



**Clarksville Urbanized Area
Metropolitan Planning
Organization
FINAL
Transportation
Improvement Program
FY 2017 - FY 2020**



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ACRONYMS

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

SECTION 1. PROGRAM NARRATIVE AND TEXT

1.0 INTRODUCTION:

The Clarksville Urbanized Area Metropolitan Planning Organization (MPO) is federally mandated to carry out the planning and programming of federally funded and regionally significant transportation activities within the cities of Clarksville and Oak Grove, Montgomery County, portions of Christian County and portions of the City of Hopkinsville. The MPO has prepared the following FY2017 through FY2020 (October 1, 2016 through September 30, 2020) Transportation Improvement Program (TIP) for the Clarksville area.

The FY2017 - FY2020 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian and other surface transportation projects scheduled for implementation over the next four years that are regionally significant and/or that use federal transportation funds. This document identifies planned transportation projects and projected revenues during the time period of FY2017 to FY2020 and ensures coordination of transportation improvements by local, state, and federal agencies.

1.1 PROGRAM APPROVAL:

The TIP must be fully updated and approved at least every four years by the MPO, the Governor of Tennessee and the Governor of Kentucky. The approval signature from the MPO's Executive Board is the signed Resolution 2016-09 on the next page.

FY2017-FY2020 Transportation Improvement Program

RESOLUTION 2016-09

APPROVING THE FINAL FY2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

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

WHEREAS, a proposed Final Transportation Improvement Program for FY2017-FY2020 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

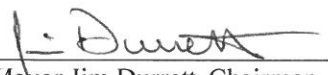
WHEREAS, Transportation Planning in the Clarksville Urbanized Area is based on the established planning factors and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450; and

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 19, 2016 and ended October 20, 2016. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2017-FY2020 TIP to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board recommends approval of the Final FY2017-FY2020 Transportation Improvement Program of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 20, 2016



Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO

FY2017-FY2020 Transportation Improvement Program

1.2 **FEDERAL LEGISLATION AND REGULATIONS:**

1.2a **Federal Legislation:**

The Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015, and is the federal transportation legislation that replaces "Moving Ahead for Progress in the 21st Century Act" (MAP-21). Through the FAST Act, federal funding will be provided for transportation programs for the next five years. The act continues to focus on performance based planning established in MAP-21. Certain funding programs have been created or modified as a part of the FAST Act. For instance, Transportation Alternatives funding has been placed under the umbrella of the Surface Transportation Block Grant (STBG) and a new funding category has been created to advance major freight initiatives.

In July, 2012 the federal government passed MAP-21, a 2-year federal surface transportation legislation detailing transportation activities and investment. MAP-21 addressed the challenges the modern transportation system faces, including safety, security, traffic congestion, intermodal connectivity, freight movement, environmental protection, and delays in project delivery. The MAP-21 requirements are in Title 23 of the United States Code (USC) and the implementing regulatory authority is reflected in Title 23 of the Code of Federal Regulations (CFR).

1.2b **Statutes and Regulations:**

Title 23, United States Code (USC): Establishes United States transportation laws governing the Federal-Aid Highway System.

Section 134 – Requires the designation of a metropolitan planning organization for each urbanized area of 50,000 population or more and that the metropolitan area have a continuing, comprehensive and cooperative (3Cs) transportation planning process.

Title 23, Code of Federal Regulations (CFR): Implements the provisions of federal law established under 23 USC relating to the administration of federal aid for highways.

Part 450 – Planning Assistance and Standards: Establishes the procedures for implementing the provisions of 23 USC 134, including the development of plans and programs that must consider all transportation modes and support metropolitan community development and social goals.

Title 49, United States Code: Creates the U.S. Department of Transportation and establishes its powers and duties along with the responsibilities of FHWA and FTA.

Section 5303 – Metropolitan Planning: Stipulates that the 3Cs transportation planning process required by 23 USC 134 be conducted in coordination with mass transportation operators to ensure that transportation plans and programs provide for the consideration of all modes of transportation, particularly mass transit, walking and bicycling.

Title 49, Code of Federal Regulations: Establishes and codifies the federal rules, regulations, requirements and provisions of *Title 49, USC*, including the federal transportation funds and funding programs administered by FHWA and FTA.

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Part 613 – Planning Assistance and Standards: Establishes parallel metropolitan and statewide transportation planning and programming standards for FTA that mirror those established for FHWA in *23 CFR, Part 450*; and requires that the regulations in *23 CFR 450* be followed in the administration of FTA transportation planning and program funds.

1.3 SELF-CERTIFICATION:

The MPO and TDOT certifies, at least every four years, that the metropolitan planning process of the MPO is being carried out in accordance with all applicable requirements, per 23 CFR 450.334. On the next page is the self-certification of the MPO and TDOT, and is signed by the MPO's Executive Board Chairman. On page 6 is the KYTC certification and is signed by the Kentucky Secretary of Transportation.

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Metropolitan Planning and Federal Certifications

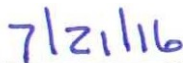
In accordance with 23CFR 450.334, Clarksville Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements:

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

- X (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- X (5) Section 1101(b) of the FAST ACT (Pub. L. No. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- X (6) 23CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- X (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37 and 38;
- X (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO



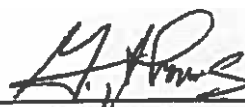
Date

KENTUCKY

Transportation Planning Process Certification

In accordance with 23 CFR 450.218 (a), the Kentucky Transportation Cabinet hereby certifies that, to the best of its knowledge and belief, the federally required transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USOOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Greg Thomas
Secretary of Transportation

6/16/16
Date

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1.4 STATEMENT OF NON-DISCRIMINATION:

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

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular 3/4 mile access zone surrounding fixed route services.

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

The Clarksville MPO Title VI Coordinator is Jill Hall. She can be reached at her email address: jill.hall@cityofclarksville.com. The Clarksville MPO Title VI Program can be found electronically at: <http://www.cuampo.com/files/Title%20VI%20Program.pdf>.

1.5 NATIONAL GOALS:

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

- a. *Safety* – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- b. *Infrastructure Condition* – to maintain the highway infrastructure asset system in a state of good repair.

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

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

1.6 FEDERAL PLANNING FACTORS:

The Clarksville MPO's transportation planning process takes into consideration the Federal planning factors in 23 USC Section 134 and Section 135. There are ten factors that must be considered as part of the planning process for all metropolitan areas. These factors are consulted throughout the development of projects that are included in the Clarksville MPO's TIP. The ten factors that are to be considered in the metropolitan planning process, more specifically in the TIP development are:

- a. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- b. Increase the safety of the transportation system for motorized and non-motorized users;
- c. Increase the security of the transportation system for motorized and non-motorized users;
- d. Increase the accessibility and mobility of people and freight;
- e. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

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- f. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- g. Promote efficient system management and operation;
- h. Emphasize the preservation of the existing transportation system.
- i. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- j. Enhance travel and tourism.

The FAST Act continues to focus on performance-based planning established in MAP-21. The statewide and metropolitan planning process incorporates a more comprehensive performance - based approach to decision-making to support the national goals. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets. The MPO will incorporate performance measures in their planning as they are set by TDOT and KYTC. The MPO uses and reviews crash data, fatalities, vehicle miles travelled and travel times as performance measures for safety and congestion. The MPO has requested assistance from TDOT to perform roadway safety audits based on these performance measures.

1.7 FEDERAL PLANNING EMPHASIS AREAS:

The U.S. DOT identifies Planning Emphasis Areas (PEAs) for consideration in the transportation process. They are listed below:

- a. Implementation of the FAST Act:
 - 1. *Performance-based planning* – the development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. The MPO incorporates performance management into its planning process through data collection and modeling. TDOT and KYTC have twelve months from federal publication of the final MAP-21 performance measure rulemakings to establish and publish their performance measure targets, in consultation with their respective MPOs. The MPO has six months from the States' publication of performance measure targets to establish and publish their own targets.
 - 2. *Expand Committees or Boards* – to include public ports and private transportation providers in the planning process. The MPO TCC includes a representative from RJ Corman, a railroad group, who is assisting the Clarksville/Montgomery County with a multimodal waterway port facility project. All meetings are open to the public and private stakeholders are encouraged to attend.
 - 3. *Consider Climate Change in Planning Process* – consider projects/strategies to improve resilience and reliability of transportation system to mitigate storm-water and to enhance travel and tourism. The MPO works with the Regional Planning Commission and City and County engineers to coordinate land use and roadway development. The MPO promotes transportation policies, plans and programs for the reduction of climate-changing greenhouse gas emissions through air quality public awareness campaigns and supporting multimodal initiatives for transit, rail, car-pooling and alternate fuels.

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b. Regional Models of Cooperation:

Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries.

1. *Incorporate Joint Goals* – Incorporate goals for project delivery, congestion management, safety, freight, livability and commerce that are common to Transit, MPO and State into planning process. The MPO is a member of the Freight Advisory Board in Tennessee and a member of the Southeast Diesel Collaborative for air quality and congestion issues.
2. *Planning Agreements* – to ensure that effective processes for cross-jurisdictional communication exist. The MPO works cooperatively with the Nashville MPO on regional transportation issues in Middle Tennessee; and shares information and attends meetings with the Pennyriple Area Development District (PADD) in Hopkinsville, KY.
3. *ITS Architecture* – Updated in 2015 and collaborated with partners (States, Transit, MPO) to ensure compatibility.

c. Ladders of Opportunity:

Access to essential services (employment, health care, schools/education and recreation) as part of the transportation planning process and identify transportation connectivity gaps to these essential services.

1. *Identify Criteria* – for underserved populations (low income, minorities, elderly, LEP, disabled) and essential services (health care, schools, supermarkets, employment centers, voting/polling places, courthouses, recreational areas, motor vehicle depts.). This is provided in the development of the 2040 MTP.
2. *Map existing connectivity*. This is provided in the development of the 2040 MTP.
3. *Identify gaps in connectivity and create solutions* – develop and implement analytical methods to identify gaps in connectivity in existing and developing transportation system and potential solutions. This is provided in the development of the 2040 MTP.
4. *Participation Plans* – evaluate the effectiveness of Participation Plans for engaging disadvantaged communities in the decision making process. This is evaluated yearly for any needed changes to the Plan to better serve our disadvantaged communities.
5. *Coordinated Human Service Public Transportation Plan* – evaluate the effectiveness of the coordinated plan for meeting the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. This is being developed with the Nashville MPO and funded by TDOT.
6. *Bike/Pedestrian Facilities* – assess the safety and condition of bike/pedestrian facilities. The MPO is planning to perform a sidewalk study and assess the connectivity and needs throughout the MPO area.
7. *ADA Transition Plans* – evaluate compliance with ADA, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities. The MPO is encouraging all municipalities in its planning area to develop an ADA Transition Plan.

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8. *EJ and Title VI* – evaluate the funding spent and the number of projects in these areas for planning documents. The Transit system has all of its routes reviewed to ensure that the EJ areas are reached. An EJ assessment, using the 2010 Census data, was made to identify the demographics of the MPO area in order to recognize potential communities of concern. An evaluation was done on the distribution of projects and their impacts to these communities so that neither the minority nor low-income populations in the MPO area will experience disproportionate impacts due to the projects proposed within the 2040 MTP. The majorities of MPO projects are state routes, safety concerns or congested main thoroughfares. A similar evaluation will be administered for the 2045 MTP development.

1.8 PLANNING HORIZON:

The FY2017-FY2020 TIP is the MPO's short-term programming document that list four years of funded transportation projects. The TIP identifies and tracks federally funded and regionally significant transportation projects over a four-year period. The federal fiscal year is from October 1st through September 30th. The proposed TIP has a time frame from October 1, 2016 through September 30, 2020. The proposed TIP will go into effect once it is adopted by the MPO Executive Board and approved by State and Federal agencies.

The previous TIP had a four year planning horizon from FY2014 through FY2017. It was adopted on October 17, 2013. The next TIP to be developed after the FY2017-FY2020 will have an anticipated planning horizon for four years from FY2020 through FY2023 and will have a development cycle beginning in FY2019 and be completed during the first quarter of FY2020.

The TIP is a short term implementation vehicle for the 2040 Metropolitan Transportation Plan (MTP), which has a horizon of 25 years and was adopted on February 20, 2014. The TIP projects come from recommendations in the 2040 MTP. The 2040 MTP is a long-range plan that focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision making guidelines for the MPO Executive Board.

1.9 PLANNING AREA:

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

Figure 1 - Clarksville MPO Area

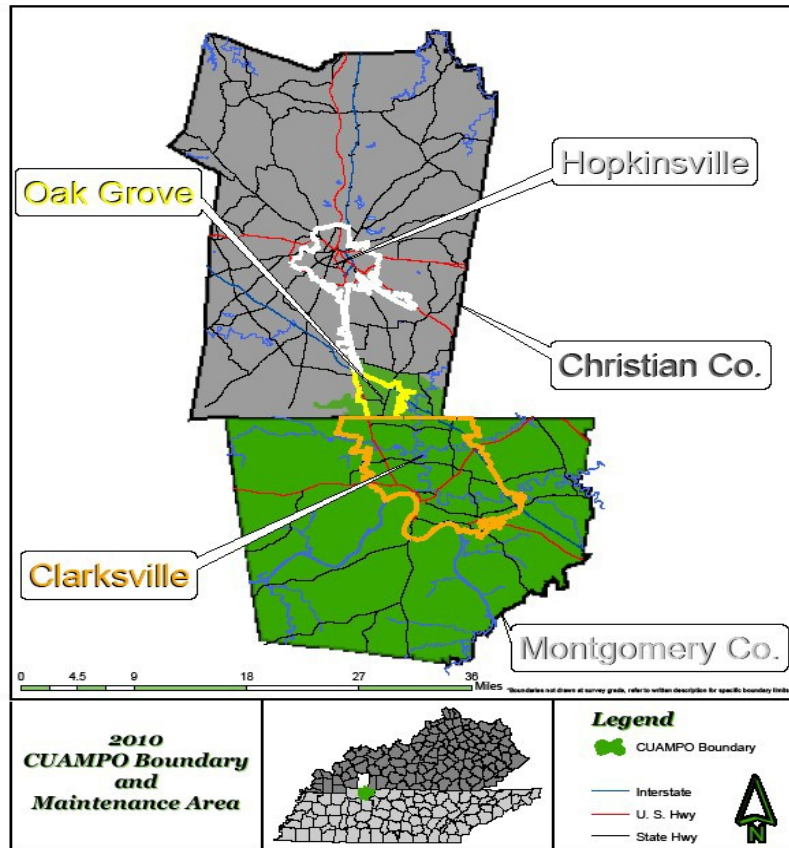


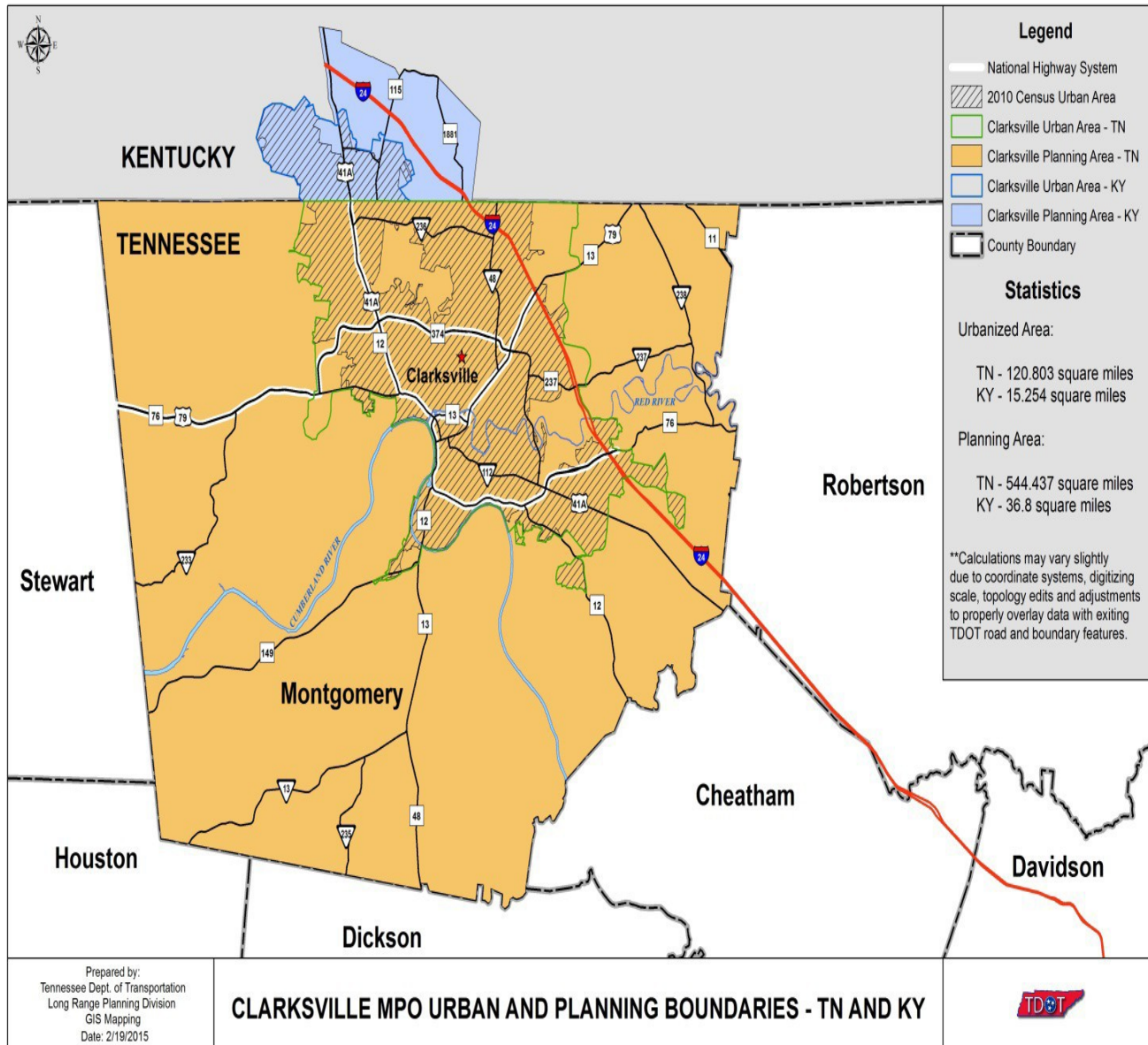
FIGURE 1: Orange Outline Area: Clarksville City Limits
 Yellow Outline Area: Oak Grove City Limits
 White Outline Area: Hopkinsville City Limits

1.9a MPO ADJUSTED URBANIZED AREA:

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

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



1.10 PROCESS FOR PROGRAM DEVELOPMENT:

1.10a Planning Partners and Sub-Recipients:

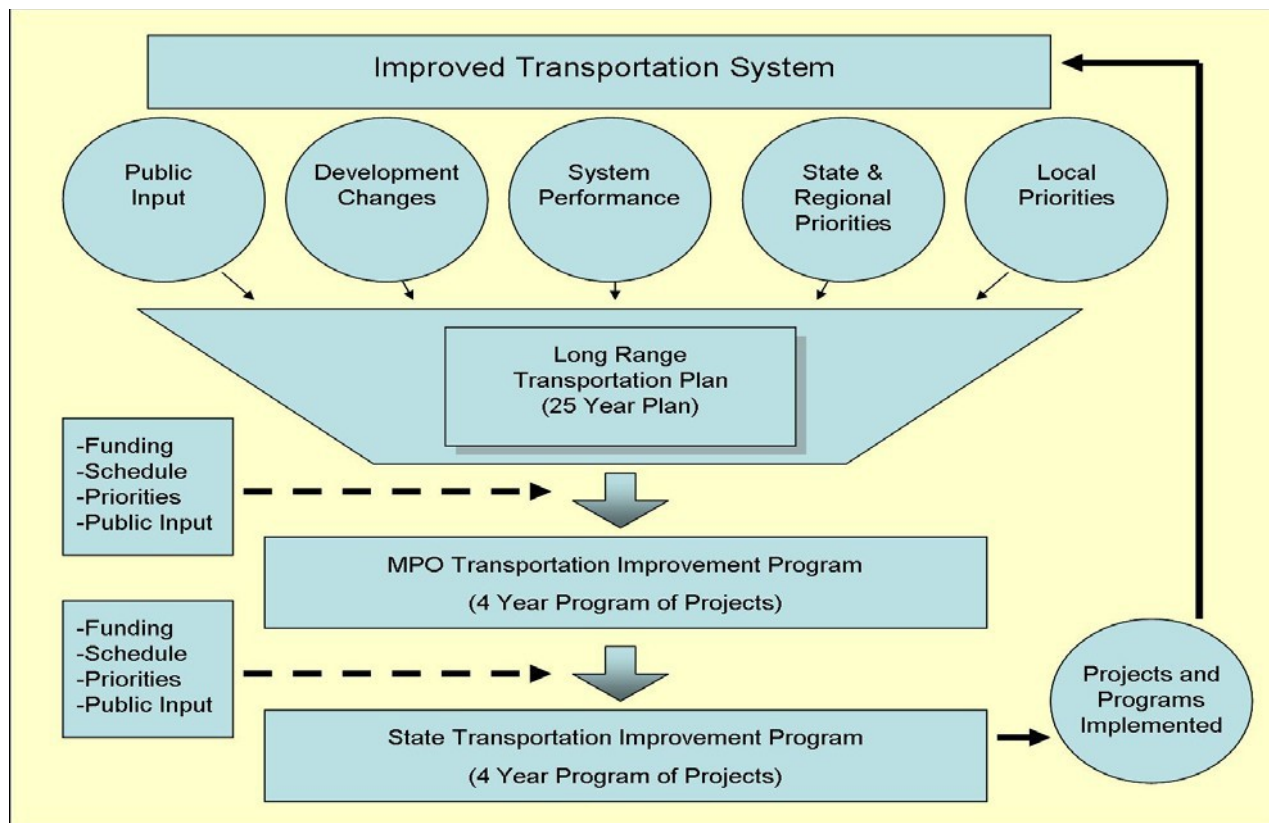
The Clarksville MPO develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA pursuant to 23 CFR 450.306 and by FTA pursuant to 49 CFR 613.100. The FAST Act legislation, adopted in December 2015, is the most recent comprehensive federal legislation addressing surface transportation and guides the long range planning process. The FY2017-2020 TIP is developed through coordination and consultation between the Clarksville MPO, Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC), the Clarksville Transit System (CTS), and local jurisdictions within the region. There is a Memorandum of Agreement between the Kentucky Transportation Cabinet and the Tennessee Department of Transportation for the Clarksville MPO that clearly identifies the responsibilities of each agency. This Memorandum was devised for bi-state MPOs to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process.

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

1.10b MPO TIP and STIP Relationship:

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

Figure 3 - Transportation Improvement Program Development Process



1.10c Funding Sources:

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

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

Surface Transportation Block Grant Program (STBG) - remains the federal-aid highway program with the broadest eligibility criteria. Funds can be used on any federal-aid highway, on bridge projects on any public road, on transit capital projects on non-motorized paths, and on bridge and tunnel inspection and inspector training. The FAST Act consolidated Transportation Alternative Program (TAP) eligibilities into STBG.

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

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

- a. Penalty Highway Safety Improvement Program (PHSIP) - the State may elect to use penalty funds to conduct HSIP eligible activities.

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

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

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

The Federal Lands Access Program (FLAP) - provides funds for projects on Federal Land's access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. [23 USC 201, 204]

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

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

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

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

Funds Assigned to Projects under SAFETEA-LU:

Transportation Enhancement (TE) – This program offered funding to help expand transportation choices and enhance transportation experiences through 12 eligible activities related to surface transportation. These funds remain available until expended or lapsed.

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

Safe Routes to School (SRTS) – The program provides funds to improve the ability of primary and middle school students to walk and bicycle to school safely.

