



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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AGENDA

**For the Technical Coordinating Committee and the Executive Board of the
Clarksville Urbanized Area Metropolitan Planning Organization**

Date: Thursday, January 13, 2022
Time: 11:00 a.m.
Location: In person meeting at RPC lower conference room (Executive Board must be in-person to vote) and virtual access link at www.CUAMPO.com website

1. Review, discussion and adoption of the minutes from the August 19, 2021 meeting;
2. Review, discussion and adoption of Resolution 2022-01 amendment 3 to the MTP with associated short CDR, for project I-24 widening to be moved to Stage I from Visionary;
3. Review, discussion and adoption of Resolution 2022-02 for the FY2020-FY2023 TIP with associated short CDR, to add TIP project# 1, widening of I-24 from west of SR-48(exit 1) near KY/TN state line to near SR-76 (exit 11);
4. Review, discussion and adoption of Resolution 2022-03 to support the PM1 Safety targets set by KYTC and TDOT;
5. Review and discussion of the FY2021 Obligation Report, which can be found on the www.cuampo.com home page or: <http://www.cuampo.com/wp-content/uploads/2021/12/2021-Obligation-Report.pdf>
6. Review and discussion of the Prioritization of State Projects;
 - a. SR-48/Trenton Rd, from near SR374 to near I-24
 - b. I-24, from KY/TN state line to SR-76 (Exit 11)
 - c. SR-374, from south of Dotsonville Rd to SR-149; SR-149, from SR-374 to River Rd.
7. Review and discussion of FY2023-FY2026 TIP development and projects;
8. Federal update by Sean Santalla, FHWA-TN;
9. Update by Marc Corrigan, TDEC, on air quality;
10. New Business – members of the public and/or MPO members;
11. Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
August 19, 2021 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/GoToMeet.com Option

Members Present (in-person and virtually):

Mayor Durrett*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
John Mahre*	Rep. Christian County, KY
Ian Preston*	Rep. Tennessee Dept. of Transportation (TDOT)
Thomas Witt*	Rep. Kentucky Transportation Cabinet (KYTC)
Sean Pfalzer*	Greater Nashville Regional Council (GNRC)
Paul Nelson*	CTS
Steve Bourne*	Rep. City of Hopkinsville
Mayor Jarvis*	City of Oak Grove
Tom Britton	City of Hopkinsville
Nick Powell	Montgomery Co Engineer
Jeff Bryant	Montgomery Co Hwy Dept.
Martin Nuss	Oak Grove Public Works Director
Lauren Gaines	Barge Design Solutions/Citizen
Marc Corrigan	TDEC
Nick Hall	KYTC Region 2
Deneatra Henderson	KYTC
Tiffany Squire	KYTC
Mikeal Watson	KYTC
Scott Graves	CTS
Brian Hurst	TDOT
Sharon Schutz	TDOT
Chris Cowan	City Engineer
Jerome Henderson	Street Dept.
Joe Green	Street Dept.
Elizabeth Watkins	FHWA-TN
Michael Tindzley	Citizen
Jeff Tyndall	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order and thanked everyone for their attendance. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the June 4, 2021 meeting. There were no comments to the minutes. Mr. Mahre made the motion to adopt the minutes and Mr. Durrett seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2021-10 to adopt the FY2022-FY2023 Unified Planning Work Program (UPWP) Mr. Williams said the UPWP

identifies Federal, State and local funding sources for the transportation planning activities to be undertaken for the Clarksville study area during FY2022 through FY2023. The UPWP had been developed in cooperation with TDOT, KYTC and CTS. He said that once the U.S. Census are certified in 2022, the MPO may become a Transportation Management Agency (TMA) if the urbanized population is over 200,000. If so the MPO will hire additional staff to meet the new requirements. The development of two Technical Reports are part of the UPWP: SR237/Rossvie from Keysburg Rd. to SR374/Warfield Blvd. and SR12-Bypass from SR76/Madison St. to SR13/Riverside Dr. There were no further comments. Mayor Durrett made the motion to approve Resolution 2021-10 and Mr. Mahre seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2021-11 CTS's Public Transportation Agency Safety Plan (PTASP). Mr. Williams said that CTS developed their PTASP, which is intended to improve public transportation safety by guiding CTS to more effectively and proactively managed safety risks in their system. Mr. Nelson said this is the first update to the PTASP in order to set performance targets for FY2022. Mayor Durrett made the motion to approve Resolution 2021-11 and Mr. Mahre seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2021-12 to amend the FY2020-FY2023 TIP to add TIP project #55, for the intersection improvements and signal installation of SR12/Ashland City Rd. at Excel Road. Mr. Williams stated the new TIP project is to address safety concerns through intersection improvements. The IAC agreed that this amendment is exempt from air quality conformity therefore, no conformity determination was required. Mayor Durrett said he fully supports this project and thanked Mr. Bryant for bringing it forward to the Executive Board. Mr. Mahre made the motion to approve Resolution 2021-12 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #5 on the agenda was the review, discussion and adoption of Resolution 2021-13 for the KYTC SHIFT/ Boost Point Distribution for prioritizing projects. Mr. Williams explained the SHIFT process for prioritizing project was based on available quantitative data. KYTC distributed the scores of all sponsored projects. The MPO is allowed to allocate 15 boost points to the scores of two projects out of the five projects sponsored in the MPO area. The MPO chose to apply the boost points to the two highest scoring projects that were sponsored. KY911 widening from US-41A/Ft. Campbell Blvd to KY115 project scored a 35.65. This project is scheduled to be let to construction in 2022 and must be given boost points to be completed. Project KY115 widening from KY911 to I-24 scored a 42.76. Both projects are needed for safety and congestion issues. The additional boost points should move the highest score projects forward in the KYTC Highway Plan. Mayor Jarvis made the motion to approve Resolution 2021-13 and Mayor Durrett seconded the motion. Mayor Jarvis thanked the Executive Board for adopting the Resolution. The Resolution was adopted unanimously.

Item #6 on the agenda was the review, discussion and adoption of Resolution 2021-14 for the KYTC Prioritization Plan. Mr. Williams said the MPO's Prioritization Plan described the joint priorities the MPO and KYTC considered in the prioritization process and the MPO's process in assigning local boost points to the sponsored and scored projects. Mr. Nelson made the motion to

approve Resolution 2021-14 and Mayor Jarvis seconded the motion. The Resolution was adopted unanimously.

Item #7 on the agenda was the MPO Executive Board Chairman and Vice Chairman elections. Mr. Nelson nominated Mayor Durrett to be Chairman of the Executive Board. He was unanimously voted in. Mayor Durrett nominated Mayor Pitts to be Vice Chairman. Mayor Pitts was also unanimously voted in.

Item #8 on the agenda was the Presentation on the IMPROVE Act by Brian Hurst, Mgr. 2, TDOT Program Development and Scheduling Office. Mr. Hurst thanked the Executive Board for the invitation to present on the IMPROVE Act. He said the State funds from the IMPROVE Act have to be supplemented with federal funds in order to move the projects forward in a timely fashion. In 2017 there were 962 original projects to be completed. Currently there are 1023 projects with a cost projection of \$15.3 billion. In Montgomery County the IMPROVE Act is estimated to spend \$448.0 million in 15 total projects. Mr. Hurst stated that if the local government does not want a project that is being considered by TDOT, then the local government needs to go to TDOT and say the project isn't wanted. The local government has input on the projects it wants to be funded. TDOT Region 3 is projected to spend \$4.9 billion on 305 projects. The I-24 widening from the KY state line to near SR-76 will begin the PE phase in FY2022. The 11.63 miles could be split into 3 phases (or more) and may be considered for "Design Build" at a preliminary projected cost of \$223.1 million. A good portion of the IMPROVE Act generated funds must go to maintenance of roads and bridges to maintain TDOT's investments. TDOT has developed iTRIP, an interactive Tennessee Road Improvement Program. iTRIP has all projects in TN within its data base and can be viewed on their website. He will send the link.

