1,818,233	$0	$454,558
2023	CONST	LOCAL	$1,586,161	$0	$0	$1,586,161
		Total	$3,858,952	$1,818,233	$0	$2,040,719

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ID	PIN #	Length in Miles	Lead Agency
66	112874.00	1.50	Clarksville

County:

Montgomery

Route

SR-237

Total Project Cost

$14,800,000.00

Project Name:

Dunbar Cave Road/Rossview Road

Termini

SR-237(Rossview Road), From I-24 to 400' West of Keysburg Road; Realignment of Dunbar Cave Rd with Cardinal Lane

Project Description

SR-237 (Rossview Road): Rossview Road widen to 5 lanes from I-24 to Cardinal Lane with signal; 3 lane from Cardinal Lane to Keyburg Rd-transition to 2 lanes. Dunbar Cave Rd realign from E of John Ross Rd to Cardinal Lane; Cul-de-sac former Dunbar Cave Road N.

Long Range Plan #

E+C 3; Table 11-3;pg 11-5

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	HIP	$1,002,211	$801,769	$200,442	$0
2023	CONST	STBG-L	$8,000,000	$6,400,000	$0	$1,600,000
		Total	$9,002,211	$7,201,769	$200,442	$1,600,000

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ID	PIN #	Length in Miles	Lead Agency
70	121387.00	0.44	Montgomery County

County:

Montgomery

Route

O-

Total Project Cost

$2,688,000.00

Project Name:

LaFayette Road

Termini

From Walnut Grove Road 1,940 feet to/thru Ft. Campbell Gate

Project Description

Reconstruction and widening of approximately 1,940 feet of LaFayette Rd. The widening will consist of four 12' lanes with paved shoulders that transition from 10' wide to a 2.5' curb and gutter on both sides of the roadway. The center lane will be tapered from 5 lanes into a 4 lane section for entry into the gate. *EFL Project Mgmt phase, FLAP funding $38,000.00*

Long Range Plan #

#106; Table 11.3; pg 11-5

Conformity Status

Non-Exempt

FY	Phase	Fund Code		Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-L		$250,000	$200,000	$0	$50,000
2023	CONST	FLAP		$2,080,000	$1,664,000	$0	$416,000
			Total	$2,330,000	$1,864,000	$0	$466,000

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ID	PIN #	Length in Miles	Lead Agency
71	130293.00	3.12	Montgomery County

County:

Montgomery

Route

SR-237

Total Project Cost

$31,210,000.00

Project Name:

Rossview Road/SR-237 widening

Termini

Rossview Road/SR-237, from east of International Blvd to east of Kirkwood Road

Project Description

Rossview Rd/SR-237-widen from 2 lanes to 4/5 lanes from east of International Blvd to east of Kirkwood Road then transition back to 2 lanes. Sidewalks will be provided.

Long Range Plan #

Table 11.4 pg11/7; ID#517

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	LOCAL	$8,000,000	$0	$0	$8,000,000
2024	UTILITIES	LOCAL	$8,500,000	$0	$0	$8,500,000
		Total	$16,500,000	$0	$0	$16,500,000

eSTIP Project Report

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ID	PIN #	Length in Miles	Lead Agency
75		3.60	Clarksville

County:

Montgomery

Route	Total Project Cost
-	$44,950,000.00

Project Name:

Spring Creek Pkwy (Northeast Connector)-Phase 1* and Phase 2*

Termini

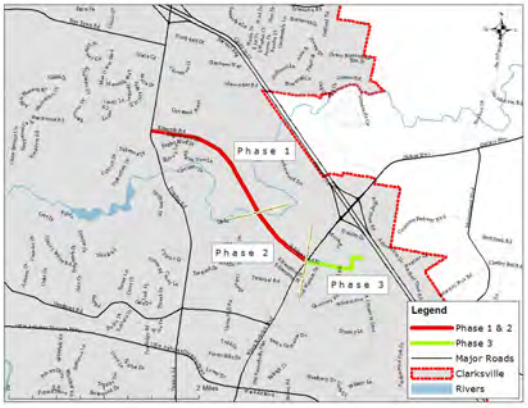
From Ted Crozier Blvd to Trenton Road/SR-48

Project Description

Construct a new 4/5 lane roadway (Phase 1*-all local funds/from Trenton Rd to the Spring Creek; Phase 2*-local funds through ROW. Const with L-STBG funds/ from the Spring Creek to Wilma Rudolph Blvd. Phase 3, from Wilma Rudolph Blvd to Ted Crozier Blvd.) Phase 3 does not have funding shown in this TIP.) PE was completed for all 3 phases with local funds.

Long Range Plan #	Conformity Status
#104; Table 11.3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-L	$19,000,000	$15,200,000	$0	$3,800,000
2023	CONST	LOCAL	$13,000,000	$0	$0	$13,000,000
2025	CONST	STBG-L	$3,000,000	$2,400,000	$0	$600,000
		Total	$35,000,000	$17,600,000	$0	$17,400,000



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ID
20

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
-

Total Project Cost
$340,000.00

Project Name:
Bus Stop Shelters

Termini
System-wide as needed

Project Description
Install passenger shelters at major stops

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	$85,000	$68,000	$8,500	$8,500
2024	PURCHASE/REBUILD	5339	$85,000	$68,000	$8,500	$8,500
2025	PURCHASE/REBUILD	5339	$85,000	$68,000	$8,500	$8,500
2026	PURCHASE/REBUILD	5339	$85,000	$68,000	$8,500	$8,500
		Total	$340,000	$272,000	$34,000	$34,000

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ID	PIN #	Length in Miles	Lead Agency
24		0.00	CTS

County:

Montgomery

Route

-

Total Project Cost

$39,000.00

Project Name:

Support Facilities & Equipment

Termini

Administration Building and Transit Centers

Project Description

Support Equipment, Electronic Farebox System and Vehicle Locator Equipment and Miscellaneous Support Equipment/Components and Parts

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	$30,000	$24,000	$3,000	$3,000
2024	PURCHASE	5339	$3,000	$2,400	$300	$300
2025	PURCHASE	5339	$3,000	$2,400	$300	$300
2026	PURCHASE	5339	$3,000	$2,400	$300	$300
		Total	$39,000	$31,200	$3,900	$3,900

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ID	PIN #	Length in Miles	Lead Agency
25		0.00	CTS

County:
Montgomery

Route
-

Total Project Cost
$460,000.00

Project Name:
Associated Capital Maintenance

Termini
Maintenance Building

Project Description
Major replacement parts for buses such as engines, transmissions, alternators, tires, etc.

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	$115,000	$92,000	$11,500	$11,500
2024	PURCHASE/REBUILD	5339	$115,000	$92,000	$11,500	$11,500
2025	PURCHASE/REBUILD	5339	$115,000	$92,000	$11,500	$11,500
2026	PURCHASE/REBUILD	5339	$115,000	$92,000	$11,500	$11,500
		Total	$460,000	$368,000	$46,000	$46,000

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ID
26

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
-

Total Project Cost
$200,000.00

Project Name:
Support Vehicles

Termini
System wide

Project Description
Purchase replacement support vehicles

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	$50,000	$40,000	$5,000	$5,000
2024	PURCHASE	5339	$50,000	$40,000	$5,000	$5,000
2025	PURCHASE	5339	$50,000	$40,000	$5,000	$5,000
2026	PURCHASE	5339	$50,000	$40,000	$5,000	$5,000
		Total	$200,000	$160,000	$20,000	$20,000

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ID
28

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
-

Total Project Cost
$20,000.00

Project Name:
Facility Renovation & Rehabilitation & New

Termini
Administration-Maintenance Building Area/New Facilities

Project Description
Renovations and Rehab and New Construction

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	$5,000	$4,000	$500	$500
2024	PURCHASE/REBUILD	5339	$5,000	$4,000	$500	$500
2025	PURCHASE/REBUILD	5339	$5,000	$4,000	$500	$500
2026	PURCHASE/REBUILD	5339	$5,000	$4,000	$500	$500
		Total	$20,000	$16,000	$2,000	$2,000

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ID	PIN #	Length in Miles	Lead Agency
32		0.00	CTS

County:
Montgomery

Route
-

Total Project Cost
$45,000.00

Project Name:
Computer Hardware

Termini
Administration/Maintenance & Transit Center

Project Description
Purchase new and replacement computers and hardware

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	$5,000	$4,000	$500	$500
2023	PURCHASE	5307	$25,000	$20,000	$2,500	$2,500
2024	PURCHASE	5339	$5,000	$4,000	$500	$500
2025	PURCHASE	5339	$5,000	$4,000	$500	$500
2026	PURCHASE	5339	$5,000	$4,000	$500	$500
		Total	$45,000	$36,000	$4,500	$4,500

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ID
33

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
-

Total Project Cost
$400,000.00

Project Name:
Computer Software

Termini
Administration/Maintenance & Transit Center

Project Description
Software support, upgrades and customization

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	$70,000	$56,000	$7,000	$7,000
2023	PURCHASE	5303	$40,000	$32,000	$2,000	$6,000
2024	PURCHASE	5339	$70,000	$56,000	$7,000	$7,000
2024	PURCHASE	5303	$40,000	$32,000	$2,000	$6,000
2025	PURCHASE	5339	$70,000	$56,000	$7,000	$7,000
2025	PURCHASE	5303	$40,000	$32,000	$2,000	$6,000
2026	PURCHASE	5339	$70,000	$56,000	$7,000	$7,000
		Total	$400,000	$320,000	$34,000	$46,000

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ID	PIN #	Length in Miles	Lead Agency
35		0.00	CTS

County:

Montgomery

Route

-

Total Project Cost

$18,386,301.00

Project Name:

Operating Assistance (Tennessee)

Termini

Project Description

Operating Assistance (Tennessee)

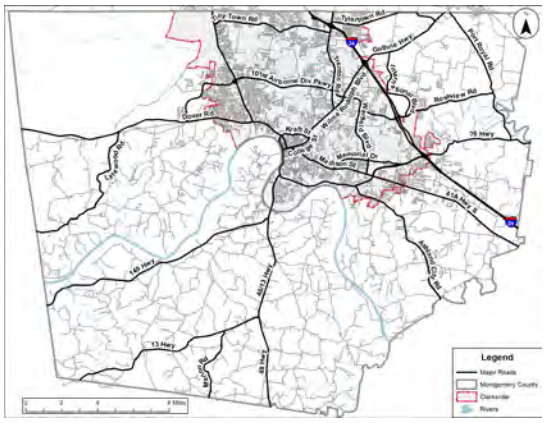
Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	$6,880,626	$3,375,975	$1,126,365	$2,378,286
2024	OPERATIONS	5307	$3,835,225	$1,824,377	$1,005,424	$1,005,424
2025	OPERATIONS	5307	$3,835,225	$1,824,377	$1,005,424	$1,005,424
2026	OPERATIONS	5307	$3,835,225	$1,824,377	$1,005,424	$1,005,424
		Total	$18,386,301	$8,849,106	$4,142,637	$5,394,558



eSTIP Project Report

Generated at 08/15/2022

Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

ID	PIN #	Length in Miles	Lead Agency
36			CTS

County:

Christian

Route	Total Project Cost
-	$2,512,336.00

Project Name:

Operating Assistance (Kentucky)

Termini

Project Description

Operating Assistance (Kentucky)

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	$628,084	$314,042	$0	$314,042
2024	OPERATIONS	5307	$628,084	$314,042	$0	$314,042
2025	OPERATIONS	5307	$628,084	$314,042	$0	$314,042
2026	OPERATIONS	5307	$628,084	$314,042	$0	$314,042
		Total	$2,512,336	$1,256,168	$0	$1,256,168

eSTIP Project Report

Generated at 08/15/2022

Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

ID	PIN #	Length in Miles	Lead Agency
58		0.00	CTS

County:

Montgomery

Route

-

Total Project Cost

$1,368,133.00

Project Name:

Non Fixed Route ADA Paratransit Service

Termini

System wide as needed

Project Description

Paratransit Services available system wide

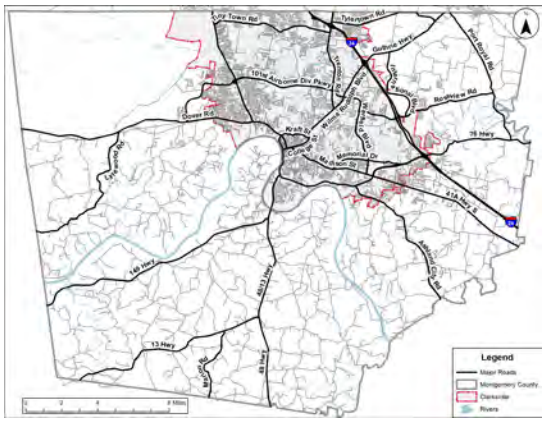
Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5307	$342,766	$274,213	$34,276	$34,277
2024	PURCHASE	5307	$341,789	$273,431	$34,179	$34,179
2025	PURCHASE	5307	$341,789	$273,431	$34,179	$34,179
2026	PURCHASE	5307	$341,789	$273,431	$34,179	$34,179
		Total	$1,368,133	$1,094,506	$136,813	$136,814



Generated at 08/15/2022
Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

ID	PIN #	Length in Miles	Lead Agency
59		0.00	CTS

County:
Montgomery

Route
O-

Total Project Cost
$40,000.00

Project Name:
Engineering and Design (Transit)

Termini
System Wide

Project Description
Engineering and Design work as needed

Long Range Plan #
Figure 10.1; page 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	5307	$40,000	$32,000	$4,000	$4,000
		Total	$40,000	$32,000	$4,000	$4,000

eSTIP Project Report

Generated at 08/15/2022
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ID	PIN #	Length in Miles	Lead Agency
61		0.00	CTS

County:

Montgomery

Route

O-

Total Project Cost

$900,000.00

Project Name:

Construction (Transit)

Termini

System wide

Project Description

Construction as needed
CTS awarded Improve Act for open-air bus storage and maintenance facility.