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

Figure 4: Transportation Improvement Program Funding Sources:

Highway System Funding Programs	Project Initiation	Funding Source	Match Ratio
National Highway Performance Program (NHPP)	State DOT/ Cabinet	Federal State	80% 20%
Surface Transportation Block Grant Program (STBG) (State or Local Allocation)	State DOT/Cabinet or Local Government	Federal State or Local	80% 20%
Highway Safety Improvement Project(HSIP)	State DOT/Cabinet or Local Government	Federal Local/State	90% 10%
Railway-Highway Crossing Program (set-aside from HSIP)	State DOT/ Cabinet	Federal State	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
National Highway Freight Program (NHFP)	State DOT/ Cabinet	Federal State	80% 20%

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Federal Land Access Program (FLAP)	State DOT/ Cabinet	Federal State	80% 20%
Transportation Enhancement (TE)	Local Government	Federal Local	80% 20%
High Priority Project (HPP)	State DOT/ Cabinet	Federal State	80% 20%
Safe Route to School (SRTS)	Local Government	Federal Local	100% 0%
State Funds	State DOT/ Cabinet	State	100%
Kentucky Discretionary (KYD)	State DOT/ Cabinet	Federal State	80% 20%
Public Transportation Funding Programs	Project Initiation	Funding Source	Match Ratio
Section 5307 Capital, Operations and Planning Assistance Grant Program - The use of 5307 funds for Operating Assistance requires at Least a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non- Profit Entities	Federal State Local	80% 10% 10%
UROP – Urban Operating Assistance Program	Local Government	TDOT Local TDOT Local	80%<\$400,000 20%<\$400,000 50%>\$400,000 50%>\$400,000

1.10d Cooperative Funding Process for TIP by States, MPO and Transit:

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

- a. The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).
- b. In developing the TIP, the MPO, TDOT, KYTC and CTS must cooperatively develop estimates of revenue funds that are reasonably expected to be available to support the TIP implementation. This includes the identification of carryover funds, expected allocations and inflation rates for future year estimates. All revenue and cost estimates use an inflation rate to reflect “year of expenditure dollars” based upon reasonable financial principles. The TIP will include a project or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

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To develop a financially constrained TIP, the MPO began with the projects committed in the previous TIP. After reviewing the estimates of available state and federal funds and ensuring that the previous committed projects are funded, the MPO will consider new projects for the remaining anticipated funding.

1.10e Project Programming Process for TIP:

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

Locally-managed capital and non-capital transportation projects are programmed into the TIP after a lengthy process of review and consultation with local agencies and public participation. All locally-managed TIP projects are in the Tennessee portion of the MPO. The MPO follows the Public Participation Plan (PPP) for solicitation of new projects at public MPO meetings. Each proposed new project for consideration in the TIP is compared to the stated goals and objectives of the MPO's MTP. Additionally, each MPO member jurisdiction is given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments. From this, a prioritization classification is assigned to each project, with an "A" priority being assigned to those projects considered for funding within the FY2017-2020 TIP.

1.10f Evaluation of TIP Project's Consistency with the MTP and Statewide Plan:

Projects that are added to the TIP for funding and implementation must be consistent with the region's Metropolitan Transportation Plan (MTP). The metropolitan transportation planning process is consistent with the Strategic Highway Safety Plan as specified in 23 U.S.C. 148 and other transit safety and security planning and review process, and the regional intelligent transportation system (ITS) architecture as defined in 23 CFR part 940. The MTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO's MTP are divided into four groups: 1) short-term needs – proposed for completion by 2016, 2) mid-term needs – proposed for completion by 2026, 3) long-term needs – proposed for completion by 2035 and 4) proposed for completion by 2040. In order for a project to be included in the TIP, it must be in the short-term or mid-term list of projects in the MTP.

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

The MPO has an established detailed set of project selection criteria for STBG and CMAQ, forging a greater linkage between the stated goals of the 2040 MTP and other localempphasis

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areas. The enhanced selection criteria allow for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects. (*Appendix A*).

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

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

1.10g Regionally Significant Project:

The process for including all regionally significant projects into the TIP is the same as a locally-managed project. The funding source may be local, state and/or private. Again the estimated required funding must be provided for the TIP to remain financially constrained. All regionally significant projects must follow all the federal and state guidelines throughout the planning, programming and implementation of the project.

While the MPO is responsible for the programming of transportation improvements, the implementation of projects (i.e. construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region.

1.10h ADA, Title VI and EJ:

The ADA, Title VI and EJ is covered in the public participation process of TIP development in that the MPO makes an effort to reach those traditionally underserved in the transportation process. Traditionally underserved communities include minorities, transit dependent citizens, low income individuals and families, the elderly and persons with disabilities. The MPO works to accommodate all persons at its public meetings, regardless of any disability. The MPO holds public involvement meetings in close proximity to the transit center. The public notices for the public meetings are placed in each transit bus, advertised in five newspapers with two being distributed in the EJ areas and one being translated in the Hispanic paper, along with the notice and document being available in general public places as listed in the Public Participation Plan (PPP).

1.10i Operations and Maintenance:

The MPO and its members must assure the maintenance and efficient operation of the existing infrastructure components that make up the Clarksville Urbanized Area's transportation network. The MPO, in consultation with TDOT and KYTC, was able to determine future operations and maintenance funding levels for streets and highways for the MPO area based on historic funding trends. A three percent annual growth rate compounded annually over current funding levels was determined to be appropriate for operations and maintenance funding based on past funding growth trends within the MPO area. Operating and maintenance expenses are assumed to grow at a similar rate accounting for incremental increases in operating and maintenance costs. Maintenance activities are those that occur

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primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations activities are those that keep the current roadway system working during congestion, construction and emergency response such as traffic incident and work zone management, congestion mitigation signal timing, etc. These activities are not funded through or scheduled in the TIP. Each local agency is responsible for ensuring that the local share of operations and maintenance activities is provided for through the local budget process.

1.10j Public Participation and Involvement:

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

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

The Draft FY2017-FY2020 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP, the MPO and Clarksville Transit System staff met and reviewed projects and budget concerns. CTS staff submitted their projects to the MPO for inclusion into the TIP. The Draft TIP Project List was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hard copy.

The MPO staff met with city and county personnel including the Mayors, Engineers, and Superintendents/Directors of Highway/Street Departments about their surface transportation needs and concerns for the city, county and regional projects. The City and County continue to work jointly on projects for the betterment of the residents in the city, county and region. During the development of the TIP there was discussion at the Regional Planning Commission, City Council and County Commission meetings on road conditions, congestion and regional priorities and needs. Each of the Councilmen and Commissioners received a letter from the MPO asking for new projects or traffic concerns and were invited to the public meeting on April 21, 2016. The meeting on January 21, 2016, was the first for the call of projects and discussion of estimated allocation and carryover funds. The MPO had four public meetings January 21st, April 21st, July 21st, and October 20th. Due to funding constraints there were no new projects added to the TIP using the L-STBG funds. The L-STBG funds will be held for any additional amended funding needs and/or overruns with the current projects.

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

Prior to the MPO adopting the TIP, citizens, interested parties, and local and regional agencies' consultation groups were given a 30-day public comment period to review the Draft

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TIP and provide comments concerning the development of the TIP and the intent to fund specific projects. Public notices were placed in the local newspapers (the Leaf-Chronicle, Fort Campbell Courier, The Eagle Post and the Kentucky New Era) as well as the El Crucero, a locally distributed Hispanic (written in Spanish) newspaper, notifying the public that the TIP was available for comment.

The TIP was made available in draft form prior to adoption by the MPO Executive Board. The draft TIP was placed in the following locations to provide citizens' access to the TIP: Regional Planning Commission - 329 Main Street and on-line at the MPO's website (www.cuampo.com). In Kentucky the draft TIP was placed in the following locations: Hopkinsville's City Hall and Oak Grove's City Hall. Notification of the availability of the draft TIP was placed at the following locations, written in English and Spanish:

- Montgomery County Library
- Montgomery County Court House
- City of Clarksville City Hall
- Clarksville Chamber of Commerce
- City of Oak Grove City Hall
- City of Hopkinsville City Hall
- Hopkinsville Chamber of Commerce
- Christian County Court House
- Ft. Campbell Military Installation Library
- Regional Planning Commission/MPO Office
- Clarksville Department of Electricity
- CTS buses and station
- City of Clarksville Housing Authority
- City of Clarksville Human Services
- City of Clarksville Community Centers
- Montgomery County Community Centers

All public comments are considered/addressed by the Executive Board members prior to the final adoption by the MPO Executive Board. A final public hearing is held at the Executive Board meeting to conclude the public comment period.

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

Public comments received on this TIP. The first two comment forms were turned in to the MPO office and Mr. Williams spoke directly to them about their concerns and funding issues on state routes. The disposition of comments to the emailed comment is included in *Appendix B* in this document.

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1.11 PROJECT PHASES:

Highway Funding Project Phases in the STIP:

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

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

1.12 PROJECT GROUPINGS:

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

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

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included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

1.12a TDOT Grouping:

There are four groupings programmed by TDOT into the FY2017-FY2020 TIP. Each grouping has its own project sheet that summarizes the range of project activities that take place. The Penalty Highway Safety Improvement Program (PHSIP) is part of the Highway Safety Improvement Program (HSIP) Grouping. The PHSIP and HSIP funding is for any strategy, activity or project on a public road that is consistent with the Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The National Highway Performance Program (NHPP) funding is for projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS). The Surface Transportation Block Grant (STBG) funding is for projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads. Both of these groupings are based more on traffic operations and/or maintenance functions. Appendix C provides additional details on the allowable types under each funding program.

1.12b KYTC Grouping:

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

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

Grouped project categories utilized by the Clarksville Urbanized Area MPO for KYTC are shown below in Figure 6. The list of grouped projects utilized here is recommended by KYTC. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

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Figure 5. Clarksville MPO Kentucky Grouped Projects List

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

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects Figure 6 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding,

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these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

1.13 AIR QUALITY CONFORMITY:

The Clarksville maintenance area no longer is required to conduct a conformity determination after the revocation of the 1997 8-hour ozone standard by EPA in 2015. This rulemaking confirms that a second ten year maintenance plan will not be required.

1.14 CONNECTIONS TO OTHER DOCUMENTS AND PROGRAMS:

Just as the TIP is a short term implementation vehicle for the 2040 Metropolitan Transportation Plan (MTP), it is connected to other documents through the state and metropolitan planning process and development. TDOT has developed the "25-Year Long-Range Transportation Policy Plan", which provides guidance in planning for multimodal transportation and prioritizes transportation investments with local community priorities. TDOT works with the community and the MPO to fund TIP projects that are the priorities of the community to achieve increased efficiency and mobility choices, and enhance economic development and growth.

- a. Through the findings and reviews of corridor studies, subarea plans and model plans; new projects are recommended for the TIP. These studies and plans show the most desired transportation projects for the anticipated future growth within the area.
- b. The ADA transition plan identifies the transportation system's accessibility improvement needs and integrates them into the planning process. These identified needs are integrated into the TIP. The MPO tries to incorporate accessibility improvements into the transportation program.
- c. The MPO's safety goals address regional safety issues. The results of the MPO safety planning process should, as appropriate, be consistent with and reflect the goals and objectives of the State's Strategic Highway Safety Plans process. The MPO continues to develop strategies to incorporate safety in their transportation planning process and TIP development.
- d. The Clarksville Regional ITS Architecture allows stakeholders to plan how they would like their system to operate in the future and then breaks the system into smaller projects that can be implemented over time as funding permits. As projects are submitted for inclusion in the TIP, each project should be evaluated to determine if the project includes any ITS elements. If the project contains any ITS elements, then the project needs to be reviewed to determine if the ITS elements are in conformance with the Regional ITS Architecture.

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- e. The Coordinated Public Transit-Human Services Transportation Plan is a unified comprehensive strategy for public transportation service delivery that identifies the transportation needs to individuals with disabilities, older adults, and individuals with limited incomes; lays out strategies for meeting those needs; and prioritizes services. Projects identified in the coordinated planning process and selected for FTA funding are incorporated in to the TIP.
- f. The Congestion Management Processes (CMP) is an objectives-driven, performance-based approach to planning for congestion management. CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor-level, and site-specific basis. By providing information on system performance and the effectiveness of potential solutions and implemented strategies, alternatives to major capital investments can be identified and considered along with the need for infrastructure improvement. This comparison between alternatives and major capital investments is a more effective allocation process of limited funds when reviewing projects for the TIP.
- g. Transportation Systems Management and Operations (TSM&O) Plans provide input to the overall plan in terms of operations goals, objectives, performance measures, strategies, and projects or programs. The Plan defines a common vision for transportation system operations in the region, develop operations objectives to guide the selection of M&O strategies, and identify performance measures that will enable them to track progress toward their objectives. Strategies and potential projects or programs are developed to reach those objectives. These identified projects with funding sources can be selected for inclusion into the TIP.
- h. The Unified Planning Work Programs (UPWPs) provides planning and administrative support to the metropolitan transportation planning process of the MPO. Many of the tasks are required by state or federal law such as the preparation of the TIP.
- i. State Planning and Research (SPR) Work Programs provides technical assistance through socioeconomic data and traffic count collection that aids in project development and selection for the TIP.

1.15 ADVANCE CONSTRUCTION:

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

An AC project must meet the same requirements and be processed in the same manner as a regular federal-aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc., when any phase is implemented with federal-aid funds.

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1.16 PREVIOUSLY AUTHORIZED PROJECTS:

STATUS OF FY2014-FY2017 TIP PROJECTS (E+C on page 4-10, Table 4-3; T projects on page 4-23, Table 4-8 and Table 4-9)						
TIP ID#	2040 MT P	Project Title	Project Description (State Projects)	Sponsor Agency	Length	Action Taken
1	E+C 14	SR-112 from McAdoo Creek Rd to East of SR-76	Widen Road from 2 lane to 5 lane	TDOT	3.0 miles	Const in progress
3	E+C 14	SR-112 at SR-76	Intersection improvements (a subset of TIP#1 widening project)	TDOT	0.0 miles	Const in progress
5	T-43 T-42	SR-149/SR-374; SR-149 from SR-374 to River Rd; SR-374 from SR-149 to Dotsonville Rd	Construct new 2-lane roadway	TDOT	5.3 miles	SR-149 ROW in progress; SR-374 PE in progress
6	E+C 19	SR-374 from Dotsonville Rd to SR-76	Construct new 2-lane roadway	TDOT	2.9 miles	PE in progress
9	E+C 37	SR-237 from west of I-24 to International Blvd	Widen from 2 to 5 lanes	TDOT	0.8 miles	Const in progress
10	T-33	SR-13 (US-79) from Cracker Barrel Dr. to International Blvd	Widen from 2 lanes to 4 lanes with a continuous turn lane	TDOT	1.4 miles	ROW in progress
13	E+C 21	KY-911 from US41A to KY-115	Widening from 2 to 5 lanes	KYTC	1.8 miles	ROW in progress
18	E+C 24	KY-115 at KY-911	Reconstruct the KY-115/ KY-911 intersection in Oak Grove	KYTC	0.1 miles	CONST in progress
TIP ID#	2040 MT P ID#	Project Title	Project Description (Local-STP Projects, Local Regional Projects)	Sponsor Agency	Length	Action Taken
65	E+C 35	Oakland Rd from US Hwy 79 to 0.5 miles on Oakland Rd	Realignment of Oakland Rd 1000 ft. N on US Hwy 79 and 0.5 miles on Oakland Rd for safety and sight distance concerns	Montgomery County	0.5 miles	ROW in progress
66	E+C 34	Dunbar Cave Rd/ Rossvie Rd	Rossvie Rd widen to 5 lanes from I-24, 3 lanes from Cardinal Lane, transition to 2 after Keysburg Rd; realign Dunbar Cave Rd.	Clarksville	1.5 miles	ROW in progress
67	E+C 36	Sango Rd at SR-76	Reconstruct intersection and the addition of a turning lane on Sango Rd	Clarksville	0.3 miles	Completed

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68	T-34	Trenton and Needmore Intersection Improvements	Intersection improvements and addition of turn lanes on Trenton Rd and Needmore Rd	Clarksville	0.5 miles	City chose not to use federal funds. Project in Const with assistance from TDOT
12	Table 4-11	Intersection Improvements-Variou s	Adding turn lanes, new signals, decorative lighting, video vehicle detection to intersections and retiming signals	Clarksville	0.1 miles	Completed
70	T-29	Lafayette Rd	Reconstruction and widening of approximately 1,940 ft. of Lafayette Rd. Widening will consist of four 12' lanes with variable width, flush median, and 12' shoulders.	Montgomery County	0.4 miles	PE in progress
75	T-16	Northeast Connector, from US-79 to Trenton	Construct a new 4-lane roadway	Clarksville	2.0 miles	PE in progress
TIP ID#	2040 MTP	Project Title	Project Description (HPP, Enhancement, TAP Projects)	Sponsor Agency	Length	Action Taken
74	Table 4-16, Page 4-48	Clarksville River Trail (Red River Segment)	Pedestrian and Bicycle facilities consisting of 1,500 linear feet of trail/path based on AASHTO Path Standards. The project is not location dependent	Clarksville	0.3 miles	Const in progress
16	Table 4-11 Page 4-24	Ft. Campbell Variable Message Boards – 41A/ SR12	ITS message boards, cameras and necessary equipment for operation around Ft. Campbell	Clarksville	0.0	PE has not begun
76	Fig. 4-21 Page 4-50,51	Red River East Trail – Phase 1	Construction of a 3200 linear foot multimodal facility; also includes landscaping, signage, benches and trash receptacles.	Clarksville	0.61 miles	PE-D in progress
TIP ID#	2040 MTP	Project Title	Project Description (CMAQ Projects)	Sponsor Agency	Length	Action Taken
69	Figure 4-24, page 4-60	Cumberland River Regional Waterway Intermodal Facility at mile marker 122	Construct a multipurpose intermodal facility on the Cumberland River, including the construction of a rail spur on the RJ Corman Memphis Line to serve the facility.	Montgomery County	0.0	PE in progress
72	Table 4-15, Page 4-44	Transit Buses	Purchase of hybrid transit buses to replace older diesel buses	Clarksville	0.0	Funds flexed to FTA/buses purchased
73	Table 5-6, Page 5-10	Express Bus Service route from Clarksville to Nashville	Bus service includes 3 morning and evening round trips from CTS Center to Park & Ride lot at I-24	Clarksville	0.0	Funds flexed to FTA/ managed by RTA

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TIP ID#	2040 MT P	Project Title	Project Description (TDOT Grouping Projects)	Sponsor Agency	Length	Action Taken
37	Table 5-1, page 5-1	National Highway Performance Program (NHPP)	Projects for the preservation and improvement of the conditions and performance of the National Highway System.	TDOT		Completed
38	Table 5-1, page 5-1	Highway Safety Improvement Program (HSIP) Grouping	Any strategy, activity or project on a public road that is consistent with the data driven State Strategic Hwy Safety Plan and corrects or improves a hazardous road location or highway safety problem.	TDOT		Completed
39	Table 5-1, page 5-1	Surface Transportation Program (STP) Grouping	Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads.	TDOT		Completed
40	Table 5-1, page 5-1	PM 2.5 Emission Reductions Strategies	Projects to reduce PM2.5 emissions from on-road heavy-duty diesel engines and non-road construction equipment.	TDOT		Completed
All Transit Projects were completed in FY2014-FY2017 TIP.						

1.17 ANNUAL LISTING OF OBLIGATED PROJECTS:

The annual listing of obligated projects is compiled by the Clarksville MPO through the assistance and review of TDOT, KYTC and CTS. The obligated project list shows the funding amounts that were obligated by each project for the completed fiscal year. The listing is: added to the MPO website <http://www.cuampo.com/plansReports.php>; added to the public notice advertisement in five newspapers for the MPO meeting with its website link; put on the agenda for the MPO meeting and presented to the MPO's TCC and Executive Board.

1.18 AMENDMENTS AND ADJUSTMENTS:

1.18a **STIP/TIP Amendment:**

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

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

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changing termini; or

- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping);

1.18b Amendment Procedures:

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

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

1.18c TIP Administrative Adjustments:

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

- A minor change in the total project cost (see Project Cost Change Thresholds, below)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
 - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page 9) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering

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or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or

- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts.

1.18d Administrative Adjustment Authorization Procedures:

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

1.18e Project Cost Change Thresholds:

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

Figure 6. Project Cost Change Thresholds

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

SECTION 2. FINANCIAL PLAN

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

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

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 2.0% for TN and 2.0% for KY projects was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L-STBG annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and CTS staff.