Once the power-point presentation was completed, Mayor Durrett voiced his frustration with the representation of the IMPROVE Act before it was adopted and the current time line and management of the IMPROVE Act funds. During the approval process of the IMPROVE Act TDOT stated that all of the projects funded would be completed within 10 years. This is not true and a more accurate time frame for a project is 15-20 years. Mr. Hurst stated that he appreciated the feedback. He said that TDOT has a team in place to improve project development and hopes it improves and changes in right direction. He said the IMPROVE Act didn't add up to the funds required for projects. Therefore they won't be able to do in 10 years. He said that Shane Hester with Region 3 will come to Montgomery County in order for local officials to vote on projects. The vote must be for a phase of a project that is ready to move forward. Mr. Hester should be coming up in about a month or so. Mr. Williams said the local government has voted on the legislative agenda and only for project phases that are ready. . Mr. Williams asked why additional projects were added when the original projects had not been completed. Mr. Hurst stated that several of the projects were subdivided into smaller projects making the project number go up. Mayor Durrett asked if the I-24 widening from the KY state line to Exit 11 included a new interchange approximately at Dunlop Lane. Mr. Williams said that it will be studied in the PE phase. Mayor Pitts said that private utilities cause large delays in the projects and an increase in funding. Mr. Hurst agreed. Mr. Hurst said planning is important through the RPC and that ROW needs to be reserved when developments are moving forward.

Item #9 on the agenda was the update by Elizabeth Watkins for FHWA-TN. Ms. Watkins had no updates for the Executive Board.

Item #10 on the agenda was an update by Marc Corrigan, TDEC, on air quality. Mr. Williams said the Clarksville area had one PM2.5 exceedance on July 5th. Mr. Corrigan said it was from the wildfire smoke from out west. He said the ozone looked good with no exceedances so far. He said that TDEC was in the last of the four categories in TDEC's VW Beneficiary Mitigation Plan is for electric vehicle charging infrastructure. TDEC is focusing their efforts along interstates and other major corridors. Mr. Corrigan said if you know of an entity that might be interested in installing DC fast charging infrastructure along interstate corridors in Tennessee, please have them reach out to their local power company, or TDEC OEP's Alexa Voytek.

Item #11 on the agenda was new business from members of the public and/or MPO members. Mr. Williams said the next meeting will be October, and will be in person with a virtual option for those unable to attend. Mr. Williams said the MPO is working with CTS on the relocation of the Transfer Center. Mr. Nelson stated there is a public meeting on September 14, 2021 at 5:30pm at the Beech Center Civic Hall room C to solicit feedback for CTS's Strategic Plan and review the update to the 2017 Location Plan. Mayor Durrett asked which project would receive the Covid funding. Mr. Williams said the Covid funds were being placed on the construction phase of the SR-237/Rossvie Road project and are approximately \$800,000.00. Mayor Durrett said that he and the Mayors of Robertson and Cheatham County have started an initiative to get the I-24 corridor put into TDOT's pipeline. He stated that currently all of the other interstates coming out of Davidson County have begun widening/improvements except for the I-24 corridor from Davidson County to the Kentucky state line. Mayor Jarvis introduced Martin Nuss, Oak Grove Public Works Director, and said he would be representing her at the future MPO meeting. Mr. Tyndall said the RFP for the Clarksville/Montgomery County Comprehensive Plan has gone out and the development should begin in November. The Comprehensive Plan will study and review land use and transportation issues. It will be a 12-18 process to develop the Comprehensive Plan.

Item #12 Mr. Nelson made the motion to adjourn the meeting and Mayor Pitts adjourned the meeting.

Dated: August 19, 2021

Mayor Jim Durrett, Chairman
MPO Executive Board

RESOLUTION 2022-01
APPROVING AN AMENDMENT TO THE 2045 METROPOLITAN TRANSPORTATION
PLAN (MTP) WITH THE ASSOCIATED CONFORMITY DETERMINATION REPORT
(CDR) FOR THE
CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

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

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

WHEREAS, the MPO has worked cooperatively with TDOT to amend Project ID #301, I-24, from west of SR-48 to near SR-76 into the Stage I (2018-2026) from the Visionary Needs List in the 2045 MTP:

1. Project ID #301, I-24, is currently a portion of the Visionary Needs List (Table 11.8 page 11/16). The project information changes as follows:
 - a. Termini - from KY/TN State Line to SR-76, changes to: from west of SR-48 to near SR-76;
 - b. Length is increased from 10.7 miles to 11.6 miles;
 - c. Total cost estimate increased from \$123,050,000 to \$223,100,000;
2. Move Project ID# 301 to Table 11.3 Stage I (2018-2026), page 11/6;
3. The MTP remains financially constraint. The funding is available through the IMPROVE Act funds. On page 9/8 a summary of the IMPROVE Act was added to the text for roadway projects. Therefore, no other projects were reassigned from their Stage position.

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

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on December 29, 2021 and ended January 12, 2022. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 3 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 3 of the 2045 MTP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: January 13, 2021

Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO

Clarksville Urbanized Area

Special Assessments

A special assessment is a method of generating funds for public improvements, whereby the cost of the improvement is collected from those who directly benefit from it. However, special assessments are different from user fees. The owners of property located adjacent to the new facility are assessed a portion of the cost, based on the amount of frontage they own along the new facility. In many instances, new streets are financed by special assessment.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. In some cases, these assessments are paid over a period of time, rather than as a lump sum payment.

Impact Fees

Development impact fees have been generally well received in other states and municipalities in the United States. New developments create increased traffic volumes on the streets around them. Development impact fees seek to place a portion of the cost of funding improvements on the developers that are creating, or adding to, the need for improvements. None of the municipalities within the MSA currently make use of these fees.

Bond Issues

Bonds can be issued by local governments upon the approval of the voting public. When approved, the bonds allow the local government additional spending to build projects. Property tax and sales tax funds can be used on a pay-as-you-go basis. As a result, the revenues from those taxes can be used to pay off general obligation or revenue bonds.

IMPROVE Act

The State of Tennessee approved the IMPROVE Act in 2017. This legislation changed Tennessee tax laws for fuel, vehicle registration, and other revenue sources. A major provision in the IMPROVE Act is the ability for local governments to increase revenue for roadway projects by levying surcharges on a variety of local taxes. This includes sales, business tax, and rental car taxes. These surcharges may only be applied after a local referendum approves the changes.

