



**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 21, 2021
Time: 10:00 a.m.
Location: Virtual Meeting – linked to www.CUAMPO.com website home page

1. Review, discussion and adoption of the minutes from the October 15, 2020 meeting;
2. Review, discussion and adoption of Resolution 2021-01 approving to support the 2022 PM2 and PM3 Performance Measure Targets for the State of Tennessee and the State of Kentucky;
3. Review, discussion and adoption of Resolution 2021-02 to update the Clarksville Regional Intelligent Transportation Systems (CRITS) infrastructure;
4. Review, discussion and adoption of Resolution 2021-03 on Technical Report for SR-374/Warfield/Richview Blvds. from south of Dunbar Cave Rd to Madison Street;
5. Review, discussion and adoption of Resolution 2021-04 for CTS budget revision to TIP projects;
6. Review, discussion and adoption of Resolution 2021-05 authorizing the filing of an application with the Department of Transportation for a planning grant under Fixing America's Surface Transportation (FAST) Act for KY-5303 funds;
7. Federal update by Sean Santalla, FHWA;
8. Status Update on the Christian County portion of the 2nd Ten (10) Year maintenance Plan;
9. Update by Marc Corrigan, TDEC, on air quality;
10. Review and discussion of the FY2020 Obligation Report, which can be viewed on the MPO website:
<http://www.cuampo.com/wp-content/uploads/2020/11/Clarksville-Obligation-Report-FY-2020.pdf>
11. New Business – members of the public and/or MPO members;
12. Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
October 15, 2020 @ 11:00 am

Virtual Meeting/GoToMeet.com

Members Present:

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)
Nick Hall*	Rep. Kentucky Transportation Cabinet (KYTC)
Bryan Collins*	Greater Nashville Regional Council (GNRC)
Mayor Jarvis*	City of Oak Grove, KY
Paul Nelson*	CTS
Steve Bourne*	Rep. City of Hopkinsville
Bernadette Dupont	FHWA-KY
Clarise Green	Hopkinsville-Christian Co. Planning Comm.
Jennifer Marshall	TDOT
Jonathan Russell	TDOT
Keirsten Jagers	KYTC
Kyle Johnson	Montgomery County Chief of Staff
Nick Powell	Montgomery County Engineer
Scott Graves	CTS
Chris Cowan	City Engineer
Shanale Allen	Clarksville Housing
Sean Santalla	FHWA-TN
Marc Corrigan	TDEC
Sonny Emmert	RPC
Sharon Schutz	TDOT Region 3
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mr. Williams indicated the members had agreed that conducting the meeting by electronic means was necessary to protect the health, safety, and welfare of everyone in light of the COVI-19 outbreak. He stated the protocol on how the virtual meeting would be run and asked that everyone in attendance type their comments in the chat box throughout the meeting and they will be addressed prior to the vote. He then turned the meeting over to Mayor Pitts, Executive Board Chairman.

Mayor Pitts called the meeting to order. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the March 5, 2020 meeting. There were no comments to the minutes. Mayor Durrett made the motion to adopt the minutes and Mr. Nelson seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2020-07 to amend the Participation Plan (PP). Mr. Williams said there was one comment from Mr. Winn of Winn Trucking Company. The comment was directed toward CTS bus stops and traffic signalization on

congested roadways. His comment sheet has been sent to CTS and the Street Department, and has been added to the PP document. Ms. Bernadette asked if virtual meetings were addressed in the PP. Ms. Hall said yes it had been added for emergency conditions such as the pandemic. Mayor Durrett made the motion to approve Resolution 2020-07 and Mr. Mahre seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and endorsement of Resolution 2020-08 for the SR-13/Guthrie Highway Corridor Management Policy Plan (CMPP) between TDOT and RPC. Mr. Williams said the CMPP is intended to better connect land use and transportation along the corridor and preserve the flow of traffic on the surrounding road systems in terms of safety, capacity and mobility. Mr. Preston, TDOT, said the CMPP is to help support planning efforts between TDOT and Montgomery County/Clarksville in relations to asset management along the corridor. Mayor Durrett stated he is supportive in protecting our corridors. This area is changing and is the prime area for future Industry/Business. Wants to make sure that regulations do not prevent an industry/business from locating in these area. Mr. Preston said the Mayor had a good point, but the CMPP doesn't hinder growth. It's for smart growth along the corridor. The CMPP has room for change and is an evolving document. Mr. Williams reminded the members that SR374/Warfield Blvd. has an access ordinance that's been in place since the late 1990s. Working with land owners and developers on the number and location of access points, is the best way to help preserve the functionality of corridors. Mr. Mahre made the motion to approve Resolution 2020-08 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2020-09 to amend the FY2020-FY2023 TIP to add the new KYTC I-24 lighting project at KY115. Mr. Williams stated this was a needed safety project. Mr. Mahre requested that the lighting design meet the requirements for Ft Campbell, KY. Mr. Nelson made the motion to approve Resolution 2020-09 and Mayor Jarvis seconded the motion. The Resolution was adopted unanimously.

Item #5 was the review, discussion and adoption of Resolution 2020-10 approving to support the 2017-2021 Safety Performance Measure Targets for the State of Tennessee and the State of Kentucky. Mr. Williams said that the FAST Act mandated the establishment of a performance and outcome based program for transportation decisions. The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The MPO supports each individual State's PM1 Safety Target for 2021. There were no comments. Mayor Durrett made the motion to approve Resolution 2020-10 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #6 was the review, discussion and adoption of Resolution 2020-11 to amend the FY2020-FY2023 TIP to increase NEPA funding and Decrease PE-D and Const. in FY2021 for TIP#50, Wilma Rudolph Blvd Adaptive Signal System (ITS). Mr. Williams stated the funding change was requested by the Street Department. There were no further comments. Mayor Durrett made the motion to approve Resolution 2020-11 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #7 was the update and discussion by Sean Santalla on FHWA guidance. Mr. Santalla appreciated the MPO Executive Board for holding the meeting virtually and thanked the Board for adopting the Participation Plan and the PM1 Safety Targets; both items are responsive to federal regulations and have been reviewed by TN-FHWA and KY-FHWA. He stated Congress extended authorization of the FAST Act through 2021. The Appropriation Act limits obligation authority for 65 days, through December 11, 2020, which allows TDOT to access the funds during this time. FHWA resource center's call for services will help with any training request. This doesn't have to be just planning related, but any transportation related assistance needed. Mr. Santalla asked Ms. Dupont if she had any information to relay from the KY-FHWA. Ms. Dupont said KY-FHWA resource center was having a training session for ITS Architecture on December 1-4, 2020; and this is the mid-year of the 4 year period to review/revise PM targets.

Item #8 was new business from members of the public and/or MPO members. Mr. Williams said that the consultants are in the final stages of the CRITS update and is expected to be completed by end of the year. The technical report for SR374/Warfield, from Dunbar Cave Road to Madison Street is in the final draft stage and expects to present at the next MPO meeting. Mr. Mahre asked if TDEC had any values for ozone/air quality. Mr. Corrigan said the ozone/air quality looks good and may see an improvement in the numbers. He said the final numbers will be presented in the second quarter of next year 2021. Mr. Collins stated that GNRC was in the final stages of their 2045 RTP and it will be finalized in early 2021.

Item #9 Mayor Durrett made the motion to adjourn and Mr. Nelson seconded the motion. The meeting was adjourned.

Dated: October 15, 2020

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2021-01
ADOPTION TO SUPPORT THE PM2 BRIDGE AND PAVEMENT PERFORMANCE MEASURE
TARGETS AND PM3 SYSTEM PERFORMANCE MEASURE 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 the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions; and

WHEREAS, the PM2 Bridge Performance Management Measures require State DOTs and MPOs to establish 2-year and 4-year for PM2 Bridge Performance Measure Targets. States are required to establish minimum standards for the percentage of bridges in poor condition and good condition on the total NHS, in which the percentage of bridges in poor condition do not exceed 10.0%; and

WHEREAS, the PM2 Pavement Performance Measures require State DOTs and MPOs to establish 2-year and 4-year for PM2 Pavement Performance Measure Targets. States are required to establish minimum standards for the percentage of pavements in poor condition and good condition on the Interstate system and non-Interstate system, in which the percentage of pavements in poor condition do not exceed 5.0%; and

WHEREAS, the PM3 System Performance Measures require State DOTs and MPOs to establish 2-year and 4-year Targets for Interstate reliability, non-Interstate NHS reliability, freight reliability, peak hour excessive delay (PHED), non-single occupancy vehicle (non-SOV) travel, and on road mobile source emissions measure. The emissions measure is not applicable to the Clarksville MPO area; and

WHEREAS, the PM2 Bridge and Pavement Performance Measure Targets, and the PM3 System Performance Measure Targets adopted by the States are depicted in "Attachment A" attached to this resolution; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, will support each individual State's PM2 Bridge and Pavement Performance Measure Targets, and the PM3 System Performance Measure Targets;

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 PM2 Bridge Performance Measure Targets, PM2 Pavement Performance Measure Targets, and PM3 System 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 PM2 Bridge, PM2 Pavement, and PM3 System Performance Measure Targets.