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2.1 REASONABLY AVAILABLE L-STBG FUNDS: (Allocated through TDOT)

Table 1 Summary of L-STBG Funds Federal Share Only	New as of 10/1/2016
--	------------------------

L-STBG Funding Table (TDOT)		
Balance 10-1-16		\$12,446,907
FY2017 Allocation	+	\$1,789,000
Available to Spend	=	\$14,235,907
Projects Programmed	-	\$9,260,000
Remaining 2017	=	\$4,975,907
2018		
FY2018 Allocation	+	\$1,825,000
Available to Spend	=	\$6,800,907
Projects Programmed	-	\$0
Remaining 2018	=	\$6,800,907
2019		
FY2019 Allocation	+	\$1,861,500
Available to Spend	=	\$8,662,407
Projects Programmed	-	\$0
Remaining 2019	=	\$8,662,407
2020		
FY2020 Allocation	+	\$1,898,000
Available to Spend	=	\$10,560,407
Projects Programmed	-	\$0
Remaining 2020	=	\$10,560,407

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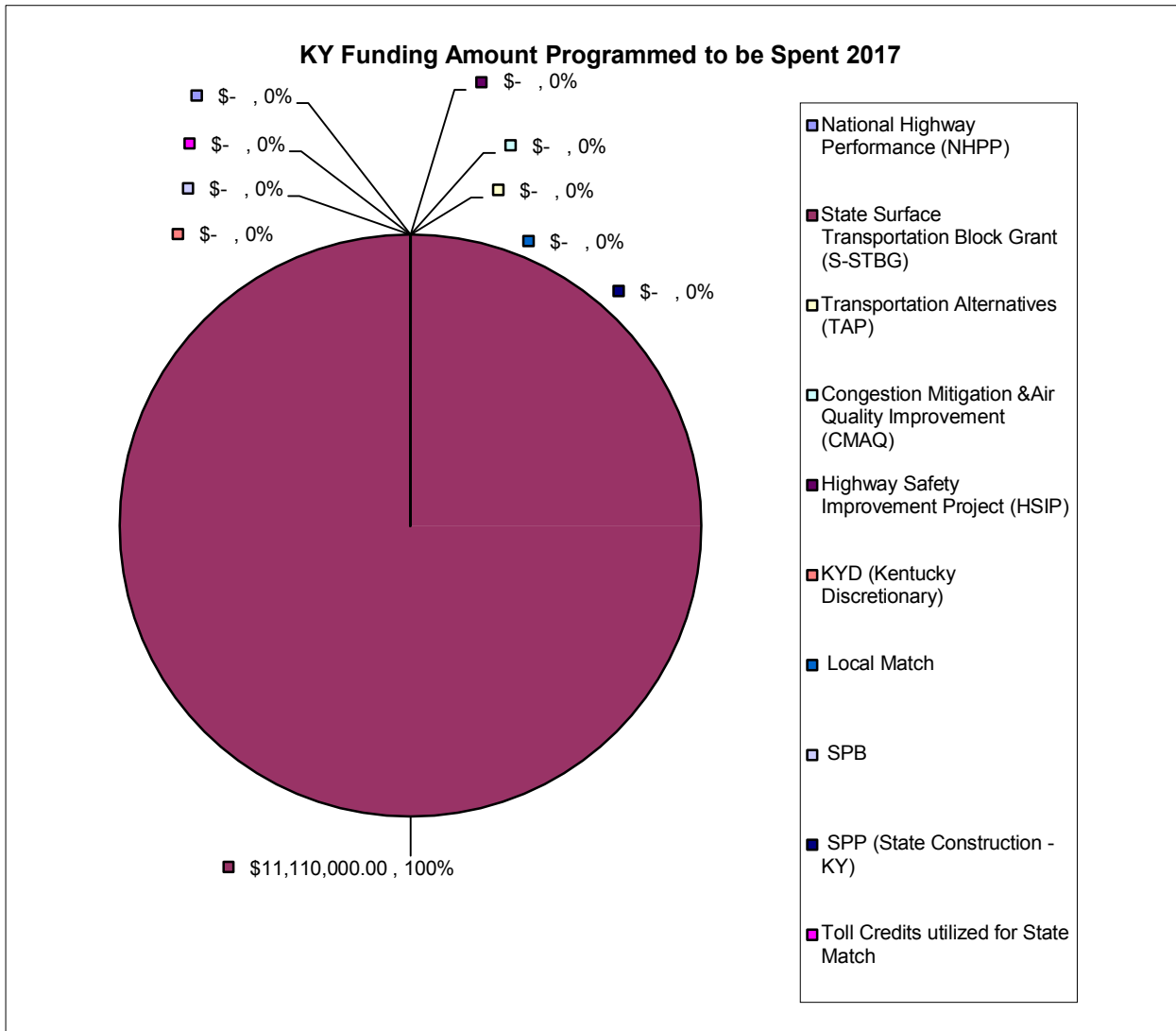
2.2 FISCALLY CONSTRAINED PROGRAMMED REVENUE AND COSTS:

**Kentucky Funding Table 2
As of 10/1/2016 (By Year of Expenditure)**

Funding Source	FY2017	FY2018	FY2019	FY2020
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ 11,110,000.00	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total	\$ 11,110,000.00	\$ -	\$ -	\$ -
Amount Programmed to be Spent				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ 11,110,000.00	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total Programmed	\$ 11,110,000.00	\$ -	\$ -	\$ -
Amount Remaining				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total Remaining	\$ -	\$ -	\$ -	\$ -

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Figure 7. Kentucky Funding Amount Programmed For FY2017 - Pie Chart



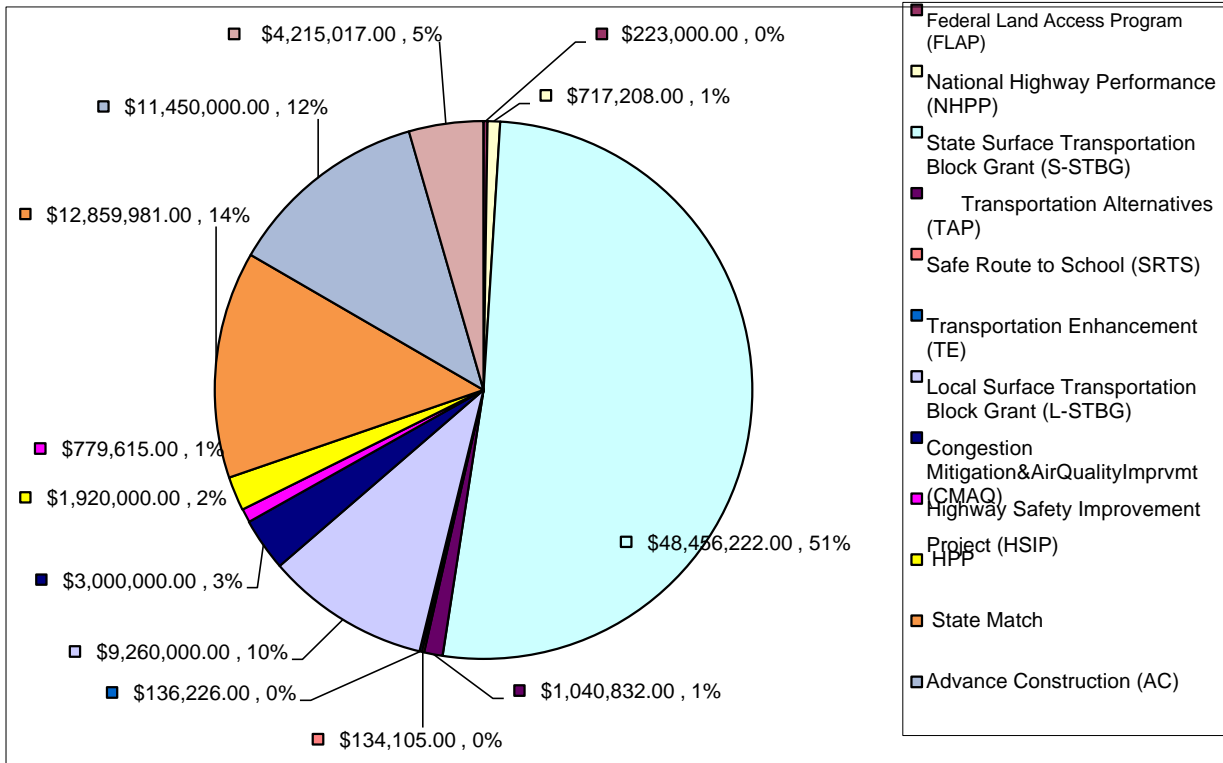
FY2017-FY2020 Transportation Improvement Program

Tennessee Funding Table 3

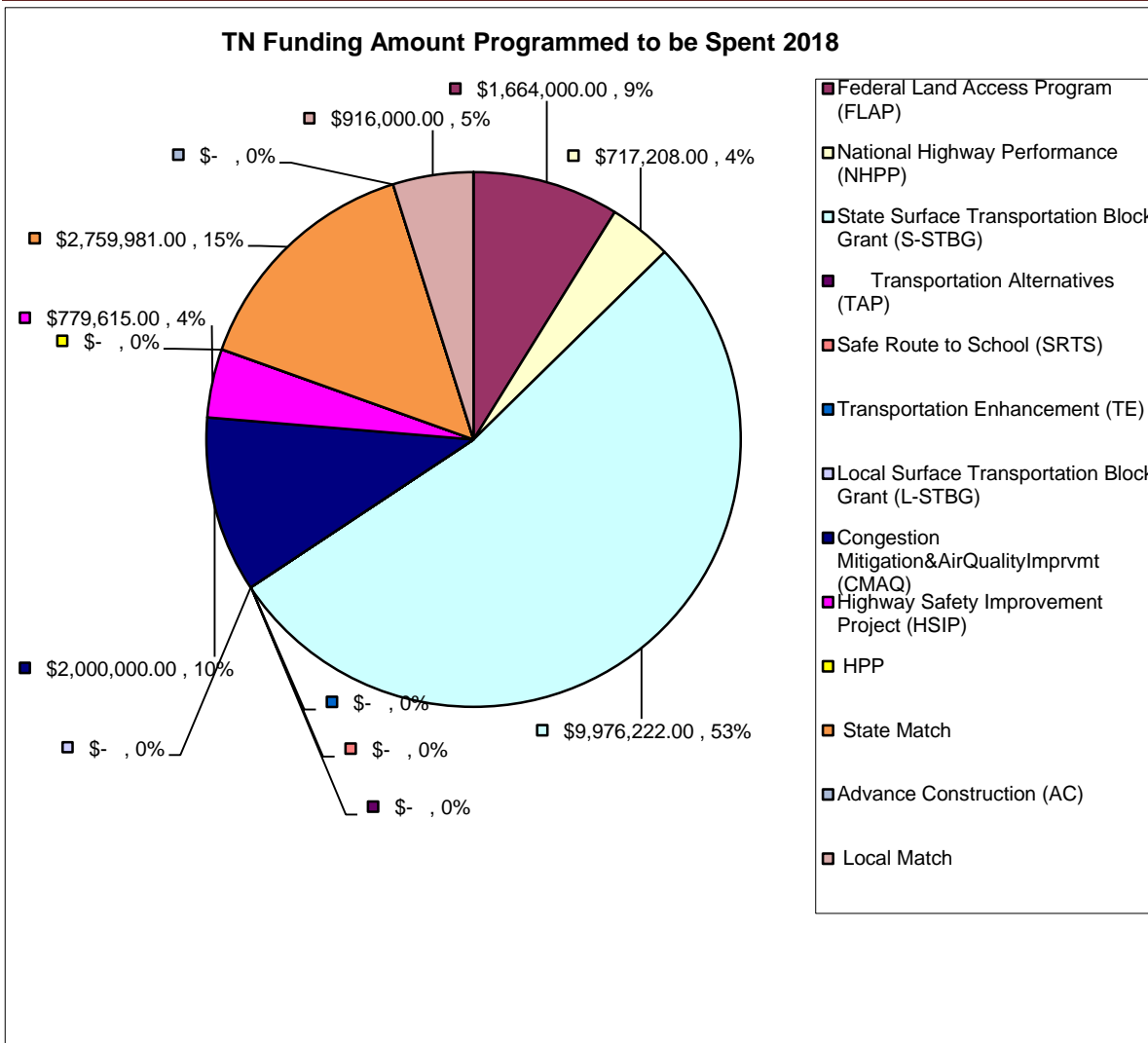
(By Year of Expenditure)	As of 10/1/2016			
	FY2017	FY2018	FY2019	FY2020
Funding Source	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 223,000.00	\$ 1,664,000.00	\$ -	\$ -
National Highway Performance (NHPP)	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00
State Surface Transportation Block Grant (S-STBG)	\$ 48,456,222.00	\$ 9,976,222.00	\$ 29,176,222.00	\$ 1,176,222.00
Transportation Alternatives (TAP)	\$ 1,040,832.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 134,105.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ 136,226.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 14,235,907.00	\$ 6,800,907.00	\$ 8,662,407.00	\$ 10,560,407.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 3,000,000.00	\$ 2,000,000.00	\$ 1,000,000.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00
HPP	\$ 1,920,000.00	\$ -	\$ -	\$ -
State Match	\$ 12,859,981.00	\$ 2,759,981.00	\$ 7,559,981.00	\$ 559,981.00
Advance Construction (AC)	\$ 11,450,000.00	\$ -	\$ -	\$ -
Local Match	\$ 5,458,994.00	\$ 2,846,227.00	\$ 2,645,602.00	\$ 2,870,102.00
Total	\$ 100,412,090.00	\$ 27,544,160.00	\$ 50,541,035.00	\$ 16,663,535.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 223,000.00	\$ 1,664,000.00	\$ -	\$ -
National Highway Performance (NHPP)	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00
State Surface Transportation Block Grant (S-STBG)	\$ 48,456,222.00	\$ 9,976,222.00	\$ 29,176,222.00	\$ 1,176,222.00
Transportation Alternatives (TAP)	\$ 1,040,832.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 134,105.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ 136,226.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 9,260,000.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 3,000,000.00	\$ 2,000,000.00	\$ 1,000,000.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00
HPP	\$ 1,920,000.00	\$ -	\$ -	\$ -
State Match	\$ 12,859,981.00	\$ 2,759,981.00	\$ 7,559,981.00	\$ 559,981.00
Advance Construction (AC)	\$ 11,450,000.00	\$ -	\$ -	\$ -
Local Match	\$ 4,215,017.00	\$ 916,000.00	\$ 250,000.00	\$ -
Total	\$ 94,192,206.00	\$ 18,813,026.00	\$ 39,483,026.00	\$ 3,233,026.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 4,975,907.00	\$ 6,800,907.00	\$ 8,662,407.00	\$ 10,560,407.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ 1,243,977.00	\$ 1,930,227.00	\$ 2,395,602.00	\$ 2,870,102.00
Total	\$ 6,219,884.00	\$ 8,731,134.00	\$ 11,058,009.00	\$ 13,430,509.00

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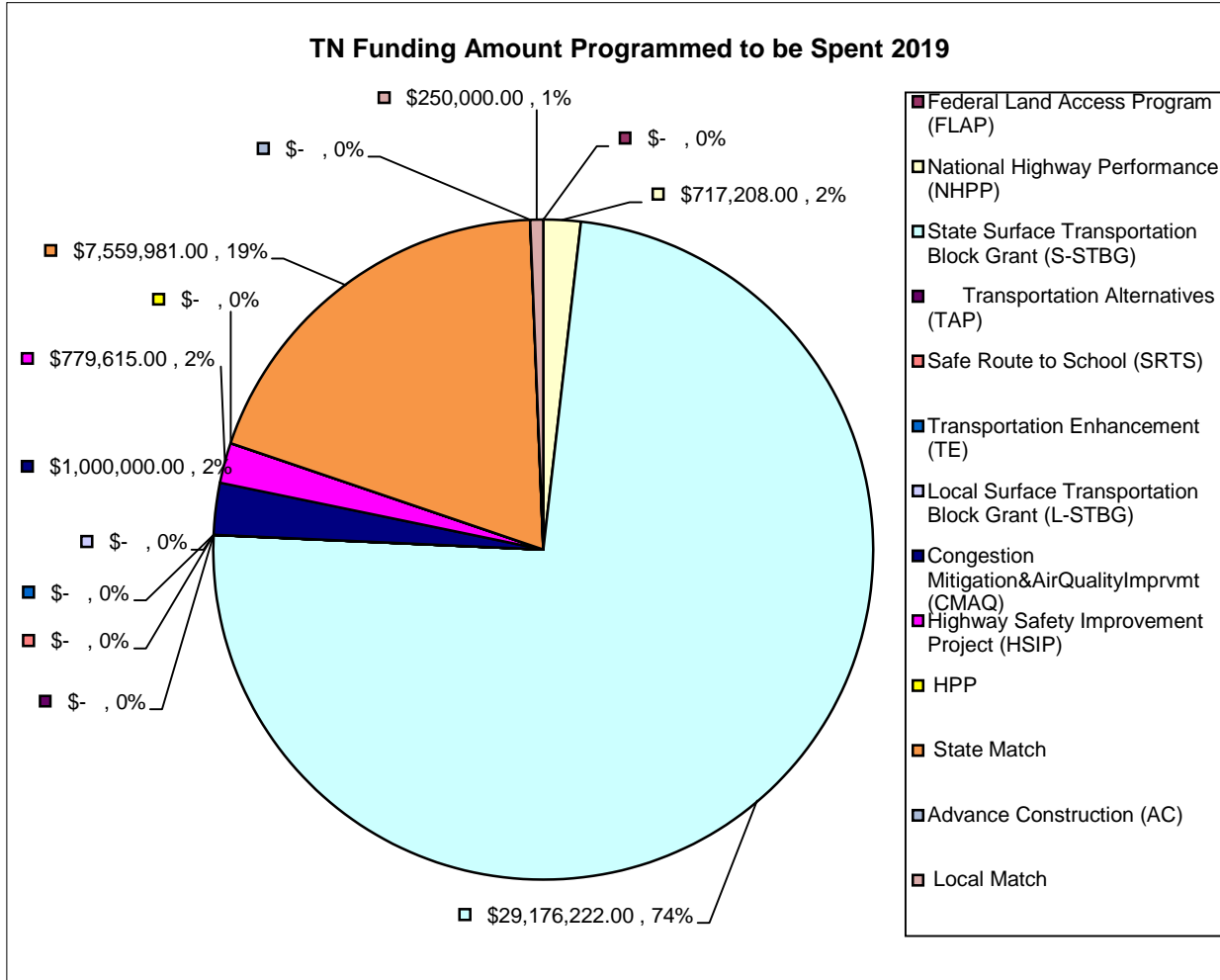
TN Funding Amount Programmed to be Spent FY2017



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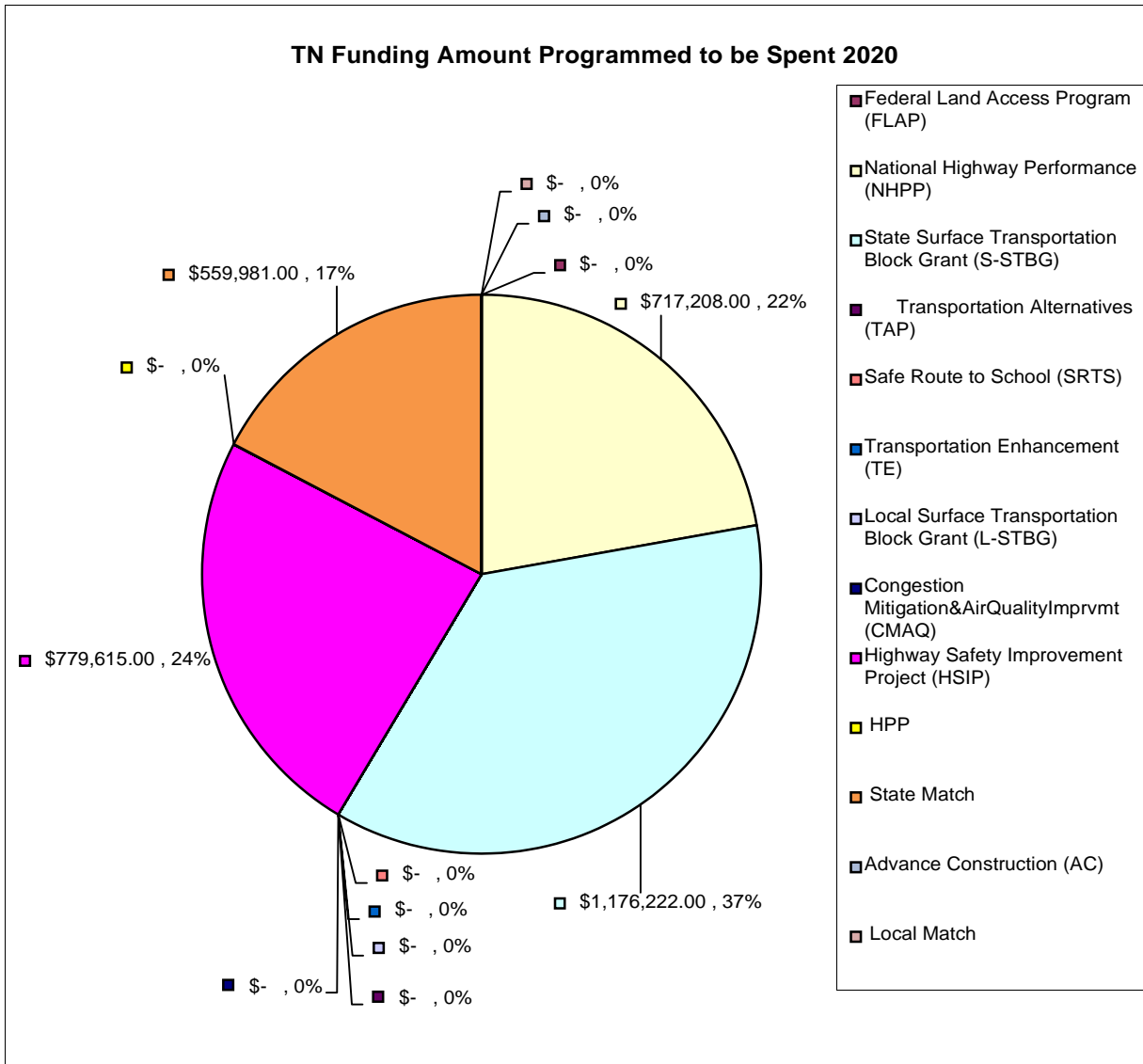


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- Federal Land Access Program (FLAP)
- National Highway Performance (NHPP)
- State Surface Transportation Block Grant (S-STBG)
- Transportation Alternatives (TAP)
- Safe Route to School (SRTS)
- Transportation Enhancement (TE)
- Local Surface Transportation Block Grant (L-STBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- HPP
- State Match
- Advance Construction (AC)
- Local Match

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Clarksville Transit System

Table 4

New - 10/1/2016

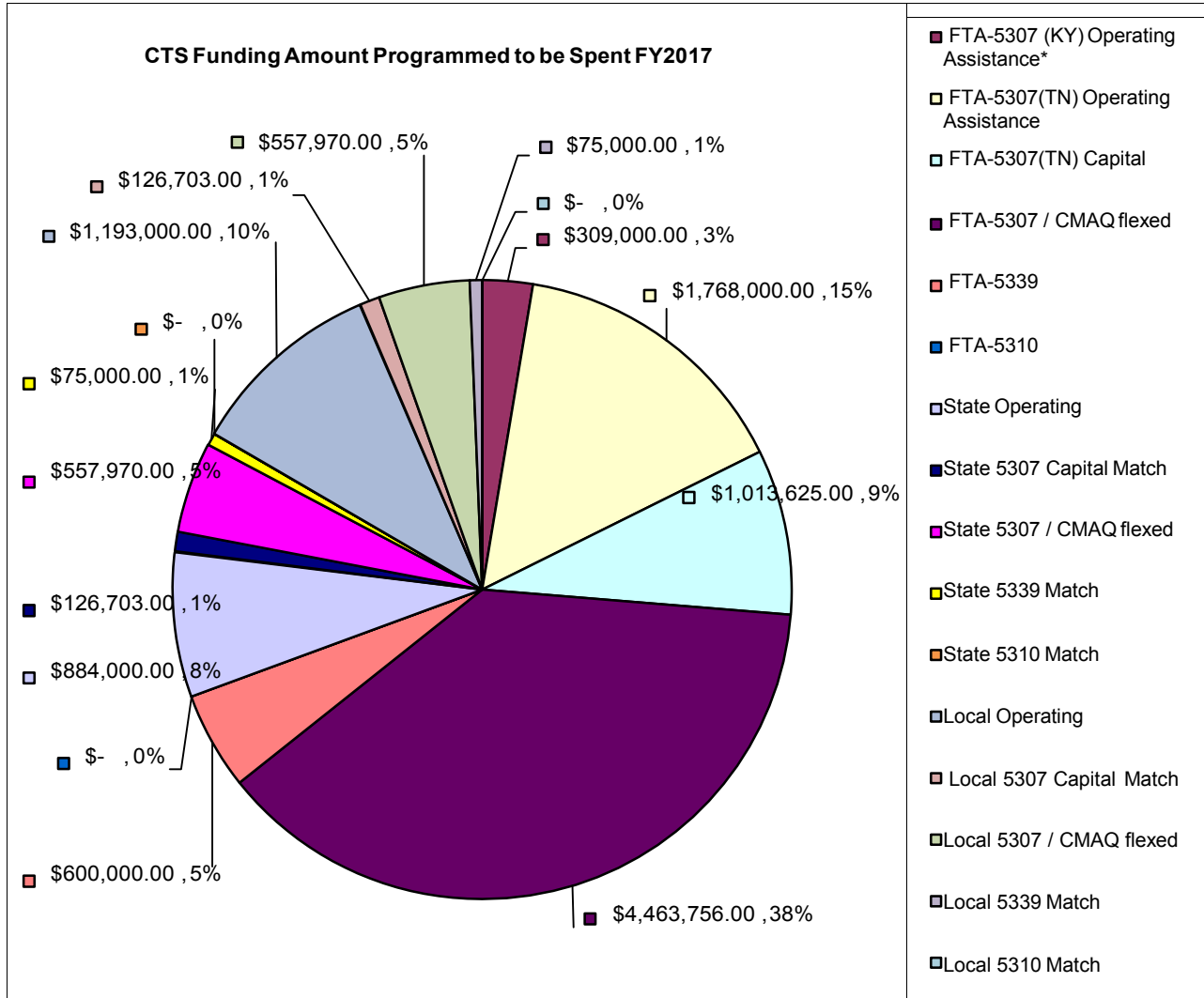
Funding Source	FY2017 Available	FY2018 Available	FY2019 Available	FY2020 Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00
FTA-5307(TN) Operating Assistance	\$ 1,768,000.00	\$ 1,821,040.00	\$ 1,875,671.00	\$ 1,931,941.00
FTA-5307(TN) Capital	\$ 1,013,625.00	\$ 1,154,866.00	\$ 1,020,259.00	\$ 1,032,078.00
FTA-5307 / CMAQ flexed	\$ 4,463,756.00	\$ -	\$ -	\$ -
FTA-5339	\$ 600,000.00	\$ 324,561.00	\$ 140,000.00	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ 40,000.00
State Operating	\$ 884,000.00	\$ 910,520.00	\$ 937,836.00	\$ 965,971.00
State 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
State 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Local Operating	\$ 1,193,000.00	\$ 1,219,520.00	\$ 1,246,836.00	\$ 1,274,971.00
Local 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
Local 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Total	\$ 11,750,727.00	\$ 6,109,363.00	\$ 5,819,668.00	\$ 5,821,979.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00
FTA-5307(TN) Operating Assistance	\$ 1,768,000.00	\$ 1,821,040.00	\$ 1,875,671.00	\$ 1,931,941.00
FTA-5307(TN) Capital	\$ 1,013,625.00	\$ 1,154,866.00	\$ 1,020,259.00	\$ 1,032,078.00
FTA-5307 / CMAQ flexed	\$ 4,463,756.00	\$ -	\$ -	\$ -
FTA-5339	\$ 600,000.00	\$ 324,561.00	\$ 140,000.00	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ 40,000.00
State Operating	\$ 884,000.00	\$ 910,520.00	\$ 937,836.00	\$ 965,971.00
State 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
State 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Local Operating	\$ 1,193,000.00	\$ 1,219,520.00	\$ 1,246,836.00	\$ 1,274,971.00
Local 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
Local 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Total	\$ 11,750,727.00	\$ 6,109,363.00	\$ 5,819,668.00	\$ 5,821,979.00
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	\$ -	\$ -	\$ -	\$ -