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CHAPTER 9

Special Assessments

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Clarksville Urbanized Area

Table 11.1 Fiscal Constraint for Roadway Projects

	Stage I 2018-2026	Stage II 2027 -	Stage III 2037 - 2045	Total 2016 - 2045
Estimated Funding Availability**	\$718,669,550	\$746,615,925	\$904,749,962	\$2,370,035,437
Estimated Fiscally-Constrained MTP Project Costs	\$759,873,000	\$720,360,000	\$891,665,000	\$2,371,898,000
			Vision Needs*	\$444,051,000
			Total Needs Plan	\$ 2,815,949,000

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

** Estimated Funding Availability also includes transit funding and Improve Act funding (IA-\$223,100,000).

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

Table 11.2 Fiscal Constraint for Public Transit Operations

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

Staged Improvement Plan and Conformity

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

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

Clarksville Urbanized Area

Table 11.1 Fiscal Constraint for Roadway Projects

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

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

** Estimated Funding Availability also includes transit funding.

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

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

Clarksville Urbanized Area

Stage I (2018-2026) Projects

Stage I is planned for improvements in the years 2018 to 2026. A list of these projects is shown in Table 11.3. These planned improvements are projected to cost \$759.8 million and will be funded with local, state, and federal funds. Project improvements consist of roadway widening, new roadway construction, and reconstruction.

Table 11.3 2045 MTP Staged Improvement Program - Stage I (2018-2026)

ID	Mode	Route	Location	Project Description	Project Cost (\$000)	Conformity Status
1	Roadway	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway	\$45,400	Non-Exempt
2	Roadway	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen to 5 Lanes	\$120,375	Non-Exempt
3	Roadway	SR-237 (Rossvlew Rd) & Dunbar Cave Rd	I-24 to 400 ft west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	\$13,300	Non-Exempt
4	Roadway	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	\$14,810	Non-Exempt
7	Roadway	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	\$40,000	Non-Exempt
101*	Roadway	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
102*	Roadway	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
103*	Roadway	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Under Const	Non-Exempt
104	Roadway	North-East Connector Phase 1	Ted Crozier Blvd to Wilma Rudolf Blvd to Trenton Rd	New 4/5 Lane Roadway	\$39,522	Non-Exempt
106	Roadway	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	\$2,438	Non-Exempt
107*	Roadway	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Completed	Exempt

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Clarksville
Urbanized Area

CHAPTER 11

STAGE I (2018-2026) PROJECTS

Stage I is planned for improvements in the years 2018 to 2026. A list of these projects is shown in Table 11.3. These planned improvements are projected to cost \$536.7 million and will be funded with local, state, and federal funds. Project improvements consist of roadway widening, new roadway construction, and reconstruction.

TABLE 11.3 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE I (2018-2026)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
1	Roadway	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway	\$45,400	Non-Exempt
2	Roadway	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen to 5 Lanes	\$120,375	Non-Exempt
3	Roadway	SR-237 (Rossvlew Rd) & Dunbar Cave Rd	I-24 to 400 ft west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	\$13,300	Non-Exempt
4	Roadway	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	\$14,810	Non-Exempt
7	Roadway	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	\$40,000	Non-Exempt
101*	Roadway	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
102*	Roadway	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
103*	Roadway	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Under Const	Non-Exempt
104	Roadway	North-East Connector Phase 1	Ted Crozier Blvd to Wilma Rudolf Blvd to Trenton Rd	New 4/5 Lane Roadway	\$39,522	Non-Exempt
106	Roadway	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	\$2,438	Non-Exempt
107*	Roadway	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Completed	Exempt

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continued Table 11.3 2045 MTP Staged Improvement Program - Stage I (2018-2026)

ID	Mode	Route	Location	Project Description	Project Cost	Conformity Status
108	Roadway	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$5,486	Non-Exempt
109	Roadway	KY-115 (Pembroke-Oak)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	\$11,364	Non-Exempt
110	Roadway	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	\$7,446	Non-Exempt
301	Roadway	I-24	KY/TN State line to near SR-76	Widening 4 to 6 lanes	\$223,100	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$3,497	Exempt
Line Item	Roadway	Various	Various	Safety	\$17,485	Exempt
Line Item	Roadway	Various	Various	Bridge	\$48,083	Exempt
Line Item	Roadway	Various	Various	Overlay	\$34,969	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$5,245	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$65,568	Exempt
Line Item	Transit	-	--	CTS Funding	\$61,785	Exempt
Total Stage I					\$759,873	

* Project received funding, or was completed, after the Identification of the E+C projects and before the development of the Staged Improvement Program. These projects are not subject to fiscal constraint.

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Clarksville Urbanized Area

CHAPTER 11

continued TABLE 11.3 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE I (2018-2026)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
108	Roadway	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$5,486	Non-Exempt
109	Roadway	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	\$11,364	Non-Exempt
110	Roadway	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	\$7,446	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$3,497	Exempt
Line Item	Roadway	Various	Various	Safety	\$17,485	Exempt
Line Item	Roadway	Various	Various	Bridge	\$48,083	Exempt
Line Item	Roadway	Various	Various	Overlay	\$34,969	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$5,245	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$65,568	Exempt
Line Item	Transit	--	--	CTS Funding	\$61,785	Exempt
Total Stage I					\$536,773	

* Project received funding, or was completed, after the identification of the E+C projects and before the development of the Staged Improvement Program. These projects are not subject to fiscal constraint.

Clarksville Urbanized Area

Effectiveness of Fiscally-Constrained Projects

Tables 11.6 and 11.7 show the travel impacts of implementing Amendment 3 a capacity project in the fiscally-constrained project list. The tables compare network statistics against the "No Build" E+C network. Figure 11.1 displays these projects.

While daily vehicle miles traveled decrease by three tenths (.3) percent, the daily vehicle hours travelled and daily hours of delay decrease by six (6) and ten (10) percent respectively by implementing the project recommended in the amendment to the 2045 MTP.

Table 11.6 Travel Impacts from Amendment 3 on the system-wide network of the Fiscally-Constrained 2045 MTP Roadway Capacity Projects

Measure	2045 Existing and Committed	2045 Fiscally Constrained MTP	Difference	Percent Difference
Daily Vehicle Miles Traveled	8,432,932	8,406,345	-26,587	-0.3%
Daily Vehicle Hours Traveled	413,053	387,864	-25,189	-6.1%
Daily Hours of Delay	215,635	192,537	-23,098	-10.7%

Source: Clarksville Travel Demand Model, NSI

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

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EFFECTIVENESS OF FISCALLY-CONSTRAINED PROJECTS

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

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

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

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

Source: Clarksville Travel Demand Model, NSI

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

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Table 11.7 Travel Impacts of Fiscally Constrained 2045 MTP Projects by Roadway Functional Class

Centerline Miles of Roadways				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	25.6	25.6	0.0	0.00%
Principal Arterial	61.6	61.6	0.0	0.00%
Minor Arterial	128.9	128.9	0.0	0.00%
Collector	225.0	225.0	0.0	0.00%
Total	441.1	441.1	0.0	0.00%
Daily Vehicle Miles Traveled (VMT)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	1,630,796	1,828,734	197,938	12.1%
Principal Arterial	1,968,229	1,910,553	-57,676	-2.9%
Minor Arterial	2,509,294	2,412,841	-96,453	-3.8%
Collector	928,297	889,060	-39,237	-4.2%
Total	7,036,616	7,041,188	4,572	0.1%
Daily Vehicle Hours Traveled (VHT)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	108,730	107,872	-858	-0.8%
Principal Arterial	82,033	76,531	-5,502	-6.7%
Minor Arterial	118,623	106,845	-11,778	-9.9%
Collector	43,916	39,712	-4,204	-9.6%
Total	353,302	330,960	-22,342	-6.3%