Long Range Plan #

Figure 10.1; page 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	IMPROVE ACT	$741,108	$0	$555,831	$185,277
2023	PURCHASE/REBUILD	5339	$158,892	$127,114	$15,889	$15,889
		Total	$900,000	$127,114	$571,720	$201,166

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ID
62

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
-

Total Project Cost
$3,182,540.00

Project Name:
Preventive Maintenance

Termini
System wide

Project Description
Preventive Maintenance Work

Long Range Plan #
Figure 10.1; pg 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	$795,635	$636,508	$79,563	$79,564
2024	OPERATIONS	5307	$795,635	$636,508	$79,563	$79,564
2025	OPERATIONS	5307	$795,635	$636,508	$79,563	$79,564
2026	OPERATIONS	5307	$795,635	$636,508	$79,563	$79,564
		Total	$3,182,540	$2,546,032	$318,252	$318,256

Generated at 08/15/2022
Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

ID	PIN #	Length in Miles	Lead Agency
63		0.00	CTS

County:

Montgomery

Route	Total Project Cost
-	$481,628.00

Project Name:

Paratransit Vehicles

Termini

Paratransit Purchases System wide as needed

Project Description

Purchase Replacement and Expansion ADA Paratransit Vehicles (Diesel and Hybrid)

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code		Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5310		$316,476	$263,158	$26,659	$26,659
2023	PURCHASE	5339		$165,152	$132,121	$16,515	$16,516
			Total	$481,628	$395,279	$43,174	$43,175

Generated at 08/15/2022
Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

ID
72

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
-

Total Project Cost
$955,654.00

Project Name:
Transit Buses

Termini
System-wide as needed

Project Description
Purchase replacement and fixed route buses (hybrid or diesel)

Long Range Plan #
Figure 10.1; page 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5307	$101,332	$81,066	$10,133	$10,133
2023	PURCHASE	5339	$854,322	$673,999	$96,617	$83,706
		Total	$955,654	$755,065	$106,750	$93,839

SECTION 4: MPO PUBLIC WEBSITE

4.0 Section 4: The MPO Public Website:

The MPO website is http://www.cuampo.com/

4.1 TIP Documents and Technical Information on Website:

The "STIP/TIP" section is located on the MPO home page or found at: http://www.cuampo.com/stip-tip-reports/ . Under this section the draft and final documents for the TIP are fully searchable and available; along with the past FY2020-FY2023 TIP, FY2017-FY2020, and FY2014- FY2017 TIP. The corresponding amendments and administrative modifications for the FY2023-FY2026 TIP will be posted on this page also.

4.2 Historic Archive of Technical Information on Website:

The "Plans & Reports" section is located on the MPO home page or found at: http://www.cuampo.com/plans-reports/ . The annual listings of obligated projects can be found there, along with the current UPWP, and other important documents and reports.

APPENDIX A: PROJECT SELECTION CRITERIA

Local STBG and CMAQ projects will be submitted to the MPO for project consideration. Projects using L-STBG funds will then be selected using the adopted criteria and performance measures and will be made part of the TIP. CMAQ projects will be applied for through TDOT and KYTC competitive grant application process. The Selection Criteria Review for L-STBG and CMAQ projects is below.

Local Surface Transportation Block Grant (L-STBG) Criteria for TIP Evaluation:

Criteri	Points	Standards
Safety	**0-2**	The safety criterion is intended to measure the potential improvements to public safety that the proposed project will provide. Information required for scoring projects under this criterion includes crash rates, crash severity, safety design, pedestrians and bicycle safety, and other general safety problems in accordance with TDOT and KYTC policies and procedures. The greater the potential improvement to overall transportation safety is, the higher the score for the potential project.
Congestion and Air Quality	**0-2**	The congestion criterion quantifies the predicted improvements in the level of service and access. Other factors that contribute to improvements to congestion include quality of life and the economic costs of congestion. Air Quality evaluates the need to improved air quality in the region. In most cases, as congestion is decreased the air quality score will increase. A high score should be given to projects that give the better congestion relief compared to current conditions.
Land Use Impact	**0-2**	The land use impact evaluation takes into consideration issues such as the promotion of higher quality of life in neighborhoods, commercial areas and employment centers. It also seeks to determine whether or not other infrastructure elements exist where the project is planned within the allotted construction time frame. Projects that serve existing development should score higher than those that may be considered premature for the development pattern.
Network Continuity	**0-2**	The network continuity criterion considers the need for overall system efficiency for each evaluated project. Higher scores should be given to projects that increase the efficiency for the overall transportation system.

Environmental/Quality of Life	**0-2**	Environmental/quality of life evaluates the impact of a project and the mitigation of impacts on the physical environment (such as wetlands and cultural resources) and the human environment/displacement (such as sustainability and livability; incorporating pedestrian sidewalks/crosswalks, bike lanes and transit routes/stops) If a project will benefit either of these environments, a higher score should be assigned and if the project will damage the environment, a lower score should be assigned.
Security	**0-2**	The security criterion is intended to measure the potential improvements to public security that a proposed project will provide. It applies to both motorized and non-motorized users of the transportation system. Examples of security considerations are improved lighting, presence of cameras, improved evacuation routes, improved emergency services access, threat warning devices, etc.

Figure 17: Congestion Mitigation and Air Quality (CMAQ) Criteria for TIP Evaluation

Criteria	Points	Standards
QUANTIFIABLE REDUCTION OF AIR POLLUTANTS PER DOLLAR REQUESTED	0-4	Knowledge of current emissions from activity or location to be impacted – The more current knowledge available, the higher the potential score. Knowledge of current conditions allows the TCC to better evaluate program or project effectiveness, increasing the likelihood a project can be used in the State Implementation Plan (SIP) to demonstrate emission reductions. It also allows better understanding of the need for a project that is proposed. Method of quantifying reductions - More points should be awarded projects with well-defined and defensible methods for quantifying reductions as this can increase their SIP impact. Does measure provide efficient use of CMAQ funds on a dollar per ton reduced? – Due to limited funds and the need to maximize project return, some evaluation of the cost per ton of emissions reduced is a useful measure to prioritize projects. Consideration should also be given to which pollutants are being reduced with priority given first to pollutants affecting a maintenance &/or non-attainment area (NOx and VOC's for ozone).

SCOPE	0-2	Does Project have area-wide or local impact? – The TCC finds that projects with the potential to address air pollution on a regional level should receive preference over those that only addressed a smaller area. But this element can also be used to give higher rankings for projects that address both pollution and congestion in one of the identified corridors of congestion. Does it enhance or augment CMAQ projects in surrounding areas? - In its evaluation of a project, the MPO should prioritize projects that augment projects in surrounding jurisdictions. Such augmentation allows for effective public outreach and better coordination in the regional management of air pollution. It also can enhance the effectiveness of existing control programs or projects. This will become an increasingly important element if additional areas within the planning area are designated maintenance &/or non-attainment.
MANDATED PROJECT	0- 5	Is the project contained in an approved State Implementation Plan or EPA Rule? – Preference should be given for measures mandated by the SIP. A Transportation Control Measure contained in an approved SIP or EPA rule may be mandated to have priority over other CMAQ projects. No preference exists for projects already meeting their SIP required reductions. Does the Project enhance or augment a federally mandated transportation emissions reduction effort? – Where a local project could tie into or enhance a federally mandated control measure, some preference should be given. This could be in the area of cleaner fuels, anti-idling, or transit fleet alternative fuel conversion to name a few potentials. The MPO is determined to support such programs at the local level by allowing more points for a local program that would further the use or scope of such a federally mandated requirement. Is the project one of the transportation control measures (TCM) recommended for evaluation and which has been found to be appropriate for the local transportation system? – Goals of the LRTP can help recommend TCM's contained in the Clean Air Act for potential benefit in our local planning area. The MPO finds that in order to implement the plan's programs and federal guidance, a TCM measure found appropriate in the plan should receive a higher point total in this category. Does project have outside financial support or partnership to increase reduction per public dollar expended? – In an effort to leverage public funding and encourage broad community involvement in these programs, projects that received funding or significant support from non-federal agencies should receive additional points for their potential promotion.

DURATION/TIMING OF REDUCTIONS	0-2	Are reductions permanent or seasonal and if seasonal, do they occur when needed? – The ability to credit reduction in the SIP depends, to some extent, on their timing and enforceability. This part of the element was intended to address both the timing of the reductions from a project as well as their permanence. A higher ranking is given to projects that produced appropriate pollutant reductions during the period most likely to need them and permanent reductions are favored over seasonal or temporary reduction efforts. When will the reductions be credited against transportation emissions budget in SIP? – Not all projects would produce emission reductions in time to be of benefit to attainment deadlines. The often-lengthy approval and construction time for major projects could result in obtaining pollution reductions only after certain attainment dates are set. Under this element, priority was given to projects that produced reductions sooner in the planning cycle.
CONGESTION REDUCTION	0-3	Will project help to achieve goal(s) of the LRTP as a high priority congestion corridor or location? CMAQ is more than just air quality (AQ) improvements. Projects that have significant congestion relief outcomes and goals are therefore appropriately evaluated for funding prioritization. Projects that fulfill goals in the LRTP receive higher rankings in this element than those outside the goals of the LRTP or relate only to air quality issues. What is the level of congestion reduction achieved by the project? – Much in the same way the initial criteria looked at the tons of reduction, this element hopes to better quantify the congestion reduction achievable by a project or program. It reinforces some of the air quality goals as is appropriate, but allows projects which are more localized to also be recognized for their unique problems. Does the project provide trip reduction improvement or only improved function of the congested area? – This element looks at the potential for the project to solve the congestion throughout the network by reducing trips rather than by simply speeding the trips along a particular corridor or in a particular intersection.
Project Grouping	0-1	Is the project part of a package of several projects? – This element shows that projects combined show greater improvement than each part of the project alone when comparing to other proposed projects.
Continuation	0-1	Has a similar project been done in the State or MPO? – This element reflects on past results and experiences. Was the project viewed as successful or disastrous?

APPENDIX B: PUBLIC COMMENTS

APPENDIX C: TDOT GROUPINGS - PROJECT DESCRIPTIONS

Statewide Grouping Descriptions

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

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

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Grouping Category	Function of Grouping Activities	Allowable Work Types
Safety (Highway Hazard Elimination) Urban Grouping **TIP #38** **STIP# 2063112**	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities. Eligibility of specific projects, strategies, and activities is generally based on: • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the USC, and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. • Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.	o Intersection safety improvements o Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) o Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians o Installation of skid-resistant surface at intersections or locations with high crash frequencies o Improvements for pedestrian or bicyclist safety o Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices o The conduct of a model traffic enforcement activity at a railway-highway crossing o Construction of a traffic calming feature o Elimination of a roadside hazard o Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP o Installation of emergency vehicle priority control systems at signalized intersections o Installation of traffic control or other warning devices at locations with high crash potential o Transportation safety planning o Collection, analysis, and improvement of safety data o Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety o Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators o The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife o Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones o Construction and operational improvements on high risk rural roads o Geometric improvements to a road for safety purposes that improve safety o Road safety audits o Roadway safety infrastructure improvements consistent with FHWA's "Handbook for Designing Roadways for the Aging Population" (FHWA-SA-14-105) o Truck parking facilities eligible for funding under Section 1401 of MAP-21 o Systemic safety improvements o Installation of vehicle-to-infrastructure communication equipment. o Pedestrian hybrid beacons. o Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. o Other physical infrastructure projects not specifically enumerated in the list of eligible projects. o Workforce development, training, and education activities

Grouping Category	Function of Grouping Activities	Allowable Work Types
Safety (Highway Hazard Elimination) Urban Grouping **(continued)** **TIP #38** **STIP# 2063112**		**Activities included as part of the Highway Railroad Grade Crossing program:** ● Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings ● Reconstruction of existing railroad grade crossing structures ● Relocation of highways to eliminate grade crossings ● Installation of protective devices ● Projects authorized from this grouping may be authorized with a different federal percentage than shown in the grid based on one or more of the following: o 90% for certain Interstate projects under 23 U.S.C. 120(a); o 100% for certain safety items under 23 U.S.C. 120(c); or o 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 1528 and 40 U.S.C. 14501.)