FY2017-FY2020 Transportation Improvement Program

Local 5307 Capital Match	\$	-	\$	-	\$	-	\$	-
Local 5307 / CMAQ flexed	\$	-	\$	-	\$	-	\$	-
Local 5339 Match	\$	-	\$	-	\$	-	\$	-
Local 5310 Match	\$	-	\$	-	\$	-	\$	-
Total	\$	-	\$	-	\$	-	\$	-

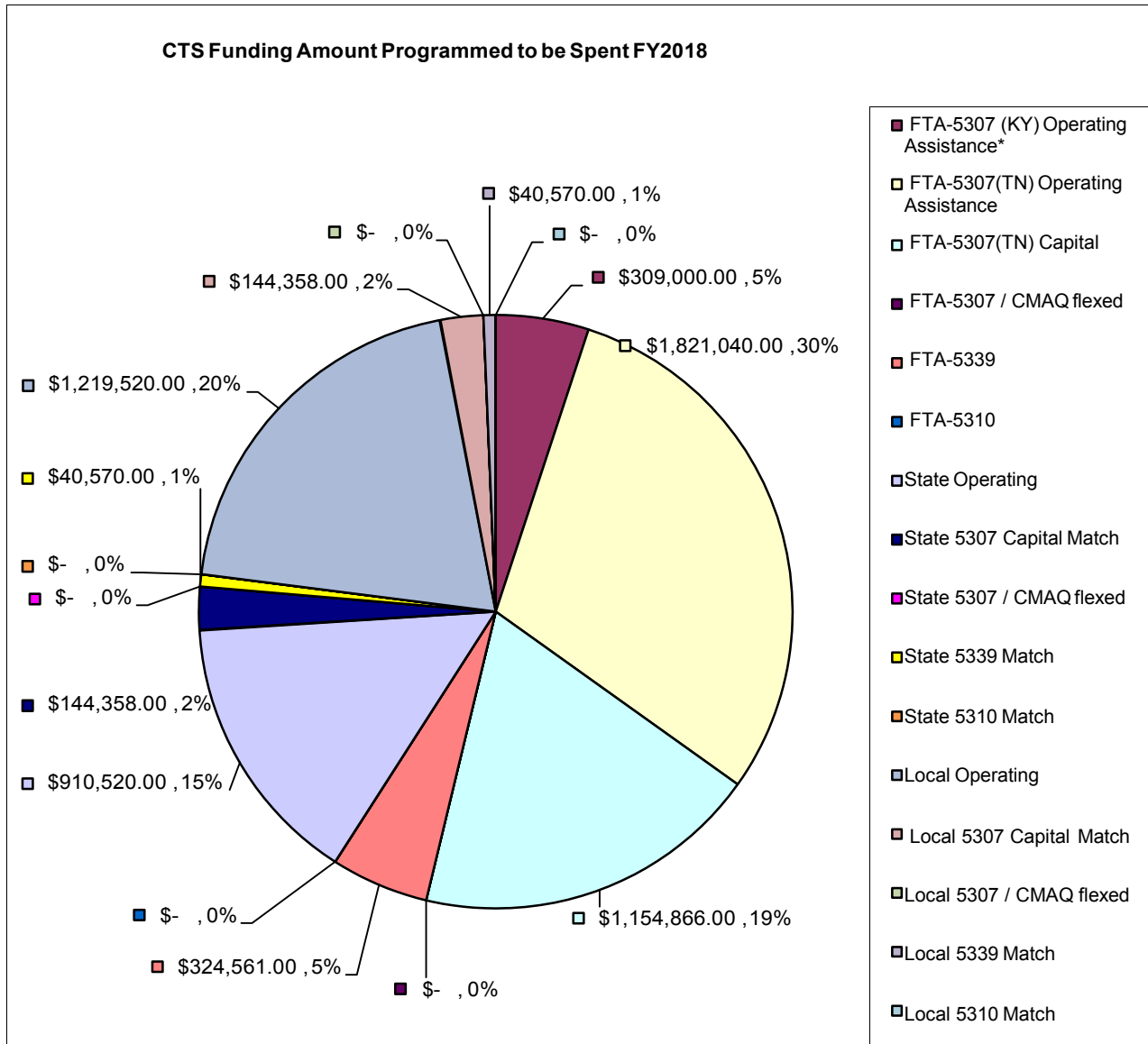
* 5307 for Kentucky is Operating Assistance Only

Figure 12: CTS Funding Amount Programmed for FY2017



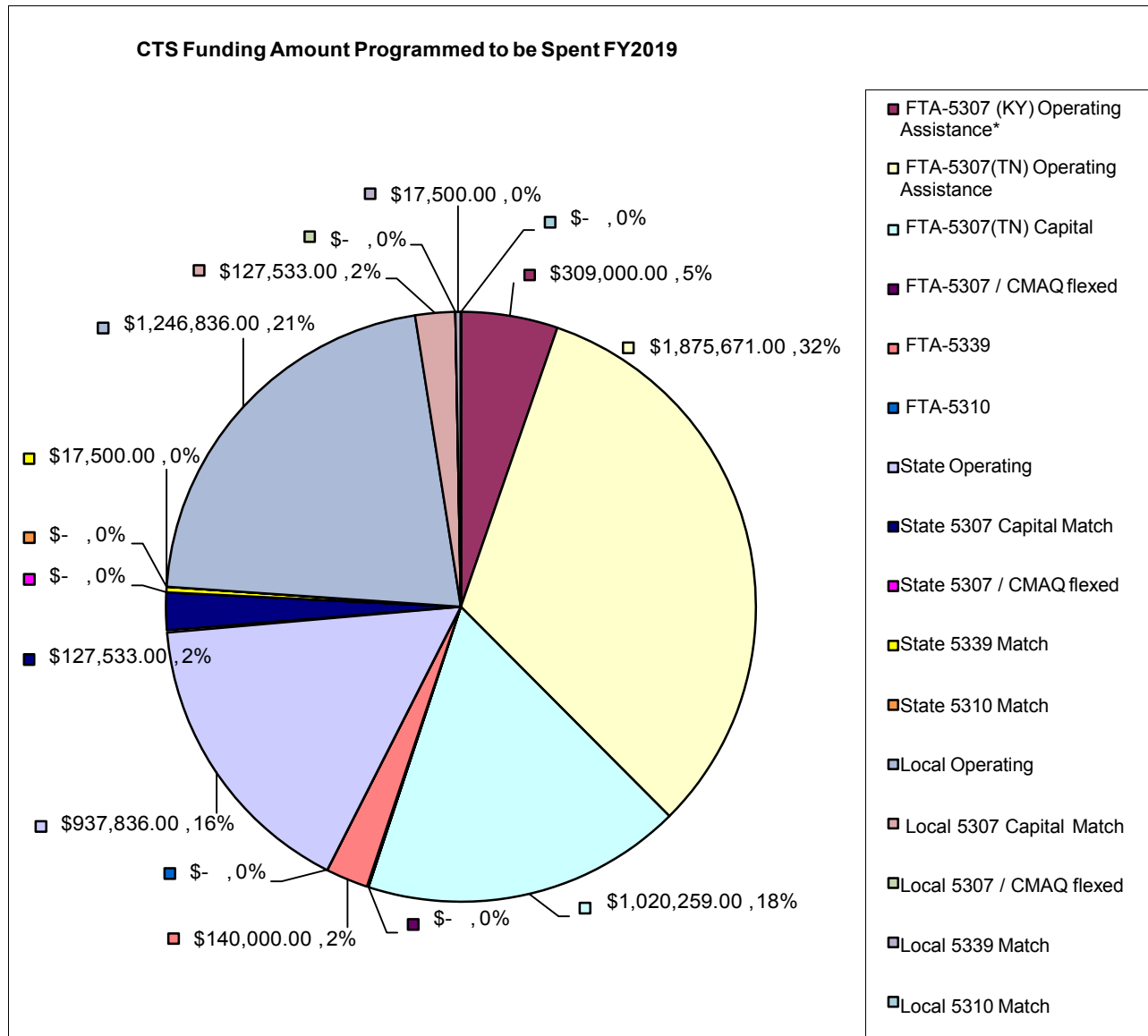
FY2017-FY2020 Transportation Improvement Program

Figure 13: CTS Funding Amount Programmed for FY2018



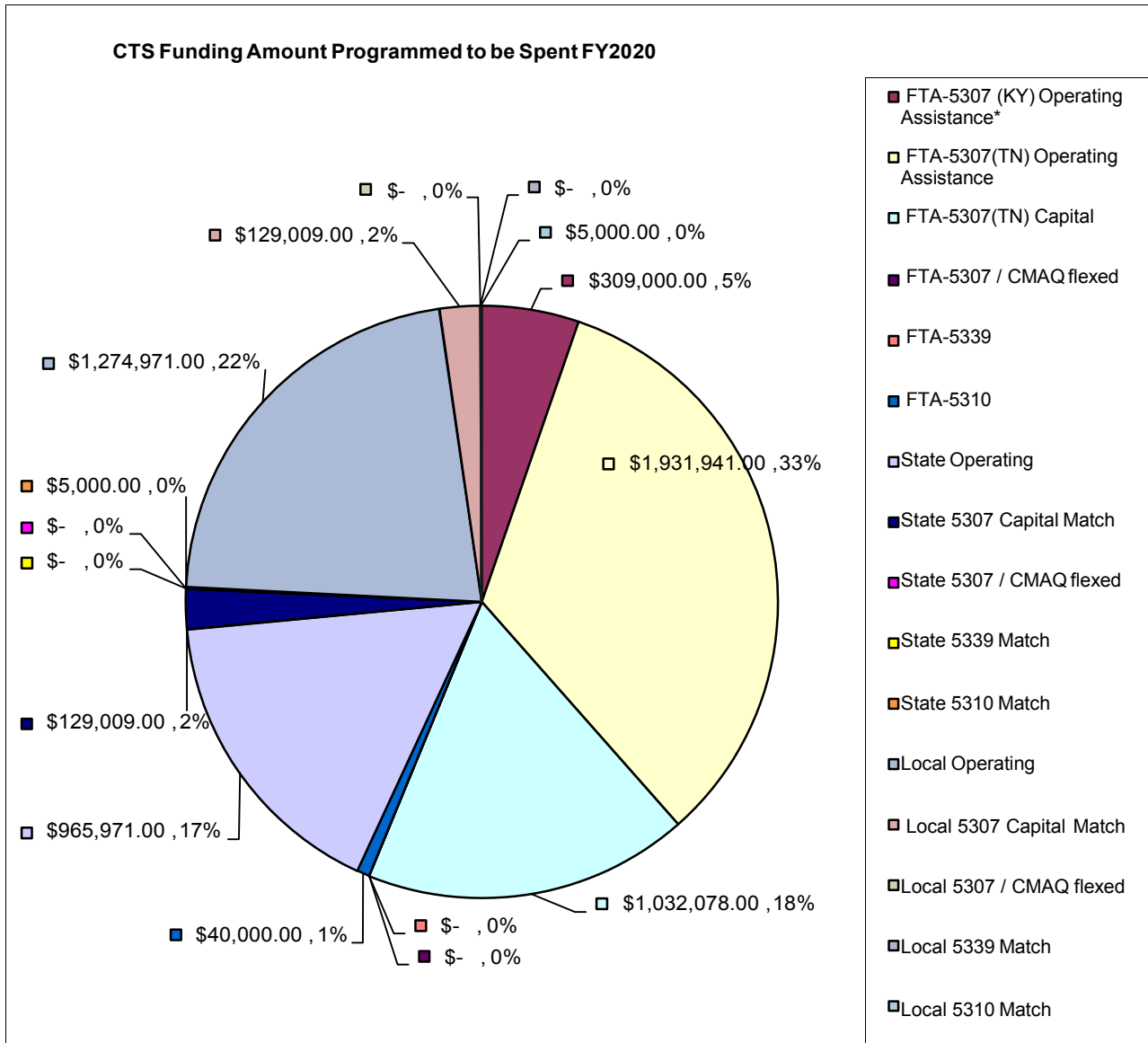
FY2017-FY2020 Transportation Improvement Program

Figure 14: CTS Funding Amount Programmed for FY2019



FY2017-FY2020 Transportation Improvement Program

Figure 15: CTS Funding Amount Programmed for FY2020



FY2017-FY2020 Transportation Improvement Program

2.3 MAINTENANCE AND OPERATIONS:

Figure 16 represents the estimated costs for FY2017 to be incurred by each MPO jurisdictions for the operations and maintenance of transportation infrastructure on an annual basis.

Montgomery County, Tennessee expends approximately \$1.6 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately \$13.3 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately \$191,650 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Christian County, Kentucky expends approximately \$99,900 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds for operating assistance through TDOT and local funds are contributed by the City of Clarksville. The commuter service is funded through CMAQ until June 2017, moving forward from then it is planned to be funded by the City, County, State and RTA.

Figure 16. Operations and Maintenance Cost Estimates

Maintenance and Operations	\$ Annual Cost
City of Clarksville, TN	\$ 13,300,000.00
Montgomery County, TN	\$ 1,634,900.00
City of Oak Grove, KY	\$ 190,650.00
Christian County, KY*	\$ 99,934.00
Clarksville Transit System (CTS)	\$ 1,790,175.00
Total Maintenance and Operations	\$ 17,015,659.00

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

SECTION 3. PROJECT PAGES

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

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

1. TIP # of the project assigned by the MPO;
2. TDOT PIN# or KYTC ID # assigned by the state agency;
3. Priority of the project;
4. Agency responsible for implementation of the project;
5. County in which the project is located;
6. Length of the project when applicable;
7. Reference to the project number assigned in the Metropolitan Transportation Plan 2040;
8. Conformity status;
9. Project name;
10. Estimated total cost for all phases of the project;
11. Termini / location of the project;
12. Project description is the type of improvement to be made, or services to be operated.

The middle portion displays:

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

The lower portion shows:

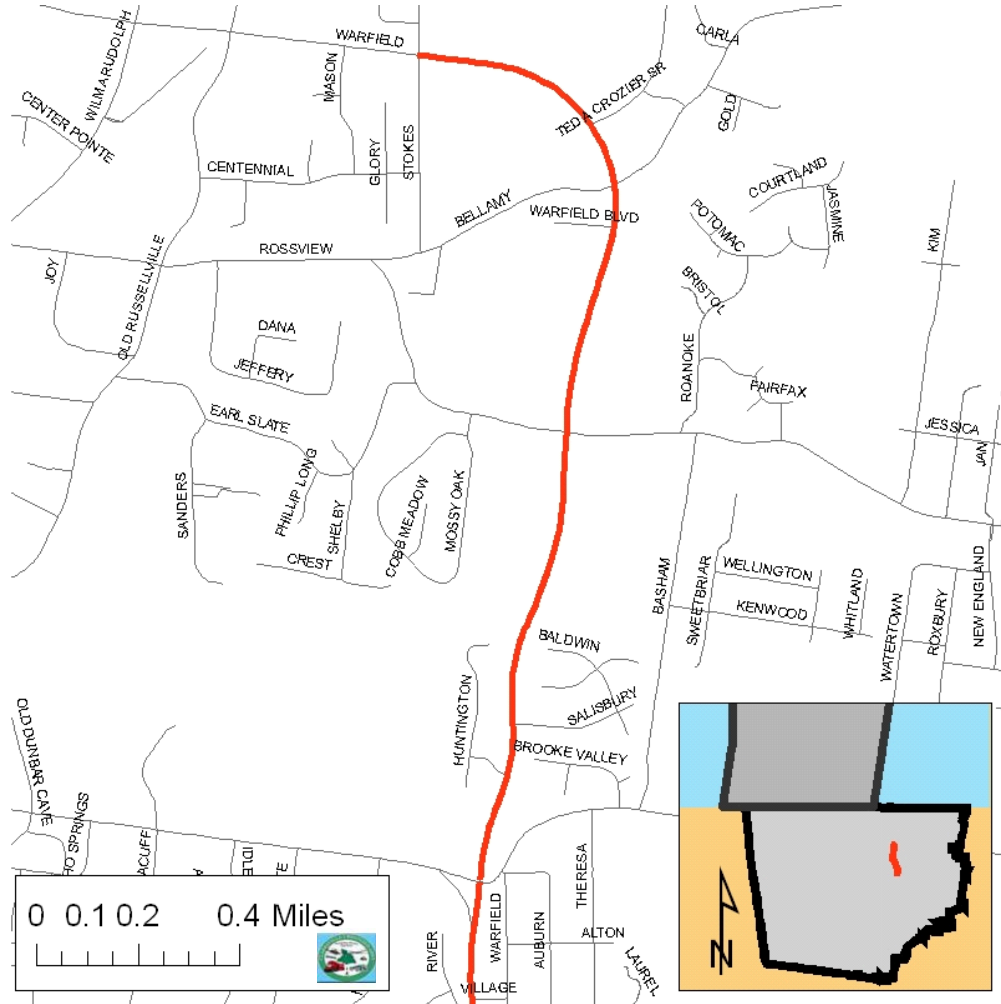
1. Any amendments or adjustments made to the project throughout the TIP time frame and remarks on any changes to the project.
2. A map of the project's location.

CUAMPO

TIP #	<input type="text" value="2"/>	TDOT/KYTC	<input type="text" value="100290.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="1.7"/> mi	MTP#	<input type="text" value="T-41 (Table 4-8)"/>	Conformity Status	<input type="text" value="Non Exempt"/>
Route/Project Name	<input type="text" value="SR-374 (STIP# 63090)"/>					Total Project Cost	<input type="text" value="\$29,125,000"/>
Termini or Intersection	<input type="text" value="South of Dunbar Cave Road to West of Stokes Road"/>						
Project Description	<input type="text" value="Widen from 2 lane to 5 lanes section"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="STBG"/>	<input type="text" value="27,200,000"/>	<input type="text" value="21,760,000"/>	<input type="text" value="5,440,000"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>

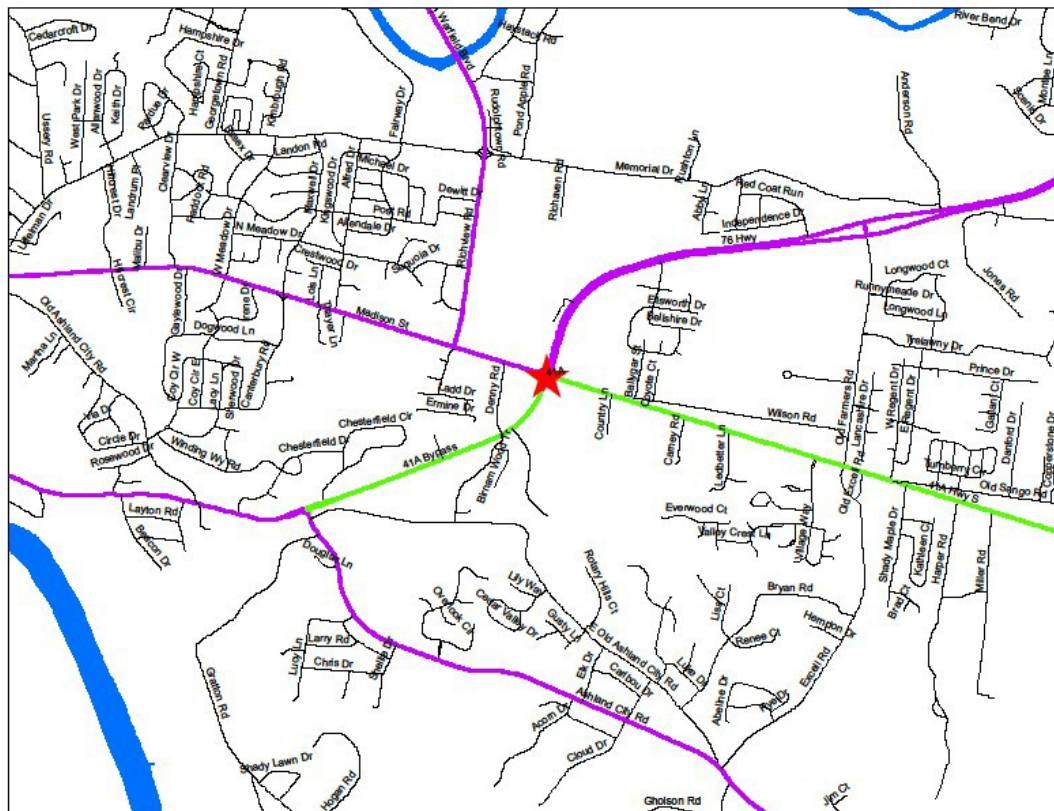


CUAMPO

TIP #	<input type="text" value="3"/>	TDOT/KYTC	<input type="text" value="101285.02"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	MTP#	<input type="text" value="E+C 14 (Table 4-3) *"/>	Conformity Status	<input type="text" value="Non Exempt"/>
Route/Project Name	<input type="text" value="SR-112 (STIP# 63045)"/>					Total Project Cost	<input type="text" value="\$4,700,000"/>
Termini or Intersection	<input type="text" value="Intersection at SR-76"/>						
Project Description	<input type="text" value="Intersection Improvements"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="STBG"/>	<input type="text" value="4,700,000"/>	<input type="text" value="3,760,000"/>	<input type="text" value="940,000"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<p>* A subset of larger E+C 14/ SR112 widening project (STIP #63040), which included the ROW and PE*</p>				