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

Source: Clarksville Travel Demand Model, NSI

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

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

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

Source: Clarksville Travel Demand Model, NSI

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continued

Table 11.7 Travel Impacts of Fiscally Constrained 2045 MTP Projects by Roadway Functional Class

Daily Vehicle Hours of Delay (VHD)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	82,498	78,332	-4,166	-5.0%
Principal Arterial	40,820	36,544	-4,276	-10.5%
Minor Arterial	61,678	52,122	-9,556	-15.5%
Collector	19,387	16,272	-3,115	-16.1%
Total	204,383	183,270	-21,113	-10.3%

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

Source: Clarksville Travel Demand Model, NSI

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continued

Table 11.7 Travel Impacts of Fiscally Constrained 2045 MTP Projects by Roadway Functional Class

Daily Vehicle Hours of Delay (VHD)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	203,811	82,498	-121,313	-59.52%
Principal Arterial	67,544	40,820	-26,724	-39.57%
Minor Arterial	77,057	61,678	-15,379	-19.96%
Collector	31,351	19,387	-11,964	-38.16%
Total	379,763	204,383	-175,380	-46.18%

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

Source: Clarksville Travel Demand Model, NSI

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The estimated cost, in 2017 dollars, to implement the unfunded projects is \$444.0 million. The Visionary Needs List is shown in Table 11.8 and the projects are shown in Figure 11.2.

Table 11.8 2045 MTP Visionary Needs List

ID	Route	Location	Improvement	Miles	Project Cost (2017 \$,000)
206	Ft Campbell Gate 4 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	1.20	\$7,290
302	I-24	SR-76 to SR-256 in Robertson County	Widen from 4 to 6 Lanes	8.60	\$98,900
306	I-24	US 41A (Ft Campbell Blvd) to TN State Line	Widen from 4 to 6 Lanes	7.80	\$89,700
410	I-24	Dunlop Ln	New Interstate Interchange	--	\$33,750
501	SR 48 (College St)	N 2nd St (US 41A) to Kraft St	Widen to 6 Lanes	1.40	\$9,828
505	SR 48 (College St)	Riverside Dr to N 2nd St (US 41A)	Widen to 4 Lanes	0.30	\$2,106
506	US 79 (Providence Blvd)	US 41 to Red River Providence	Widen to 6 Lanes	1.50	\$10,530
509	Madison Street	10th Street to Pageant Lane	Widen to 4 Lanes	0.50	\$3,510
511	Riverside Drive	Providence Blvd to Cumberland Dr	Road Diet	2.30	\$3,150
513	Tiny Town Road	US 41A to Trenton Rd	Widen to 6 Lanes	6.80	\$47,736
515	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes	3.00	\$42,815
516*	SR-374 Ext	SR-13/48 to SR-12	New 2 Lane Roadway & Bridge	5.50	\$101,250
518**	SR 76	I-24 to Woodson Rd	Reconstruct with CTL	0.70	\$2,254
519**	KY-911	US 41A to KY-115	Widen from 3 to 5 Lanes	1.85	\$12,987
Total Vision					\$444,051

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

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

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

TABLE 11.8 2045 MTP VISIONARY NEEDS LIST

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

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

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

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Table 11.9 Level of Concern for Staged Improvement Program

ID	Stage	Route	Location	Improvement	Level of Concern
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 2 Lane Roadway	Low
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 2 Lane Roadway & Bridge	Low
3	Stage I	SR-237 (Rossview Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	Low
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	Low
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	Low
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Low
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Low
103	Stage I	SR-374 (North Pkwy)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Low
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway	Low
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	Low
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Low
108	Stage I	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	Low
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	Low
110	Stage I	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	Low
301	Stage I	I-24	KY/TN State line to near SR76	Widening 4 to 6 lanes	Low

Source: NSI, CUAMPO

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Table 11.9 Level of Concern for Staged Improvement Program

ID	Stage	Route	Location	Improvement	Level of Concern
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 2 Lane Roadway	Low
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 2 Lane Roadway & Bridge	Low
3	Stage I	SR-237 (Rossview Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	Low
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	Low
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	Low
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Low
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Low
103	Stage I	SR-374 (North Pkwy)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Low
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway	Low
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	Low
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Low
108	Stage I	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	Low
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	Low
110	Stage I	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	Low

Source: NSI, CUAMPO

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Table 11.10 2045 MTP Roadway Projects with Freight Benefits

ID	Stage	Route	Location	Improvement
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen from 2 to 5 Lanes
3	Stage I	SR-237 (Rossvie Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes
103	Stage I	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL
301	Stage I	I-24	KY/TN State line to near SR76	Widening 4 to 6 lanes
105	Stage II	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway
201	Stage II	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes
203	Stage II	North-East Connector Ph 2	SR-48 (Trenton Rd) to Peachers Mill Rd	New 4 Lane Roadway
204	Stage II	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes

Source: NSI, CUAMPO

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Clarksville Urbanized Area

Table 11.10 2045 MTP Roadway Projects with Freight Benefits

ID	Stage	Route	Location	Improvement
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen from 2 to 5 Lanes
3	Stage I	SR-237 (Rossvie Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes
103	Stage I	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL
105	Stage II	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway
201	Stage II	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes
203	Stage II	North-East Connector Ph 2	SR-48 (Trenton Rd) to Peachers Mill Rd	New 4 Lane Roadway
204	Stage II	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes
207	Stage II	KY-117	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 5 Lane Roadway

Source: NSI, CUAMPO

RESOLUTION 2022-02

APPROVING AMENDMENT 8 FOR THE FY2020-FY2023 TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED CONFORMITY DETERMINATION REPORT (CDR) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO)

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

WHEREAS, to amend the FY2020-FY2023 TIP to add TIP# 1, I-24 widening project, from west of SR-48 (Exit 1) near Kentucky state line to near SR-76 (Exit 11) on TIP pg. 51-A. The total cost estimate is \$223,100,000 NHPP with IMPROVE Act funding. The funding is an 80/20 split between FHWA and TDOT. The PE/N and PE/D phases are shown in FY2022 with total funds of \$1,000,000 and \$2,000,000 respectively; and

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

WHEREAS, Amendment 8 of the FY2020-FY2023 TIP and the associated Conformity Determination Report (CDR) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the participating State and Federal agencies, members of the TCC and Executive Board; and

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on December 29, 2021 and ended January 12, 2022. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 8 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 8 of the FY2020-FY2023 TIP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: January 13, 2022

Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO

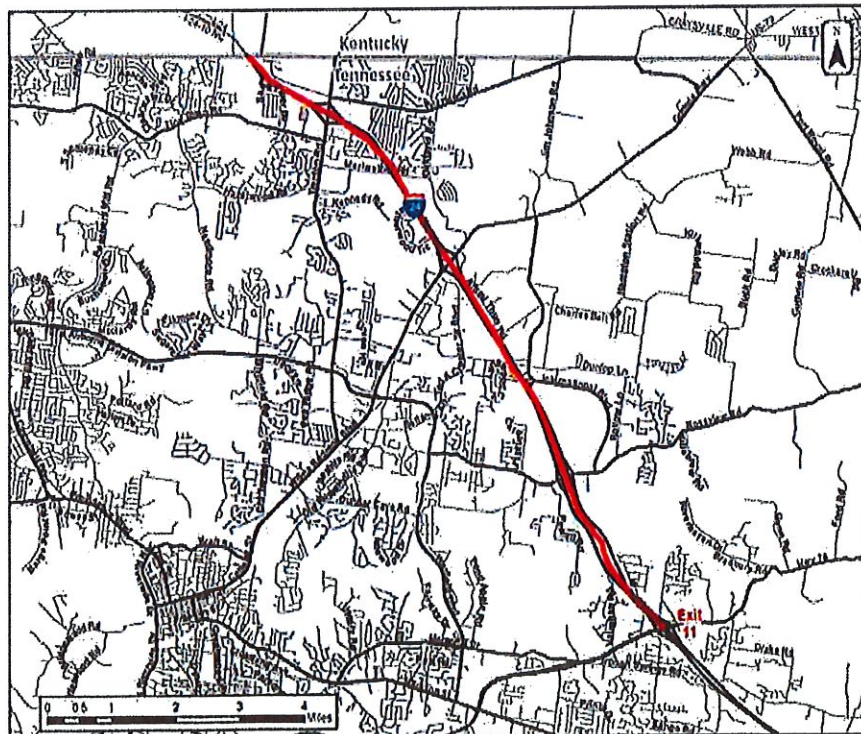
CUAMPO

New
Amd 8

TIP #	1	TDOT/KYTC	124656.00	Priority	A	Lead Agency	TDOT
County	Montgomery	Length	11.6 mi	MTP#	301 (Table 11.3) pg 11-6	Conformity Status	Non Exempt
Route/Project Name	I-24					Total Project Cost	\$723,100,000
Terminal or Intersection	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						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020			0	0	0	0
2021	0	0	0	0	0	0
2022	PE/N	NHPP	1,000,000	800,000	200,000	0
2022	PE/D	NHPP	2,000,000	1,600,000	400,000	0

Remarks	Amendment Number	8	Adjustment Number	0
<p>*No funding allocated for 2023*</p> <p>Amd 8 per TDOT add 124 widening to TIP</p>				



51A

New
Amd 8

Tennessee Funding Table 3

(By Year of Expenditure)	NEW 1/13/2022 Amendment 8			
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 4,960,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$ 13,303,813.00	\$15,503,813.00	\$17,601,093.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,511,545.00	\$3,052,523.00
Local /Match	\$ 17,229,399.00	\$ 5,526,395.00	\$ 6,875,953.00	\$ 4,400,273.00
Total	\$ 53,544,713.00	\$21,698,467.00	\$35,125,216.00	\$37,389,092.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 4,960,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 7,998,231.00	\$ -	\$ 202,720.00	\$16,710,960.00
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,511,545.00	\$3,052,523.00
Local /Match	\$ 14,428,446.00	\$ 2,200,442.00	\$ 3,050,680.00	\$ 4,177,740.00
Total	\$ 39,539,947.00	\$ 5,068,701.00	\$15,998,850.00	\$36,276,426.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 11,203,813.00	\$13,303,813.00	\$15,301,093.00	\$ 890,133.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP				

Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,800,953.00	\$ 3,325,953.00	\$ 3,825,273.00	\$ 222,533.00
Total	\$ 14,004,766.00	\$16,629,766.00	\$19,126,366.00	\$ 1,112,666.00

Old
Amd 8

Tennessee Funding Table 3

(By Year of Expenditure)	OLD 1/13/2022 Amendment 8			
Funding Source	FY2020 Available	FY2021 Available	FY2022 Available	FY2023 Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 2,560,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$ 13,303,813.00	\$15,503,813.00	\$17,601,093.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$1,911,545.00	\$3,052,523.00
Local /Match	\$ 17,229,399.00	\$ 5,526,395.00	\$ 6,875,953.00	\$ 4,400,273.00
Total	\$ 53,544,713.00	\$21,698,467.00	\$32,125,216.00	\$37,389,092.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 2,560,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 7,998,231.00	\$ -	\$ 202,720.00	\$16,710,960.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$1,911,545.00	\$3,052,523.00
Local /Match	\$ 14,428,446.00	\$ 2,200,442.00	\$ 3,050,680.00	\$ 4,177,740.00
Total	\$ 39,539,947.00	\$ 5,068,701.00	\$12,998,850.00	\$36,276,426.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 11,203,813.00	\$13,303,813.00	\$ 15,301,093.00	\$ 890,133.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -

Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,800,953.00	\$ 3,325,953.00	\$ 3,825,273.00	\$ 222,533.00
Total	\$ 14,004,766.00	\$16,629,766.00	\$19,126,366.00	\$ 1,112,666.00

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

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

**Associated with the
Amendment 3 for the
2045 Metropolitan Transportation Plan
and the Amendment 8 for the
FY2020-2023 Transportation Improvement Program**

January 13, 2022

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Acknowledgement

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) prepared this Transportation Conformity Determination Report (CDR) for Amendment 3 to the 2045 Metropolitan Transportation Plan (MTP) and Amendment 8 to the FY2020-2023 Transportation Improvement Program (TIP). Individuals from the following agencies contributed their efforts towards the completion of the CDR. They include:

Federal Highway Administration, TN and KY Divisions

Federal Transit Administration, Region 4

Environmental Protection Agency, Region 4

Tennessee Department of Transportation (TDOT)

Kentucky Transportation Cabinet (KYTC)

TN Department of Environment & Conservation

Kentucky Energy & Environment Cabinet

TDOT and KYTC Multimodal

Clarksville Transit System

Executive Summary

As part of its transportation planning process, the CUAMPO completed the transportation conformity process for Amendment 3 to the 2045 MTP and Amendment 8 to the FY2020-2023 TIP adopted by the CUAMPO Executive Board on January 17, 2019 and October 31, 2019 (see Appendix A for associated resolutions). This report documents that the 2045 MTP and the FY2020-2023 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

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

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast 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 MTP and TIP.

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

1.0 Transportation Conformity Process

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

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

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

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

2.0 2045 Metropolitan Transportation Plan (MTP)

The updated 2045 MTP is the long-range transportation plan for the Clarksville Metropolitan Planning Area (MPA) and replaces the 2040 MTP. The 2045 MTP and the associated CDR for KY and TN were adopted in January 17, 2019. A performance-based approach to metropolitan transportation planning was utilized in the development of 2045 MTP. The 2045 MTP sets a regional vision and course of action for addressing the transportation needs of the Clarksville MPA over the next twenty-seven years. The 2045 MTP Amendment 3 for adoption by the MPO Executive Board, is in Appendix B.

3.0 FY2020-2023 Transportation Improvement Program (TIP)

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

Under federal law, the TIP:

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

The FY2020-FY2023 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian and other surface transportation projects scheduled for implementation over the next four years. This document identifies planned transportation projects and projected revenues during the time period of FY2020 to FY2023 and ensures coordination of transportation improvements by local, state, and federal agencies. The TIP Amendment 8 for adoption by the MPO Executive Board, is in Appendix C.

4.0 Transportation Conformity Determination: General Process

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

NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. US DOT made its 1997 ozone NAAQS conformity determination for the 2045 MTP on February 15, 2019 and on December 18, 2019 for the FY2020-FY2023 TIP. Transportation conformity is required no less frequently than every four years. This conformity determination report will address transportation conformity requirements for the Amendment 3 to the 2045 MTP and Amendment 8 to the FY2020– FY2023 TIP.