Grouping Category	Function of Grouping Activities	Allowable Work Types
National Highway System Preservation & Operation (NHPP) Grouping **Adjusted Page** **TIP #37** **STIP# 2063110**	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation.	• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: o Infrastructure-based intelligent transportation systems (ITS) capital improvements o Traffic Management Center (TMC) operations and utilities o Freeway service patrols o Traveler information • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species • Landscaping • Projects authorized from this grouping may be authorized with a different federal percentage than shown in the grid based on one or more of the following: o 90% for certain Interstate projects under 23 U.S.C. 120(a); o 100% for certain safety items under 23 U.S.C. 120(c); or o 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 1528 and 40 U.S.C. 14501.)

Grouping Category	Function of Grouping Activities	Allowable Work Types
Surface Transportation System Preservation & Operation (STBG) Grouping **TIP #40** **STIP# 2063115**	Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including: • Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501, • Traffic operations on Federal- aid highways, • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Environmental mitigation • Scenic and historic highway programs, • Landscaping and scenic beautification,	**Activities previously authorized under the Surface Transportation Program (STP):** • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: o Infrastructure-based intelligent transportation systems (ITS) capital improvements o Traffic Management Center (TMC) operations and utilities o Freeway service patrols o Traveler information • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Transportation Alternatives as defined by 23 USC 213(B), 23 USC. 101(A)(29), and Section 1122 of MAP-21 • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species

Grouping Category	Function of Grouping Activities	Allowable Work Types
Surface Transportation System Preservation & Operation (STBG) Grouping **(continued)** **TIP #40** **STIP# 2063115**	• Historic preservation, • On- and off-road pedestrian and bicycle facilities, • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, • Community improvement activities, • Recreational Trail Program projects, • Safe Routes to School (SRTS) projects, • Transportation Enhancement projects, • Transportation Alternatives projects, • Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.	**Activities previously authorized under the Transportation Enhancement Program:** o Pedestrian and bicycle facilities, safety, and educational activities o Acquisition of scenic easements and scenic or historic sites o Scenic or historic highway programs o Landscaping and other scenic beautification activities o Historic preservation o Rehabilitation and operation of historic transportation buildings, structures, or facilities o Preservation of abandoned railway corridors o Inventory, control, and removal of outdoor advertising o Archaeological planning and research o Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity o Establishment of transportation museums o Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage **Activities previously authorized under the Safe Routes to School Program (SRTS):** • Sidewalk improvements • Traffic calming and speed reduction improvements • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements approximately within 2 miles of a school location • Non-infrastructure related activities: o Public awareness campaigns and outreach to press and community leaders o Traffic education and enforcement in the vicinity of schools ▪ Student sessions on bicycle and pedestrian safety, health, and environment ▪ Funding for training, volunteers, and managers of safe routes to school program **Activities previously authorized under the Transportation Alternatives Program (TAP):** • Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: o Sidewalk improvements o Bicycle infrastructure o Pedestrian and bicycle signals o Traffic calming techniques o Lighting and other safety-related infrastructure o Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990

Grouping Category	Function of Grouping Activities	Allowable Work Types
Surface Transportation System Preservation & Operation (STBG) Grouping **(continued)** **TIP #40** **STIP# 2063115**	• Projects for the planning, design or construction of boulevards and other roadways largely in the right- of-way of former Interstate System routes or other divided highways.	• Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs • Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users • Construction of turnouts, overlooks, and viewing areas • Community improvement activities, which include but are not limited to: o Inventory, control, or removal of outdoor advertising o Historic preservation and rehabilitation of historic transportation facilities o Vegetation management in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control o Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC • Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: o Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff o Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats • Recreational Trails Program activities under 23 USC 206 • SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways **Activities previously authorized under the Recreational Trails Program (RTP):** • Maintenance and restoration of existing recreational trails • Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails • Purchase and lease of recreational trail construction and maintenance equipment • Construction of new recreational trails • Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors • Assessment of trail conditions for accessibility and maintenance • Development and dissemination of publications and operation of educational programs to promote safety and environmental protection • Payment of costs to the State incurred in administering the program • Projects authorized from this grouping may be authorized with a different federal percentage than shown in the grid based on one or more of the following: o 90% for certain Interstate projects under 23 U.S.C. 120(a); o 100% for certain safety items under 23 U.S.C. 120(c); or o 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 1528 and 40 U.S.C. 14501.)

Grouping Category	Function of Grouping Activities	Allowable Work Types
Workforce Development, Training, and Education Grouping	Surface transportation workforce development, training, and education activities.	• Direct educational expenses (not including salaries) in connection with the education and training of transportation employees • National Highway Institute (NHI) course participation • College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation • Local technical assistance programs (LTAP)

APPENDIX D: Public Transit Agency Safety Plan (PTASP)

Tennessee Department of Transportation

Clarksville Transit System

Agency Safety Plan
(ASP)

June 2020

Jun-20

Revision History

Date	Revision	Description of Revision
TBD	0	Initial draft issuance
20200608	1	Post agency assessments changes complete...2020 Performance Targets updates complete

Agency Safety Plan Approvals[1]

Prepared by: Brian Sanderlin — 06/08/2020
NAME — Date
TDOT Multimodal Safety Manager

Approved by: — 06/08/2020
NAME — Date
TDOT Multimodal Director

Approved by: — 6-30-2020
NAME — Date
(Board of Directors/City Council/City Commissioner)

[1] This signature page provides State (TDOT) approval of the PTASP and all addenda. Refer the Participating Agency Addenda for each agency's approval of the PTASP and their agency-specific addenda.

Table of Contents

The mission of the Tennessee Department of Transportation (TDOT) is to provide a safe and reliable transportation system for people, goods and services that supports economic prosperity in Tennessee. TDOT's Office of Public Transportation carries out this mission by providing both financial and technical assistance to transit agencies and projects in the state. This joint Agency Safety Plan (ASP) is the result of a collaborative effort between TDOT and the participating Tennessee public transportation agencies that opted in for coverage under the joint plan instead of writing their own ASP.

The 11 small public transportation operators for which this ASP has been prepared are:

- Bristol Tennessee Transit
- Clarksville Transit System
- SETHRA - Cleveland Urban Area Transit System
- East Tennessee Human Resource Agency
- First Tennessee Human Resource Agency
- Jackson Transit Agency
- Johnson City Transit
- Kingsport Area Transit Service
- Knox County Community Action Committee Transit
- Knoxville Area Transit
- City of Murfreesboro Transportation Department

TDOT certifies that this ASP meets the requirements of 49 CFR Part 673 and that all agencies covered under this joint ASP will have completed any remaining documentation required in Addendums 1-11 not later than the July 20, 2020, the federal deadline for Public Transportation Agency Safety Plan certification. TDOT will continue to support the participating agencies as they work beyond the ASP deadline to continue maturing SMS throughout their organizations.

Suzanne Carlson

TDOT Multimodal Director

June 8, 2020

1. Safety Management System Overview

1.1. SMS Introduction

Safety Management Systems (SMS) is a formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk mitigation. SMS includes systematic and proactive procedures, practices, and policies for managing risks and hazards. By bringing employees together from all levels of the agency to manage risk, SMS helps agencies detect and address safety problems earlier, share and analyze data more effectively, and measure safety performance more precisely.

Four main components make up SMS:

- **Safety Management Policy** (Section 2) is a transit agency's documented commitment to safety. The policy defines the transit agency's safety objectives and the safety accountabilities and responsibilities of its employees.
- **Safety Risk Management** (Section 3) is the process for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Safety Assurance** (Section 4) is the processes that ensures the implementation and effectiveness of safety risk mitigation and ensures that the agency meets or exceeds its safety objectives through the collection, analysis, and assessment of safety data.
- **Safety Promotion** (Section 5) is a combination of safety training and communication applied to the agency's transportation system to support SMS.

Refer to Appendix A for Definitions of terms used in this plan and refer to Appendix B for Acronyms and Abbreviations used in this plan. Refer to the Participating Agency Addenda for agency-specific information to supplement the joint Agency Safety Plan (ASP).

1.2. Goal, Objectives, and Purpose

1.2.1. Goal

The overarching goal of this ASP is to enhance all aspects of safety within the participating public transportation agencies by guiding effective and proactive management of safety risks in their systems and prioritizing capital investments using performance-based planning.

1.2.2. Objective

The objective of this ASP is to establish processes and procedures to support the implementation of SMS that meets Federal Transit Administration (FTA)-mandated requirements under the PTASP Final Rule (49 CFR Part 673).

1.2.3. Purpose

The Tennessee Department of Transportation (TDOT) ASP formalizes the SMS principles and strategies for demonstrating Safety Management Policy, Safety Risk Management, Safety Assurance and Safety Promotion through all operation and maintenance activities. The ASP defines the process for identifying, evaluating, and resolving hazards associated with operations of a bus system involved in revenue service. This process helps achieve the highest practical level of operational safety for the riding public, employees, and anyone encountering the System.

1.3. Applicability and Scope

Recipients and sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. § 5307 are required to comply with the PTASP Final Rule[2]. TDOT sponsored this ASP for sub-recipient agencies to opt in for coverage under it or to opt out and develop their own ASP. The following Tennessee public transportation agencies (hereinafter collectively referred to "Participating Agencies") opted to meet their PTASP requirements under 49 CFR Part 673 through participation in the TDOT ASP:

- Bristol Tennessee Transit
- Clarksville Transit System
- Cleveland Urban Area Transit System
- East Tennessee Human Resource Agency
- First Tennessee Human Resource Agency
- Jackson Transit Agency
- Johnson City Transit
- Kingsport Area Transit Service
- Knox County Community Action Committee Transit
- Knoxville Area Transit
- City of Murfreesboro Transportation Department

This ASP meets all the requirements under 49 CFR part 673 and encompasses the equipment, facilities, plans, procedures, operation and maintenance as they relate to a bus system. The ASP is scaled to the size, scope, and complexity of the Participating Agencies.

1.4. ASP Review and Updates

The TDOT ASP will be reviewed at least annually and updated as necessary to ensure that it remains current and consistent with FTA guidance and industry best practice. TDOT will initiate and coordinate the ASP annual review, in coordination with the participating agencies. Additionally, when a significant change occurs within TDOT or the participating agencies, TDOT will coordinate with the Participating Agencies to consider if any updates to the ASP are needed. The ASP will also be updated as necessary following any ASP audit to ensure the SMS remains current and applicable. If revised, the ASP will be re-issued to all ASP recipients. TDOT is responsible for updating the ASP in partnership with the applicable transportation agencies.

[2] FTA deferred the applicability of the PTASP requirements for small operators who receive funds through FTA's Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program under 49 U.S.C. § 5310 and for Formula Grants for Rural Areas Program under 49 U.S.C. § 5311.

2. Safety Management Policy

2.1. TDOT ASP Safety Management Policy Statement

The participating Tennessee public transportation agencies covered by this Agency Safety Plan (ASP) recognize management of safety as a core agency function and are dedicated to planning, designing, constructing, operating and maintaining transportation systems that optimize the safety of passengers, employees, consultants, contractors, emergency responders, and the public.

Accountability for safety begins with the Accountable Executive and permeates all levels of employees. The following safety objectives reflect the agencies' overarching safety goals and demonstrate commitment to establishing, implementing, and continually improving Safety Management Systems (SMS):

- Integrate safety management into the primary responsibilities of all employees;
- Support safety management through the allocation of resources and promotion of a safety culture that facilitates safe practices and effective employee safety reporting and communication;
- Define roles and responsibilities for all employees that contribute to safety performance and SMS;
- Implement risk-based hazard management consistent with risk acceptance levels;
- Operate an employee safety reporting program that ensures no action will be taken against any employee who discloses a safety concern unless disclosure indicates beyond reasonable doubt an illegal act, gross negligence, or a deliberate disregard of regulations or procedures;
- Comply with or exceed legislative and regulatory requirements and industry standards;
- Ensure systems and services that support operations meet or exceed agency safety standards;
- Provide safety information and training to ensure all employees are competent in safety management for tasks allocated to them;
- Establish and measure safety performance against data-driven safety performance targets; and
- Continually improve safety performance and implementation of SMS.