Resolution Approval Date: January 21, 2021

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM2 Bridge and PM2 Pavement Performance Measures Targets for 2018-2021 Performance Period:

Pavement Performance	TDOT Baseline	TDOT 2 year Condition/ Performance	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline (2013-2017)	KYTC 2020 Target	KYTC 2022 Target
% Good Interstate	N/A	71.5%	N/A	60.0%	N/A	N/A	50.0%
% Poor Interstate	N/A	0.3%	N/A	1.0%	N/A	N/A	3.0%
% Good Non-Interstate NHS	72.7%	41.6%	42.0%	40.0%	78.9%	35.0%	35.0%
% Poor Non-Interstate NHS	6.7%	4.0%	4.0%	*5.0%	4.3%	6.0%	6.0%
NHS Bridge Performance							
% Good Condition by Deck Area	39.5%	35.1%	36.0%	36.0%	34.8%	35.0%	35.0%
% Poor Condition by Deck Area	3.5%	4.1%	6.0%	6.0%	3.8%	3.7%	3.2%

*TDOT Adjusted value

PM3 System Performance Measures Targets for 2018-2021 Performance Period:

Measure:	TDOT Baseline	TDOT 2 year Condition/ Performance	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline (2013-2017)	KYTC 2020 year Target	KYTC 2022 Target
Interstate Travel Time Reliability	87.7%	88.2%	85.3%	83.0%	95.6%	93.0%	93.0%
Non-Interstate NHS Travel Time Reliability	N/A	89.4%	N/A	87.5%	N/A	N/A	82.5%
Truck Travel Time Reliability Index	1.35%	1.35	1.35%	*1.37%	1.24	1.25%	1.25%
Peak Hours Excessive Delay (PHED) Per Capita	N/A	7.5%	N/A	*8.0%	N/A	N/A	12.0%
% Non-SOV Travel	16.6%	15.9%	16.5%	*14.5%	17.6%	17.4%	17.4%
Total Emissions Reduction	VOC=230.025 CO=530.282 NOx=363.399 PM2.5=2.897	VOC=44.438 NOx=196.176 PM2.5=7.586	VOC=30.698 CO=75.000 NOx=62.840 PM2.5=0.120	*VOC=41.449 CO=150.000 *NOx=181.679 *PM2.5=7.340	VOC=4.93 NOx=33.4	VOC= 100 NOx= 100	VOC= 200 NOx= 200

*TDOT Adjusted value

RESOLUTION 2021-02

APPROVING THE UPDATE TO THE CLARKSVILLE REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (CUAMPO)

WHEREAS, the Clarksville Regional Intelligent Transportation System Architecture (ITS) provides a long-range plan for the deployment, integration, and operation of ITS in the Clarksville Region. The ITS Architecture allows stakeholders to plan how they would like their system to operate in the future and then break the system into smaller projects that can be implemented over time as funding permits; and

WHEREAS, a regional ITS architecture is necessary to satisfy the ITS conformity requirements first established in the Transportation Equity Act for the 21st Century (TEA-21) highway bill and continued into each additional bill including the Fixing America's Surface Transportation (FAST) Act. Any ITS project must show conformance with their regional ITS architecture in order to be eligible for funding from FHWA or FTA. In order to show this conformance, it is important that any region deploying ITS have an updated regional ITS architecture in place;

WHEREAS, the Clarksville Regional ITS Architecture update includes the same geographic boundaries as the Clarksville Urbanized Area Metropolitan Planning Organization's planning boundaries which include the Fort Campbell Military Installation;

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

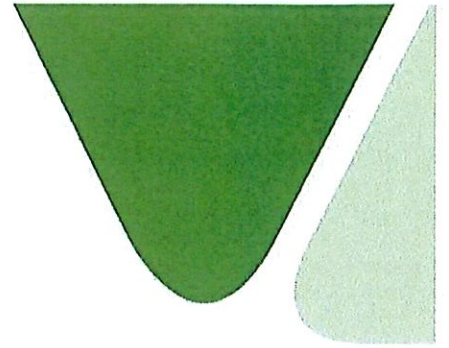
WHEREAS, members of the Metropolitan Planning Organization Technical Coordinating Committee and Executive Board does agree that this updated Clarksville Regional ITS Architecture will effectively advance the implementation of ITS plans and projects within the MPO's planning area;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Executive Board hereby adopts the Updated Clarksville Regional ITS Architecture of the Clarksville Urbanized Area Metropolitan Planning Organization.

RESOLUTION APPROVED: January 21, 2021

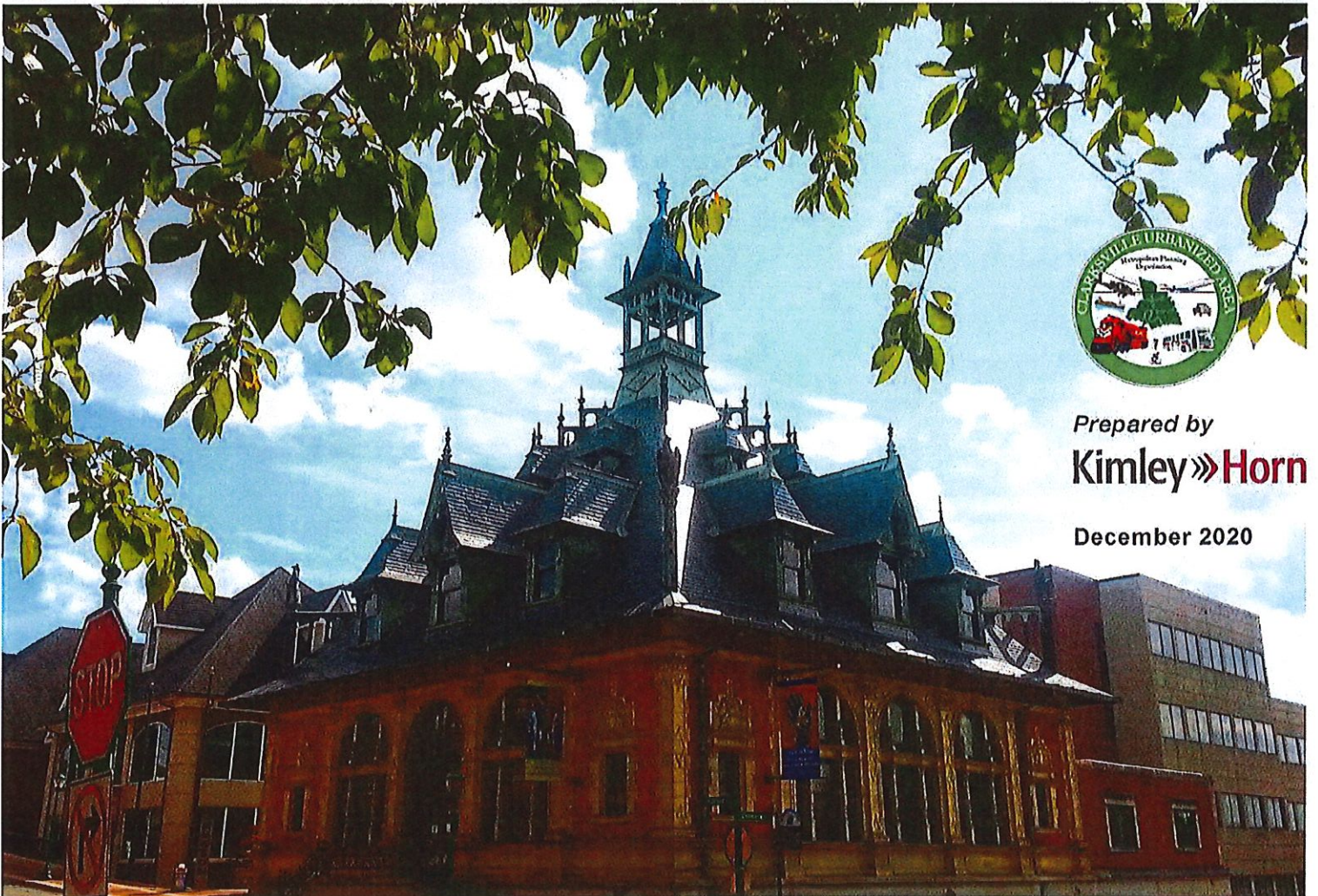
Authorized Signatures:

Mayor Joe Pitts, Chairperson
MPO Executive Board



CLARKSVILLE URBANIZED AREA

Regional Intelligent Transportation System Architecture and Deployment Plan



Prepared by
Kimley»Horn

December 2020



Executive Summary

Originally developed in 2006, the Clarksville Urbanized Area Regional Intelligent Transportation System (ITS) Architecture provides a framework for implementing ITS projects within the Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Region. Simply defined, ITS is the application of electronic technologies and communications to improve the operation of a transportation network. ITS can improve safety, support transit and ridesharing, improve reliability, and support environmental sustainability by reducing delay and emissions resulting from delay. A regional ITS architecture encourages interoperability and resource sharing among agencies, identifies applicable standards to apply to ITS projects, and allows for cohesive long-range planning among regional stakeholders.

This 2020 update to the Clarksville Urbanized Area Regional (ITS) Architecture allows the region's transportation stakeholders to plan for what they want their transportation network to look like in the long-term with respect to the incorporation of ITS technology. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require that ITS projects show conformance with the regional ITS architecture to be eligible for federal funding from either agency. In order to show this conformance, it is important that any region deploying ITS have an updated regional ITS architecture in place.

The CUAMPO Region is comprised of Montgomery County in Tennessee and the southeast portion of Christian County in Kentucky, which includes the City of Oak Grove and a small portion of the City of Hopkinsville. When developing the stakeholder group to guide this regional ITS architecture update, the project team coordinated with CUAMPO to invite the appropriate city, county, regional, state and federal agencies from throughout the Region. Stakeholders included both local city and county representatives as well as representatives from Tennessee Department of Transportation (TDOT) Traffic Operations Division in Nashville, Kentucky Transportation Cabinet District 2 (KYTC) in Madisonville, and FHWA from the Tennessee Division Office in Nashville and Kentucky Division Office in Frankfort.

Input was first gathered through a series of interviews that were conducted with stakeholder agencies in July and August 2020. The stakeholder group was then invited to a regional ITS architecture workshop held in September 2020 where ITS needs for the Region were identified, existing and planned ITS technologies in the Region were reviewed, and regional ITS deployments recommended by stakeholders in interviews were discussed with the group as a whole.