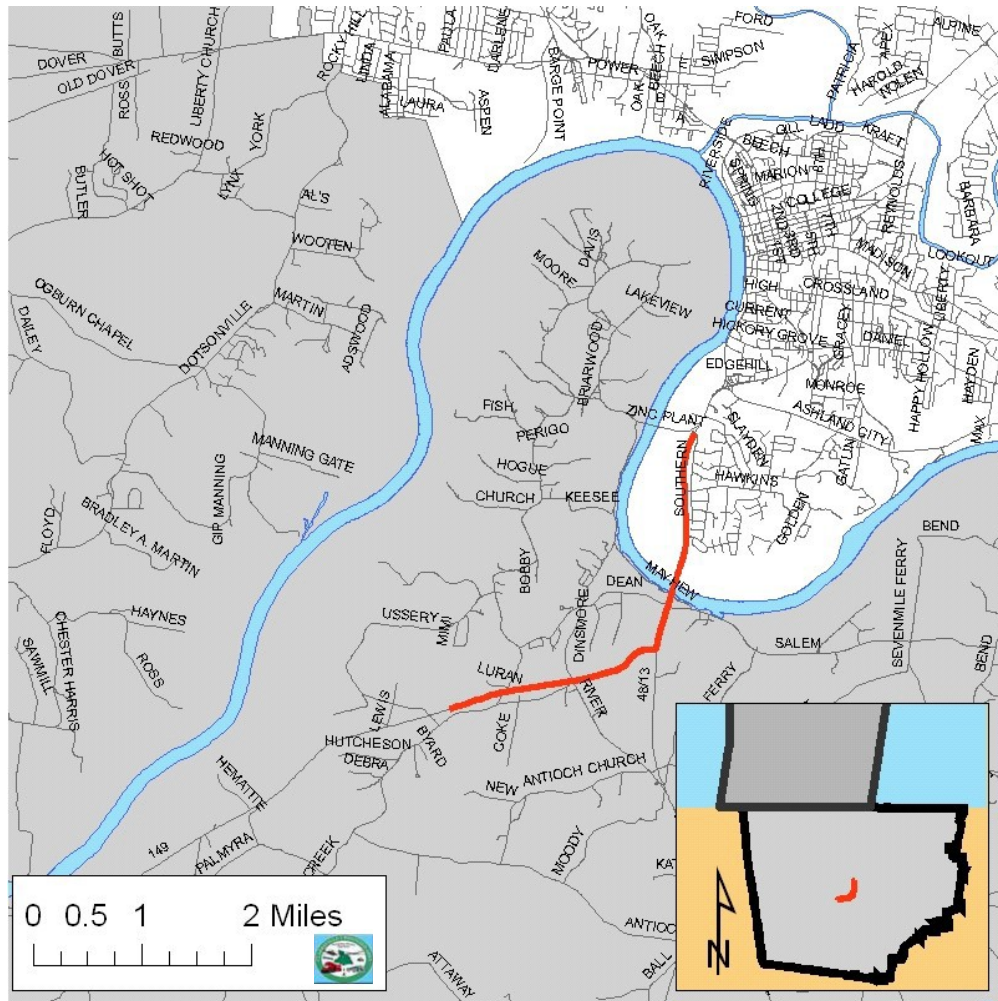


CUAMPO

TIP #	<input type="text" value="4"/>	TDOT/KYTC	<input type="text" value="101463.05"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="3.0"/> mi	MTP#	<input type="text" value="T-43 (Table 4-8)"/>	Conformity Status	<input type="text" value="Non Exempt"/>
Route/Project Name	<input type="text" value="SR-149 (STIP# 63070)"/>					Total Project Cost	<input type="text" value="\$35,726,400"/>
Termini or Intersection	<input type="text" value="From River Road to SR-13; SR-13, from SR-149 to Zinc Plant Road"/>						
Project Description	<input type="text" value="Widen 2 lane to 5 lane curb and gutter section"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="STBG"/>	<input type="text" value="27,200,000"/>	<input type="text" value="21,760,000"/>	<input type="text" value="5,440,000"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>

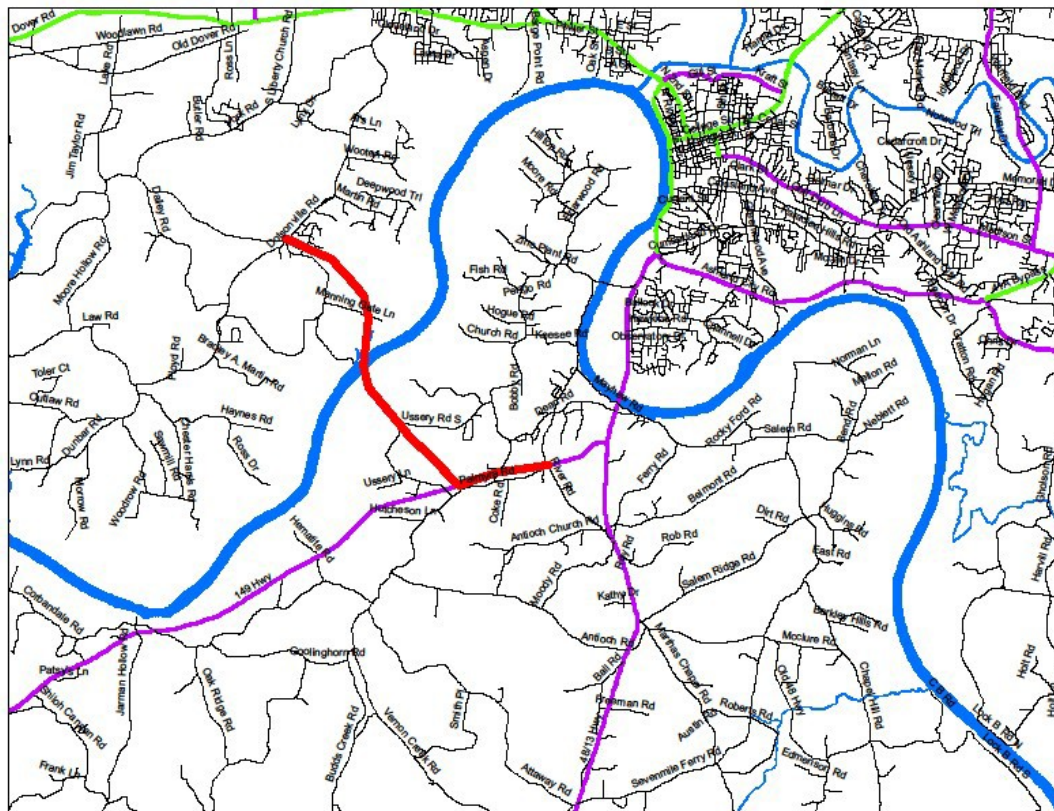


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TIP #	<input type="text" value="5"/>	TDOT/KYTC	<input type="text" value="101463.02"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="5.2"/> mi	MTP#	<input type="text" value="T-43; T-42 (Table 4-8, 4-9)"/>	Conformity Status	<input type="text" value="Non Exempt"/>
Route/Project Name	<input type="text" value="SR-149 / SR-374 (STIP#63080)"/>					Total Project Cost	<input type="text" value="\$51,375,000"/>
Termini or Intersection	<input type="text" value="HPP ID# TN046 (Section 1602-TEA21)SR-149: From SR-374 to River Rd; SR-374; from SR-149 to Dotsonville Rd"/>						
Project Description	<input type="text" value="Construct two 12' lanes and 10' shoulders (Super two-lane) on four-lane divided ROW"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2019"/>	<input type="text" value="CONST"/>	<input type="text" value="STBG"/>	<input type="text" value="35,000,000"/>	<input type="text" value="28,000,000"/>	<input type="text" value="7,000,000"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<p>HPP funds were appropriated and are being carried forward from a previous year. Project began in 1997 - \$13,200,000 obligated from previous TIPs. Please contact Brian Hurst, TDOT, for further information.</p>				

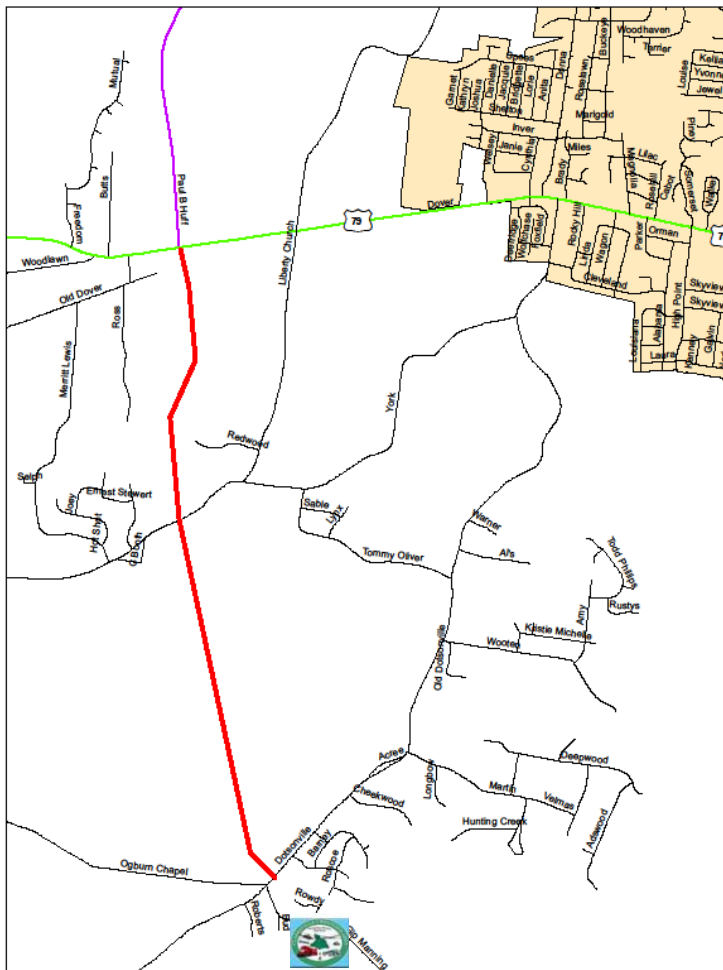


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2017	ROW	HPP	2,400,000	1,920,000	480,000	0
2018	CONST	STBG	11,000,000	8,800,000	2,200,000	0

Remarks **Amendment Number** **Adjustment Number**
 *TIP #6 in previous TIP 2008, \$3,117,086 ROW. TIP 2014, PE performed under TIP #5. This project was separated from TIP #5.
 *2019 STBG funds are to Stage Construction

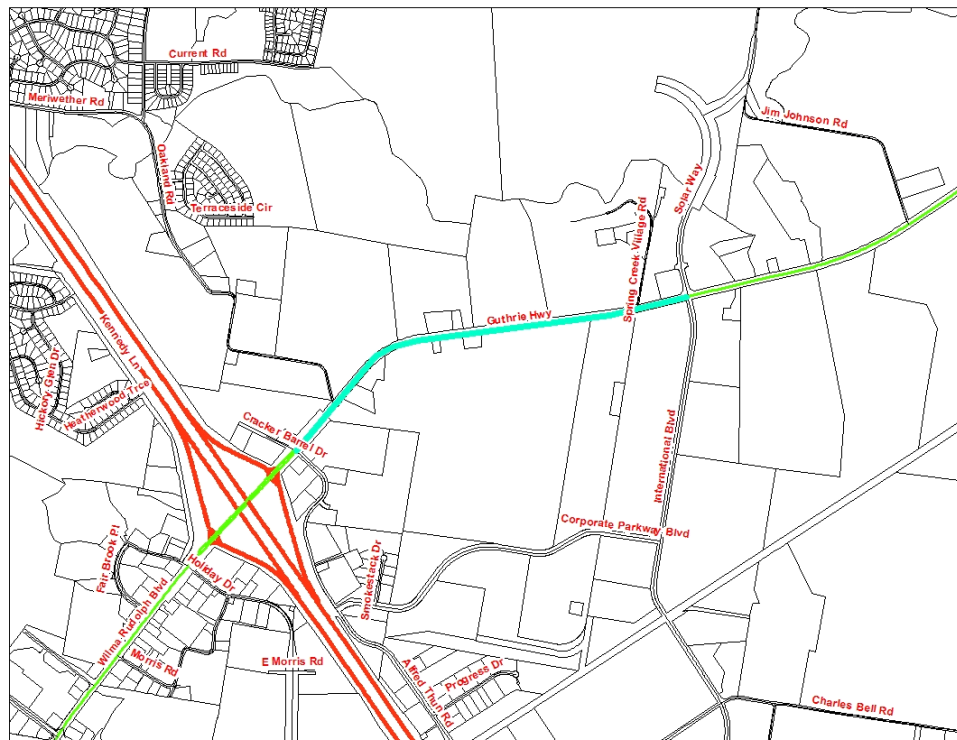


CUAMPO

TIP #	<input type="text" value="10"/>	TDOT/KYTC	<input type="text" value="119830.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="1.4"/> mi	MTP#	<input type="text" value="T-33 (Table 4-8)"/>	Conformity Status	<input type="text" value="Non Exempt"/>
Route/Project Name	<input type="text" value="SR-13 (US-79) (STIP# 63060)"/>					Total Project Cost	<input type="text" value="\$25,900,000"/>
Termini or Intersection	<input type="text" value="Near Cracker Barrel Drive to International Blvd, serving Hankook Tire"/>						
Project Description	<input type="text" value="Widen from 2-lane to 5-lane rural section"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="AC STBG"/>	<input type="text" value="10,100,000"/>	<input type="text" value="0"/>	<input type="text" value="10,100,000"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="*TIP 2014, ROW - \$15,300,000"/>				

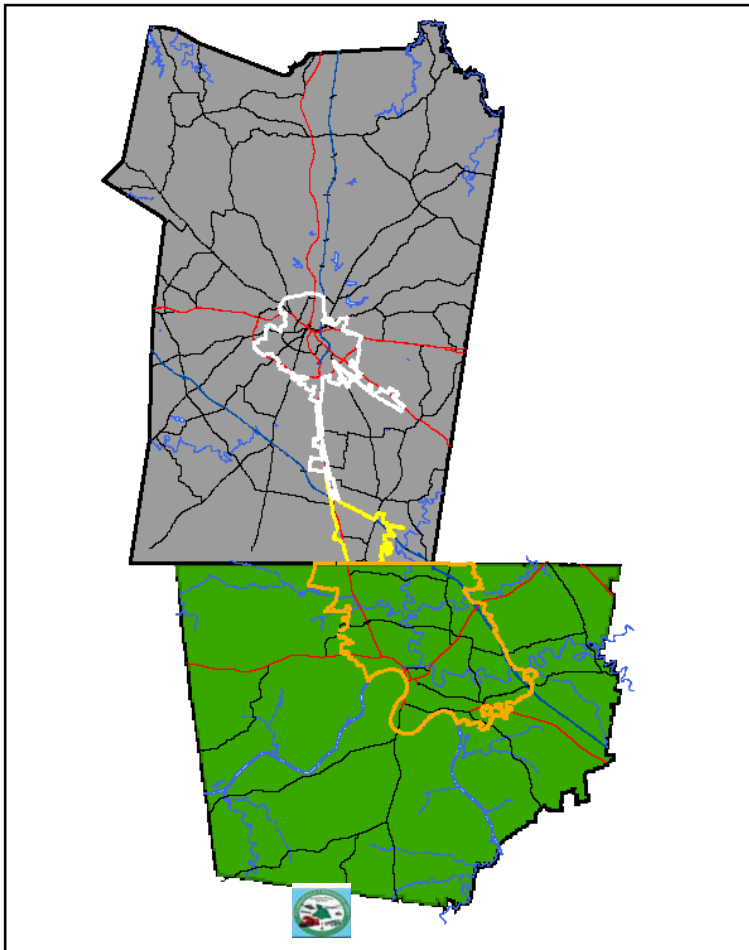


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="PE, ROW, CONST"/>	<input type="text" value="NHPP"/>	<input type="text" value="896,510"/>	<input type="text" value="717,208"/>	<input type="text" value="179,302"/>	<input type="text" value="0"/>
<input type="text" value="2018"/>	<input type="text" value="PE, ROW, CONST"/>	<input type="text" value="NHPP"/>	<input type="text" value="896,510"/>	<input type="text" value="717,208"/>	<input type="text" value="179,302"/>	<input type="text" value="0"/>
<input type="text" value="2019"/>	<input type="text" value="PE, ROW, CONST"/>	<input type="text" value="NHPP"/>	<input type="text" value="896,510"/>	<input type="text" value="717,208"/>	<input type="text" value="179,302"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="PE, ROW, CONST"/>	<input type="text" value="NHPP"/>	<input type="text" value="896,510"/>	<input type="text" value="717,208"/>	<input type="text" value="179,302"/>	<input type="text" value="0"/>

Remarks **Amendment Number** **Adjustment Number**

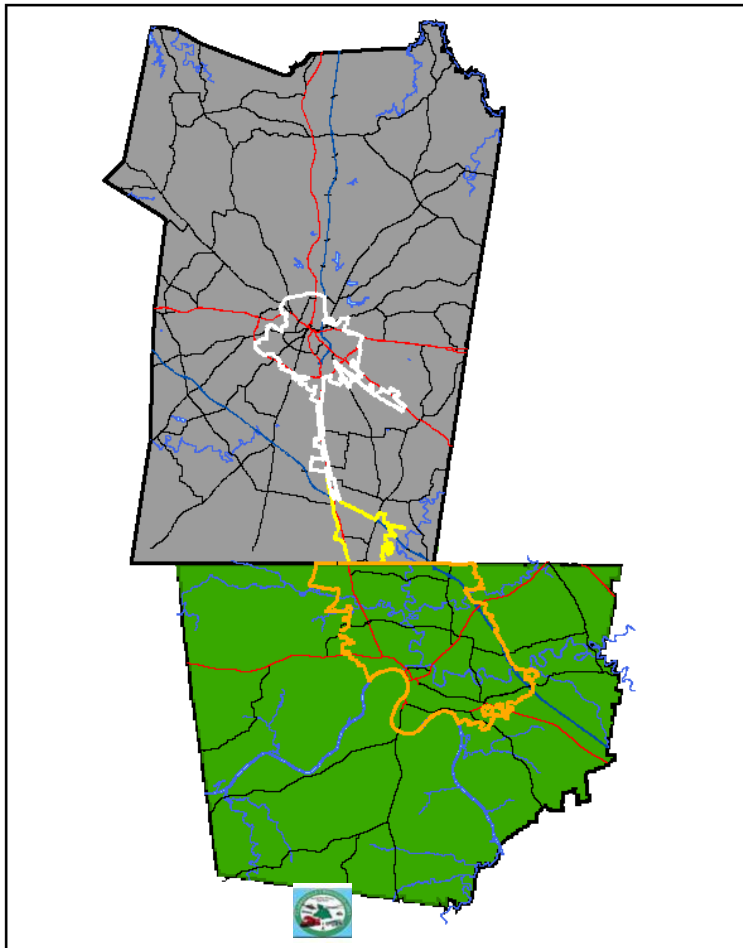


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2017	PE, ROW, CONST	HSIP	851,863	766,677	85,186	0
2017	PE, ROW, CONST	PHSIP	14,375	12,938	1,438	0
2018	PE, ROW, CONST	HSIP	851,863	766,677	85,186	0
2018	PE, ROW, CONST	PHSIP	14,375	12,938	1,438	0

Remarks
Amendment Number **Adjustment Number**



CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

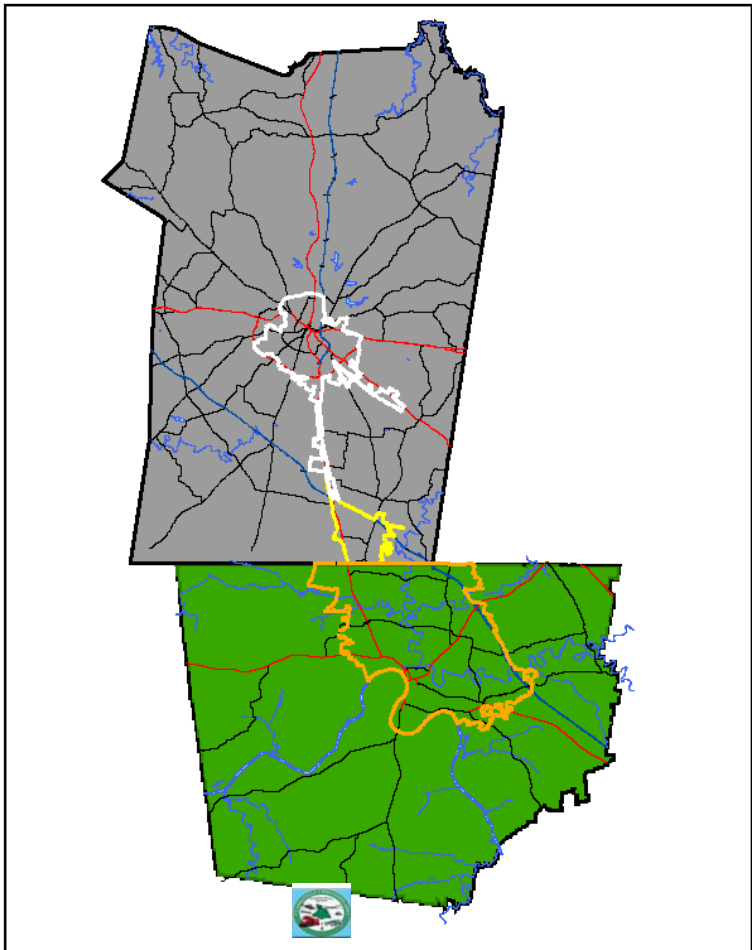
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2019	PE, ROW, CONST	HSIP	851,863	766,677	85,186	0
2019	PE, ROW, CONST	PHSIP	14,375	12,938	1,438	0
2020	PE, ROW, CONST	HISP	851,863	766,677	85,186	0
2020	PE, ROW, CONST	PHSIP	14,375	12,938	1,438	0

Remarks
Amendment Number
Adjustment Number

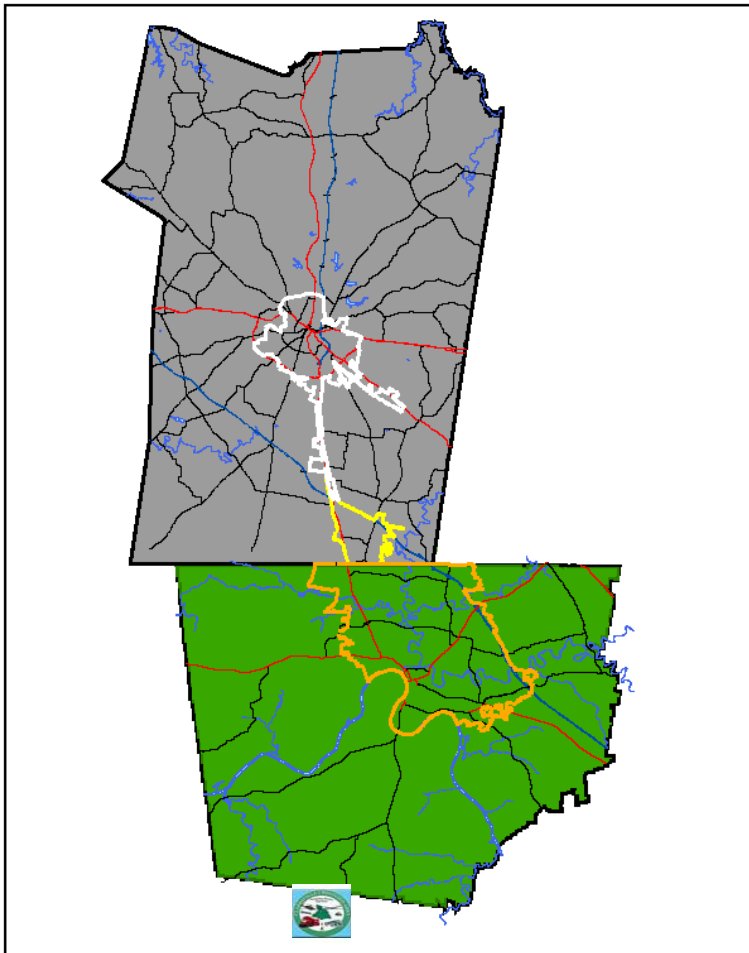


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description See Appendix

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2017	PE, ROW, CONST	STBG	1,470,277	1,176,222	294,055	0
2018	PE, ROW, CONST	STBG	1,470,277	1,176,222	294,055	0
2019	PE, ROW, CONST	STBG	1,470,277	1,176,222	294,055	0
2020	PE, ROW, CONST	STBG	1,470,277	1,176,222	294,055	0