By applying SMS as outlined above and detailed in this ASP, the participating Tennessee public transportation agencies are committed to making safety the top priority of all agency operations.

2.2. Safety Accountabilities and Responsibilities

Under SMS, identified positions have specific responsibilities under SMS. Refer to the Participating Agency Addenda for a matrix under each Participating Agency that names the specific agency position(s) and committee(s) responsible for each role described below.

2.2.1. Accountable Executive

The Accountable Executive is a single, identifiable person who has ultimate responsibility and accountability for implementing and maintaining the agency's SMS and ASP. This is the same person responsible for carrying out the agency's Transit Asset Management (TAM) Plan. The Accountable Executive has control or direction over the human and capital resources needed to develop and maintain both the agency's ASP and TAM Plan. The Accountable Executive is also responsible for ensuring action is taken, as necessary, to address substandard performance in the agency's SMS. This individual is the primary decision-maker who is ultimately responsible for both safety and TAM.

2.2.2. Chief Safety Officer (or SMS Executive)

The Chief Safety Officer, or SMS Executive, can also be Accountable Executive. This person will have adequate training to take responsibility for safety and act as the SMS Executive. The Chief Safety Officer has the authority and responsibility for day-to-day implementation and operation of the agency's SMS and must have a direct line of reporting to their Accountable Executive. Participating Agencies may designate a Chief Safety Officer who serves in other operational or maintenance capacities[3].

2.2.3. All Employees

In addition to the Accountable Executive and/or Chief Safety Officer, each transit agency has identified those with authority and responsibility for day-to-day implementation and operation of the agency's SMS.

All agency employees are responsible for safety. Each employee is required to work safely, correct unsafe behavior, identify and report safety hazards, and abstain from performing any task that the person feels could injure themselves or others.

2.2.4. Safety Committee(s)

Some agencies have safety committees and others incorporate safety into other activities to ensure that the system is operated and maintained in a safe manner. The Safety Committee can support SMS by informing and assuring agency management of safety issues affecting the agency and addressing safety issues assigned to it by the agency's executive management.

2.3. Integration with Public Safety and Emergency Management

There are several internal and external programs that may affect safety management. Refer to Participating Agency Addenda for agency-specific integration of programs and a list of the plans and procedures that support the transit agency's public safety and emergency management activities.

2.4. Safety Performance Targets

The transit agencies have established targets that represent a quantifiable, measurable safety performance or condition. The transit agencies will regularly monitor the performance of their system to ensure they are meeting their targets and improving safety outcomes. At least annually, when reviewing and updating their ASP, the transit agencies will evaluate their safety performance to determine whether they should change their safety performance targets. Agency safety performance targets are categorized below by safety performance measures:

- **Performance Measure: Fatalities** – Total number of reportable[4] fatalities and rate per total unlinked passenger trips, by mode.
- **Performance Measure: Injuries** – Total number of reportable injuries and rate per total unlinked passenger trips, by mode.
- **Performance Measure: Safety Events** – Total number of reportable events and rate per total vehicle miles, by mode.
- **Performance Measure: System Reliability** – Mean distance between failures, by mode.

[3] A Chief Safety Officer may only serve in other operational or maintenance capacities if they are employed by a transit agency that is a small public transportation provider as defined CFR Part 673, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
[4] The thresholds for "reportable" fatalities, injuries, and events are defined in the National Transit Database Safety and Security Reporting Manual, available at https://www.transit.dot.gov/ntd/2019-ntd-safety-and-security-policy-manual.

Refer to Participating Agency Addenda for safety performance targets specific to each Participating Agency, as applicable.

TDOT will coordinate with the Participating Agencies to make the safety performance targets available to the state's Metropolitan Planning Organizations (MPOs), as applicable, to aid in the planning process. To the extent possible, TDOT will facilitate coordination with the MPOs for setting safety performance targets. MPOs that represent the participating agencies include:

Bristol MPO	Johnson City MPO
Clarksville MPO	Kingsport MTPO
Cleveland MPO	Knoxville TPO
Jackson MPO	Nashville MPO

2.5. SMS Documentation and Records

At all times, the transit agency will maintain documents that set forth in this ASP, including those related to the implementation of its SMS and result from SMS processes and activities. The transit agency will maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that the agency uses to carry out its ASP. These documents will be made available upon request by the FTA or other federal entity. The transit agency will maintain these documents for a minimum of three years after they are created.

2.6. Employee Safety Reporting

Each transit agency will establish and implement an employee safety reporting program that allows employees and contractors to report safety conditions or hazards to senior management, which describes the protections for employees who report safety conditions or hazards, and which describes employee behaviors that may result in disciplinary action.

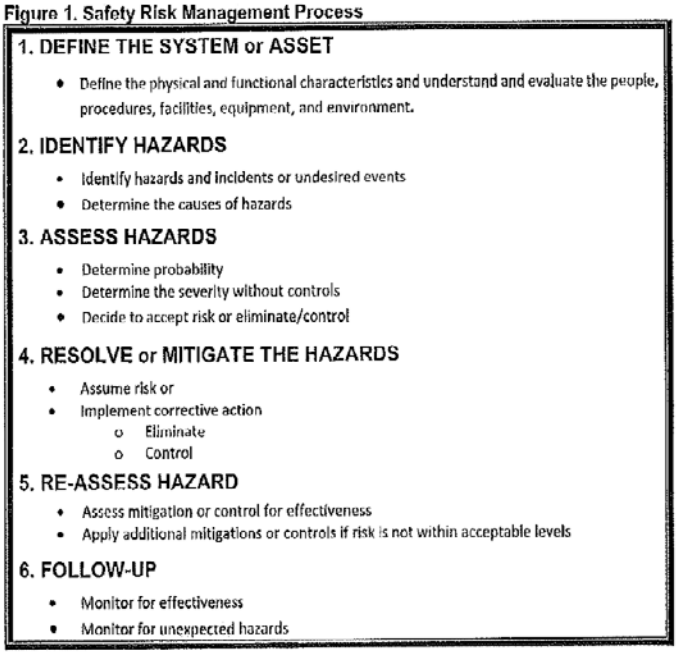
Refer to the Participating Agency Addenda for agency-specific employee safety reporting program descriptions.

3. Safety Risk Management

3.1. Introduction

This chapter provides detail on Safety Risk Management (SRM). SRM includes the activities that a public transportation agency undertakes to control the probability or severity of the potential consequence of hazards. Major SRM sub-components include Hazard Identification and Analysis and Safety Risk Evaluation and Mitigation. Figure 1 below summarizes the six basic steps of SRM.

Figure 1. Safety Risk Management Process



3.2. Hazard Identification and Analysis

The first step in a hazard analysis is defining the systems and sub-systems subject to hazards, followed by identifying specific physical and procedural hazards related to the identified systems and subsystems.

3.2.1. System Description

The TDOT ASP covers the public transportation systems listed in Table 1 and described further below. These Participating Agencies are a mix of fixed route and demand systems.

Table 1. Agency Descriptions

Agency	Number of Fixed Route Bus Vehicles	Number of Paratransit Vehicles	Number of routes	Annual Vehicle Revenue Miles	Annual Unlinked Trips
Bristol Tennessee Transit	6	4	6	183,071 (2017)	62,542 (2017)
Clarksville Transit System	16	10	11	1,529,584 (2018)	696387 (2018)
SETHRA - Cleveland Urban Area Transit System	7	11	5	361,330 (2017)	149,446 (2017)
East Tennessee Human Resource Agency	0	100 vans	N/A	4,475,998 (2017)	269,540 (2017)
First Tennessee Human Resource Agency	0	100+ vans	N/A	2,557,165 (2016)	163,433 (2016)
Jackson Transit Authority	13	7	11	774,480 (2017)	504,281 (2017)
Johnson City Transit	15	12	11	684,857 (2017)	668,161 (2017)
Kingsport Area Transit Service	7	6	6	323,618 (2017)	173,992 (2017)
Knox County Community Action Committee Transit		37	N/A	1,420,705 (2017)	163,593 (2017)
Knoxville Area Transit	72	25	27	3,236,168 (2019)	2,748,602 (2019)
City of Murfreesboro Transportation Department	7		7	249,111 (2017)	250,808 (2017)

Bristol Tennessee Transit

The Bristol Tennessee Transit operates six buses over six fixed routes of service from 6:15am until 6pm Monday through Friday (except city observed holidays). The Bristol Tennessee Transit also operates four vans that provide Americans with Disabilities Act (ADA) service and Job Access service.

Clarksville Transit System

The Clarksville Transit System operates eighteen buses over eleven fixed routes of service from Monday - Friday 4:40am-9pm and Saturday 6:40am to 9pm (except certain city observed holidays). The Clarksville Transit System also operates eleven vans that provide service. The mission of the Clarksville Transit System is to plan, implement, maintain and manage a public transportation system that allows for maximum mobility for the community with an emphasis on safety, quality and efficiency.

Cleveland Urban Area Transit System

Cleveland Urban Area Transit System (CUATS) is operated by the Southeast Tennessee Human Resource Agency (SETHRA). CUATS operates seven buses over five fixed routes with service from 6am - 7pm Monday through Friday (except city observed holidays). The CUATS also operates eleven vans that provide ADA service and Job Access service.

East Tennessee Human Resource Agency

East Tennessee Human Resource Agency (ETHRA) operates over 100 vans that provide ADA and Job Access services from 7am -- 5:30pm Monday through Friday (except city observed holidays).

ETHRA Public Transit provides door to door transportation services with flexible schedules to meet the needs of its passengers. ETHRA's Public Transit's goal is to provide affordable, safe, dependable public transportation.

First Tennessee Human Resource Agency

First Tennessee Human Resource Agency (FTHRA) operates over six fixed routes of service from 6:15am until 6pm Monday through Friday (except city observed holidays). The Bristol Tennessee Transit also operates four vans at provide ADA service and Job Access service.

Jackson Transit Authority

The Jackson Transit Authority (JTA) operates 13 buses over 11 fixed routes of service from 6am until 10:30pm Monday through Saturday (except city observed holidays). Jackson Transit Authority also operates seven vans that provide ADA service and Job Access service.

Johnson City Transit

Johnson City Transit (JCT) operates 15 buses over 11 fixed routes of service from 6:15am until 6:15 pm Monday through Friday and 8:15am through 5:15pm Saturday (except city observed holidays). Jackson Transit Authority also operates seven vans that provide ADA service and Job Access service.

Kingsport Area Transit Services

The Kingsport Area Transit Services (KATS) operates seven buses over six fixed routes of service from 7:30am until 5:30pm Monday through Friday (except city observed holidays). Kingsport Area Transit Services also operates six vans that provide ADA service and Job Access service. The KATS bus and van service is a valuable asset to the community and the city is encouraged by its progress and growth. These services are provided to residents of the city of Kingsport with a population of over 53,000.

Knox County Community Action Committee Transit

Knox County CAC operates over 37 vans that provide ADA and Job Access services from 5am through 9pm Monday through Saturday (except city observed holidays). Limited employment transportation is provided twenty-four (24) hours a day, seven (7) days a week. Knox County CAC Transit provides accessible, demand response public transportation services to the residents of Knox County who live within Knox County outside of the City of Knoxville, to those individuals who live within the City of Knoxville outside the KAT service area, and to those city residents who are not served by the KAT fixed route system, including those who live too far from a bus stop or who's destination is not within the KAT service area.

Knoxville Area Transit

The Knoxville Area Transit (KAT) operates 72 buses over 27 fixed routes of service from 5:30am until 12:15am Monday – Friday, 7am – 12:15am on Saturdays, and 8:15am to 9:15pm on Sundays (except city observed holidays). Knoxville Area Transit (KAT) also operates 25 vans that provide paratransit service.

City of Murfreesboro Transportation Department

The City of Murfreesboro Transportation Department is responsible for the administration and operation of public transportation service (Rover) within the City of Murfreesboro. The Rover

system operates seven buses over seven fixed routes of service from 6am through 6pm Monday through Friday that serve designated bus stops. Transit service operations also include demand-response paratransit service as required by ADA and the FTA.

3.2.2. Identifying Hazards

A safety hazard is:

- Any real or potential condition that can cause personal injury or death or damage to or loss of equipment or property,
- A condition that may be a prerequisite to an accident, or
- Is a situation that has the potential to do harm.

Hazards are identified through a variety of sources, including those listed below. In addition, SMS enables every employee to identify hazards through Safety Promotion efforts and non-punitive hazard reporting, described further in Section 5.