Stakeholders developed the Regional ITS Architecture based on a vision of how they wanted to implement and operate ITS through the next approximately 20 years, with the primary focus on the next five to ten years. The deployment of ITS will also support the 2045 Clarksville Metropolitan Transportation Plan vision and three of the five goals identified in the plan, including goals related to safety, reliability, and multimodal system implementation.



The Clarksville Regional ITS Architecture will support the vision and three of the five goals established in the MTP.

2045 Clarksville MTP Vision

In 2045, the residents and workers of the Clarksville Urbanized Area will be able to travel within a **safe**, well-maintained, and **multimodal** transportation system. This **sustainable** system will provide **reliable** transportation, with multiple travel options, that support a higher quality of life.

2045 Clarksville MTP Goals Supported by the Regional ITS Architecture

- Provide a safe transportation system.
- Provide a multimodal transportation system.
- Provide a reliable transportation system by reducing travel delay times and improving mobility.

The Clarksville Urbanized Area Regional ITS Architecture summarizes regional transportation needs that could be addressed in some way through ITS and an inventory of existing and planned ITS elements that would be necessary to implement desired ITS technologies. The Regional ITS Architecture also identifies the ITS services that were important to stakeholders in the CUAMPO Region. Stakeholders selected from the National ITS Architecture a total of 65 ITS service packages for implementation in the Region. The service packages in the National ITS Architecture were customized to reflect regional transportation needs and desired project deployments in the CUAMPO Region.

The 2020 update to the Clarksville Urbanized Area Regional ITS Architecture includes a Regional ITS Deployment plan. The Deployment Plan builds on the architecture by outlining specific ITS project recommendations and strategies for the Region. The Deployment Plan includes discussion of local agency, TDOT and KYTC ITS projects and programs, as well as projects of a regional nature that would require interagency coordination for successful implementation. Stakeholders identified specific projects that include a recommended timeframe for deployment, funding status, Fort Campbell Entrance Gate Traveler Information System and the corresponding ITS service packages that support the deployment.

The Clarksville Urbanized Area Regional ITS Architecture must be updated periodically to remain a useful resource for the Region. As projects are developed and deployed, it will be important that those projects conform to the Regional ITS Architecture so that they are consistent with both the 2045 Clarksville MTP vision and goals, and the national standards described in the regional ITS architecture. Therefore, prior to a project deployment, it is the responsibility of that project's lead stakeholder agency to evaluate the Regional ITS Architecture to confirm that the project conforms or else to request the necessary changes to the architecture. It is then CUAMPO's responsibility to accept or reject the requested changes to the architecture. Finally, if the changes are accepted, it is the responsibility of TDOT to certify the project for which the architecture was updated.

Stakeholders agreed that a full update of the Clarksville Urbanized Area Regional ITS Architecture and Deployment Plan should occur approximately every five years in the year preceding the MTP update. CUAMPO, in coordination with the TDOT Traffic Operations Division, will be responsible for completing the full updates. Minor changes should occur as needed between full updates of the plan. For situations where a change is required, an



Architecture Maintenance Documentation Form has been developed. This form should be completed and submitted to the architecture maintenance contact person identified on the form whenever a change to the regional ITS architecture is proposed.

A corresponding website was also developed for the Clarksville Urbanized Area Regional ITS Architecture which contains electronic versions of all documents, meeting minutes, and an interactive version of the architecture database known as RAD-IT (Regional Architecture Development for Intelligent Transportation). The website is located at the following address:

<https://extsites.kimley-horn.com/projects/TennesseeITSArchitecture/clarksville.html>



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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RESOLUTION 2021-03

AN ENDORSEMENT of the Technical Report for SR-374/Warfield Blvd, from south of Dunbar Cave Road to SR-112/Madison Street;

WHEREAS, SR-374 is an important corridor both locally and regionally. This section of SR-374 is experiencing deficiency, which has led to increased congestion and delays. The corridor is experiencing traffic volumes exceeding capacity resulting in a poor level of service. The traffic volumes are projected to increase causing the level of service to worsen;

WHEREAS, the Technical Report allows the project to compete for Preliminary Engineering (PE) funding in the Tennessee Department of Transportation (TDOT) 3-year Comprehensive Multimodal Program each cycle. The SR-374 project will complete improvements to the northern circumferential By-Pass for the City of Clarksville;

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

WHEREAS, members of the MPO's Technical Coordinating Committee agree that the Technical Report is needed to expedite the advancement of the SR-374/Warfield Blvd project, in order to improve the level of service and the transportation infrastructure system;

NOW THEREFORE BE IT RESOLVED, that the Clarksville Urbanized Area MPO's Executive Board endorses the Technical Report for SR-374/Warfield Blvd, from south of Dunbar Cave Road to SR-112/Madison Street.

RESOLUTION APPROVED: January 21, 2021

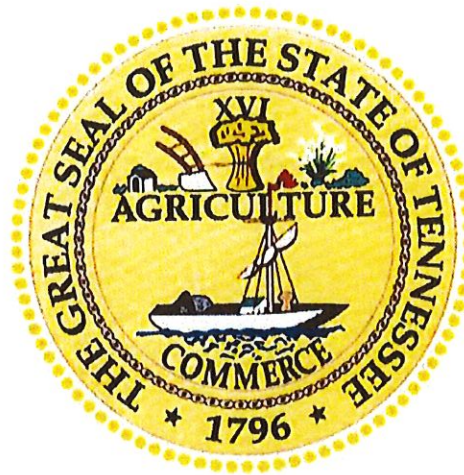
Authorized Signature:

Mayor Joe Pitts, MPO Chairperson
MPO Executive Board

TECHNICAL REPORT



CLARKSVILLE
METROPOLITAN PLANNING
ORGANIZATION



TENNESSEE
DEPARTMENT OF TRANSPORTATION

STATE ROUTE 374

***From: Madison Street (US-41A S.R. 112) in Clarksville to Dunbar Cave Road,
Log Mile 0.00 to 2.85 Montgomery County***

PREPARED BY
TRC Worldwide Engineering, Inc.
for Clarksville MPO
in coordination with TDOT Strategic Transportation Investments Division

Recommended by:	Signature	DATE
TRANSPORTATION DIRECTOR STRATEGIC TRANSPORTATION INVESTMENTS DIVISION		
TRANSPORTATION DIRECTOR CLARKSVILLE MPO		

This document is covered by 23 USC § 409 and its production pursuant to fulfilling public planning requirements does not waive the provisions of § 409.

Executive Summary

Purpose of Report

This Technical Report was initiated at the request of the Clarksville Metropolitan Planning Organization. The purpose of this Technical Report is to provide an overview of the existing route deficiencies, define the preliminary purpose and need for the project, and provides conceptual design that is feasible, cost effective, and improves mobility for this segment of State Route (S.R.) 374 from Log Mile (L.M.) 0.00 to L.M. 2.85 in Clarksville, Montgomery County Tennessee. In addition, any modifications to the existing improvements strive to provide a safer facility for all users and a regional route which fits the needs of the community.

Description of the Existing Route

The portion of S.R. 374 under study begins at the intersection of Madison Street (US-41A S.R. 112) at L.M. 0.00 and extends north to Dunbar Cave Road Intersection at L.M. 2.85. The terrain is rolling along this section and there is variable right of way (ROW) and shoulder width.

The speed limit varies between 40 and 50 mph. There is a 20 mph school speed limit in effect from L.M. 0.23 to L.M. 0.90 when school is in session.

This section is illuminated and is a designated a Tennessee Bicycle Route per information from the Tennessee Roadway Information Management System (TRIMS). Land use is classified as mixed residential commercial from L.M. 0.00 to L.M. 0.23, residential from L.M. 0.23 to L.M. 1.10 and rural from L.M. 1.1 to the end of the study section.

This 2.85 mile section has been divided into three (3) segments for analysis.

- Segment one extends from L.M. 0.00 (Madison Street, US-41A S.R. 112) to L.M. 0.78 (Memorial Drive). Section one has a 40 mph speed limit with a 20 mph school zone speed limit. The AADT is 16,015 VPD. Madison Street at the intersection of S.R. 374 is a five (5) lane urban minor arterial with a 45 mph speed limit and AADT of 20,830 VPD. The south approach of the Madison Street intersection is S. Richview Road, a local dead end street serving three businesses and a residential neighborhood. Segment one is a three (3) lane section with two (2) eleven (11) foot travel lanes and an eleven (11) foot continuous left turn lane. Clarksville High School and Richview Middle school are located along this segment. Turning lanes are present at the Madison Street intersection, school entrances, and Memorial Drive intersection.
- Segment two extends from L.M. 0.78 (Memorial Drive) to L.M. 1.32. This is a three (3) lane section (auxiliary truck climbing lane in southbound direction) with twelve (12) foot lane widths from L.M. 0.78 to L.M. 1.1 and transitions to a two (2) lane section before crossing the Red River at L.M. 1.16. The segment transitions to a three lane section with two (2) 12 (twelve) foot travel lanes and a twelve (12) foot continuous left turn lane at L.M. 1.32. The speed limit is 40 mph to L.M. 1.27 then raises to 50 mph.

- Segment three extends from L.M. 1.32 to L.M. 2.85 (Dunbar Cave Road). This is a three (3) lane section with two (2) 12 (twelve) foot travel lanes and a twelve (12) foot continuous left turn lane. Turning lanes are present at the Dunbar Cave Road intersection. The speed limit is 50 mph. The AADT for segments 2 and 3 increase to 27,825 VPD in the 2023 base year.

Existing Traffic and Safety Conditions

S.R. 374 Annual Average Daily Traffic (AADT)

L.M.	2018 Cycle Count AADT	Base Year (2023) AADT	Design Year (2043) AADT
0 to 0.78	12,840	16,015	23,850
0.78 to 2.85	20,700	27,825	48,165
2.85 to 3.75	14,820	-	-

The base year (2023) annual average daily traffic (AADT) for the section of S.R. 374 under study is 21,920 vehicles per day. The design year (2043) AADT is projected to be 36,010 vehicles per day.