5.0 Transportation Conformity Requirements

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

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

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

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

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

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

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

5.1 Latest Planning Assumptions

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

5.2 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with Federal Highway Administration, TN and KY Divisions, Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC), Environmental Protection Agency Region 4, TN Department of Environment & Conservation, Kentucky Energy & Environment Cabinet, Federal Transit Administration Region 4, TDOT and KYTC Multimodal, and the Clarksville Transit System. The IAC utilized a phone conference to discuss the review of Amendment 3 for the 2045 MTP and Amendment 8 for the FY2020–FY2023 TIP and this CDR. The interagency consultation meeting minutes and comments are included in Appendix B. Interagency consultation was conducted consistent with the Tennessee Conformity SIP and the Kentucky Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. In addition, as per CUAMPOs Participation Plan (PP) all guidelines were followed for both amendments. The PP is available on the web at www.CUAMPO.com. The public involvement notices, comments and responses to comments are included in

Appendix D. The 14 - day public comment period opened on December 29, 2021 and closed on January 12, 2022.

5.3 Timely Implementation of TCMs

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

5.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 states that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. As demonstrated in Chapter 11, pages 3, 5, 6, 11, 12, 13, 16, 19, 21, and 25 of the 2045 MTP and Section 2, pages 45 and 51-A of the FY2020 – FY2023 TIP, these documents are fiscally constrained.

Conclusion

This conformity demonstration process completed for the Amendment 3 for the 2045 MTP and Amendment 8 for the FY2020-FY2023 TIP demonstrates that the planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS.

APPENDIX A

RESOLUTIONS

2045 MTP and 2020 - 2023 TIP

RESOLUTION 2019-01

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

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

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

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

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

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

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

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

RESOLUTION APPROVED: January 17, 2019

Authorized Signatures:



Mayor Jim Durrett, Chairperson
MPO Executive Board

RESOLUTION 2019-06

**APPROVING THE FINAL FY2020-2023 TRANSPORTATION IMPROVEMENT
PROGRAM AND ASSOCIATED CONFORMITY DETERMINATION REPORT OF
THE CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING
ORGANIZATION (MPO)**

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

WHEREAS, a proposed Final Transportation Improvement Program for FY2020-FY2023 and the associated Conformity Determination Report (CDR) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the general public, participating State and Federal Agencies, members of the Technical Coordinating Committee and Executive Board; and

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

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the Transportation Improvement Program. This 30-day public review period began on September 30, 2019 and ended October 30, 2019. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2020-FY2023 TIP and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board recommends approval of the Final FY2020-FY2023 Transportation Improvement Program and the associated Conformity Determination Report of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 31, 2019



Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

APPENDIX B

AMENDMENT 3

TO THE 2045 MTP

APPENDIX C

AMENDMENT 8

TO THE FY2020-FY2023 TIP

APPENDIX D

IAC AGENDA AND MINUTES 12.16.21



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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Jill Hall
Transportation Planner
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**Clarksville Interagency Consultation Committee
Conference call December 16, 2021 at 10:00 AM CST**

Agenda:

1. Roll call – Stan Williams
2. Discuss and comment on the CDR for the 1997 8-Hour ozone NAAQS associated with Amendment 3 for the 2045 Metropolitan Transportation Plan and the FY2020-2023 Transportation Improvement Program

A link to the updated Travel Demand Model:

<https://neel-schaffer.sharefile.com/d-s459194cff8984ec68f64d1f23eb19796>

3. Other business

IAC MINUTES AND COMMENTS RECEIVED

IAC Minutes December 16, 2021:

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

Dianna Myers	EPA
Sarah LaRocca	EPA
Josue Ortiz Borrero	EPA
Will Carnright	EPA
Sean Santalla	FHWA
Bernadette Dupont	FHWA
Ian Preston	TDOT
Marc Corrigan	TDEC
Jahan Khan	KYTC
Ashlee Smithers	KYTC
Milady Meadows	KYTC
Thomas Witt	KYTC
Stan Williams	Clarksville MPO
Jill Hall	Clarksville MPO

Mr. Williams stated the purpose of the amendment was the need to widen I-24 from west of SR-48 (Exit 1) near the Kentucky state line to near SR-76 (Exit 11), due to congestion and safety issues.

Mr. Williams said the amendments and CDR will be presented to the TCC and Executive Board on January 13, 2022. He proceeded to review the CDR document. He went through the requirements for the CDR listed on page 8.

The latest planning assumptions applies to assumption about transportation control measures (TCMs) in an approved SIP since a regional emissions analysis is not required. 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. The consultation included the IAC call and will be open for public comments two (2) weeks prior to the MPO meeting on January 13th. The MTP and the TIP must be fiscally constrained, which is reflected in the MTP and TIP amendments.

Mr. Williams said there had been no comments prior to the call. He asked if anyone had any comments on either amendment or the CDR.

Comments and Responses:

Commenter

1. Sean Santalla - questioned if the project should be in Stage II (2027-2036) instead of Stage I (2018-2026) due to the time length to complete the entire project.

Stan William's response – He spoke with TDOT about the same concerns. Since the project will be built in three phases. The first phase will be approximately 3 miles and will be a design build, which should save time. TDOT currently has not set up baby PINs for the three individual phases.

Once this is done phase 2 and phase 3 of the project will be shown in outer years in the Stage II phase.

Sean Santalla said the next MTP development will need to have conversations on this and the additional phases. The MPO may need to clarify with TDOT how this should be shown in the new TIP being developed. Stan Williams agreed.

2. Marc Corrigan - had concerned about the demonstration of fiscal constraint of the amendment on page 17. In Table 11.1 the estimated funding availability is less than the estimated fiscally – constrained MTP project costs by less than 2 million dollars.

Stan Williams stated he had discussions with TDOT and FHWA when we were adopting the MTP with the IMPROVE Act (IA) funds. He said the 2 million dollars is a low percent over the life of the project and that the TIP is to the penny in funding. He referenced that the difference was in the MTP prior to this amendment.

Sean Santalla said it is due to how the IA funding is shown, and financial constraint was met.

3. Marc Corrigan – noted the difference in the description of the termini as shown in Table 11.3 on page 21 and the termini shown on the TIP page and resolution.

Stan Williams said the differences were only due to the restricted spacing in the table's column and that the wording is for the same termini determined by TDOT for the TIP and the termini is the same.

4. Marc Corrigan – expressed concerns about the language on page 23 not reflecting the system-wide network as indicated in the text above the blue text box. The language appears to represent the entire MTP, while what appears to be indicated in the blue box are only the effects of the changes as a direct result of the implementation of this single project. What brought this to Marc's attention was the large discrepancy between the percent differences from the previous amended values and the new values, and how if one compares the previous version of the document to the amended document, it would appear that this project would potentially worsen conditions in the Clarksville area. Marc contended that the information on the specific project was useful and should be included somewhere in reference to the specific project; however, the pages being amended here in the MTP should probably reflect the entire MTP, not any single project, as perhaps should the values in the blue box on page 23.

Stan Williams said the numbers reflected the amendment 3 on the entire network. He stated that the previous amendment 2 had been handled the same way and showed its effects on the system wide network.

Marc Corrigan recommended the language in the text and in the heading for Table 11.6 be changed, in order to make it clear that the data provided reflected the changes to the entire network due to amendment 3, exclusive of the benefit of all the remaining projects in the MTP.

Stan Williams asked EPA and FHWA for their comment on this issue.

Dianna Myers said she had no comment.

Bernadette Dupont suggested to add wording to the text for clarity; such as, "Table 11.6 shows the effect of this amended project on the entire network."

Sean Santalla asked if the data provided was from the consultant. Jill Hall said yes, the consultants provided the data for the amendment.