- FTA's *Hazard Analysis Guideline for Transit Projects* (January 2000)
- Accident/incident data and experience
- Accident/incident data from other bus systems with similar characteristics
- Hazard scenarios
- Applicable industry standards
- Field assessments and surveys
- Project-specific design data and drawings, reviews, testing, and start-up activities

The following tools and techniques may be used for hazard identification and analysis:

- Preliminary Hazard Analysis (PHA)
- Operational Hazard Assessment (OHA)
- Accident/Incident Analysis
- Job Hazard Analysis (JHA)

3.3. Safety Risk Evaluation

After identifying system-specific hazards, SRM assesses safety risk by first identifying the potential to do harm in the system and then analyzing options to mitigate the hazard to an acceptable level. The process seeks to identify and define as many hazardous conditions as possible and initiate the safety risk mitigation process before those conditions or associated activities cause an accident.

3.3.1. Analyzing Risk

The methodology for analyzing safety risk has two elements: evaluating hazard severity and evaluating hazard probability. The US Department of Defense's *Standard Practice for System Safety, MIL-STD-882E*, establishes system safety criteria guidelines for determining hazard severity and probability. This ASP adapts the MIL-STD-882E Risk Assessment and Hazard Risk Index matrixes to the transit environment for use in the Participating Agencies' safety risk assessment process.

3.3.1.1. Determining Severity

Hazards are rated in terms of their effect on transit customers, employees, the public, and the operating system. Hazard severity is a subjective measure of the worst credible case consequence that results from design inadequacies, component failure or malfunction, human error, environmental conditions, or operating or maintenance practice, and procedure deficiencies. The ratings are illustrated in Figure 2. The categorization of hazards is consistent

with risk-based criteria for severity and reflects the principle that not all hazards pose an equal amount of risk.

Figure 2. Hazard Severity Definition

SEVERITY	CHARACTERISTICS			
	People	Equipment/Services	Financial	Reputational
Catastrophic 1	Several deaths and/or numerous severe injuries *(per event)*	Total loss of equipment or system interruption, requiring months to repair	Estimated loss from the incident in excess of $500,000	Ongoing media coverage, irreparable reputational damage, government intervention (weeks – months)
Critical 2	Low number of deaths and/or serious injury* *(per event)*	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss from the incident in excess of $100,000-$499,999	Prolonged media campaign, serious reputational damage, sustained government involvement (days - weeks)
Moderate 3	Minor injury and possible serious injury *(per event)*	Some loss of equipment or system interruption, requiring seven or less days to repair	Estimated loss from the incident in excess of $10,000-$99,999	Adverse media coverage, reputational damage, government involvement
Minor 4	Possible minor injury *(per event)*	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss from the incident in excess of $1,000-$9,999	Local media coverage and some reputational damage
Insignificant 5	No injury	Minor damage to equipment no system interruption, no immediate repair necessary	Estimated loss from the incident is likely less than $1,000	No adverse media coverage or reputational damage

*Per 49 CFR 673, serious injury: 1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; 2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); 3) Causes severe hemorrhages, nerve, muscle, or tendon damage; 4) Involves any internal organ; or 5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.

3.3.1.2. Determining Probability

The probability that a hazard will occur during the planned life expectancy of the system element, sub-system or component is described qualitatively, in potential occurrences per unit of time, events, population, items, or activity. A qualitative hazard probability is derived from research, analysis, evaluation of safety data from the operating experience of the agency or historical safety data from similar bus systems, and from expert opinion. Figure 3 summarized the hazard probability categories.

Figure 3. Hazard Probability Categories

PROBABILITY LEVEL	SPECIFIC INDIVIDUAL ITEM	FLEET OR INVENTORY	FREQUENCY
Frequent A	Likely to occur frequently in the life of a system	Continuously experienced	> 1 event / month
Probable B	Will occur often in the life of a system	Will occur frequently in the system	> 1 event / year
Occasional C	Likely to occur sometime in the life of an item	Will occur several times	> 1 event / 10 years
Remote D	Unlikely, but possible to occur in the life of an item	Unlikely, but can be expected to occur	> 1 event / 20 years
Improbable E	So unlikely, it can be assumed occurrence may not be expected	Unlikely to occur, but possible	> 1 event / 30 years

3.3.2. Assessing Risk

Together, hazard severity and probability measure a hazard's magnitude and priority for applying the control measures. Hazards are then examined, qualified, addressed, and resolved based on the severity of a potential outcome and the likelihood that such an outcome will occur. The value derived by considering a hazard's severity and probability is the Hazard Risk Index. The resulting risk index is a measure of the acceptability or undesirability of the hazard and is applied to the Risk Assessment Index.

Assignment of a Hazard Risk Index enables agency management to properly understand the amount of risk involved by accepting the hazard relative to what it would cost (schedule, dollars, operations, etc.) to reduce the hazard to an acceptable level.

Figure 4 identifies the Hazard Risk Index based upon hazard severity and probability and outlines the criteria for further action and decision authority based upon each index category. The Hazard Risk Index is used to assist the decision making process in determining whether a safety risk should be eliminated, controlled, or accepted. This helps prioritize hazardous conditions and focus available resources on the most serious hazards requiring resolution while effectively managing available resources.

For example, if the potential for an accident/incident reveals a Category 1 (catastrophic) occurrence with a Level A (frequent) probability, the assessed level of risk is Unacceptable and the system safety effort is directed toward eliminating the hazard or at the very least to implementing redundant hazard control measures. A Category 1 (catastrophic) or Category 2 (critical) safety risk may be tolerable if it can be demonstrated that its occurrence is highly improbable. This approach provides a basis for logical management decision-making that considers the hazard's severity and probability.

Figure 4. Hazard Risk Index

HAZARD RISK INDICES					
Frequency Or Probability	Severity Category				
	1 Catastrophic	2 Critical	3 Moderate	4 Minor	5 Insignificant
(A) Frequent				4A	5A
(B) Probable			3B	4B	5B
(C) Occasional		2C	3C	4C	5C
(D) Remote	1D	2D	3D	4D	5D
(E) Improbable	1E	2E	3E	4E	5E

LEGEND

Unacceptable - Cannot be accepted as is, **must** be mitigated

Undesirable - Acceptable with Executive-level signoff

Acceptable w/ Review - Acceptable Operational-level signoff

Acceptable - Can be accepted as is.

3.4. Safety Risk Mitigation

3.4.1. Treating Risk

As safety risks are identified, whether through a formal risk assessment or informally such as through employee reporting mechanisms, hazards can be resolved by deciding to either assume the risk associated with the hazard or to eliminate or control the risk. Mitigation to bring a hazard to an acceptable level of risk is applied in the following order of precedence, listed from most effective at the top of the list to least effective mitigations at the bottom:

- Avoidance
- Elimination
- Substitution
- Engineering Controls
- Warnings
- Administrative Controls such as Operations and Maintenance Procedures
- Personal Protective Equipment and Guards

3.4.2. Hazard Tracking

Once mitigations are agreed upon for identified hazards, mitigations are tracked through the agency's safety certification process to ensure all concerns raised have been addressed and mitigated properly. This hazard tracking and certification process may be done through reports, logs, worksheets and/or similar methods that allow for updating if changes occur that impact the findings of the safety analysis. The Participating Agencies use a hazard tracking worksheet in Microsoft Excel to capture and track hazards from analysis through implementation. Refer to Appendix C for a blank copy of the hazard tracking worksheet.

4. Safety Assurance

4.1. Overview

Safety assurance includes safety reviews, evaluations, audits, and inspections, as well as data tracking and analysis and investigations. Safety Assurance encompasses the processes within the transit agency's SMS that ensures the implementation and effectiveness of SRM and ensures that the agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information. Each transit agency will conduct an annual review of the effectiveness of its safety risk mitigations through its safety assurance efforts.

4.2. Safety Performance Monitoring and Measurement

SMS generates data and information that senior management need to evaluate whether implemented safety risk mitigations are appropriate and effective, and how well an agency's safety performance fits with their established safety objectives and safety performance targets. Safety performance monitoring will occur through routine monitoring of operations and maintenance activities. It also includes risk monitoring to track implementation and success of mitigations and controls put in place to manage risk.

Each Participating Agency will establish audit and evaluate safety in compliance with this ASP and SMS. The programs will:

- Monitor compliance and sufficiency of procedures for operations and maintenance
- Monitor operations to identify ineffective, inappropriate, or unimplemented safety risk mitigations
- Conduct investigations of safety events to identify causal factors
- Monitor information from safety reporting systems
- Document audit outcomes
- Collect and track safety data

4.3. Management of Change

Each Agency under this ASP will re-evaluate safety when significant change occurs within the agency. These changes may include:

- New contractor providing service
- New buses brought into fleet
- New or changed routes
- Other changes that might have a safety impact.

If the change has a safety impact, risk associated with the change will be evaluated, treated and documented. If the change does not have a safety impact, no further steps will be taken.

4.4. Continuous Improvement

Each agency will evaluate their SMS program annually to identify areas of improvement and any changes that require input for the agency to grow in safety management.

5. Safety Promotion

5.1. Introduction

Agencies under this plan will utilize Safety Promotion to communicate and disseminate safety information to strengthen the safety culture. Safety Promotion includes safety lessons learned, reporting systems, recommendations based on safety metrics, and safety training. The goal is to foster a positive safety culture where employees receive ongoing training and updates of safety progress; feel comfortable reporting safety issues or concerns; and understand why safety is important and how they impact safety.

5.2. Safety Communication and Culture

5.2.1. Safety Communication

Transit agencies will communicate safety and safety performance information throughout the agency's organization that, at a minimum, conveys the TDOT safety management policy statement in Section 2.1 above; each covered agency's employee safety reporting program procedures and policies; and. information on hazards and safety risks relevant to employees' roles and responsibilities. The communication will be used to inform employees of safety actions taken in response to reports submitted through an employee safety reporting program.

5.2.2. Dissemination of Lessons Learned

Transit agencies will review lessons learned from incidents, accidents and reported hazards and provide feedback regarding findings. This communication is an important step in letting employees know that they are important to the agency.

5.3. Competencies and Training

Each transit agency will establish and implement a safety training program for all employees and contractors directly responsible for safety in the agency's public transportation system. The training program must include refresher training, as necessary. Safety training will also be part of new-hire training and specific job safety training. Training and competencies of all staff will be documented and tracked.

Refer to the Participating Agency Addenda for agency-specific safety training programs.

5.1. Contractor Safety (as applicable)

When contracting for services that have a safety component and/or may impact safety or assessed risk, procurement language and specification requirements will be included, as applicable. Contractors will demonstrate job-appropriate competencies and training that meet or exceed the requirements of the agency.

Appendix A – Definitions

Accident	An Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
Accountable Executive	A single, identifiable person who has ultimate responsibility for carrying out the Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.
Agency Safety Plan (ASP)	The documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and 49 CFR 673.
Assessment	An estimation of the size/scope of risk or quality of system or procedure.
Cause	Events that, result in a hazard or failure. Causes can occur by themselves or in combinations.
Change	To modify, alter, or make different.
Chief Safety Officer (CSO)	An adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
Configuration Management	A management process for establishing and maintaining consistency of a product's performance, functional and physical attributes with its requirements, design, and operational information throughout its life.
Control	Anything that mitigates the risk of a hazard's effects. A control is the same as a safety requirement. All controls are written in requirement language.
Effect	The effect is a description of the potential outcome or harm of the hazard if it occurs in the defined system state.
Equipment	A complete assembly, operating either independently or within a sub-system or system, that performs a specific function.
Equivalent Authority	An entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
Event	Any Accident, Incident, or Occurrence.
Hazard	Any real or potential condition that can cause injury, illness, or death to people; damage to or loss of a system, equipment, or property; or damage to the environment. A hazard is a condition that is a prerequisite to an accident or incident.