Crash rates were calculated for the three segments of the route. Crash rates were calculated based on TDOT 2018 cycle counts and using crash data from the dates of January 1, 2017 to December 31, 2019.

Segment one had a total crash rate of 7.66 versus a statewide average of 2.978. There were no severe (Fatal+Incapacitating) injuries in that segment. Segment two had a crash rate of 3.032 versus a statewide average of 2.574. There were no severe injuries in that segment as well. Segment three had a crash rate of 3.028 versus a statewide average of 2.978. The severe crash rate for this segment was 0.058 versus a statewide severe crash rate of 0.08.

The intersection of S.R. 374 with S.R. 112 had a crash rate of 2.995 versus a statewide average of 0.682. There were no severe injuries at that intersection. The intersection of S.R. 374 with Memorial Drive has a crash rate of 2.589 versus a statewide average of 0.682. There were no severe injuries at this intersection. The intersection of S.R. 374 with Dunbar Cave Road had a crash rate of 2.549 versus a statewide average of 0.682. It had a severe crash rate of 0.07 versus a statewide average of 0.014.

The total crash rate is higher than the statewide average for all three segments and for each of the three analyzed intersections. The severe crash rate is lower than the statewide average for all three segments and for two of the three analyzed intersections. Dunbar Cave Road intersection severe crash rate is higher than the statewide average.

Most of the crashes within the study section occurred during daylight hours. Most were property damage or non-incapacitating injury type crashes. Only one (1) percent were incapacitating type crashes and there were no fatalities. The predominant type of crash was rear-end.

Conceptual Alternative

After evaluating the safety, operational, and geometric conditions on existing S.R. 374 within the study limits, two options were considered to address the deficiencies: The Build and the No Build Alternative. The Build alternative for S.R. 374 is a five (5) lane roadway with ten (10) foot shoulders, curb and gutter, and five (5) foot sidewalks based on TDOT Design Standard Drawing RD11-TS-6B and MM-SW-1. The thru lanes are twelve (12) feet and the two-way left turn lane is fourteen (14) feet. As the roadway approaches the major intersections, the cross section is widened to accommodate traffic demands.

Intersection and Roadway Analysis

Capacity analyses were conducted on the northern section so S.R. 374 between Memorial Drive and Dunbar Cave Road. For the base year 2023 with the No Build scenario, the roadway operates at a Level of Service (LOS) E. For both the 2033 and 2043 design years, the roadway will operate at a LOS F. Under the Build scenario, the roadway will operate at a LOS C for the 2033 design year and LOS D for the 2043 design year.

Capacity analyses were also conducted on the two major intersections; US- 41A with S.R. 374 and S.R. 374 with Memorial Drive. Traffic counts were taken to develop Design Hourly Volumes (DHVs) for both intersections. The DHV's were developed for the base year 2023, and future design years 2033 and 2043.

The intersection of S.R. 374 with Madison Street (US 41-A S.R. 112) is operating at a LOS F for the 2023 base year. With the proposed laneage, the intersection will operate at a LOS C for the morning peak and LOS D for the afternoon peak in the baseline 2023 year. For the design year 2033, the intersection will operate at a LOS D for morning peak and LOS E in the afternoon peak. In design year 2043, the intersection will operate at a LOS E for morning peak. In the afternoon peak the intersection is over capacity, thus operating at a LOS F.

The intersection of S.R. 374 with Memorial Drive is operating at a LOS F for the 2023 base year. With the proposed lane configuration and a lagging left turn operation, a capacity analysis for the 2023 base line year was improved to LOS C for both the morning and afternoon peaks. For the design year 2033, the LOS is D for both the morning and afternoon peaks. For the design year 2043, the intersection will operate at a LOS E in the morning peak. In the afternoon peak, the intersection is over capacity and will operate at a LOS F.

Traffic and Safety Comparison

The Build Alternative adds additional capacity, improves safety, and reduces the overall density and delay along the route. Below is a table showing the LOS difference between the No Build and the Build Alternative.

LEVEL OF SERVICE COMPARISON TABLE												
Description	No Build Alternative						Build Alternative					
	2023		2033		2043		2023		2033		2043	
Memorial Drive to Dunbar Cave Road	E		F		F		A-B		B-C		C-D	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR 374/US 41A Intersection	F	F	F	F	F	F	C	D	D	E	E	E
SR 374/Memorial Dr. Intersection	F	F	F	F	F	F	C	C	D	D	E	F

Crash Modification Factors (CMF) and Crash Reduction Factors (CRF) from the Highway Safety Manual (HSM) provide a good example of how roadway improvements impact safety. For the Conceptual Alternatives, the CMF for converting a 2 lane roadway to a 4 lane divided roadway is 0.714 and the CRF is 29% for all crash severities. Providing a right turn lane on both major road approaches yields a CMF of 0.92 and a CRF of 26% for all crash severities. Adding a right turn lane on both major road approaches yields a CMF of 0.59 and a CRF of 49% for fatal and severe injury crashes.

Cost Estimate

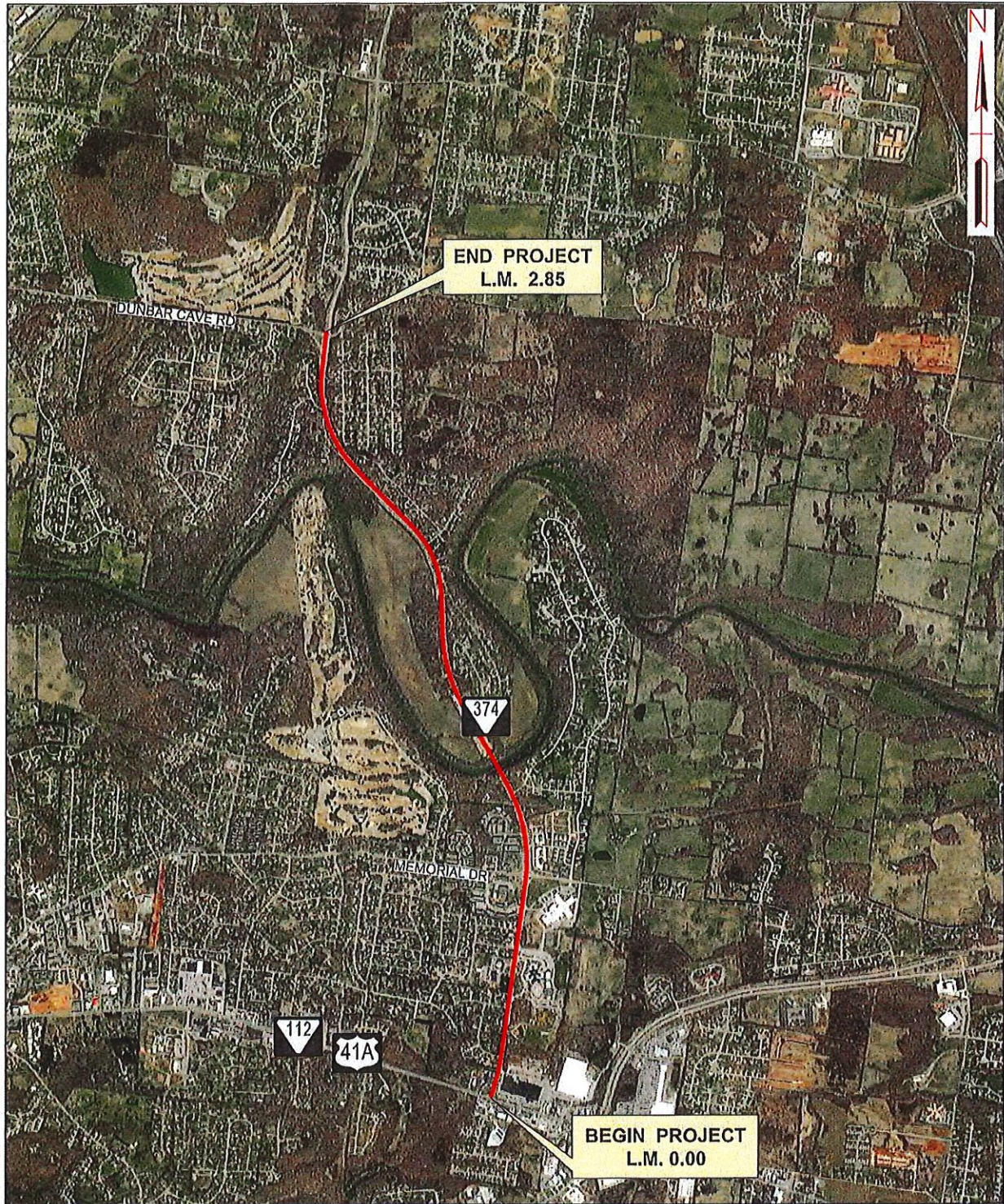
The total estimated planning level estimate required for preliminary engineering, ROW and utilities, and construction for this project is approximately \$51,000,000 based on 2020 costs. The 5 year inflated cost is approximately \$65,000,000 and the 10 year inflated cost is approximately \$83,000,000. These costs were based on a five percent (5%) inflation rate.