Stan Williams agreed to add text so it would be clearer for a person from the public to understand.

There were no additional comments and the call ended.

APPENDIX E

PUBLIC NOTICES & COMMENTS RECEIVED

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, January 13, 2022 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RPC in the lower conference room, open to all with an on-line/virtual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes the review and adoption of Resolution 2022-01 to amend the 2045 MTP to move I-24 widening project to Stage I; Resolution 2022-02 to amend the FY2020-FY2023 TIP to add I-24 widening project; Resolution 2022-03 supporting the 2022 PM1 Safety targets for Tennessee and Kentucky; Resolution 2022-04 to amend the FY2020-FY2023 TIP for CTS budget revisions; and review of the FY2021 Obligation Report found on www.cuampo.com home page or: <http://www.cuampo.com/wp-content/uploads/2021/12/2021-Obligation-Report.pdf>

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by January 8, 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 CFP part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

Public Comments Received:
None received.

RESOLUTION 2022-03

ADOPTION TO SUPPORT THE 2022 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AND THE STATE OF KENTUCKY

WHEREAS, the Clarksville Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning an efficient transportation system in the Clarksville Metropolitan Planning Area and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and in 2015 Congress passed the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions; and

WHEREAS, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

WHEREAS, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for 5 areas; including number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, MPOs may decide to support each State's targets depicted in "Attachment A" or to establish their own; and

WHEREAS, the locally developed Participation Plan has been followed and no comments were received; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, will support each individual State's Safety Performance Measure Targets; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves that the Clarksville MPO will support each individual State's Safety Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward the accomplishment of each State's 2022 Safety Performance Measure Targets.

Resolution Approval Date: January 13, 2022

Authorized Signature:

Mayor Jim Durrett, Chairperson
MPO Executive Board

Attachment A:

PM1 Safety Performance Measure Targets: FY2022

Safety Performance Measures	KYTC Baseline 2016-2020	KYTC 2022 Targets	TDOT Baseline 2016-2020	TDOT 2022 Targets
Number of Fatalities	770.4	752.0	1090.6	1201.4
Number of Serious Injuries	2,860.2	2,568.0	6311.6	5588.6
Fatality Rate	1.579	1.535	1.367	1.476
Serious Injury Rate	5.859	5.241	7.940	6.869
Number of Non-motorized Fatalities and Serious Injuries	299.0	299.0	523.0	534.8

* Project (or a portion of the project) is in the MPO planning area outside the urbanized area boundary

OBLIGATIONS FOR CLARKSVILLE MPO FY 2021

FED FUNDS OBLIGATED:

\$50,951,893.88

AUTH	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP
12/15/20	122899.00	CM-NH-13(82)	Montgomery	SR-13	Wilma Rudolph Boulevard Adaptive Signal System	ADJUST PE-N	CMAQ	50	\$90,000.00	\$100,000.00
01/04/21	129493.00	STP-237(19)*	Montgomery	SR-237	From Browning Way to SR-238	AUTHORIZE CONST	STBG	40	\$391,776.00	\$2,727,500.00
07/05/21	130786.00	HSP-13(87)	Montgomery	SR-13	From near Red River Bridge to near Fairview Lane	AUTHORIZE CONST	HSP	38	\$31,473.00	\$1,375,000.00
02/02/21	123747.00	SR-S-9301(34)	Montgomery		Kenwood Middle School in Clarksville	CLOSE PROJECT	SRIS	57	\$7,140.26	\$344,684.00
03/09/21	122006.00	STP-NH-12(62)	Montgomery	SR-12	(Providence Blvd/Ft Campbell Blvd), From near Cave Street to Concord Drive	WITHDRAW PROJECT	STBG	39	(\$537,412.00)	\$13,381,108.00
03/09/21	120324.00	STP-NH-12(63)	Montgomery	SR-12	From Concord Drive to Quin Lane	WITHDRAW PROJECT	STBG	39	(\$108,787.00)	\$13,381,108.00
03/18/21	118505.02	TAP-9307(33)	Montgomery	SR-233	Red River East Trail - Phase 1	CLOSE PROJECT	STBG-TA	76	(\$120,809.13)	\$1,690,996.00
03/30/21	129479.00	STP-233(8)*	Montgomery	SR-233	From Stewart County Line to near John Taylor Road	AUTHORIZE CONST	STBG	40	\$498,832.00	\$2,727,500.00
03/30/21	129481.00	STP-233(9)*	Montgomery	SR-233	From Cracker Barrel Drive to International Boulevard (serving Hancock Tire)	AUTHORIZE CONST	STBG	40	\$483,744.00	\$2,727,500.00
04/01/21	119830.00	STP-13(68)	Montgomery	SR-13	From Browning Way to SR-238	CONVERT ADV CONST	HIP COVID SUPPL	10	\$10,411,171.00	-
04/15/21	129493.00	STP-237(19)*	Montgomery	SR-237	From Browning Way to SR-238	ADJUST CONST	STBG	40	(\$32,602.00)	\$2,727,500.00
05/11/21	118791.00	HSP-13(68)	Montgomery	SR-13	(Wilma Rudolph Blvd), From Holiday Drive to Alfred Thun Road in Clarksville (RSA)	ADJUST PE-D & CONST	HSP	38	\$381,600.00	\$5,407,452.00
05/13/21	130788.00	NH/HSP-76(118)*	Montgomery	SR-76	From Stewart County Line to east of Cook Road	AUTHORIZE CONST	HSP	38	\$30,210.00	\$1,375,000.00
05/13/21	130788.00	NH/HSP-76(118)*	Montgomery	SR-76	From Stewart County Line to east of Cook Road	AUTHORIZE CONST	NHPP	37	\$2,137,216.00	\$3,325,000.00
05/17/21	101286.04	HSP/P/HSP-112(34)	Montgomery	SR-112	From Near SR-76 to Near Denny Road in Clarksville (Includes Access Roads)	AUTHORIZE CONST	PHSP	38	\$2,832,740.00	\$4,000,000.00
05/17/21	120065.00	HSP/P/HSP-76(66)	Montgomery	SR-76	Intersections at Denny Road and Rotary Park Drive in Clarksville	AUTHORIZE CONST	PHSP	38	\$1,214,734.00	\$4,000,000.00
05/17/21	101286.02	STP/PHSP-112(39)	Montgomery	SR-112	Intersection at SR-76, LM 9.19 in Clarksville	AUTHORIZE CONST	HIP	3	\$4,538,807.00	\$8,500,000.00
05/01/21	127899.00	CM-NH-13(82)	Montgomery	SR-13	Wilma Rudolph Boulevard Adaptive Signal System	ADJUST PE-N	CMAQ	50	\$59,000.00	\$159,000.00
06/09/21	112876.00	STP-M-9301(21)	Montgomery		Oakland Road, SR-13(US-79) to approximately 0.5 miles Northwest From Near SR-76 to Near Denny Road in Clarksville (Includes Access Roads)	CLOSE PROJECT	L-STP	65	(\$666,202.73)	\$4,200,000.00
06/22/21	101286.04	HSP/P/HSP-112(34)	Montgomery	SR-112	From Stewart County Line to near John Taylor Road	ADJUST CONST	HSP	38	\$242,100.00	\$1,375,000.00
06/29/21	129479.00	STP-233(8)*	Montgomery	SR-233	From Stewart County Line to east of Cook Road	ADJUST CONST	STBG	40	(\$57,710.00)	\$2,727,500.00
06/29/21	129481.00	STP-233(9)*	Montgomery	SR-233	From John Taylor Road to SR-76 (US-79)	ADJUST ADV CONST	STBG	40	(\$56,838.00)	\$2,727,500.00
07/07/21	101463.05	HPP/STP-149(12)	Montgomery		SR-149, From River Road to SR-13, SR-149 to Zinc Plant Road	CONVERT ADV CONST	HIP COVID SUPPL	4	\$19,450,836.00	-
07/07/21	118791.00	HSP-13(58)	Montgomery	SR-13	(Wilma Rudolph Blvd), From Holiday Drive to Alfred Thun Road in Clarksville (RSA)	ADJUST CONST	HSP	38	\$270,000.00	\$5,407,452.00
07/14/21	112876.00	STP-M-9301(21)	Montgomery		Oakland Road, SR-13(US-79) to approximately 0.5 miles Northwest From SR-112 (Madison Street) to River Run	RE-OPEN PROJECT	L-STP	65	\$0.00	\$4,200,000.00
07/14/21	130853.00	HSP-374(20)	Montgomery	SR-374	From Stewart County Line to east of Cook Road	AUTHORIZE CONST	HSP	38	\$71,810.00	\$1,375,000.00
08/16/21	130788.00	NH/HSP-76(118)*	Montgomery	SR-76	From Stewart County Line to east of Cook Road	ADJUST CONST	HSP	38	(\$397.00)	\$1,375,000.00
08/16/21	130788.00	NH/HSP-76(118)*	Montgomery	SR-76	From Stewart County Line to east of Cook Road	ADJUST CONST	NHPP	37	(\$287,364.00)	\$3,325,000.00
08/20/21	120065.00	HSP/P/HSP-76(66)	Montgomery	SR-76	Intersections at Denny Road and Rotary Park Drive in Clarksville	ADJUST CONST	PHSP	38	\$92,763.00	\$4,000,000.00
08/20/21	120065.00	HSP/P/HSP-76(66)	Montgomery	SR-76	Intersections at Denny Road and Rotary Park Drive in Clarksville	ADJUST PE-D	HSP	38	\$14,400.00	\$1,375,000.00
08/24/21	112876.00	STP-M-9301(21)	Montgomery		Oakland Road, SR-13(US-79) to approximately 0.5 miles Northwest	ADJUST ROW	L-STP	65	\$216,000.00	\$4,200,000.00
09/01/21	127899.00	CM-NH-13(82)	Montgomery	SR-13	Wilma Rudolph Boulevard Adaptive Signal System	AUTHORIZE PE-D	CMAQ	50	\$72,763.00	\$240,000.00
09/01/21	129484.00	HSP-236(7)	Montgomery	SR-236	From Tobacco Road to Needmore Road	ADJUST PE-N	HSP	38	\$35,550.00	\$1,375,000.00