Hazard Tracking	A closed-loop means of ensuring that the requirements and mitigations associated with each hazard that has associated medium or high risk are implemented. Hazard tracking is the process of defining safety requirements, verifying implementation, and re- assessing the risk to make sure the hazard meets its risk level requirement before being accepted.
Human Factors	A multidisciplinary effort to generate and compile information about human capabilities and limitations and apply that information to equipment, systems, facilities, procedures, jobs, operations, environments, training, staffing, and personnel management for safe, comfortable, efficient and effective human performance.
Incident	An event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Investigation	The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
Maintenance	Any repair, adaptation, upgrade, or modification of equipment or facilities. This includes preventive maintenance.
Mitigation	Actions taken to reduce the risk of a hazard's effects.
National Public Transportation Safety Plan	The plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
Occurrence	An Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Oversight	To validate the development of a defined system and verify compliance to a pre-defined set of standards.
Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
Performance Target	A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
Probability	An expression of often an event is expected to occur.
Process	A set of interrelated or interacting activities which transforms inputs into outputs.
Public Transportation Agency Safety Plan (PTASP)	A safety plan based on the Safety Management System approach. The FTA's PTASP Final Rule (49 CFR Part 673) requires States and certain operators of public transportation systems that receive Federal financial assistance under 49 USC Chapter 53 to develop and implement ASPs.
Public Transportation Safety Certification Training Program	The certification training program established either for Federal and State employees, or other designated personnel, who conduct safety audits and examinations of public transportation systems, and employees of public transportation agencies directly responsible for safety oversight, established through interim provisions in accordance with 49 U.S.C. 5329(c)(2), or the program authorized by 49 U.S.C. 5329(c)(1)
Qualitative Data	Subjective data that is expressed as a measure of quality; nominal data.

Quantitative Data	Objective data expressed as a quantity, number, or amount; allows for more rational analysis and substantiation of findings.
Requirement	An essential attribute or characteristic of a system. It is a condition or capability that must be met or passed by a system to satisfy a contract, standard, specification, or other formally imposed document or need.
Reportable Event	A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions, as defined in the National Transit Database Safety and Security Reporting Manual (2019): • A fatality confirmed within 30 days of the event • An injury requiring immediate medical attention away from the scene for one or more person(s) • Property damage equal to or exceeding $25,000 • Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway vehicle or other non-transit roadway vehicle • An evacuation for life safety reasons
Risk	The composite of predicted severity and likelihood of the potential effect of a hazard in the worst credible system state. (1) **Initial.** The composite of the severity and likelihood of a hazard considering only verified controls and documented assumptions for a given system state. It describes the risk at the preliminary or beginning stage of a proposed change, program or assessment. (2) **Residual.** The risk that remains after all control techniques have been implemented or exhausted and all controls have been verified. Only verified controls can be used to assess residual risk.
Risk Acceptance	Agreement by the appropriate management official that he/she understands the safety risk associated with the change and he/she accepts that safety risk.
Safety	Freedom from unintentional harm.
Safety Assurance	Processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Culture	The product of individual and group values, attitudes, competencies, and patterns of behavior that determine commitment to, and the style and proficiency of, an organization's safety management. In addition, the four key components of a safety culture are reporting culture (encourage employees to divulge information about all hazards that they encounter), just culture (employees are held accountable for deliberate violations of the rules but are encouraged and rewarded for providing essential safety-related information), flexible culture to changing demands), and learning culture (willing to change based on safety indicators and hazards) uncovered through assessments, data, and incidents).
Safety Management Policy	A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.

Safety Management System (SMS)	The formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing safety risks to the lowest acceptable level practicable.
Safety Promotion	A combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
Safety Requirement	A control written in requirements language.
Safety Risk Management (SRM)	A process within a transit agency's ASP for identifying hazards and analyzing, assessing, and mitigating safety risk. SRM is a formalized, proactive approach to system safety and applied to all changes to ensure all risks are identified and mitigated prior to the change being made. It provides a framework to ensure that once a change is made, it continues to be tracked throughout its lifecycle.
Serious Injury	Any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
Severity	The measure of how bad the results of an event are predicted to be. Severity is determined by the most probable outcome.
Source (of a hazard)	Any potential origin of system failure, including equipment, operating environment, human factors, human-machine interface, procedures, and external services.
State Safety Oversight Agency (SSOA)	An agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.
System	An integrated set of constituent pieces that are combined in an operational or support environment to accomplish a defined objective. These pieces include people, equipment, information, procedures, facilities, services, and other support services.
Transit Asset Management Plan	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625
Validation	The process of proving that the right system is being built, i.e., that the system requirements are unambiguous, correct, complete, and verifiable.
Verification	The process that ensures that the system requirements have been met by the design solution and the system is ready to be used in the operational environment for which it is intended.

Appendix B – Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CAP	Corrective Action Plan
CFR	Code of Federal Regulations
CUATS	Cleveland Urban Area Transit System (operated by SETHRA)
ETHRA	East Tennessee Human Resource Agency
FHA	Fault Hazard Analysis
FTA	Federal Transit Administration
FTHRA	First Tennessee Human Resource Agency
JHA	Job Hazard Analysis
JTA	Jackson Transit Authority
JTA	Johnson City Transit
KAT	Knoxville Area Transit
KATS	Kingsport Area Transit Services
Knox County CAC	Knox County Community Action Committee Transit
MPO	Metropolitan Planning Organization
OHA	Operational Hazard Assessment
OSHA	Occupational Safety and Health Administration
Participating Agencies	The Tennessee public transportation agencies covered by the Joint PTASP
PHA	Preliminary Hazard Analysis
PM	Preventative Maintenance
PTASP	Public Transportation Agency Safety Plan
SETHRA	Southeast Tennessee Human Resource Agency
SMS	Safety Management Systems
SRM	Safety Risk Management
TAM	Transit Asset Management
TDOT	Tennessee Department of Transportation

Appendix C – Hazard Tracking Worksheet

Preliminary Hazard Analysis													
General Description			[illegible]			Risk Index			Corrective / Mitigation Action		Risk Index		
Reference	Overall System	Hazard	Potential Causes	Operational Effects	Safety Effects	Severity	Probability	Risk	Design Mitigations	Operational Mitigations	Resulting Severity	Resulting Probability	Resulting Risk
Use a number to track hazard, ie Bus #1	BUS (or other system)	Trip and fall on bus	[illegible]	[illegible]	[illegible]	3	B	3B	[illegible]	[illegible]	[illegible]	C	3C

Participating Agency Addenda

These Participating Agency Addenda provide additional agency-specific information to supplement the joint ASP, including agency safety roles and responsibilities, safety training programs, safety reporting programs, and safety-related agency plans and procedures, as applicable. Each addendum applies only to the agency for which it is written and approved.

Addendum 1 – Clarksville Transit

System 200 Legion St, Clarksville, TN 37040

ASP and Addendum 1 Approvals

Approved by: _____ 6/30/2020
Scott Audet
Safety Manager

Approved by: _____ 6/30/2020
Paul Nelson
General Manager/CEO (Accountable Executive)

Approved by: _____ 6/30/2020
NAME
(Board of Directors/City Council/City Commissioner)

Concurrence: _____ _____
NAME
Director of Operations

Concurrence: _____ 6-30-2020
Chris Yarbrough
Director of Maintenance

Concurrence: _____ _____
NAME
Director of Training

Concurrence: _____ _____
NAME
TITLE

Concurrence: _____ _____
NAME
TITLE

Concurrence: _____ _____
NAME
TITLE

Safety Roles and Responsibilities

The matrix below names the positions at Clarksville Transit System (CTS) responsible for the safety roles and responsibilities described in Section 2.2 of this ASP.

Clarksville Transit System Roles & Responsibility	Paul Nelson/ Director	Scott Audet/ Transportation Operations Supervisor	Chris Yarbrough/ Equipment & Facilities Maintenance Supervisor	Scott Graves/ Business Analyst	Troy Suggs/ Grounds & Facilities Maintenance Supervisor
Accountable Executive (AE)	A, O				
Chief Safety Officer (CSO) (SMS Implementation)	A, O	P			
Safety Management Policy	A, O	P		S	R
Safety Risk Management (Hazard ID/Mitigation)	A, O	P	S		
Safety Assurance (Audits/Inspections)	A, O	P	P		
Safety Promotion (Communication/Training)	A, O	P	P	S	S
Hazard Identification & Safety Risk Assessment	A, O	P	P	S	S
Safety Reporting & Follow-up	A, O, R	P, R		S	S
Safety Performance Targets & Measurement	A, O, P	S			
Accident Investigation	A, O	O	S		

KEY

A	Approval
O	Oversight
P	Primary
S	Secondary/Support
R	Review/Comment
N	Not Applicable/No Significant Role

Integration with Public Safety and Emergency Management

CTS participates in county wide table top emergency management drills and local first responder live action drills annually. CTS also attends all meetings of the Emergency Management Agency. CTS attends monthly meetings with the mayor, Clarksville Police and Fire, and other City divisions to discuss incidents and improvements.

Safety Performance Targets for 2020

2019 Annual Vehicle Revenue Miles: 1,550,057

Number of Fatalities	Rate of Fatalities Per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
0	0	7	0.45	6	0.39	70	22,144

Hazard Identification and Tracking

Clarksville Transit accepts the hazard identification and tracking method established in the joint plan.

Safety Training Program

CTS requires training in the following safety-related areas:

- Driver training, including for new bus operators
- Safety training, recurrent and in response to specific problems
- General Emergency Plan, annual training

Employee Safety Reporting Program

Clarksville Transit has implemented a standard employee safety reporting form and anonymous collection drop box.

Safety-Related Agency Documents

- Accident/Incident Reporting and Investigation – Management of the Public Safety and Security Plan
- Employee Safety Manual, 1994
- General Emergency Plan, revised May 2011
- Operations Personnel Handbook, June 2010
- Security and Emergency Preparedness Plan, August 2002
- System Safety Program Plan, May 2005

APPENDIX E: CTS 2021 TAM Plan

CONDITION ASSESSMENT

CLARKSVILLE TRANSIT SYSTEM

NTD Condition Assessment & Performance Targets

Date of Last Day in NTD Reporting Year (MM/DD/YYYY): 6/30/2021

Rolling Stock State of Good Repair

	NTD REPORTING YEAR FY- 2021			PERFORMANCE TARGET YEAR FY- 2022		
Asset Class	Number of Assets in State of Good Repair (Current Year)	Number of Assets in SGR Backlog	Current State of Good Repair Backlog (% in Backlog)	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
BU Bus	18	0	0.00%	18	0	0.00%
CU Cutaway	7	0	0.00%	7	0	0.00%
MV Minivan	0	0	0.00%	0	0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
VN Van	9	0	0.00%	9	0	0.00%

Equipment State of Good Repair (Support Vehicles Only)

	NTD REPORTING YEAR FY- 2021			PERFORMANCE TARGET YEAR FY- 2022		
Asset Class	Number of Assets in State of Good Repair	Number of Assets in State of Good Repair Backlog	Current State of Good Repair Backlog (% in Backlog)	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
AO Automobile	4	0	0.00%	4	0	0.00%
Other rubber tired vehicle	11	4	26.67%	12	4	25.00%

Facilities State of Good Repair

Facility Type	Asset Description	Current FY Facility Asset (TERM Rating)	CURRENT % < TERM 3 0.00%	Next FY Performance Target (TERM Rating)	TARGET % < TERM 3 0.00%
Administrative Facility	Bldg A	3		4	
Maintenance Facility	Bldg B	4		4	
Administrative Facility	Bldg C	4		4	
Maintenance Facility	Vehicle Sheds	4		4	
Passenger Facility	Transit Center	4		4	

Future Years Projection - Rolling Stock

	FY- 2023			FY- 2024		
Asset Class	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
AO Automobile	1	0	0.00%	1	0	0.00%
BU Bus	18	0	0.00%	18	0	0.00%
CU Cutaway	7	0	0.00%	7	0	0.00%
MV Minivan	0	0	0.00%	0	0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
VN Van	10	1	9.09%	10	1	9.09%

Future Years Projection - Equipment

	FY- 2023			FY- 2024		
Asset Class	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
AO Automobile	4	0	0.00%	4	0	0.00%
Other rubber tired vehicle	14	2	12.50%	13	3	18.75%

NTD Narrative Report

Rolling Stock

CTS saw improvement in rolling stock for VN Van from FY19, bu no changes in BU Bus. There is no improvement anticipated in FY21 for BU Bus as there are not any vehicles ordered at the moment. There is a plan in place to order new vans that will be due to arrive later in FY21 or early FY22.

Equipment

There was a change in the FY20 SOG Backlog, from having (1) automobile in 2019 to (0) automobiles in 2020. Other rubber tire vehicles for FY20 remained consistant with FY19 with 5 vehicles in SOG backlog. There are not any

Facilities

Currently all buildings involved with CTS have a term rating of 4 except for building A that is the administrative/maintenance facility. This facility will be undergoing improvements in FY21 & FY22 that should improve the term score. These planned improvements include updated flooring, updated paint, and new pavement around the building and in the roadways.