COST ESTIMATE SUMMARY (2020)						
PIN	Project Type of Work	Preliminary Engineering:	Right-of-Way:	Utilities:	Construction:	Total Project Cost (2020):
0.00	Widen	\$ 2,470,000	\$ 4,840,000	\$ 6,190,000	\$ 40,800,000	\$ 50,900,000

INFLATED COST ESTIMATE SUMMARY					Report Type:	Technical Report
No. of Years	Year	Preliminary Engineering:	Right-of-Way:	Utilities:	Construction:	Total Inflated Project Cost
5	2025	\$ 3,150,000	\$ 6,180,000	\$ 7,900,000	\$ 52,100,000	\$ 65,000,000
10	2030	\$ 4,020,000	\$ 7,880,000	\$ 10,100,000	\$ 66,500,000	\$ 82,900,000

Conclusions

After analysis, the Build scenario is recommended for the study limits of S.R. 374. The Build scenario consists of five (5) lane roadway with ten (10) foot shoulders, curb and gutter, and five (5) foot sidewalks. The thru lanes are twelve (12) feet and the two-way left turn lane is fourteen (14) feet. The shoulder will be striped with a five (5) foot bicycle lane and a five (5) foot buffer. The sidewalk will be expanded to six (6) foot within the school zone area. In addition, right turn lanes will be added at both the high school and the middle school entrances. Additional study may be required to determine the optimal school entrance configurations. The major intersections will include right and left turn lanes with ten (10) foot shoulders, curb and gutter, and five (5) foot sidewalks. At the intersection of S.R. 374 with U.S. 41-A, S.R. 374 will have a raised median for positive access control near the intersection. Signal control at the major intersections will be upgraded to accommodate the new cross-section and traffic demands. The roadway and signals should provide acceptable levels of service up to the 2043 design year.



LOCATION MAP

STATE ROUTE 374
FROM MADISON STREET
(US-41A S.R. 112)
TO DUNBAR CAVE ROAD
MONTGOMERY COUNTY

Scale: 1"=2,640'

PIN

RESOLUTION 2021-04

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, 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 reviewed by the Technical Coordinating Committee (TCC) and then recommended to the Executive Board to be advanced during the program period; and

WHEREAS, to amend TIP #27 Shop Equipment for FY2021 by increasing 5307 funds to \$25,000 total funds with \$20,000 federal, \$2,500 TN State match and \$2,500 local match.

WHEREAS, to amend TIP #32 Computer Hardware by increasing FY2021 5307 funds to \$10,000 total funds with \$8,000 federal, \$1,000 TN State match and \$1,000 local match; and add FY2021 5339 funds with \$255,000 total funds with \$204,000 federal, \$25,500 TN State match and \$25,500 local match.

WHEREAS, to amend TIP #63 Paratransit Vehicles for FY2021 by increasing 5310 funds from \$0 to \$325,000 total funds with \$260,000 federal, \$32,500 TN State match and \$32,500 local match. For FY2022 by increasing 5310 funds from \$0 to \$325,000 total funds with \$260,000 federal, \$32,500 TN State match and \$32,500 local match.

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the amendment to the TIP;

WHEREAS, the Interagency Consultation Committee (IAC) agreed that the project was exempt from conformity; therefore, no conformity determination was required for the amendment; and

WHEREAS, the Technical Coordinating Committee members do acknowledge that the TIP must be a financially constrained document and agree that said actions are appropriate and consistent with the FY2020-2023 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #4 to be made part of the FY2020-2023 TIP.

Resolution Approval Date: January 21, 2021

Authorized Signature:

Mayor Joe Pitts, Vice Chairperson
MPO Executive Board

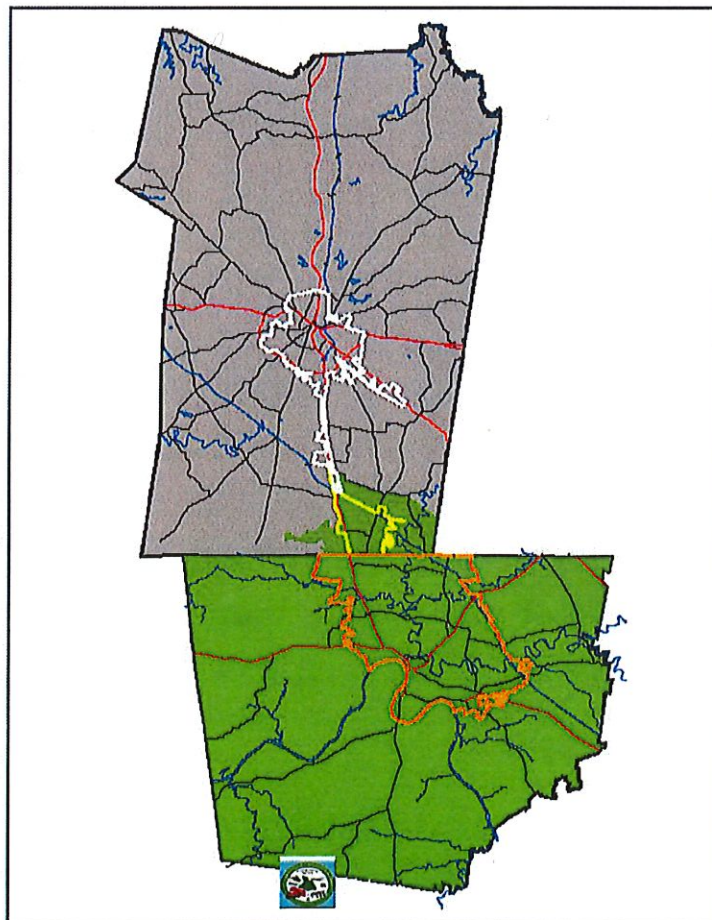
CUAMPO

New
1-21-21
Amend 4.

TIP #	<input type="text" value="27"/>	TDOT/KYTC	<input type="text"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="CTS"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	MTP#	<input type="text" value="Figure 10.1; pg 10-4"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Shop Equipment"/>					Total Project Cost	<input type="text" value="\$45,000"/>
Termini or Intersection	<input type="text" value="Maintenance Building"/>						
Project Description	<input type="text" value="Purchase New and Replacement Shop Equipment"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ACQUIRE	5307	10,000	8,000	1,000	1,000
2021	ACQUIRE	5307	25,000	20,000	2,500	2,500
2022	ACQUIRE	5307	5,000	4,000	500	500
2023	ACQUIRE	5307	5,000	4,000	500	500

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="7"/>
Admin Modification 7-per CTS FY2021 Increase funds 012121				



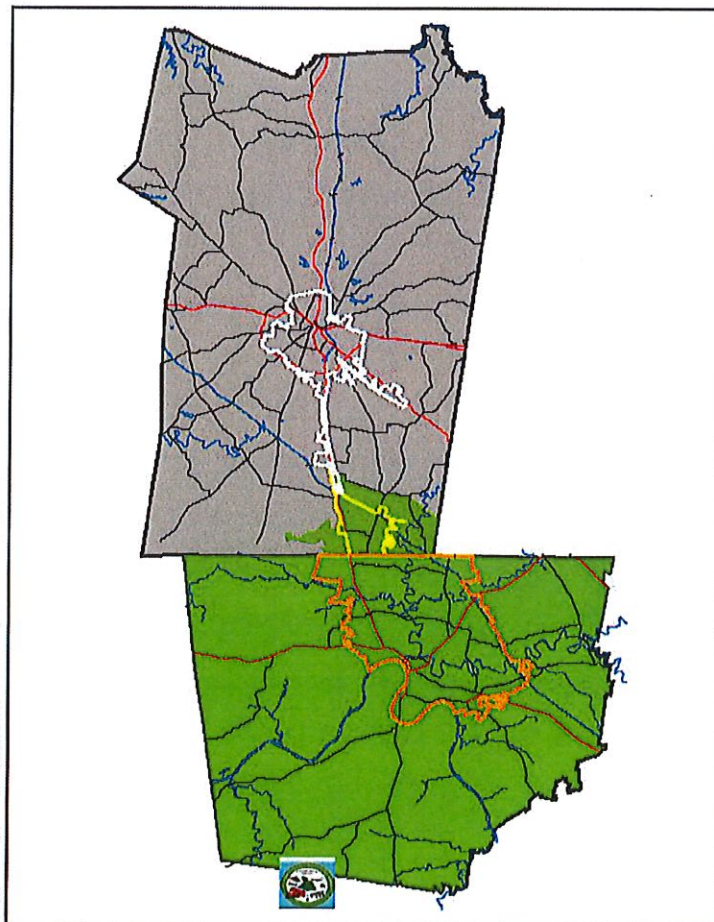
CUAMPO

Old
1-21-21
Amend 4

TIP #	27	TDOT/KYTC		Priority	A	Lead Agency	CTS	
County	Montgomery	Length	0.0	mi	MTP#	Figure 10.1; pg 10-4	Conformity Status	Exempt
Route/Project Name	Shop Equipment					Total Project Cost	\$25,000	
Termini or Intersection	Maintenance Building							
Project Description	Purchase New and Replacement Shop Equipment							

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ACQUIRE	5307	10,000	8,000	1,000	1,000
2021	ACQUIRE	5307	5,000	4,000	500	500
2022	ACQUIRE	5307	5,000	4,000	500	500
2023	ACQUIRE	5307	5,000	4,000	500	500