Remarks **Amendment Number** **Adjustment Number**

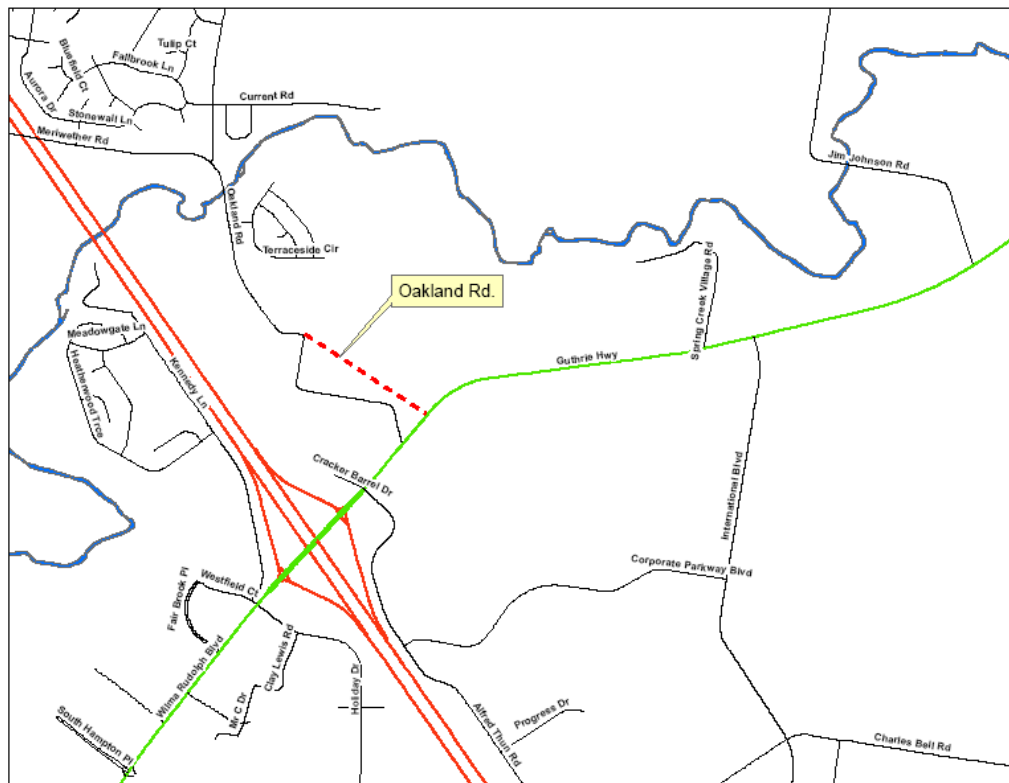


CUAMPO

TIP #	<input type="text" value="65"/>	TDOT/KYTC	<input type="text" value="112876.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Montgomery Co"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.5"/> mi	MTP#	<input type="text" value="E+C 35 (Table 4-3)"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Oakland Road"/>					Total Project Cost	<input type="text" value="\$4,400,000"/>
Termini or Intersection	<input type="text" value="Oakland Road; from US Hwy 79 to 0.5 miles on Oakland Rd"/>						
Project Description	<input type="text" value="The realignment of Oakland Rd 1000 ft N on US Hwy 79 and 0.5 miles on Oakland Rd for safety and sight distance concerns"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="L-STBG"/>	<input type="text" value="2,575,000"/>	<input type="text" value="2,060,000"/>	<input type="text" value="0"/>	<input type="text" value="515,000"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="*TIP #65 in Previous TIP FY2009, FY2012 \$200,000 PE/Env, FY2014 PE/D \$200,000,ROW \$1,425,000"/>				

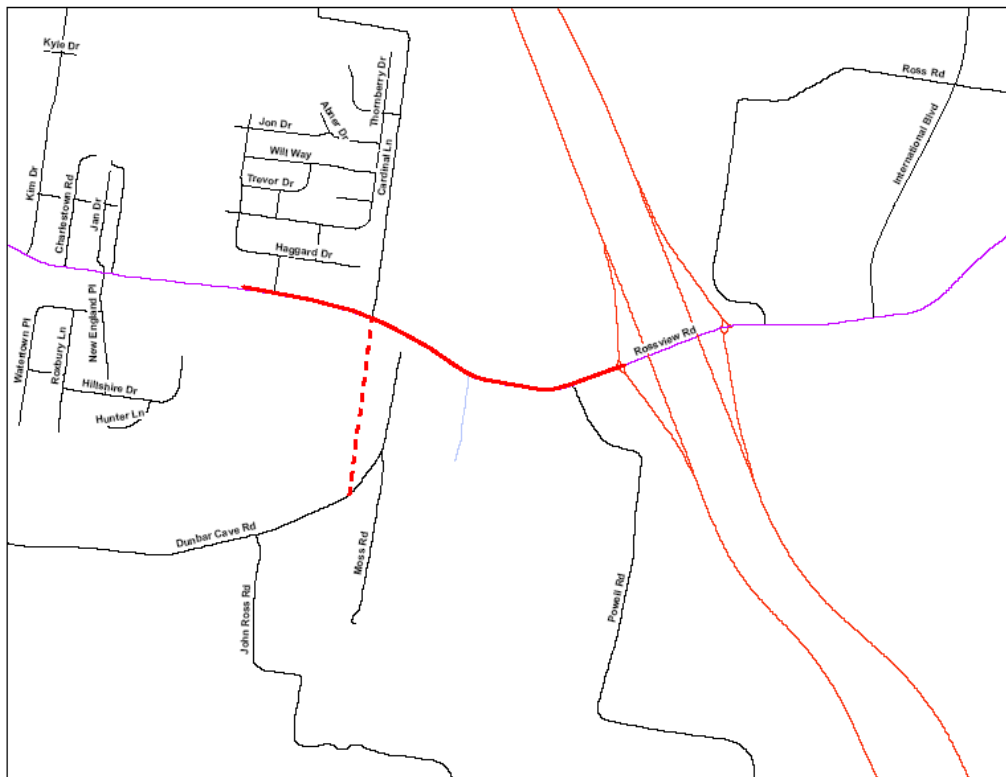


CUAMPO

TIP #	66	TDOT/KYTC	112874.00	Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	1.5 mi	MTP#	E+C 34; Tables 5-8	Conformity Status	Non Exempt
Route/Project Name	Dunbar Cave Road/Rossvie Road					Total Project Cost	\$11,800,000
Termini or Intersection	Rossvie Rd from I-24 to 400' West of Keysburg Road; Realignment of Dunbar						
Project Description	Rossvie Rd-widen from 2 lanes to 5 lanes from I-24 to Cardinal Lane w/signal; 3 lane from Cardinal Lane to Keysburg Rd-transition to 2 lane. Dunbar Cave Rd realign from E of John Ross Rd to Cardinal Lane; Cul-de-sac N end of former Dunbar Cave Rd.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2017	CONST	L-STBG	9,000,000	7,200,000	0	1,800,000

Remarks	Amendment Number	0	Adjustment Number	0
*TIP # 66 in Previous TIP FY2009, FY2011 \$800,000 PE, FY2014 ROW 2,000,000				



CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**

County **Length** mi **MTP#** **Conformity Status**

Route/Project Name **Total Project Cost**

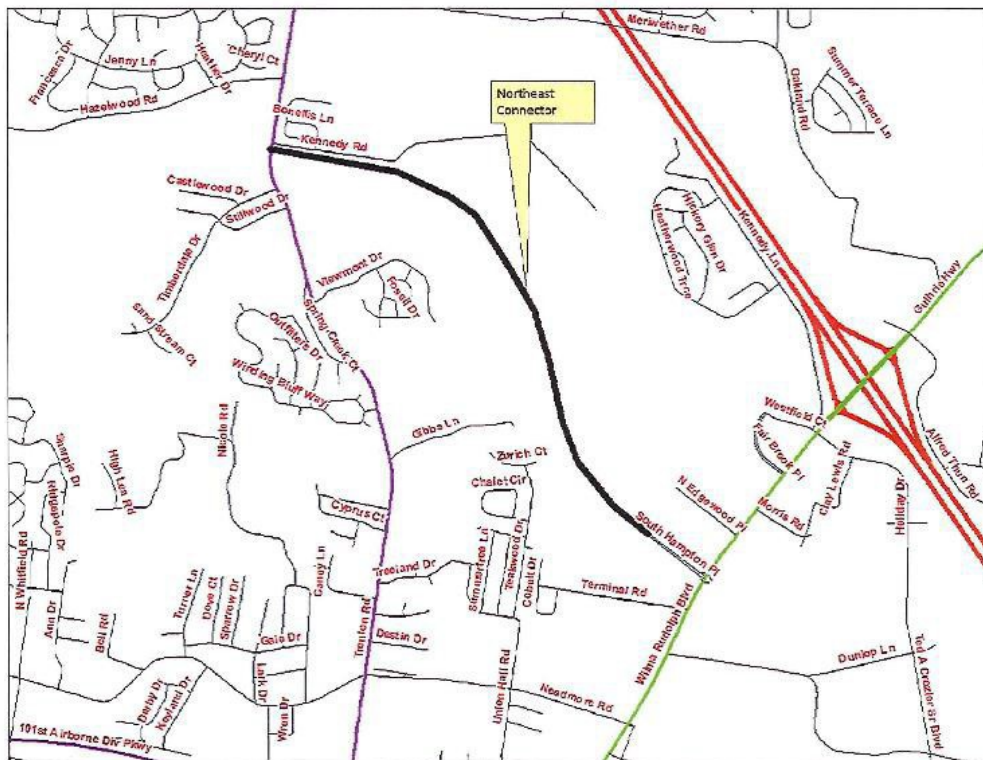
Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2017	PE-N	Local	400,000	0	0	400,000
2017	PE-D	Local	400,000	0	0	400,000

Remarks **Amendment Number** **Adjustment Number**

ROW and Const funding is to be determined (TBD) based on discussions with TDOT for their participation

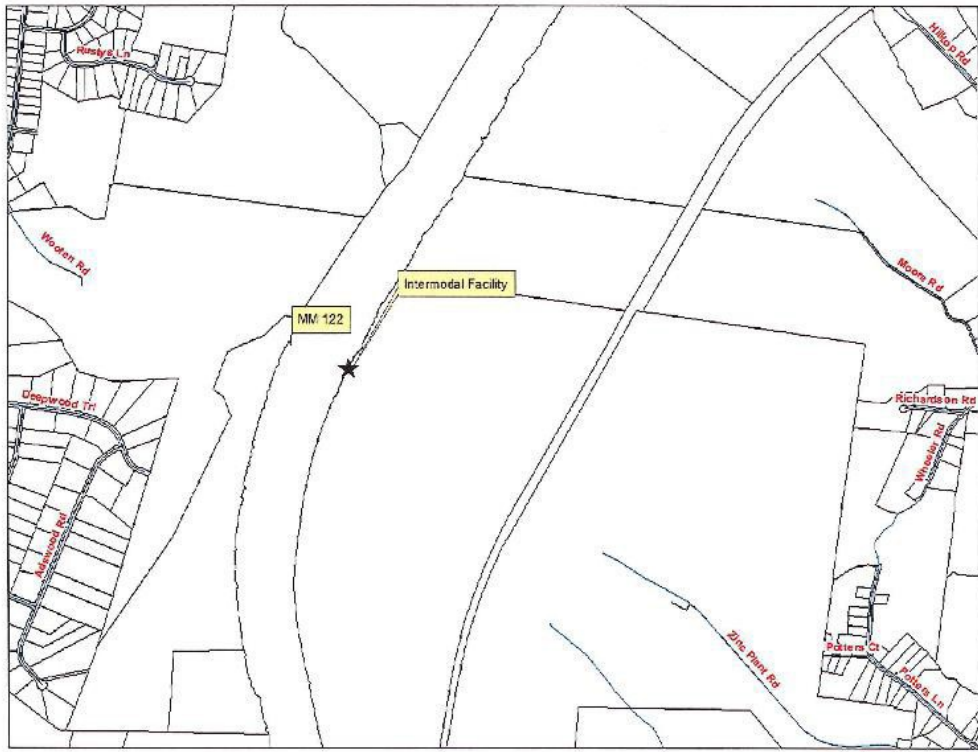


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="3,750,000"/>	<input type="text" value="3,000,000"/>	<input type="text" value="0"/>	<input type="text" value="750,000"/>
<input type="text" value="2018"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="2,500,000"/>	<input type="text" value="2,000,000"/>	<input type="text" value="0"/>	<input type="text" value="500,000"/>
<input type="text" value="2019"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="1,250,000"/>	<input type="text" value="1,000,000"/>	<input type="text" value="0"/>	<input type="text" value="250,000"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks **Amendment Number** **Adjustment Number**

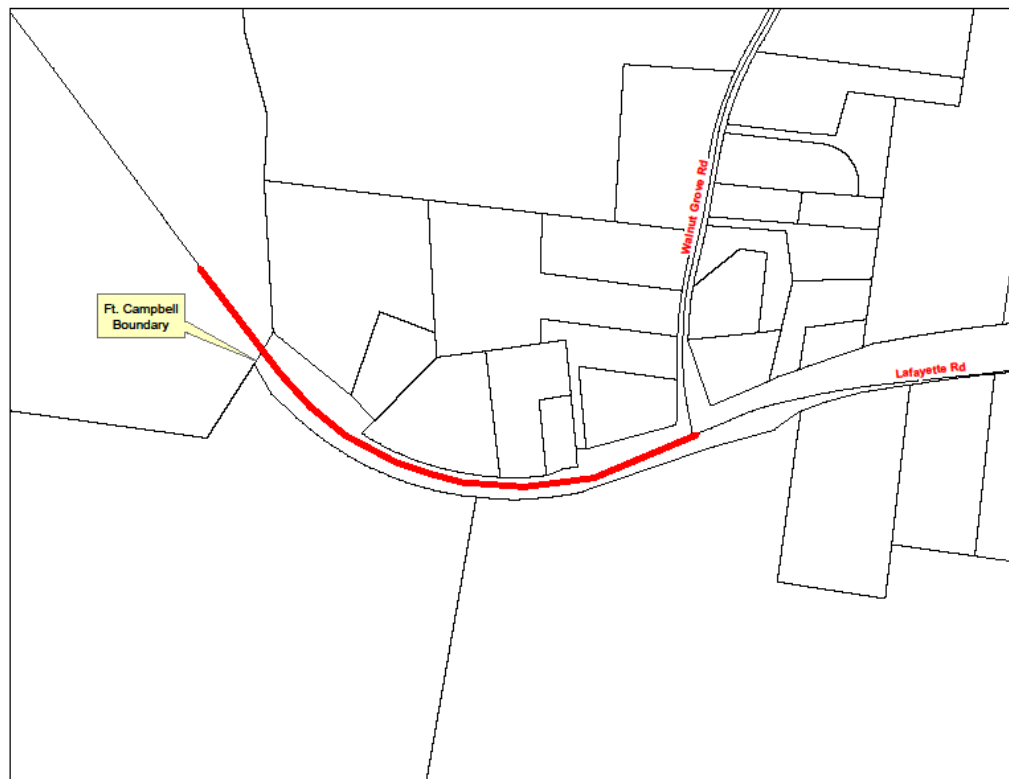


CUAMPO

TIP #	<input type="text" value="70"/>	TDOT/KYTC	<input type="text" value="121387.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Montgomery Co"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.4"/> mi	MTP#	<input type="text" value="T-29;Table 5-8"/>	Conformity Status	<input type="text" value="Non-Exempt"/>
Route/Project Name	<input type="text" value="LaFayette Road"/>					Total Project Cost	<input type="text" value="\$2,438,000"/>
Termini or Intersection	<input type="text" value="from Walnut Grove through Ft Campbell gate"/>						
Project Description	Reconstruction and widening of approximately 1,940 feet of Lafayette Rd. The widening will consist of four 12' lanes with 12' shoulders on both sides of the roadway. The center lane of existing roadway will be tapered into the 4 lane section.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2017	PE-D	FLAP	188,750	151,000	0	37,750
2017	ROW	FLAP	90,000	72,000	0	18,000
2018	CONST	FLAP	2,080,000	1,664,000	0	416,000

Remarks	Amendment Number	<input type="text"/>	Adjustment Number	<input type="text"/>
EFL Proj Mgmt phase, FLAP funding \$38,000.00				

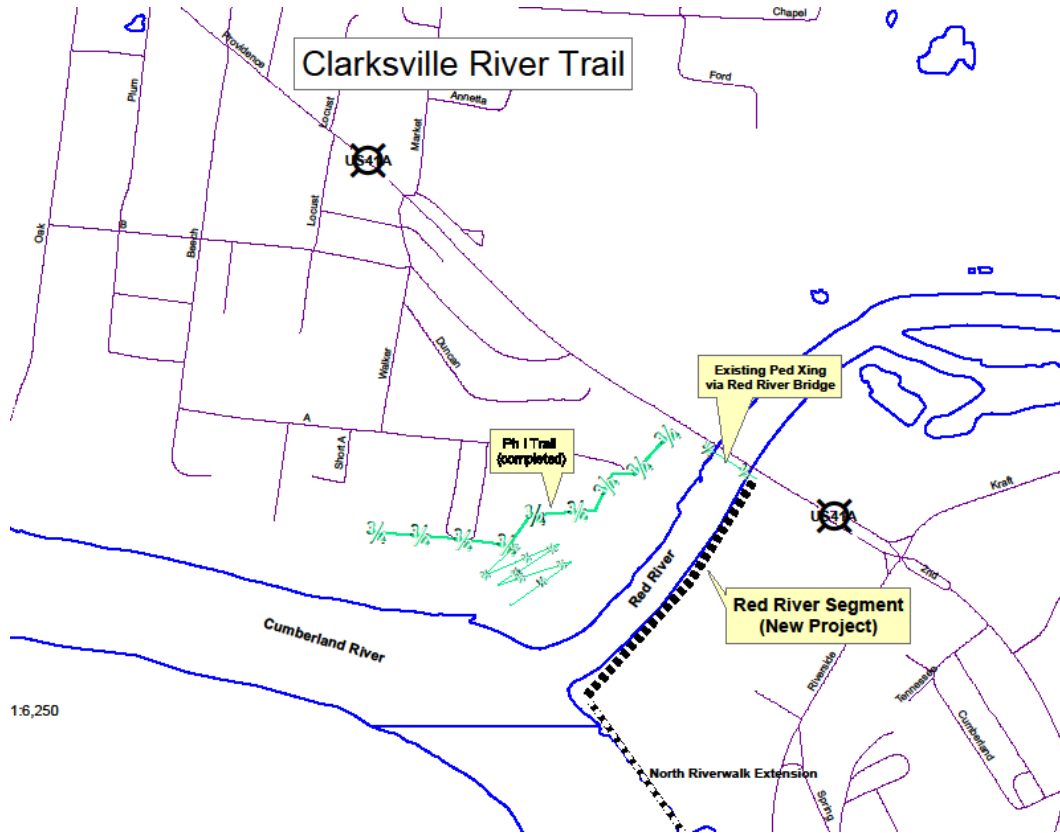


CUAMPO

TIP #	<input type="text" value="74"/>	TDOT/KYTC	<input type="text" value="030661.06"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.3"/> mi	MTP#	<input type="text" value="Table 5-14"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Clarksville River Trail (Red River Segment)"/>					Total Project Cost	<input type="text" value="\$782,950"/>
Termini or Intersection	<input type="text" value="Const. of 1,500 linear feet of trail north from the confluence of the Cumberland and Red Rivers."/>						
Project Description	<input type="text" value="Pedestrian and Bicycle Facilities consisting of 1,500 linear feet of trail/path based on AASHTO Path Standards. The project is not location dependent"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="TE"/>	<input type="text" value="170,283"/>	<input type="text" value="136,226"/>	<input type="text" value="0"/>	<input type="text" value="34,057"/>
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<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="TE funds remain on project from past TIP"/>				



CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="TAP"/>	<input type="text" value="1,301,041"/>	<input type="text" value="1,040,832"/>	<input type="text" value="0"/>	<input type="text" value="260,209"/>
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Remarks
Amendment Number
Adjustment Number

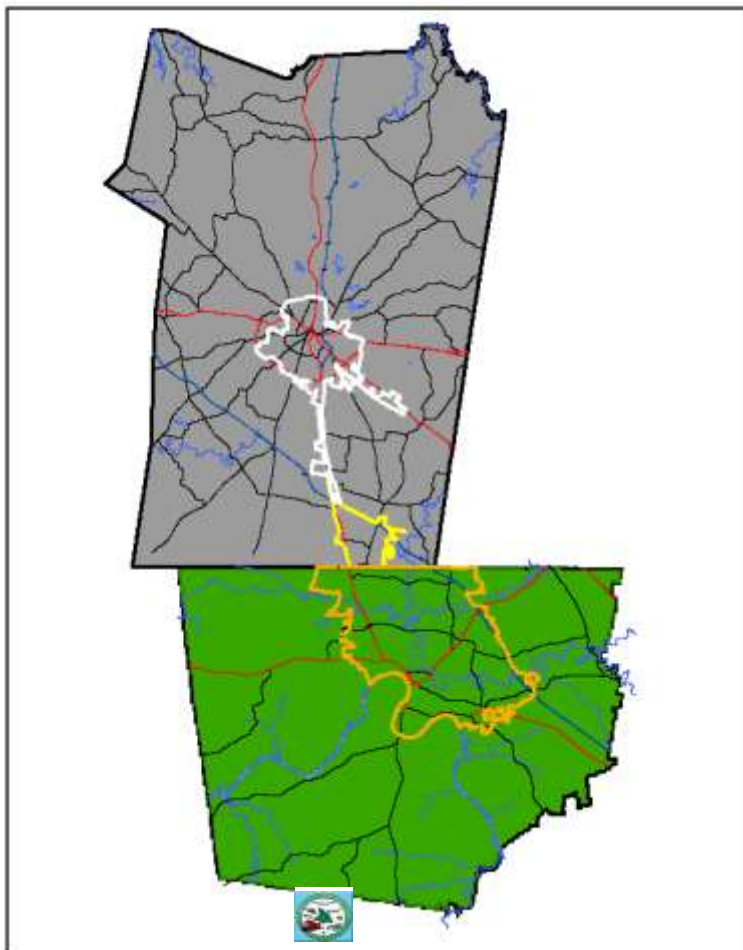


CUAMPO

TIP #	<input type="text" value="57"/>	TDOT/KYTC	<input type="text" value="123747.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	MTP#	<input type="text" value="Table 5-1, 2040 MTP"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Safe Routes to School Grouping (SRTS)"/>					Total Project Cost	<input type="text" value="\$134,105"/>
Termini or Intersection	<input type="text"/>						
Project Description	<input type="text" value="Grant funding awarded at 100% federal for SRTS Grouping"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="PE,ROW,CONST"/>	<input type="text" value="SRTS"/>	<input type="text" value="134,105"/>	<input type="text" value="134,105"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
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<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="2017 SRTS awarded for Kenwood Middle School"/>				

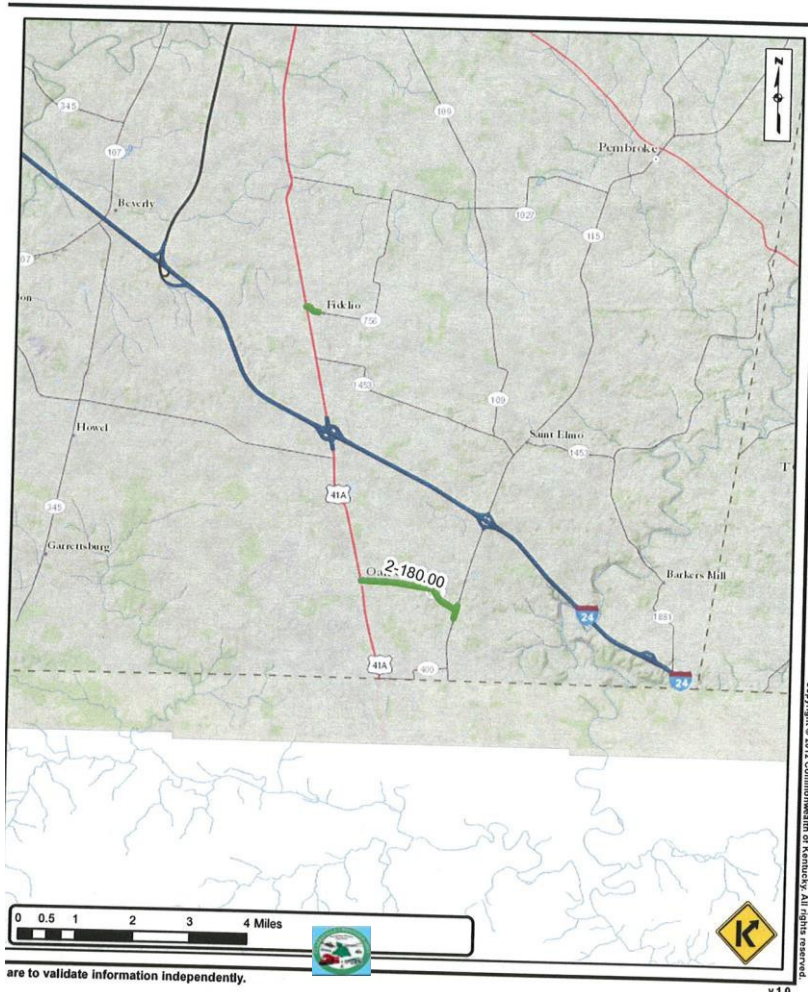


CUAMPO

TIP #	<input type="text" value="13"/>	TDOT/KYTC	<input type="text" value="02-180.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="KYTC"/>
County	<input type="text" value="Christian"/>	Length	<input type="text" value="1.8"/> mi	MTP#	<input type="text" value="E+C 21 table 5-8"/>	Conformity Status	<input type="text" value="Non Exempt"/>
Route/Project Name	<input type="text" value="KY-911"/>					Total Project Cost	<input type="text" value="\$14,810,000"/>
Termini or Intersection	<input type="text" value="KY-911 from US-41A to KY-115 [Oak Grove. (12CCR)]"/>						
Project Description	<input type="text" value="Widening from 2 to 5 lanes (purpose and need: reliability//major widening(O)) Mile-points: from 2 to 1.835"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="UTILITIES"/>	<input type="text" value="STBG"/>	<input type="text" value="2,310,000"/>	<input type="text" value="2,310,000"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2017"/>	<input type="text" value="CONST"/>	<input type="text" value="STBG"/>	<input type="text" value="8,800,000"/>	<input type="text" value="8,800,000"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<p>Toll Credits utilized for state match. *In previous TIPs \$900,000 PE; \$2,800,000 ROW;</p>				



are to validate information independently.