Condition Assessment Detail and Life-Cycle Requirements

Maintenance Status			
Asset Description	**TERM Condition**		**TERM Quantities**
Bus Fleet Condition	Excellent	(TERM=5)	6
	Good	(TERM=4)	5
	Adequate	(TERM=3)	10
	Marginal	(TERM=2)	0
	Poor	(TERM=1)	0
	TERM Score Average:		3.81
Cutaway Fleet Condition	Excellent	(TERM=5)	0
	Good	(TERM=4)	3
	Adequate	(TERM=3)	3
	Marginal	(TERM=2)	1
	Poor	(TERM=1)	0
	TERM Score Average:		3.29
Van Fleet Condition	Excellent	(TERM=5)	4
	Good	(TERM=4)	0
	Adequate	(TERM=3)	5
	Marginal	(TERM=2)	1
	Poor	(TERM=1)	0
	TERM Score Average:		3.70
Mini-Van Fleet Condition	Excellent	(TERM=5)	0
	Good	(TERM=4)	0
	Adequate	(TERM=3)	0
	Marginal	(TERM=2)	0
	Poor	(TERM=1)	0
	TERM Score Average:		N/A
Support Vehicle Condition	Excellent	(TERM=5)	7
	Good	(TERM=4)	5
	Adequate	(TERM=3)	3
	Marginal	(TERM=2)	3
	Poor	(TERM=1)	1
	TERM Score Average:		3.74
Other Equipment Condition	Excellent	(TERM=5)	4
	Good	(TERM=4)	2
	Adequate	(TERM=3)	1
	Marginal	(TERM=2)	2
	Poor	(TERM=1)	0
	TERM Score Average:		3.89

Projected Life-Cycle				
Asset Category	**Fiscal Year**	**Projected Costs**	**Amount Requested**	**Amount Funded**
Rolling Stock				
Equipment	FY-2025	$200,000.00	-	-
Facility Life-Cycle Investments (Secondary Assets TERM < 3)				
Admin & Maint	**Number of Projects**	**Projected Costs**	**Amount Requested**	**Amount Funded**
Bldg A	2	$80,000.00		
Bldg B				
Bldg C				
Vehicle Sheds				
Passenger & Parking	**Quantity**	**Projected Costs**	**Amount Requested**	**Amount Funded**
Transit Center	1	$8,000.00		

APPENDIX F: BI-STATE MOA

MEMORANDUM OF AGREEMENT BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION
AND
THE CLARKSVILLE METROPOLITAN PLANNING ORGANIZATION

REGARDING THE DEFINITION AND NEED FOR AMENDMENTS / ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN THE STATE OF TENNESSEE

INTRODUCTION:

The purpose of this Memorandum of Agreement is to establish two categories of actions to meet Federal requirements and streamline the maintenance of the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP). One category of action is a "STIP/TIP Amendment" and the other is a "STIP/TIP Administrative Modification."

DEFINING THE STIP/TIP:

As detailed in Title 23 Code of Federal Regulations (CFR) Part 450, the STIP is defined in Federal regulations as "a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53." All projects and groupings in the STIP and TIPs must list the eligible funding source(s) (e.g., FTA Section program, Surface Transportation Block Grant, etc.). Approval authority over the STIP and all STIP amendments lies with FHWA and FTA.

Per 23 CFR 450.218, the State of Tennessee STIP shall include each metropolitan TIP for each MPO in Tennessee, as approved by the associated MPO and TDOT (as delegated authority from the Governor of the State of Tennessee). Per Federal regulations, TDOT can elect to include the metropolitan TIPs in the STIP directly or by reference, with specific expectations for each option:

- Direct inclusion of the metropolitan TIP – in this situation, TDOT's STIP, as published and approved by FHWA and FTA, will include all projects listed in the approved metropolitan TIP, regardless of project sponsor or funding source. Accordingly, FHWA and FTA will match authorization requests for all projects across the State of Tennessee to the latest approved/amended STIP.
- Inclusion of the metropolitan TIP by reference – in this situation, TDOT's STIP, as published and approved by FHWA and FTA, will make narrative reference to the metropolitan TIPs, as approved by the MPO and TDOT. Accordingly, FHWA and FTA will match all authorization requests for projects in metropolitan areas to the latest approved/amended metropolitan TIP, and all authorization requests for projects in non-metropolitan areas will be matched to the latest approved/amended STIP.

More information on the amendment/administrative modification processes and authorization requests is available below.

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STIP/TIP AMENDMENT:

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

- A major change in the total project cost (excluding groupings) (see discussion on project cost change thresholds with Table A); or
- Adding a new project or deleting a project from the STIP/TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities (i.e. greenways, sidewalks, bike lanes, transfer stations, etc.), changing mode (e.g., rolling stock or facility type for transit, such as light rail cars instead of trolleys, vans instead of buses, etc.), changing capital category (i.e., transit funding added to a CMAQ funded project or CMAQ funding substituted for transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding (including a grouping); or
- Moving funds between a Metropolitan Planning Organization (MPO) TIP and STIP unless a written agreement exists between the MPO and the Tennessee Department of Transportation (TDOT) that such an action may be a processed as an administrative modification; or
- Moving funds between an MPO's TIP and another MPO's TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative modification.

AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

The STIP/TIP may be amended at any time, but amendments require Federal approval and redetermination of STIP/TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each TIP amendment, approve its inclusion in the STIP, and submit the amendment to the appropriate Federal Agency. The Federal Agencies will independently review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;
- A copy of the original and amended TIP pages;
- Documentation supporting:

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- Fiscal constraint,
- Interested parties' participation (i.e., public involvement, stakeholder involvement, and consultation),
- Air quality conformity (in non-attainment and/or maintenance areas only), and
- Required MPO certifications, including the MPO Self-Certification with a current date; and
- The resolution adopting the amendment.

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

Regardless of whether the metropolitan TIP is included directly or by reference into the STIP, both the MPO and TDOT (through authority delegated by the Governor of Tennessee) must approve any TIP amendment including State managed projects before transmittal to FHWA/FTA for inclusion in the STIP. FHWA and FTA still retain authority over the inclusion of any amendments into the STIP, whether the TIP is included directly or by reference. In both cases, TDOT shall send the above-described documentation to FHWA/FTA for review and approval of the TIP amendment, along with a current Self-Certification for the STIP.

When FHWA or FTA approves an amendment, the appropriate approving agency will send to TDOT and the MPO:

- The original amendment review request,
- The original supporting amendment documentation, and
- Letter documenting FHWA's or FTA's approval.
- For transit projects, the Multimodal office should work with the Program Development and Scheduling office to ensure that any amendments are included in the updated STIP.

Amendment documentation will conform to the correspondence standards outlined in Appendix A.

STIP/TIP ADMINISTRATIVE MODIFICATIONS:

A STIP/TIP administrative modification is a minor change from the approved STIP/TIP. Administrative modifications must be consistent with 23 CFR Part 450, but they do not require public review and comment, or a conformity determination in non-attainment or maintenance areas. STIP/TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Table A)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes or to correct minor clerical errors or discrepancies; or
- Shifting funds between projects or groupings within the STIP/TIP (i.e., funding sources and projects already identified in the STIP/TIP) if the change does not result in a cost

increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved STIP/TIP; or

- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
    - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
    - The change does not result in a cost increase greater than the amendment threshold (project cost change thresholds listed in Table A) for the total project cost of all phases shown within the approved STIP/TIP; or
- Moving project phases or funding from year to year within an approved STIP/TIP, except those that cross air quality horizon years of the project; or
- Adding any phase (if total project cost includes all phases), such as environmental or location study, preliminary engineering, right-of-way, or construction to a project in the STIP/TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved/amended STIP/TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change, or adding or removing a project(s) to or from an already established grouping; or
- Adjustments in revenue to match actual revenue receipts; or
- Adding a project with 100% state or non-federal funding for all phases that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- Adding or changing a funding source, as long as the change does not result in a cost increase greater than the amendment threshold (see Table A);

ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

Administrative modifications do not require Federal approval. Accordingly, no interested parties' participation or air quality conformity is required. TDOT and the MPOs will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with Federal regulations or with this MOA. Administrative modifications made to TDOT-sponsored projects in the TIP will be requested by TDOT through notification to the MPO upon submission of the administrative modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

The MPO will send the following documentation to TDOT for locally-sponsored projects:

- Electronic correspondence describing the action taken;

- A copy of the original and modified TIP pages.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved. Administrative modification documentation will conform to the correspondence standards outlined in Appendix A.

AUTHORIZATION:

FHWA and FTA match project authorization requests to the STIP/TIP prior to approving a request for project authorization. Therefore, all administrative modifications and amendments must be processed to completion prior to TDOT requesting federal authorization approvals. For projects in MPO areas TDOT must ensure FHWA and FTA receipt of documented notification that the respective MPO has accounted for the administrative modification unless TDOT has a formal agreement with the respective MPO stating otherwise.

In the FMIS authorization request, TDOT shall provide the most recent amendment and administrative modification numbers affecting the project in the "STIP Reference" field or in the "State Remarks" if additional space is required.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings and reductions of any amount provided project length, termini, and description remain the same), a sliding scale (see Table A) is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved STIP or STIP amendment/administrative modification to account for incremental changes.

TABLE A

Total programmed funding within the approved STIP/TIP	Amendment	Administrative Modification
Up to $2 million	>75%	< 75%
$2 million to $15 million	≥50%	< 50%
$15 million to $75 million	≥40%	< 40%
$75 million and above	≥30%	< 30%

PROJECT PHASE OVERRUNS AND UNDERRUNS:

Project overruns and underruns for previously authorized phases of projects in a previous TIP will not be programmed in the current TIP. If the phase of the project is in the current TIP then the rules of this document will apply; however, if the phase of the project was authorized in a previous TIP no action will be necessary within the current TIP. If a project programmed in a grouping incurs an overrun or underrun from a previously authorized phase, no TIP action will be needed. Any request for authorization of a new phase will need to follow the rules within this document.

5

- If a project is being closed out but incurs an overrun, it will not require an amendment or administrative modification.

PROJECT GROUPINGS:

The use of project groupings is permitted under 23 CFR §450.218(j) for projects located in the non-metropolitan portion of the STIP and 23 CFR §450.326(h) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR §771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity. As appropriate, in instances where it is uncertain if specific project(s) meet those conditions in air quality nonattainment or maintenance areas, the sponsoring agency, in coordination with the MPO, must consult with the appropriate Interagency Consultation group (IAC) to determine whether the specific project(s) proposed to be included with the grouping are subject to the requirements of 40 CFR 93.

The STIP/TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. The MPO will develop the grouping categories and eligible activities included within the STIP/TIP in consultation with TDOT. All TDOT-sponsored projects located within an MPO area must be included in the MPO's TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area may be grouped within the MPO's TIP or listed individually in the MPO's TIP, but may not be included in the STIP.

PROJECTS IN RURAL/URBAN AREAS AND PROJECTS IN TWO (2) OR MORE MPOs

All projects that cross the MPO boundary and include an area outside of the MPO boundary will be programmed in the TIP only.

In instances where a project is in two (2) or more MPO planning areas, the affected MPOs will consult and coordinate as to which MPO is most impacted by the project, taking into consideration project limits, air quality conformity requirements, regional significance, etc. The MPO most impacted will program the project in its TIP and include it in the demonstration of fiscal constraint. The other MPO(s) will reference the project in its TIP for informational purposes. In instances where the MPOs are unable to reach an agreement, TDOT will facilitate a consultation process with the affected MPOs, TDOT, and FHWA/FTA.

CONSULTATION PROCESS:

The MPO will consult with TDOT and the appropriate approving agency (i.e., FTA for transit projects and FHWA for highway projects) on the suitable category of action when the proposed change to the STIP/TIP does not clearly fall into the category of a "STIP/TIP Amendment" or a "STIP/TIP Administrative Modification" or the proposed change involves extenuating

circumstances. Consultations will suspend the formal 10 business day review period for "STIP/TIP Amendments" until a resolution is established. The MPO also will consult with the appropriate approving agency prior to adding new non-formula or specialized federal funds (such as BUILD program funds) to a project to determine if the addition of the funds would warrant an amendment.

PROCESS REVIEW:

The MPO and TDOT will review this agreement in conjunction with each Statewide Planning Finding or when STIP/TIP management procedures are substantively changed (e.g., implementation of an electronic STIP/TIP). The focus of the review is to verify the appropriate use of the agreed-to amendment and administrative modification processes and consistency with Federal regulations.

We, the undersigned, approve this Memorandum of Agreement. This Agreement will become effective upon approval of signature by all parties, and will remain in effect as long as each agency agrees to and abides by the conditions set forth in this document. This Agreement may be amended at any time, but revisions will require signature by all parties. Any signatory to this Agreement may propose amendment to the agreement at any time.

All prior agreements and correspondence related to the definition and need for amendments or administrative modifications to STIP/TIPs are voided with the execution of this agreement.