Remarks	Amendment Number	0	Adjustment Number	0



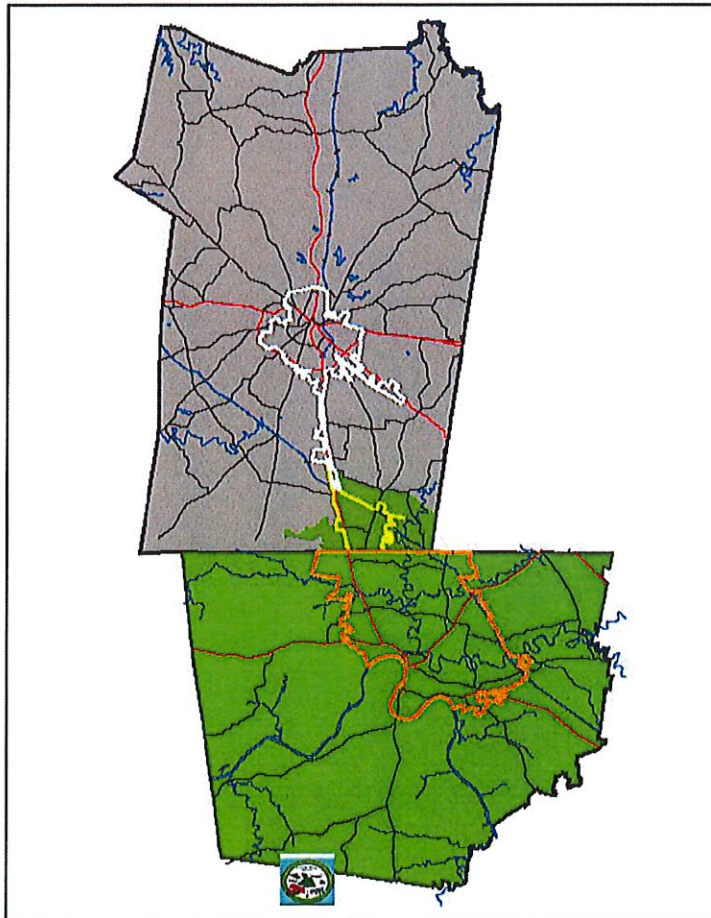
CUAMPO

New
1-21-21
Amend 4

TIP #	32	TDOT/KYTC		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	MTP#	Figure 10.1; pg 10-4	Conformity Status	Exempt
Route/Project Name	Computer Hardware					Total Project Cost	\$275,000
Termini or Intersection	Administration/Maintenance & Transit Center						
Project Description	Purchase new and replacement computers and hardware						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ACQUIRE	5307	5,000	4,000	500	500
2021	ACQUIRE	5339	255,000	204,000	25,500	25,500
2021	ACQUIRE	5307	10,000	8,000	1,000	1,000
2022	ACQUIRE	5307	5,000	4,000	500	500

Remarks	Amendment Number	4	Adjustment Number	0
<p>*FY2023-5307 funds-Total \$5,000; Fed \$4,000; State \$500; Local \$500*</p> <p>Amend4-per CTS FY2021 Increase funds and add 5339 funds 012121</p>				



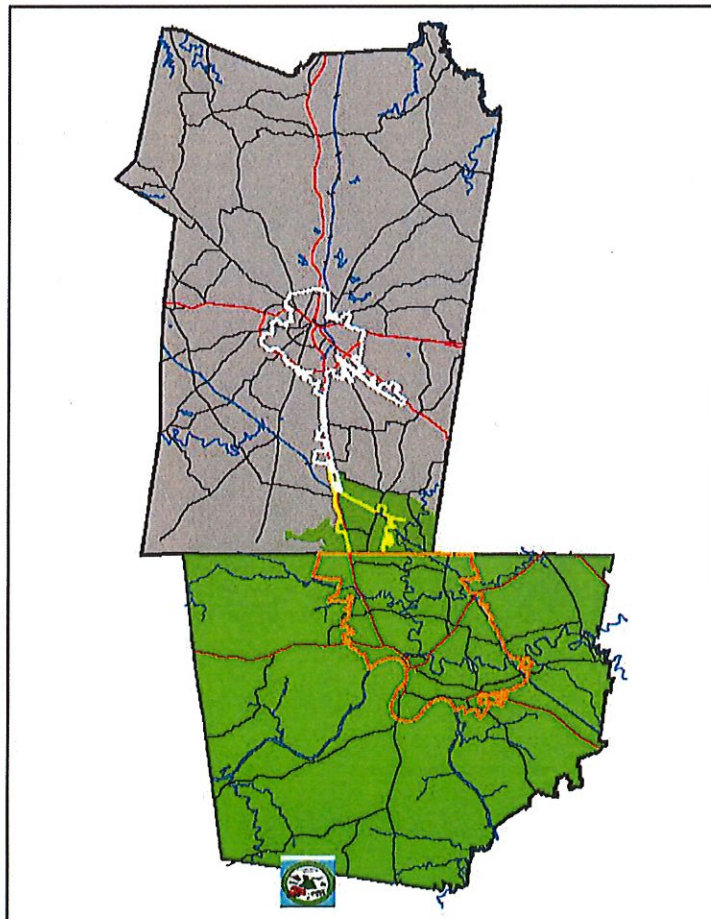
CUAMPO

Old
1-21-21
Amend 4

TIP #	32	TDOT/KYTC		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	MTP#	Figure 10.1; pg 10-4	Conformity Status	Exempt
Route/Project Name	Computer Hardware					Total Project Cost	\$20,000
Termini or Intersection	Administration/Maintenance & Transit Center						
Project Description	Purchase new and replacement computers and hardware						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ACQUIRE	5307	5,000	4,000	500	500
2021	ACQUIRE	5307	5,000	4,000	500	500
2022	ACQUIRE	5307	5,000	4,000	500	500
2023	ACQUIRE	5307	5,000	4,000	500	500

Remarks	Amendment Number	0	Adjustment Number	0



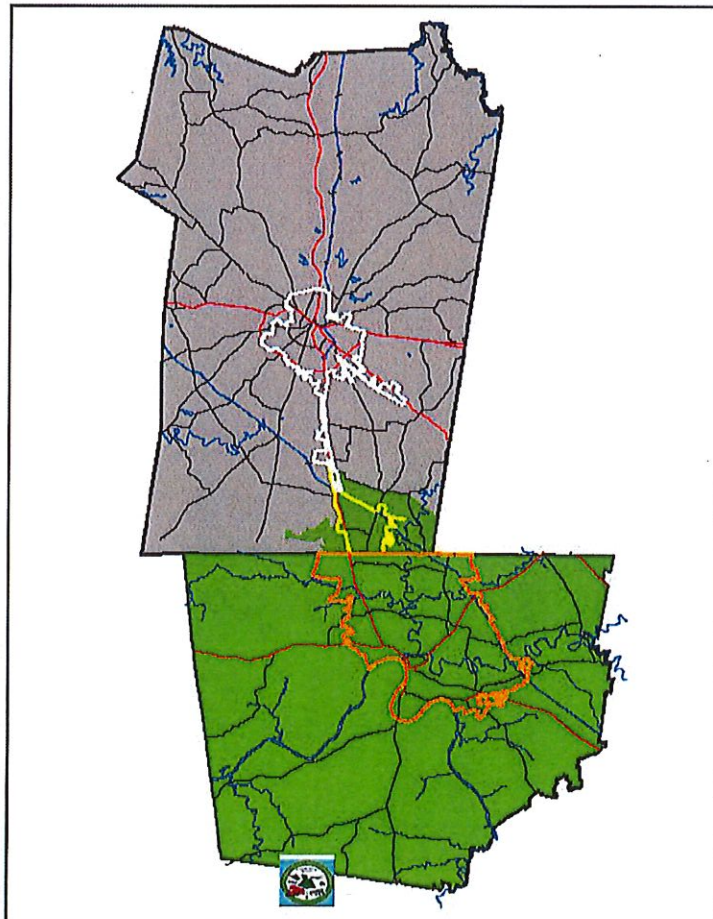
CUAMPO

New
1-21-21
Amend 4

TIP #	63	TDOT/KYTC		Priority	A	Lead Agency	CTS	
County	Montgomery	Length	0.0	mi	MTP#	Figure 10.1; pg 10-4	Conformity Status	Exempt
Route/Project Name	Paratransit Vehicles					Total Project Cost	\$860,000	
Termini or Intersection	Paratransit Purchases Systemwide as needed							
Project Description	Purchase Replacement and Expansion ADA Paratransit Vehicles (Diesel and Hybrid)							

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ACQUIRE	5310	210,000	168,000	21,000	21,000
2021	ACQUIRE	5310	325,000	260,000	32,500	32,500
2022	ACQUIRE	5310	325,000	260,000	32,500	32,500
2023	ACQUIRE	5310	0	0	0	0

Remarks	Amendment Number	4	Adjustment Number	0
Amd4-per CTS FY2021,FY2022 Increase funds 012121				



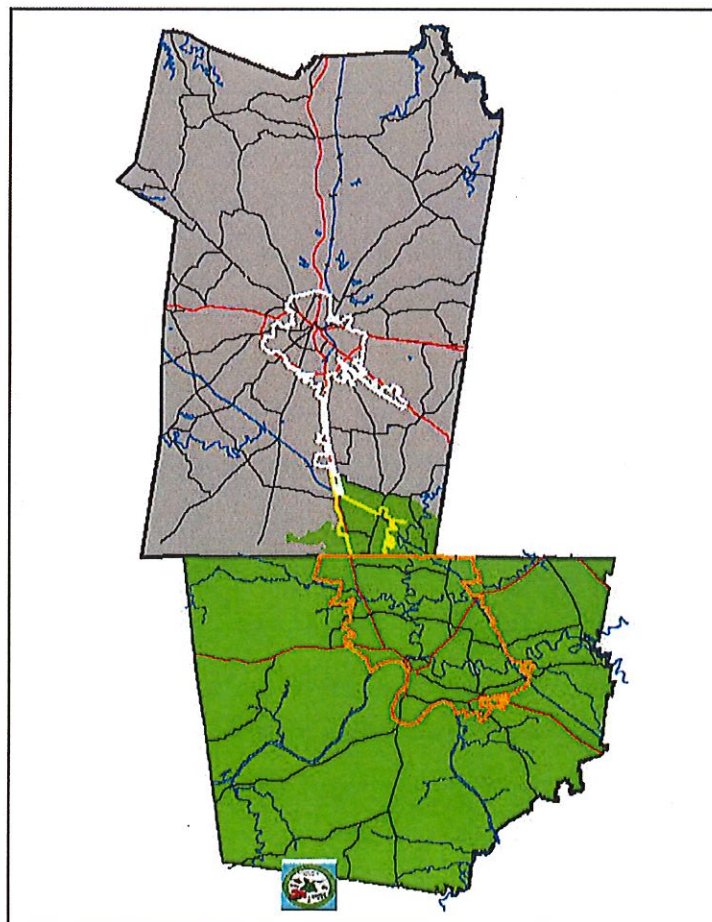
CUAMPO

Old
1-21-21
Amend 4

TIP #	63	TDOT/KYTC		Priority	A	Lead Agency	CTS
County	Montgomery	Length	0.0 mi	MTP#	Figure 10.1; pg 10-4	Conformity Status	Exempt
Route/Project Name	Paratransit Vehicles					Total Project Cost	\$210,000
Termini or Intersection	Paratransit Purchases Systemwide as needed						
Project Description	Purchase Replacement and Expansion ADA Paratransit Vehicles (Diesel and Hybrid)						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ACQUIRE	5310	210,000	168,000	21,000	21,000
2021	ACQUIRE	5310	0	0	0	0
2022	ACQUIRE	5310	0	0	0	0
2023	ACQUIRE	5310	0	0	0	0