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CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

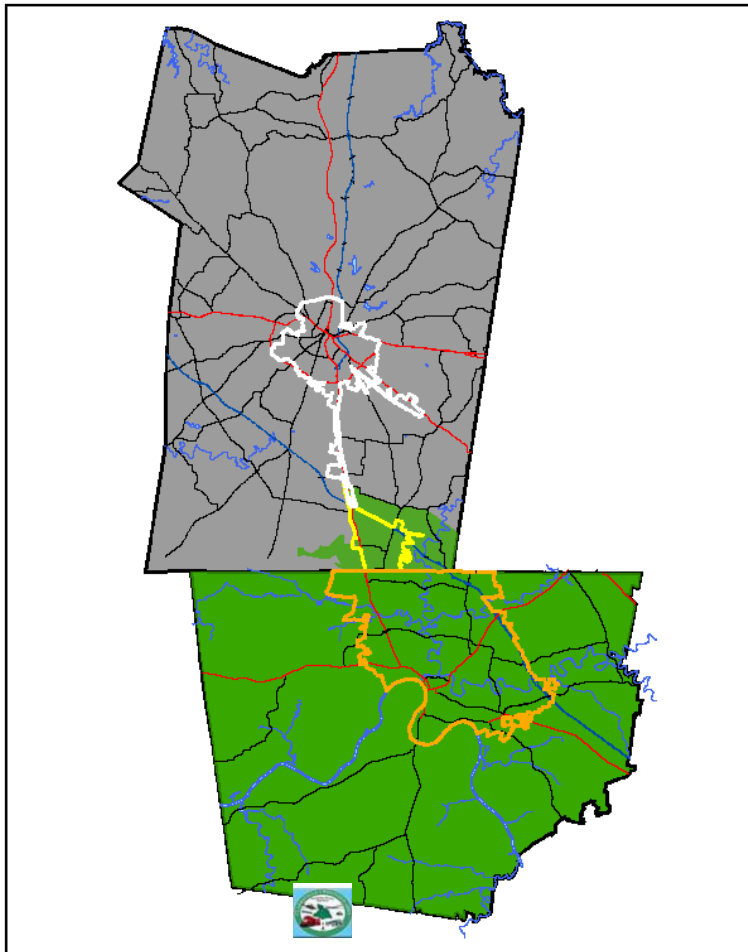
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
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<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>

Remarks
Amendment Number
Adjustment Number



CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

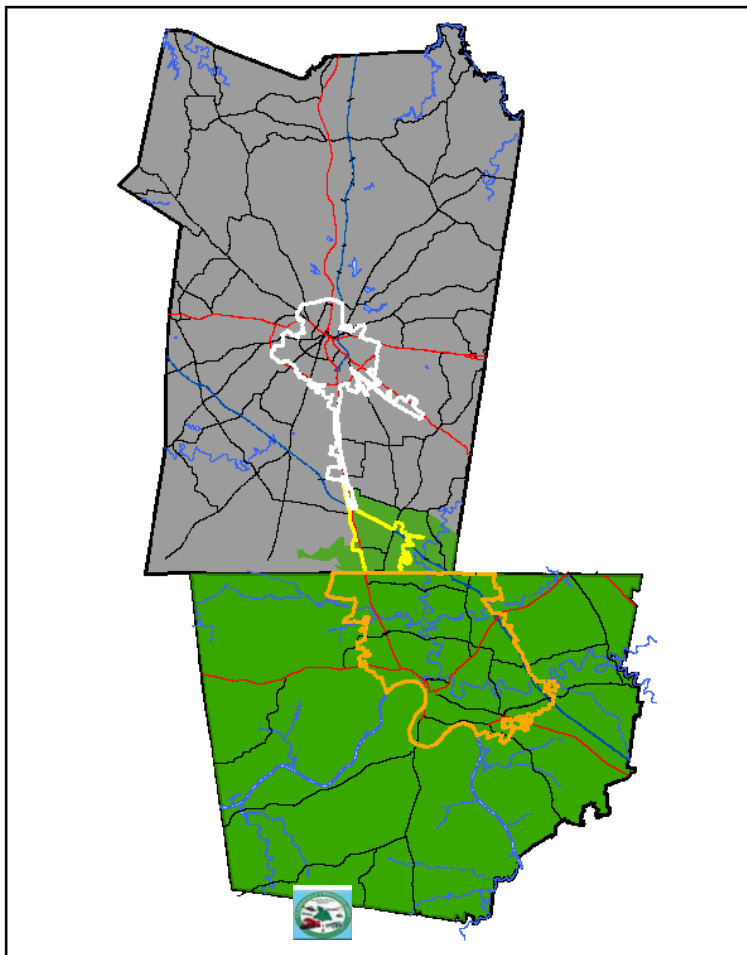
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="40,000"/>	<input type="text" value="32,000"/>	<input type="text" value="4,000"/>	<input type="text" value="4,000"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Remarks
Amendment Number
Adjustment Number



CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

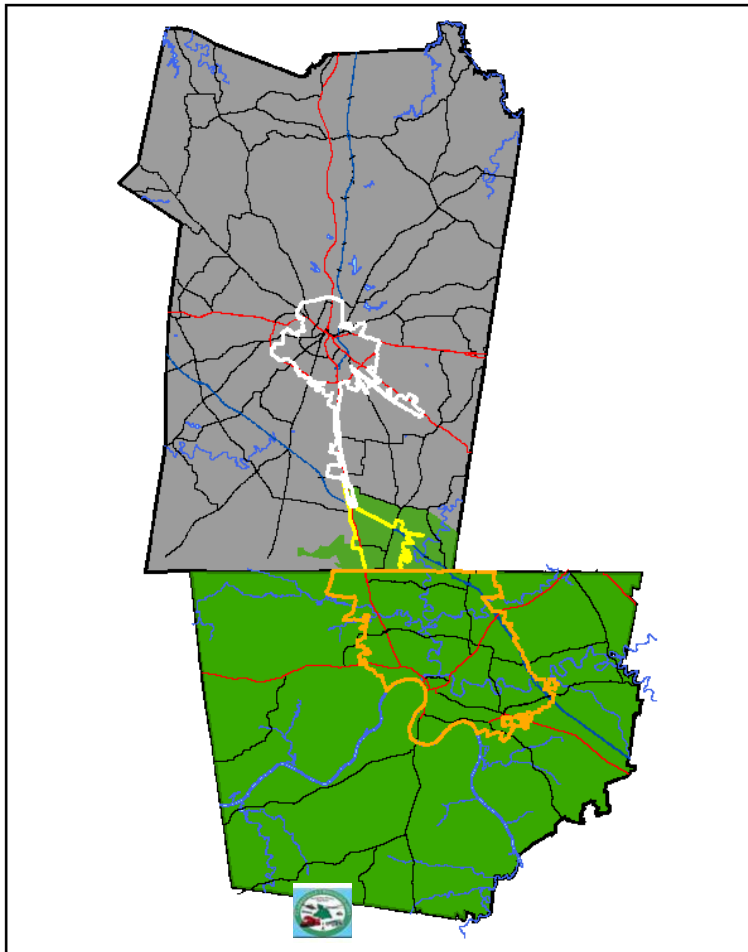
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="2,000"/>	<input type="text" value="1,600"/>	<input type="text" value="200"/>	<input type="text" value="200"/>
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Remarks
Amendment Number
Adjustment Number

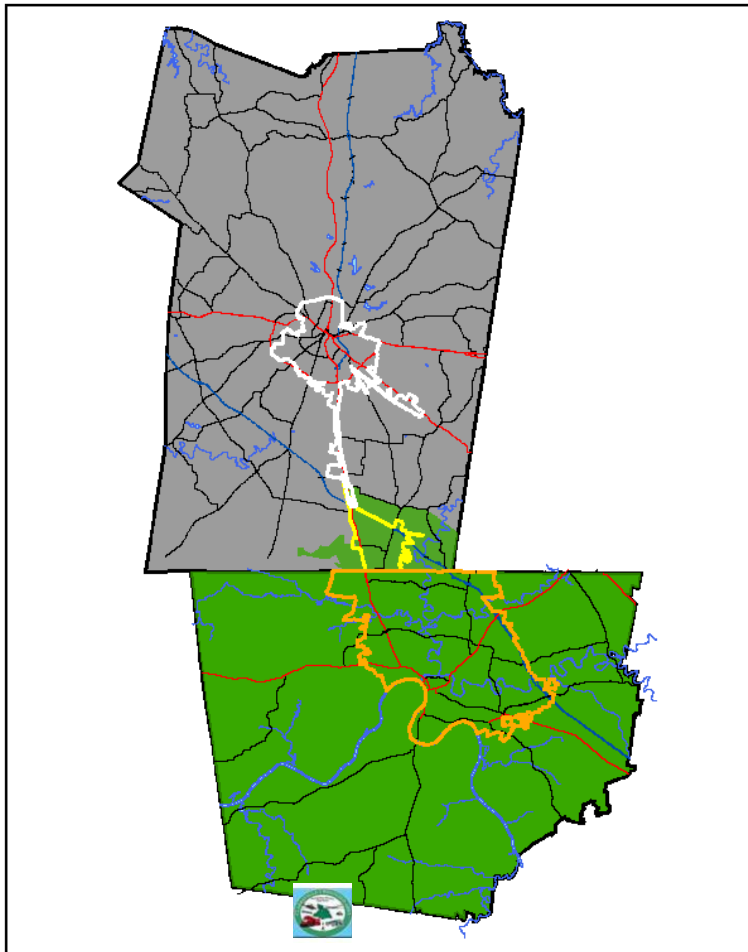


CUAMPO

TIP #	<input type="text" value="24"/>	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="see Table 5-5"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Support Facilities & Equipment"/>					Total Project Cost	<input type="text" value="\$244,895"/>
Termini or Intersection	<input type="text" value="Administration Building and Transit Center"/>						
Project Description	<input type="text" value="Support Equipment, Electronic Fare box System and Vehicle Locator Equipment and Miscellaneous Support Equipment/Components and Parts"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="30,000"/>	<input type="text" value="24,000"/>	<input type="text" value="3,000"/>	<input type="text" value="3,000"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="100,000"/>	<input type="text" value="80,000"/>	<input type="text" value="10,000"/>	<input type="text" value="10,000"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="69,895"/>	<input type="text" value="55,916"/>	<input type="text" value="6,990"/>	<input type="text" value="6,989"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="45,000"/>	<input type="text" value="36,000"/>	<input type="text" value="4,500"/>	<input type="text" value="4,500"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>



CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

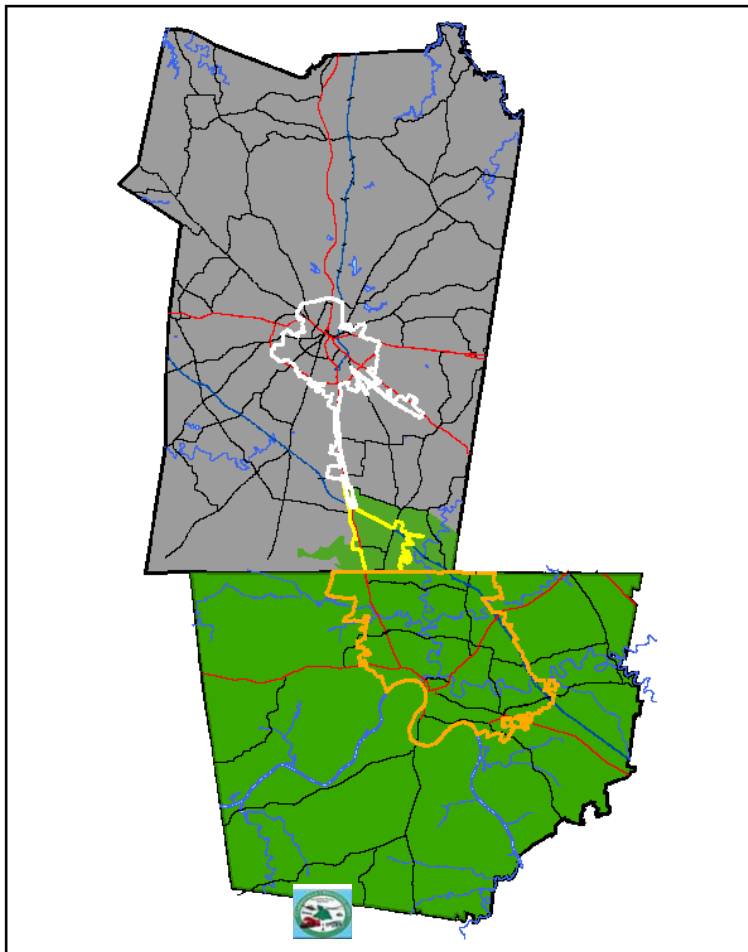
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
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<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="160,000"/>	<input type="text" value="128,000"/>	<input type="text" value="16,000"/>	<input type="text" value="16,000"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="170,000"/>	<input type="text" value="136,000"/>	<input type="text" value="17,000"/>	<input type="text" value="17,000"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="180,000"/>	<input type="text" value="144,000"/>	<input type="text" value="18,000"/>	<input type="text" value="18,000"/>

Remarks
Amendment Number
Adjustment Number

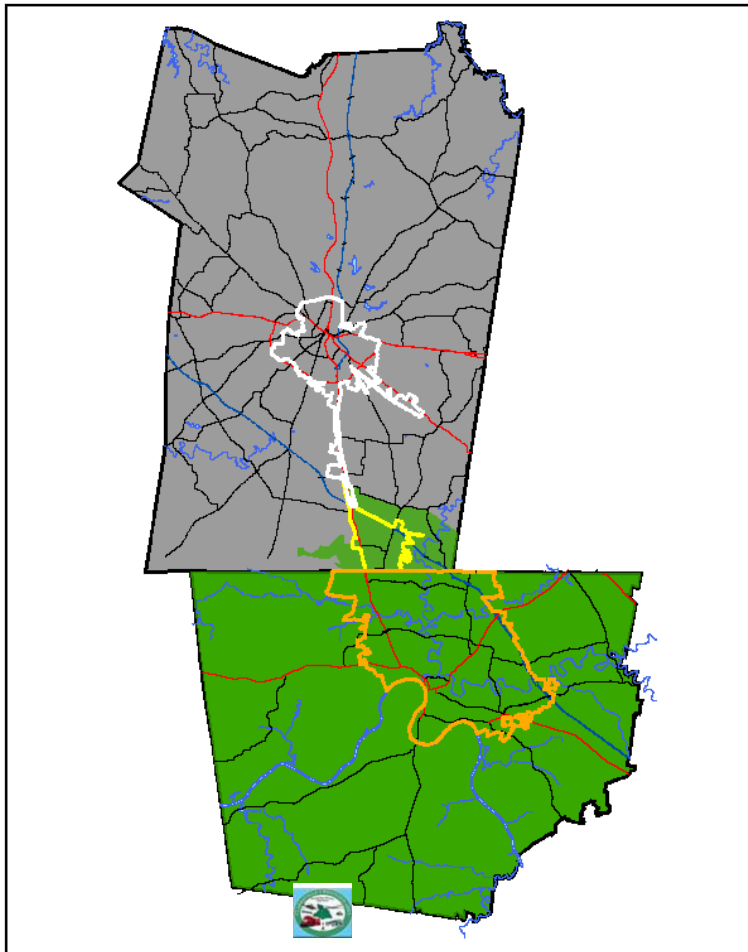


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="32,000"/>	<input type="text" value="25,600"/>	<input type="text" value="3,200"/>	<input type="text" value="3,200"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="32,000"/>	<input type="text" value="25,600"/>	<input type="text" value="3,200"/>	<input type="text" value="3,200"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Remarks
Amendment Number **Adjustment Number**



CUAMPO

TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

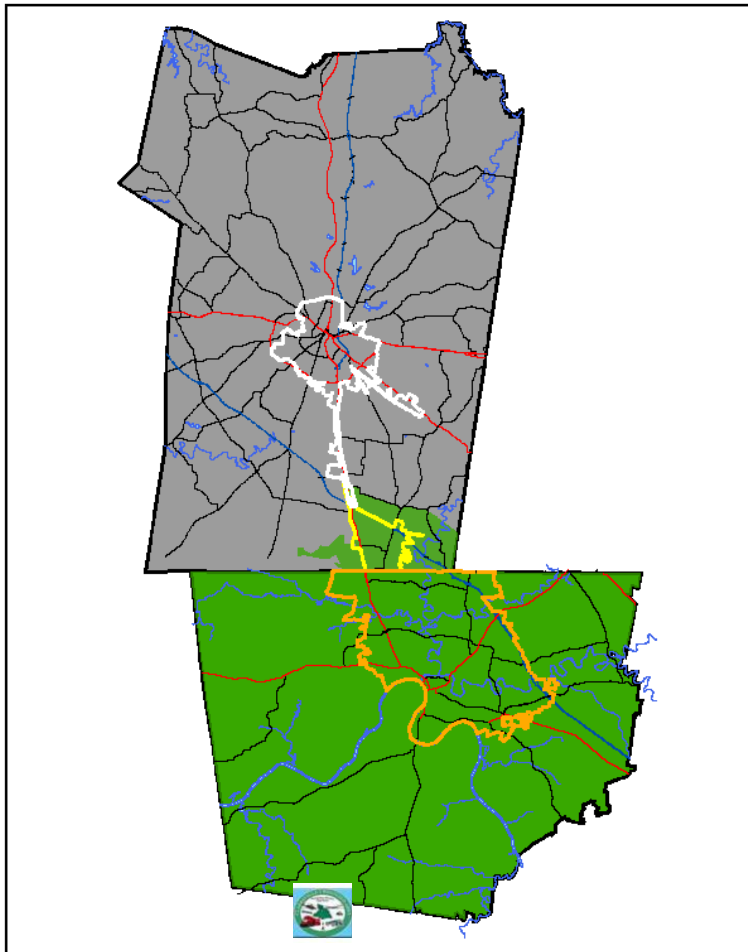
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>

Remarks
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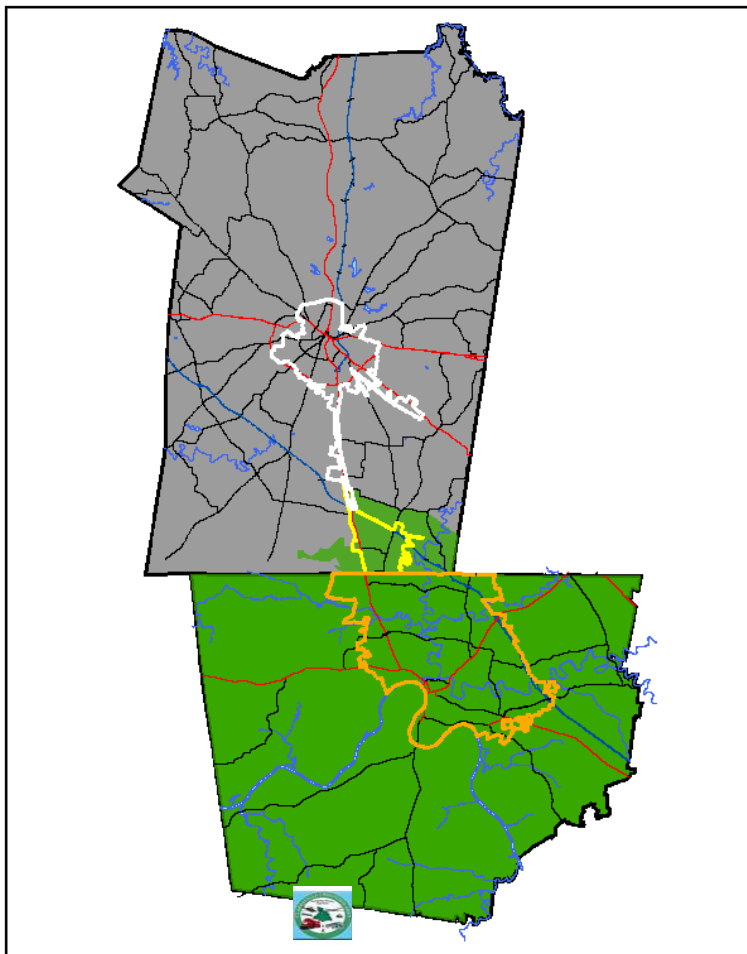


CUAMPO

TIP #	<input type="text" value="28"/>	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="see Table 5-5"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Facility Renovation & Rehabilitation & New"/>					Total Project Cost	<input type="text" value="\$550,000"/>
Termini or Intersection	<input type="text" value="Administration-Maintenance Building Area/New Facilities"/>						
Project Description	<input type="text" value="Renovations and Rehab and New Construction (2019 and 2020 funding shown under Remarks below)**"/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="100,000"/>	<input type="text" value="80,000"/>	<input type="text" value="10,000"/>	<input type="text" value="10,000"/>
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="75,000"/>	<input type="text" value="60,000"/>	<input type="text" value="7,500"/>	<input type="text" value="7,500"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="125,000"/>	<input type="text" value="100,000"/>	<input type="text" value="12,500"/>	<input type="text" value="12,500"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="75,000"/>	<input type="text" value="60,000"/>	<input type="text" value="7,500"/>	<input type="text" value="7,500"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="**2019 -5339 \$175,000 total; \$140,000 fed; \$17,500 state; \$17,500 local match. 2020-5307 \$0.00 funds.**"/>				