SIGNATURES:

Mayor Joe Pitts, Chairman
MPO Executive Board

01/15/2020
Date

Commissioner
Tennessee Department of Transportation

1/27/2020
Date

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APPENDIX A: CORRESPONDENCE STANDARDS

All amendment and administrative modification correspondence will be submitted to TDOT's Program Development and Scheduling Office. The MPO will submit the correspondence and documentation to STIP.Requests@tn.gov and the Program Monitor in the Program Development and Scheduling Office responsible for the TDOT Region in which the MPO is located.

Amendment Documentation:

Amendment documentation will be grouped in a single electronic document with the naming convention, "Amendment [X] ([Project#])", where [X] identifies the amendment's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being amended.

Email correspondence will use the naming convention, "Amendment [X], [Organization]" in the subject line where [X] identifies the amendment's sequential identifier and [Organization] represents name of the organization (MPO) submitting the amendment. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: amendment number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

Where multiple TIP amendments impact a financial table and must be submitted within the appropriate documentation for review (i.e., exempt and non-exempt packets), the MPO will submit the financial table, as approved, within the appropriate packet and for clarity purposes, will state the amendments impacting the financial table that are not included as part of that packet, in the correspondence.

Modification Documentation:

Modification documentation will be grouped in a single electronic file and use the naming convention, "Modification [X] ([Project#])", where [X] identifies the administrative modification's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being modified.

Email correspondence will use the naming convention, "Modification [X], [Organization]" in the subject line where [X] identifies the administrative modification's sequential identifier and [Organization] represents name of the organization (MPO) submitting the administrative modification. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: modification number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

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Clarksville Urbanized Area Metropolitan Planning Organization's

Transportation Conformity Determination Report for the 1997 ozone NAAQS

Associated with the

FY2023-2026 Transportation Improvement Program

Available for review:
http://www.cuampo.com/wp-content/uploads/2022/07/DraftFY2023-FY2026TIP1.pdf

Adopted October 19, 2022

Table of Contents

Acknowledgement

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) prepared this Transportation Conformity Determination Report (CDR) for the FY2023-2026 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 the2045 MTP and the FY2023-2026 TIP adopted by the CUAMPO Executive Board on October 20, 2022 (see Appendix A for associated resolution). This report documents that the FY2023-2026 TIP meets 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 II*"), 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 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 on 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 is available on the web at: www.CUAMPO.com.

3.0 FY2023-2026 Transportation Improvement Program (TIP)

The updated FY2023-FY2026 (October 1, 2022 through September 30, 2026) Transportation Improvement Program (TIP) is a subset of the recently adopted 2045 MTP. All of the projects in the FY2023-FY2026 TIP are in the 2045 MTP. The FY2023-FY2026 TIP replaces the FY2020– FY2023 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 FY2023-FY2026 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 FY2023 to FY2026 and ensures coordination of transportation improvements by local, state, and federal agencies. The draft TIP is available on the website: http://www.cuampo.com/wp-content/uploads/2022/07/DraftFY2023-FY2026TIP1.pdf and the draft resolution, for adoption by the MPO Executive Board, is in Appendix A.

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 EPA[1] for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. US

[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.

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 will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the FY2023–FY2026 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 (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.

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)

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

- 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 series of phone conferences to discuss the review of the FY2023–FY2026 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 Participation Plan (PP) all guidelines were followed. The PP is available on the web at www.CUAMPO.com. The public involvement notices, comments and responses to comments are included in Appendix C. The 14-day public comment period opened on October 5, 2022 and closed on October 19, 2022. There were XX public comments received.

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 1 – 11 of the 2045 MTP and in Section 2, pages 40 – 45 of the FY2023 – FY2026 TIP, these documents are fiscally constrained.

Conclusion

This conformity demonstration process completed for the FY2023-FY2026 TIP demonstrates that this planning document meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS.

APPENDIX A

FY2023-FY2026 TIP RESOLUTION

RESOLUTION 2022-10

APPROVING THE FINAL FY2023-2026 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 FY2023-FY2026 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 process in the Clarksville Urbanized Area is being carried out in accordance with all applicable requirement and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450.218 and/or 23 CFR part 450.326; and

WHEREAS, the locally developed Participation Plan has been followed in the development of the Transportation Improvement Program. This 14-day public review period began on October 5, 2022 and ended October 19, 2022. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2023-FY2026 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 FY2023-FY2026 Transportation Improvement Program and the associated Conformity Determination Report of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 19, 2022

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

APPENDIX B

IAC Comments

Please review the Draft Conformity Report for the draft FY2023-FY2026 TIP External Inbox ×

Marc Corrigan Mon, Jul 18, 2:28 PM (20 hours ago)
to jill.hall@cityofclarksville.com, me

Jill,

Thank you for sharing this CDR. A couple comments/questions:

Should the link on the cover page work yet? It doesn't.
Just to confirm, it looks like we are simply making some transit related amendments to the TIP, and there are no changes to the MTP, correct?
Is the transit safety plan a part of the TIP?
In the notice of public meeting, the third from the bottom line, in referencing the Civil Rights Act of 1964, should the "CFP" be "CFR"?

Tomorrow afternoon I should have some air quality data tables to send you for Thursday's meeting.

Marc

From: Jill Hall <jill.hall@cityofclarksville.com>
Sent: Monday, July 18, 2022 10:22 AM
To: Contact <scott.thomson@ky.gov>; Andres Ramirez (FTA) <andres.ramirez@dot.gov>; Ashlee Smith <ashlee.smither@ky.gov>; Bernadette Dupont <bernadette.dupont@dot.gov>; Contact <justin.harrod@ky.gov>; Dianna Myers <myers.dianna@epa.gov>; Eric Perez <eric.perez@ky.gov>; Jahan Khan <jahan.khan@ky.gov>; Jonathan Russell <Jonathan.Russell@tn.gov>; Josue OrtizBorrero ortizborrero.josue@epa.gov OrtizBorrero <ortizborrero.josue@epa.gov>; Kelly Lewis <kelly.lewis@ky.gov>; Kelly Sheckler <sheckler.kelly@epa.gov>; Lauren Hedge <lauren.hedge@ky.gov>; Marc Corrigan <Marc.Corrigan@tn.gov>; Mikael Pelfrey <mikael.pelfrey@ky.gov>; Milady Meadows <milady.meadows@ky.gov>; Richard Wong <Wong.Richard@epa.gov>; Sarah Larocca <Larocca.sarah@epa.gov>; Santalla, Sean (FHWA) <sean.santalla@dot.gov>; stan.williams@cityofclarksville.com
Subject: [EXTERNAL] Please review the Draft Conformity Report for the draft FY2023-FY2026 TIP

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

IAC:
Please review the draft conformity report for the draft FY2023-FY2026 TIP. The draft TIP has gone through the first round of comments with TDOT and KYTC. The corrected draft TIP can be found on the

MPO responses to Marc Corrigan's comments above:
The link should be working.
There are no changes to the MTP.
The CTS Safety Plan is supposed to be in the appendix for the FY2023-FY2026 TIP for the complete understanding of the performance measure and targets.
Correction was made to change CFP to CFR.

Ortiz Borrero, Josue Thu, Aug 18, 4:38 PM (4 days ago)

to Andres, BERNADETTE.DUPONT@DOT.GOV, Contact, Dianna, Eric, Jahan, Jill, Jonathan, Kelly, Kelly, Lauren, marc.corrigan@tn.gov, Mikael, Milady, Richard, Sarah, Sean, stan.williams, me

Hello Jill,

I hope you're doing well. EPA doesn't have any comments on the draft short Conformity determination report. If you have any questions please don't hesitate to reach out.

Regards,

Josue Ortiz
Environmental Engineer | State Implementation Plan Specialist | Region 4
Air and Radiation Division | Air Planning and Implementation Branch
U.S. Environmental Protection Agency
---
61 Forsyth St. SW Atlanta, GA 30303
Office: 404-562-8085 | Cell: 787-717-7709
Email: ortizborrero.josue@epa.gov

APPENDIX C

PUBLIC NOTICES & COMMENTS RECEIVED

INCLUDES THE PUBLIC COMMENT PERIOD
FROM OCTOBER 5, 2022 AND ENDED ON OCTOBER 19, 2022

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Wednesday, October 19, 2022 beginning at 2:00 p.m. Said meeting will be at the RPC Office, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of Resolution 2022-10 for the FY2023-FY2026 TIP and corresponding Conformity Determination Report (CDR); and Resolution 2022-11 supporting the 2023 PM1 Safety targets for Tennessee and Kentucky.

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 and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by October 14, 2022. 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 CFR 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.

NOTICE OF PUBLIC REVIEW
DRAFT FY2023-FY2026 TRANSPORTATION IMPROVEMENT PROGRAM AND CORRESPONDING CONFORMITY DETERMINATION REPORT FOR THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

The Clarksville Urbanized Area Metropolitan Planning Organization (MPO) announces the beginning of a 14-day review and comment period on the Draft FY2023-FY2026 Transportation Improvement Program (TIP) and corresponding draft Conformity Determination Report (CDR) from October 5th, 2022 to October 19th, 2022. The draft TIP establishes projects for major construction and Public Transit over the four-year period, which will utilize available and projected Federal funds. The draft CDR shows that transportation investments in the draft TIP conform to the State Implementation Plan (SIP) in meeting the federal air quality standards.

The review period is to provide citizens, affected public agencies, employees of transportation agencies, various stakeholder groups and other interested parties a reasonable opportunity to comment on the draft TIP and draft CDR. The MPO meeting to adopt the draft TIP and draft CDR will be October 19th, 2022 at 2:00pm at the Regional Planning Commission, 329 Main Street, Clarksville, TN 37040.

The draft TIP and draft CDR will be available in hard copy for review at Clarksville/Montgomery County Regional Planning Commission Office, Oak Grove City Hall, and Hopkinsville City Hall during normal business hours, Monday-Friday, from October 5, 2022 through October 19, 2022. The locations are as follows:

1. **Regional Planning Commission: 329 Main St., Clarksville, TN 37040;**
2. **Oak Grove City Hall: 8505 Pembroke Oak Grove Rd, Oak Grove, KY 42262;**
3. **Hopkinsville City Hall: 101N. Main Street, Hopkinsville, KY 42240;**

The draft TIP and draft CDR can be accessed by going to Clarksville MPO home page at: www.cuampo.com

Written comments may be submitted or emailed at any time during the comment period to:
Mr. Stan Williams, MPO Director
329 Main Street
Clarksville, TN 37040
(931) 645-7448
Stan.williams@cityofclarksville.com

In addition, the MPO staff will be available at the Clarksville/Montgomery County Regional Planning Commission to answer questions and accept comments during normal business hours from 8:00 am to 4:00 pm, Monday – Friday.

The Clarksville MPO is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Wednesday, October 19, 2022 beginning at 2:00 p.m. Said meeting will be at the RPC Office, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of Resolution 2022-10 for the FY2023-FY2026 TIP and corresponding Conformity Determination Report (CDR); and Resolution 2022-11 supporting the 2023 PM1 Safety targets for Tennessee and Kentucky.

Said documents are available for public review from October 5, 2022 to October 19, 2022 during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by October 14, 2022. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title II of Americans with Disabilities Act of 1990 and Title VI of the Civil Rights Act of 1964; 49 CFR 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.

Aviso de Reunión Pública

La Junta Ejecutiva de la Organización de Planificación Metropolitana del Área Urbanizada de Clarksville (CUAMPO) se reunirá el miércoles 19 de octubre de 2022 a partir de las 2:00 p.m. Dicha reunión será en la Oficina de RPC, 329 Main Street, Clarksville, TN 37040. Los asuntos incluyen la revisión y adopción de la Resolución 2022-10 para el TIP FY2023-FY2026 y el Informe de Determinación de Conformidad (CDR) correspondiente; y la Resolución 2022-11 que respalda los objetivos de seguridad de PM1 para 2023 para Tennessee y Kentucky.

Dichos documentos están disponibles para revisión pública desde el 5 de octubre de 2022 hasta el 19 de octubre de 2022 durante el horario laboral normal en la MPO y disponibles en línea en www.cuampo.com. Se puede llevar a cabo la discusión sobre la calidad del aire y otros asuntos 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 14 de octubre de 2022. Esta solicitud no tiene que ser por escrito. Es política de la MPO asegurar el cumplimiento del Título II de la Ley de Estadounidenses con Discapacidades de 1990 y Título VI de la Ley de Derechos Civiles de 1964; 49 CFR parte 26; Ninguna persona será excluida de la participación o se le negarán los beneficios de cualquier programa o actividad que reciba fondos federales, ni será objeto de discriminación por motivos de raza, color, sexo u origen nacional.