09/16/21	13204.00	HSP-12(64)	Montgomery	SR-12	From Near Queens Bluff Way to Near Riverwood Place in Clarksville	AUTHORIZE P.E.N	HSP	38	\$36,000.00	\$1,375,000.00
08/11/21	02-20012	02-20012	Christian	1-24	From milepoint 76.142 to milepoint 85.563	Construction	NHPP	grouping	\$2,204,950.00	\$2,204,950.00
					Total Obligated Road Project Funds:				\$43,823,211.88	

					Clarksville Transit System (CTS)					
FY2021		Bus Stop Shelters	Montgomery	System-wide	Install passenger shelters at major stops		5307	20	\$80,000.00	\$310,850.00
FY2021		Bus Stop Benches	Montgomery	System-wide	Bus Stop Benches		5307	22	\$2,000.00	\$5,000.00
FY2021		Facility Renovation	Montgomery	System-wide	Facility Renovation & Rehabilitation & New		5339	28	\$112,000.00	\$1,433,645.00
FY2021		Support Facilities & Equip	Montgomery	System-wide	Support Facilities & Equipment		5307	24	\$16,000.00	\$60,000.00
FY2021		Associated Capital Maint	Montgomery	System-wide	Associated Capital Maintenance		5307	25	\$80,000.00	\$275,000.00
FY2021		Shop Equipment	Montgomery	System-wide	Purchase New and Replacement Shop Equipment		5307	27	\$20,000.00	\$45,000.00
FY2021		Computer Hardware	Montgomery	System-wide	Computer Hardware		5307	32	\$204,000.00	\$275,000.00
FY2021		Computer Hardware	Montgomery	System-wide	Computer Software		5339	33	\$196,000.00	\$445,000.00
FY2021		Non Fixed Route ADA Paratransit Services	Montgomery	System-wide	ADA Paratransit Service		5307	68	\$675,663.00	\$2,141,382.00
FY2021		Engineering & Design	Montgomery	System-wide	Engineering and Design		5339	59	\$13,724.00	\$101,465.00
FY2021		Preventive Maintenance	Montgomery	System-wide	Preventive Maintenance		5307	62	\$721,012.00	\$759,092.00
FY2021		Operating Assist. TN	Montgomery	System-wide	Operating Assistance-TN		5307	35	\$3,500,000.00	\$18,890,796.00
FY2021		Operating Assist. KY	Montgomery	System-wide	Operating Assistance-KY		5307	36	\$614,943.00	\$2,664,289.00
FY2021		Paratransit Vehicle	Montgomery	System-wide	Purchase Replacement & ExpansionADA Paratransit Vehicles-Diesel and Hybrid		5310	63	\$260,000.00	\$860,000.00
					Total CTS Obligated Funds:				\$6,695,342.00	

					Transportation Planning Funds Authorized for the Clarksville Urbanized Area				Remaining Federal Funds	
FY2021			Montgomery		FHWA Section 112 Planning Funds-TN 80/20%		PL-TN 80/20	\$	119,759.17	\$327,285.00
FY2021			Christian		FHWA Section 112 Planning Funds-KY		PL-KY	\$	140.06	\$37,600.00
FY2021			Montgomery		State Planning & Research Funds (MPO)		SPR-TNMPO	\$	5,241.67	\$65,729.00
FY2021			Montgomery		FHWA Section 112 Planning Funds-TN 80/10/10%		PL-TN 80/10/10	\$	59,079.00	\$73,849.00
FY2021			Christian		FTA Section 5303-KY		5303-KY	\$	150.59	\$22,250.00
			Planning		Total Planning Obligated Funds:					\$433,340.00

Sequ.	Region	Reg	MPO	MPO Rank	County	PIN	Route	Description	Length	Phase	23	24	25
379	3	3	MPO CK	2	Montgomery	124656	I-24	From KY/TN State Line to SR-76 (Exit 11) (IA) Design Build	10.6	Right-of-Way	0	0	6
381	3	3	MPO CK		Montgomery	124659	I-24	Clarksville Welcome Center Renovation (IA)	0.1	PE	0	0	0.3
384	3	3	MPO CK	1	Montgomery	123071	SR-48	(Trenton Road), From Near SR-374 To Near I-24 (IA)	3.7	Right-of-Way	0	6.5	0
386	3	3	MPO CK	3	Montgomery	101463	SR-149/ SR-374	SR-374/ SR-149; From south of Dotsonville Road to SR-149, SR-149 From SR-374 to River Road (Re-Budgeted ROW) (IA)	5.2	Right-of-Way	0	0	10