Remarks	Amendment Number	0	Adjustment Number	0



Clarksville Transit System

Table 4

NEW January 21, 2021

Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
FTA-5307(KY) Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 308,226.00
FTA-5307(TN) Operating Assistance	\$ 1,923,888.00	\$ 3,024,206.00	\$ 2,208,560.00	\$ 2,252,731.00
FTA-5307(TN) Capital	\$ 2,654,997.00	\$ 1,636,399.00	\$ 1,139,942.00	\$ 1,147,009.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 751,534.00	\$ 120,000.00	\$ 120,000.00
FTA-5310	\$ 168,000.00	\$ 260,000.00	\$ 260,000.00	\$ -
State Operating	\$ 960,100.00	\$ 306,304.00	\$ 1,104,280.00	\$ 1,126,365.00
State 5307 Capital Match	\$ 331,875.00	\$ 66,786.00	\$ 142,491.00	\$ 143,375.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 93,941.00	\$ 15,000.00	\$ 15,000.00
State 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ -
Local Operating	\$ 1,272,014.00	\$ 1,000,000.00	\$ 1,412,506.00	\$ 1,434,591.00
Local 5307 Capital Match	\$ 331,874.00	\$ 66,787.00	\$ 142,494.00	\$ 143,378.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 93,942.00	\$ 15,000.00	\$ 15,000.00
Local 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ -
Total	\$ 10,826,619.00	\$ 8,179,842.00	\$ 6,933,499.00	\$ 6,705,675.00
Amount Programmed to be Spent				
FTA-5307(KY) Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 308,226.00
FTA-5307(TN) Operating Assistance	\$ 1,923,888.00	\$ 3,024,206.00	\$ 2,208,560.00	\$ 2,252,731.00
FTA-5307(TN) Capital	\$ 2,654,997.00	\$ 1,636,399.00	\$ 1,139,942.00	\$ 1,147,009.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 751,534.00	\$ 120,000.00	\$ 120,000.00
FTA-5310	\$ 168,000.00	\$ 260,000.00	\$ 260,000.00	\$ -
State Operating	\$ 960,100.00	\$ 306,304.00	\$ 1,104,280.00	\$ 1,126,365.00
State 5307 Capital Match	\$ 331,875.00	\$ 66,786.00	\$ 142,491.00	\$ 143,375.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 93,941.00	\$ 15,000.00	\$ 15,000.00
State 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ -
Local Operating	\$ 1,272,014.00	\$ 1,000,000.00	\$ 1,412,506.00	\$ 1,434,591.00
Local 5307 Capital Match	\$ 331,874.00	\$ 66,787.00	\$ 142,494.00	\$ 143,378.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 93,942.00	\$ 15,000.00	\$ 15,000.00
Local 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ -
Total	\$ 10,826,619.00	\$ 8,179,842.00	\$ 6,933,499.00	\$ 6,705,675.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -
Local 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
Local 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
Local 5339 Match	\$ -	\$ -	\$ -	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -

* 5307 for Kentucky is Operating Assistance Only

Clarksville Transit System

Table 4

OLD January 21, 2021

Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
FTA-5307(KY) Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 308,226.00
FTA-5307(TN) Operating Assistance	\$ 1,923,888.00	\$ 3,024,206.00	\$ 2,208,560.00	\$ 2,252,731.00
FTA-5307(TN) Capital	\$ 2,654,997.00	\$ 1,616,399.00	\$ 1,139,942.00	\$ 1,147,009.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 547,534.00	\$ 120,000.00	\$ 120,000.00
FTA-5310	\$ 168,000.00	\$ -	\$ -	\$ -
State Operating	\$ 960,100.00	\$ 306,304.00	\$ 1,104,280.00	\$ 1,126,365.00
State 5307 Capital Match	\$ 331,875.00	\$ 64,286.00	\$ 142,491.00	\$ 143,375.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 68,441.00	\$ 15,000.00	\$ 15,000.00
State 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Local Operating	\$ 1,272,014.00	\$ 1,000,000.00	\$ 1,412,506.00	\$ 1,434,591.00
Local 5307 Capital Match	\$ 331,874.00	\$ 64,287.00	\$ 142,494.00	\$ 143,378.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 68,442.00	\$ 15,000.00	\$ 15,000.00
Local 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Total	\$ 10,826,619.00	\$ 7,574,842.00	\$ 6,608,499.00	\$ 6,705,675.00
Amount Programmed to be Spent				
FTA-5307(KY) Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 308,226.00
FTA-5307(TN) Operating Assistance	\$ 1,923,888.00	\$ 3,024,206.00	\$ 2,208,560.00	\$ 2,252,731.00
FTA-5307(TN) Capital	\$ 2,654,997.00	\$ 1,616,399.00	\$ 1,139,942.00	\$ 1,147,009.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 547,534.00	\$ 120,000.00	\$ 120,000.00
FTA-5310	\$ 168,000.00	\$ -	\$ -	\$ -
State Operating	\$ 960,100.00	\$ 306,304.00	\$ 1,104,280.00	\$ 1,126,365.00
State 5307 Capital Match	\$ 331,875.00	\$ 64,286.00	\$ 142,491.00	\$ 143,375.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 68,441.00	\$ 15,000.00	\$ 15,000.00
State 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Local Operating	\$ 1,272,014.00	\$ 1,000,000.00	\$ 1,412,506.00	\$ 1,434,591.00
Local 5307 Capital Match	\$ 331,874.00	\$ 64,287.00	\$ 142,494.00	\$ 143,378.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 68,442.00	\$ 15,000.00	\$ 15,000.00
Local 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Total	\$ 10,826,619.00	\$ 7,574,842.00	\$ 6,608,499.00	\$ 6,705,675.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -
Local 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
Local 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
Local 5339 Match	\$ -	\$ -	\$ -	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -

* 5307 for Kentucky is Operating Assistance Only

Sections 5311/5339/5310/5303/5304

SFY 2022

Revised 12/9/2020

RESOLUTION 2021-05

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, FOR A GRANT UNDER FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT) and A RESOLUTION COMMITTING THE LOCAL SHARE OF FUNDS NECESSARY TO SECURE A SECTION 5311/5339/5310/5303/5304 GRANT APPLICATION.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Fixing America's Surface Transportation Act (FAST Act), the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the Department of Transportation requirements thereunder; and

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Section 504 of the Rehabilitation Act of 1973, that in connection with the filing of an application for assistance the applicant gives an assurance that it will comply with Section 504 of Rehabilitation Act of 1973 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is required by the U.S. Department of Labor in accordance with the provisions of Section 5333(b) of the Fixing America's Surface Transportation Act (FAST Act), that in connection with the filing of an application for assistance under the Fixing America's Surface Transportation Act (FAST Act), and in the absence of a waiver from the U.S. Department of Labor, the applicant gives an assurance that it will comply with Section 5333(b) of the Fixing America's Surface Transportation Act (FAST Act), and the U.S. Department of Labor requirements thereunder; and

WHEREAS, it is the goal of the applicant that disadvantaged business enterprises be utilized to the fullest extent possible in connection with this project, and the definite procedures shall be established and administered to ensure that disadvantaged businesses shall have maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts or consultant and other services.

NOW, THEREFORE, BE IT RESOLVED BY THE Executive Board, hereinafter referred to as Applicant's Governing Board, OF THE Clarksville Urbanized Area Metropolitan Planning Organization (MPO), hereinafter referred to as Applicant, authorizes the following in regards to Stan Williams, Clarksville Urbanized Area MPO Director, hereinafter referred to as Agency Representative:

- Section 1. That Agency Representative of the Applicant is authorized to execute and file an application on behalf of the Applicant with the U.S. Department of Transportation, to aid in the financing of the Section 5303 Planning Grant assistance projects described in the attachment.**
- Section 2. That Agency Representative is authorized to execute and file with such application an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.**
- Section 3. That Agency Representative of the Applicant is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.**
- Section 4. That Agency Representative of the Applicant is authorized to set forth and execute with such application an assurance that the Applicant will comply with the conditions of the Section 5333(b) Warranty as required by the U.S. Department of Labor effectuating the purposes of Section 5333(b) of Fixing America's Surface Transportation Act (FAST Act).**
- Section 5. That Agency Representative is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application or the project.**
- Section 6. That Agency Representative is authorized to execute grant contract agreements on behalf of Applicant with the Kentucky Transportation Cabinet for aid in the financing of the Section 5303 Planning Grant assistance project(s).**
- Section 7. That Agency Representative is authorized to sign all grant, budgets, application and contract agreements via electronic signature on behalf of Applicant with the Kentucky Transportation Cabinet.**
- Section 8. This Resolution shall be in full force and effect from and after the date of its adoption.**

WHEREAS, Applicant is authorized by Kentucky Revised Statutes (KRS) to apply for and accept grants of money to assist in the implementation of a transit system or for transportation planning in Clarksville Urbanized Area MPO's planning area; and

WHEREAS, Applicant has applied to the Kentucky Transportation Cabinet and the Federal Transit Administration of the United States Department of Transportation Act of 1964, in connection with the Section 5311/5339/5310/5303/5304 project; and

WHEREAS, said Applicant requires assurance of the Applicant's Governing Board relative to the commitment of the local share for the Section 5311/5339/5310/5303/5304 project(s).

NOW THEREFORE, BE IT RESOLVED BY THE Applicant's Governing Board,

1. That the Applicant's Governing Board hereby gives assurance that it is the intent of this Body to commit its local share of the funds necessary to support this project to improve transit service in Applicant's service area, as stated above, for a minimum of five years from the inception of the project. Said local share of expenses is to be resolved from City of Clarksville;

2. That the Applicant's Governing Board hereby gives assurance that it is the intent of this Body to continue the operation of transit service or planning for transit service for a minimum of five years.

ADOPTED by vote of the Applicant's Governing Board this 21st day of January, 2021.

Approved:

Mayor Joe Pitts

Printed Name

Executive Board Chairman

Title

Signature

Attest:

Stan Williams

Printed Name

Clarksville MPO Director

Title

Signature

I, being the duly appointed Clarksville MPO Director of the Applicant, do hereby certify that the foregoing is a true and correct copy of Resolution No. 2021-05, adopted by the Applicant's Governing Board, January 21, 2021.

**OBLIGATIONS FOR
CLARKSVILLE MPO
FY 2020**

FED FUNDS OBLIGATED: \$17,688,889.67

TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP	KYTC Remaining Fed Funds
(Tiny Town Road) at R.J. Corman R/R, LM 0.88 in Clarksville	AUTHORIZE PE-N	HSIP	38	\$13,500.00	\$3,407,452.00	
(US-79, Wilma Rudolph Blvd), From Holiday Drive to Alfred Thun Road in Clarksville (RSA)	AUTHORIZE CONST	HSIP	38	\$2,465,185.00	\$5,407,452.00	
(US-41A), From Concord Drive to Quirt Lane	AUTHORIZE CONST	STBG	39	\$108,787.00	\$13,381,108.00	
(US-41A, Providence Blvd/Ft Campbell Blvd), From near Cave Street to Concord Drive	AUTHORIZE CONST	STBG	39	\$537,412.00	\$13,381,108.00	
(US-41A), From bridge over Red River to Hemilage Road	ADJUST CONST	NHPP	37	\$90,371.00	\$8,588,040.00	
(US-41A), From bridge over Red River to Hemilage Road	ADJUST CONST	HSIP	38	\$9,000.00	\$3,407,452.00	
(US-79), From SR-374 to SR-12	CLOSE PROJECT	RHSIP	38	(\$28,810.94)	\$36,000.00	
(US-79), From SR-374 to SR-12	CLOSE PROJECT	RSTP	39	(\$88,783.45)	\$1,135,000.00	
(Martin Luther King Jr. Pkwy), From SR-112 to I-24 Ramp (RSAR) in Clarksville	ADJUST CONST	HSIP	38	\$54,200.00	\$3,407,452.00	
From near SR-12 to SR-48	AUTHORIZE CONST	NHPP	37	\$823,638.00	\$8,588,040.00	
From Bridge over SR-13 (US-79) to Bridge over SR-12 (US-41A)	AUTHORIZE CONST	HSIP	38	\$46,971.00	\$5,407,452.00	
Dunlop Lane at R.J. Corman R/R, LM 0.78	AUTHORIZE CONST	HSIP	38	\$88,899.00	\$5,407,452.00	
(US-41A), From bridge over Red River to Hemilage Road	ADJUST CONST	NHPP	37	\$356,000.00	\$8,588,040.00	
(US-41A), From bridge over Red River to Hemilage Road	ADJUST CONST	HSIP	38	\$4,500.00	\$3,407,452.00	
Clarksville River Trail (Red River Segment)	CLOSE PROJECT	TE	74	(\$50,224.05)	\$240,782.00	
Clarksville River Trail (Red River Segment)	CLOSE PROJECT	TAP	74	(\$17.92)	\$52,780.00	
(Rossview Road), From Cardinal Lane to Powell Road	AUTHORIZE CONST	L-STBG	68	\$2,114,847.00	\$10,500,000.00	
(US-41A), From Near SR-76 to Near Denny Road in Clarksville (includes Access Roads)	ADJUST PE-N, PE-D & ROW	HSIP	38	\$377,588.00	\$8,000,000.00	
(Warfield Blvd), South of Dunbar Cave Road to West of Stokes Road	AUTHORIZE CONST	STBG	2	\$3,395,162.00	\$23,892,126.00	
(US-79, Wilma Rudolph Blvd), From Holiday Drive to Alfred Thun Road in Clarksville (RSA)	ADJUST PE-D & CONST	HSIP	38	\$1,006,038.00	\$5,407,452.00	
(US-79), From South of Center Pointe Road to Holiday Drive in Clarksville	ADJUST PE-N	STBG	39	\$120,000.00	\$13,381,108.00	
(US-79), From South of Center Pointe Road to Holiday Drive in Clarksville	ADJUST CONST	NHPP	37	\$1,782,869.00	\$10,588,040.00	
(US-79), From Cracker Barrel Drive to International Boulevard (serving Hancock Tire)	ADJUST ROW	STBG	10	(\$0,512,000.00)	\$10,100,000.00	
From Needmore Road to Branson Way	CLOSE PROJECT	HSIP	38	(\$13,968.12)	\$1,702,726.00	
From Needmore Road to Branson Way	CLOSE PROJECT	STBG	39	\$58,340.88	\$3,840,554.00	
From near SR-12 to SR-48	ADJUST CONST	NHPP	37	(\$48,185.00)	\$8,588,040.00	
From Tobacco Road to Needmore Road	ADJUST PE-N	HSIP	38	\$78,300.00	\$760,000.00	
(US-41A), From McAdoo Creek Road to East of SR-76 in Clarksville (includes Intersection at SR-76-Utilities Only)	CLOSE PROJECT	STBG	STIP 63040	\$11,739.77	\$28,598,100.00	
Red River East Trail - Phase 1	ADJUST CONST	STBG-TA	78	\$150,256.00	\$1,090,998.00	
(US-79), Wilma Rudolph Boulevard Adaptive Signal System	AUTHORIZE PE-N	CMAQ	60	\$10,000.00	\$10,000.00	
(Warfield Blvd), South of Dunbar Cave Road to West of Stokes Road	ADJUST CONST	STBG	2	\$850,000.00	\$23,682,126.00	
(Rossview Road), From Cardinal Lane to Powell Road	ADJUST CONST	L-STBG	68	\$880,495.00	\$10,500,000.00	
McAdoo Creek Road to SR-76, East of Clarksville	ADJUST ROW	STP	041	\$0.40	\$8,820,000.00	
KY-911 from US-41A to Oak Grove	Construction	STBG	13	\$3,186,841.00	\$3,958,878.00	\$1,561,059.00
Total Obligated Road Project Funds:				\$9,809,616.57		

Clarksville Transit System (CTS)					
Install passenger shelters at major stops	5307	20	\$80,000.00	\$100,000.00	
Bus Stop Benches	5307	22	\$2,000.00	\$2,500.00	
Facility Renovation & Rehabilitation & New	5339	28	\$594,918.00	\$743,845.00	
Facility Renovation & Rehabilitation & New	5307	28	\$380,000.00	\$450,000.00	
Support Facilities & Equipment	5307	24	\$55,916.00	\$69,895.00	
Associated Capital Maintenance	5307	25	\$44,000.00	\$55,000.00	
Purchase Replacement Support Vehicles	5307	26	\$24,000.00	\$30,000.00	
Purchase New and Replacement Shop Equipment	5307	27	\$8,000.00	\$10,000.00	
Surveillance/Security Equipment	5339	30	\$48,000.00	\$60,000.00	
Computer Hardware	5307	32	\$4,000.00	\$5,000.00	
ADA Paratransit Service	5307	58	\$284,489.00	\$355,611.00	
Engineering and Design	5339	59	\$40,000.00	\$50,000.00	
Preventive Maintenance	5307	62	\$638,508.00	\$795,635.00	
Operating Assistance-TN	5307	35	\$1,823,888.00	\$3,536,000.00	
Operating Assistance-KY	5307	36	\$308,228.00	\$616,452.00	
Purchase Replacement & Expansion ADA Paratransit Vehicles-Diesel and Hybrid	5310	63	\$168,000.00	\$210,000.00	
Purchase replacement of buses	5307	72	\$1,200,000.00	\$1,500,000.00	
Purchase replacement of buses	5307/ CMAQ flexed	72	\$1,584,000.00	\$1,980,000.00	
Total CTS Obligated Funds:			\$7,386,943.00		

Transportation Planning Funds Authorized for the Clarksville Urbanized Area			Remaining Federal Funds		
FHWA Section 112 Planning Funds-TN 80/20%	PL-TN 80/20	\$	95,757.69	\$341,828.00	\$427,265.00
FHWA Section 112 Planning Funds-KY	PL-KY	\$	79.72	\$37,600.00	\$47,000.00
State Planning & Research Funds (MPO)	SPR-TN/MPO	\$	38,212.60	\$52,583.00	\$85,729.00
FHWA Section 112 Planning Funds-TN 80/10/10%	PL-TN 80/10/10	\$	1,657.31	\$59,079.00	\$73,849.00
FTA Section 5303-KY	5303-KY	\$	31.00	\$22,260.00	\$27,813.00
Total Planning Obligated Funds:				\$513,340.00	