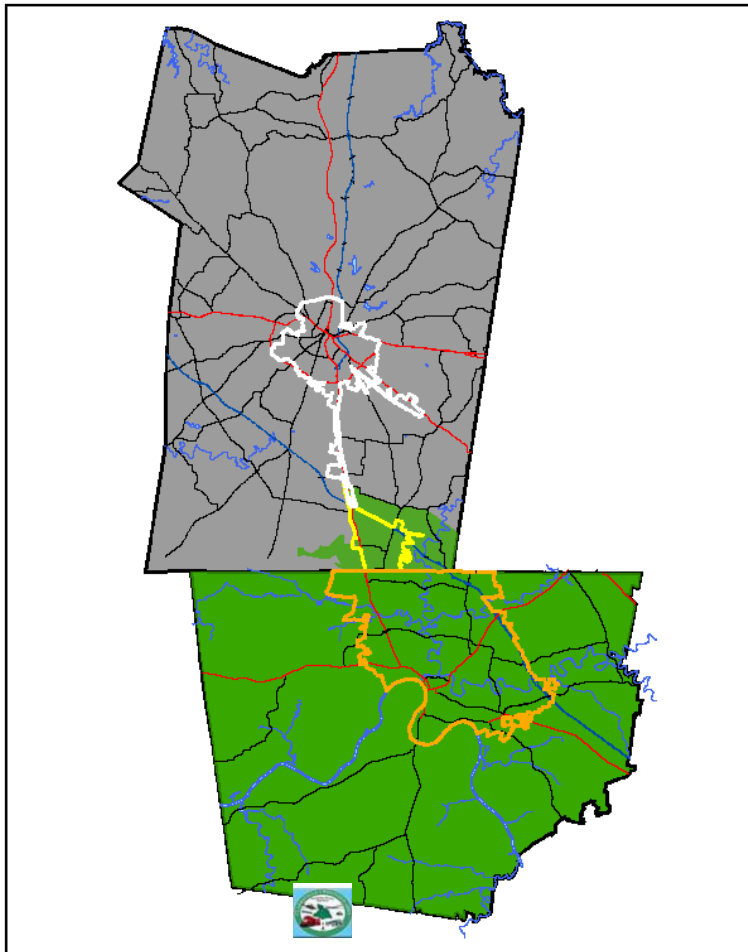


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="25,000"/>	<input type="text" value="20,000"/>	<input type="text" value="2,500"/>	<input type="text" value="2,500"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="5,000"/>	<input type="text" value="4,000"/>	<input type="text" value="500"/>	<input type="text" value="500"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="5,000"/>	<input type="text" value="4,000"/>	<input type="text" value="500"/>	<input type="text" value="500"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Remarks
Amendment Number **Adjustment Number**



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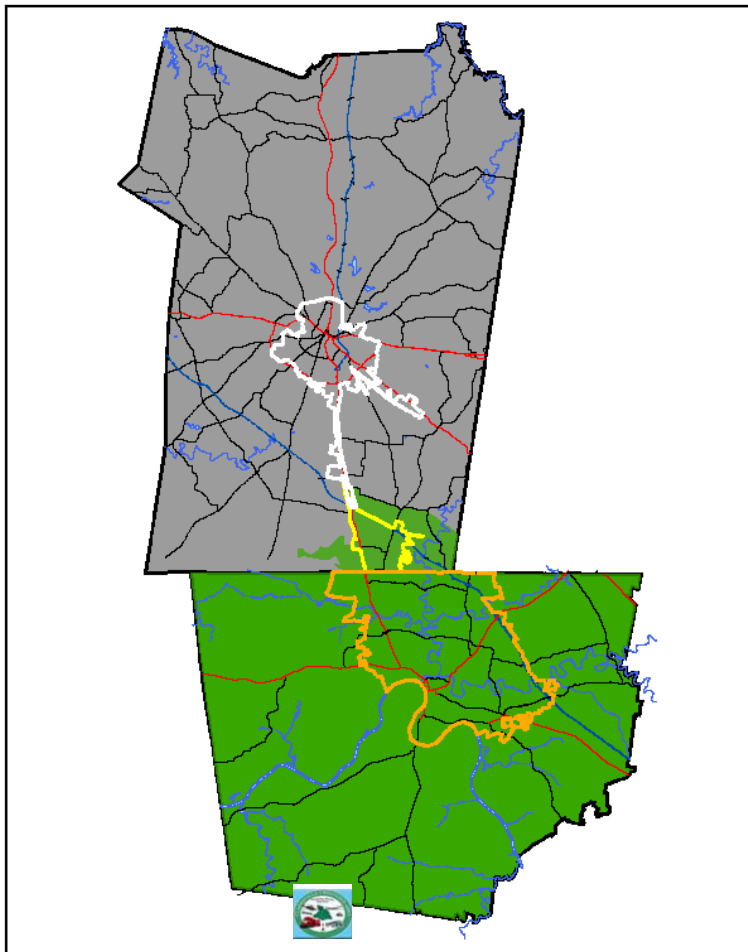
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="5,000"/>	<input type="text" value="4,000"/>	<input type="text" value="500"/>	<input type="text" value="500"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="175,000"/>	<input type="text" value="140,000"/>	<input type="text" value="17,500"/>	<input type="text" value="17,500"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="5,000"/>	<input type="text" value="4,000"/>	<input type="text" value="500"/>	<input type="text" value="500"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="5,000"/>	<input type="text" value="4,000"/>	<input type="text" value="500"/>	<input type="text" value="500"/>

Remarks
Amendment Number
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TIP #
TDOT/KYTC
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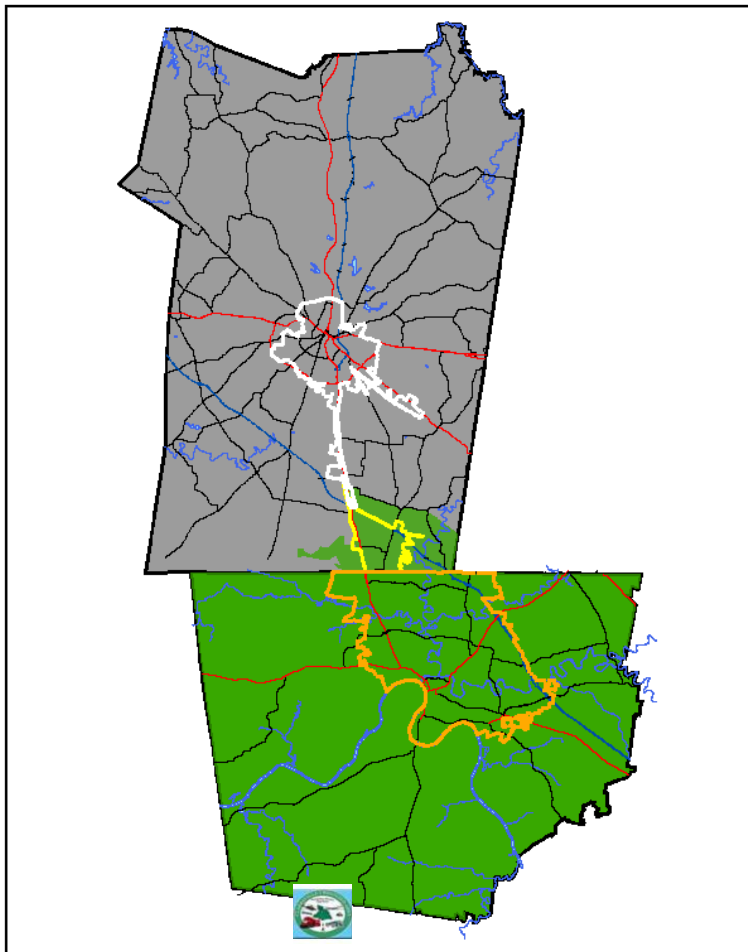
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="100,000"/>	<input type="text" value="80,000"/>	<input type="text" value="10,000"/>	<input type="text" value="10,000"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="12,000"/>	<input type="text" value="9,600"/>	<input type="text" value="1,200"/>	<input type="text" value="1,200"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="15,000"/>	<input type="text" value="12,000"/>	<input type="text" value="1,500"/>	<input type="text" value="1,500"/>

Remarks
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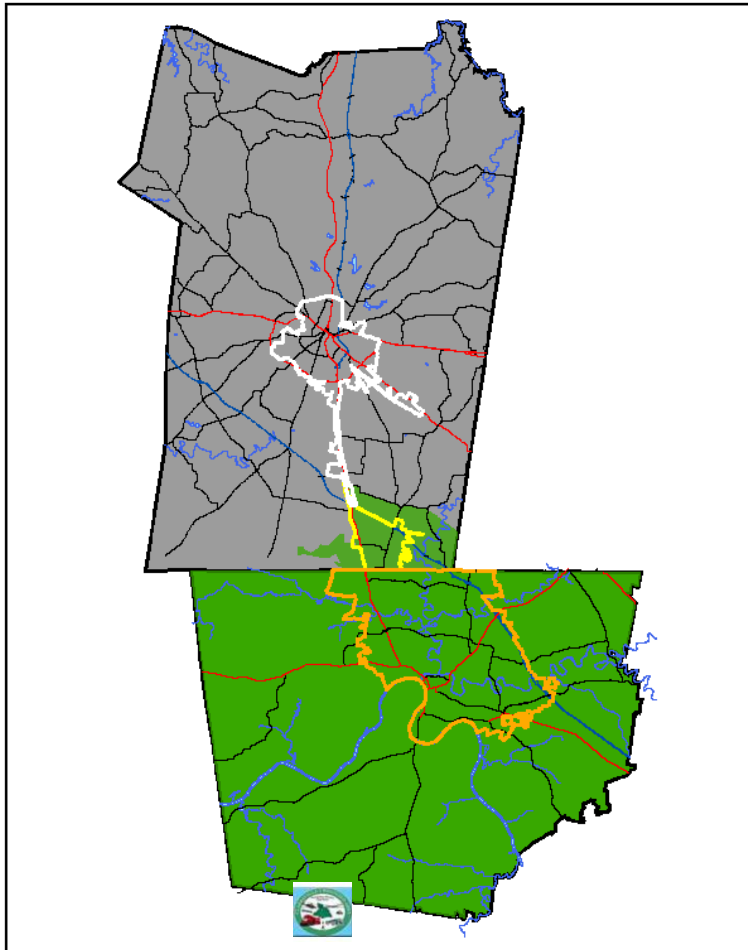


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TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="500,000"/>	<input type="text" value="400,000"/>	<input type="text" value="50,000"/>	<input type="text" value="50,000"/>
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="5,000"/>	<input type="text" value="4,000"/>	<input type="text" value="500"/>	<input type="text" value="500"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="30,000"/>	<input type="text" value="24,000"/>	<input type="text" value="3,000"/>	<input type="text" value="3,000"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="32,500"/>	<input type="text" value="26,000"/>	<input type="text" value="3,250"/>	<input type="text" value="3,250"/>

Remarks **Amendment Number** **Adjustment Number**



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TDOT/KYTC
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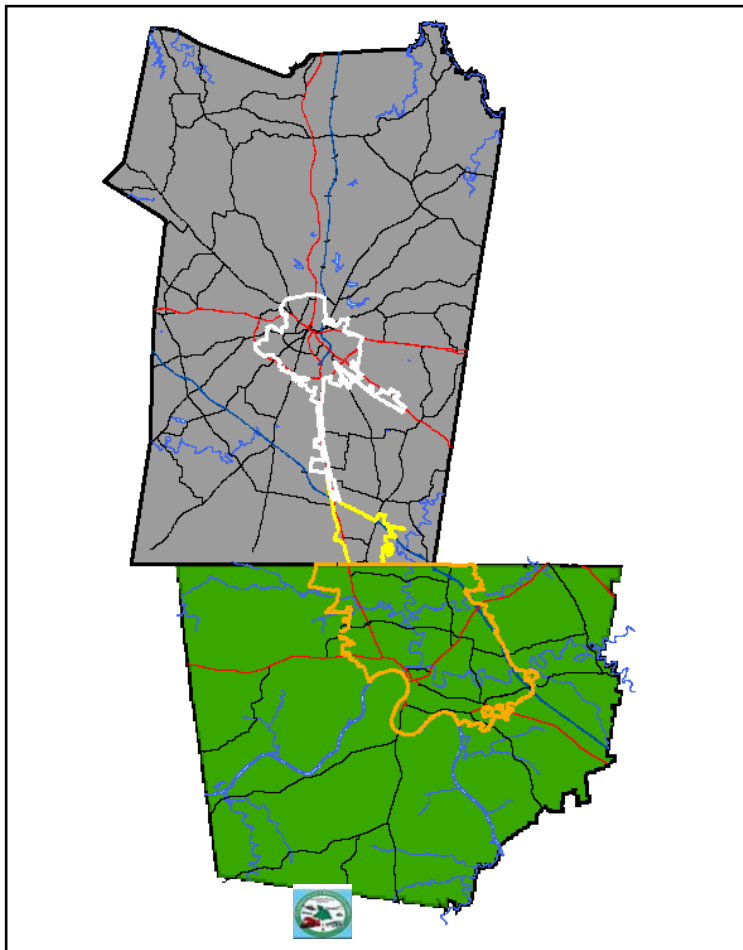
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="3,536,000"/>	<input type="text" value="1,768,000"/>	<input type="text" value="884,000"/>	<input type="text" value="884,000"/>
<input type="text" value="2018"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="3,642,080"/>	<input type="text" value="1,821,040"/>	<input type="text" value="910,520"/>	<input type="text" value="910,520"/>
<input type="text" value="2019"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="3,751,343"/>	<input type="text" value="1,875,671"/>	<input type="text" value="937,836"/>	<input type="text" value="937,836"/>
<input type="text" value="2020"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="3,863,883"/>	<input type="text" value="1,931,941"/>	<input type="text" value="965,971"/>	<input type="text" value="965,971"/>

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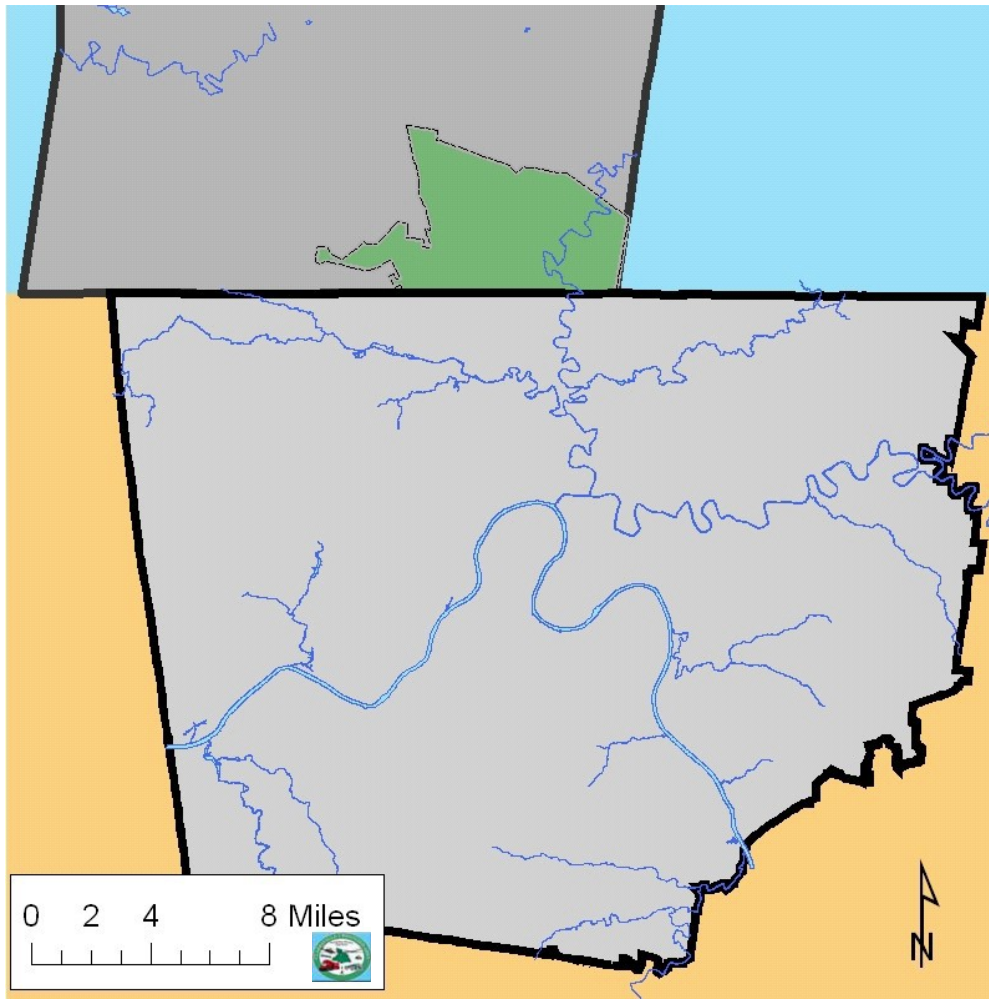
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="618,000"/>	<input type="text" value="309,000"/>	<input type="text" value="0"/>	<input type="text" value="309,000"/>
<input type="text" value="2018"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="618,000"/>	<input type="text" value="309,000"/>	<input type="text" value="0"/>	<input type="text" value="309,000"/>
<input type="text" value="2019"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="618,000"/>	<input type="text" value="309,000"/>	<input type="text" value="0"/>	<input type="text" value="309,000"/>
<input type="text" value="2020"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="618,000"/>	<input type="text" value="309,000"/>	<input type="text" value="0"/>	<input type="text" value="309,000"/>

Remarks
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TIP #
TDOT/KYTC
Priority
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County
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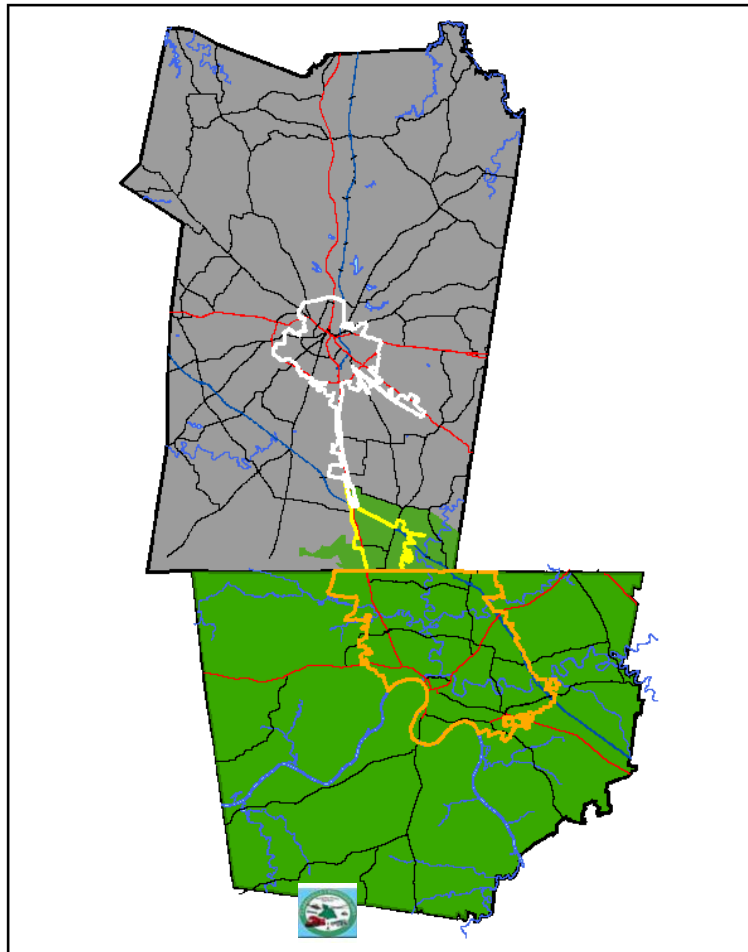
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="282,031"/>	<input type="text" value="225,625"/>	<input type="text" value="28,203"/>	<input type="text" value="28,203"/>
<input type="text" value="2018"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="290,492"/>	<input type="text" value="232,394"/>	<input type="text" value="29,049"/>	<input type="text" value="29,049"/>
<input type="text" value="2019"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="299,207"/>	<input type="text" value="239,365"/>	<input type="text" value="29,921"/>	<input type="text" value="29,921"/>
<input type="text" value="2020"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="308,183"/>	<input type="text" value="246,546"/>	<input type="text" value="30,818"/>	<input type="text" value="30,817"/>

Remarks
Amendment Number
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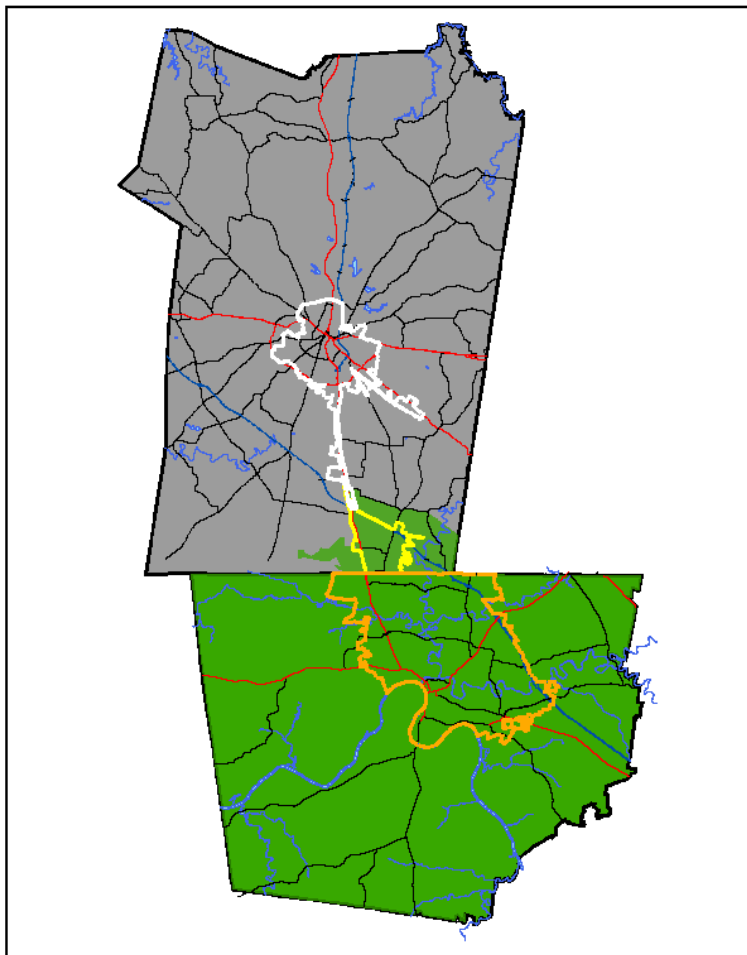


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TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="PE-D"/>	<input type="text" value="5307"/>	<input type="text" value="50,000"/>	<input type="text" value="40,000"/>	<input type="text" value="5,000"/>	<input type="text" value="5,000"/>
<input type="text" value="2018"/>	<input type="text" value="PE-D"/>	<input type="text" value="5307"/>	<input type="text" value="50,000"/>	<input type="text" value="40,000"/>	<input type="text" value="5,000"/>	<input type="text" value="5,000"/>
<input type="text" value="2019"/>	<input type="text" value="PE-D"/>	<input type="text" value="5307"/>	<input type="text" value="20,000"/>	<input type="text" value="16,000"/>	<input type="text" value="2,000"/>	<input type="text" value="2,000"/>
<input type="text" value="2020"/>	<input type="text" value="PE-D"/>	<input type="text" value="5307"/>	<input type="text" value="20,000"/>	<input type="text" value="16,000"/>	<input type="text" value="2,000"/>	<input type="text" value="2,000"/>

Remarks
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TIP #
TDOT/KYTC
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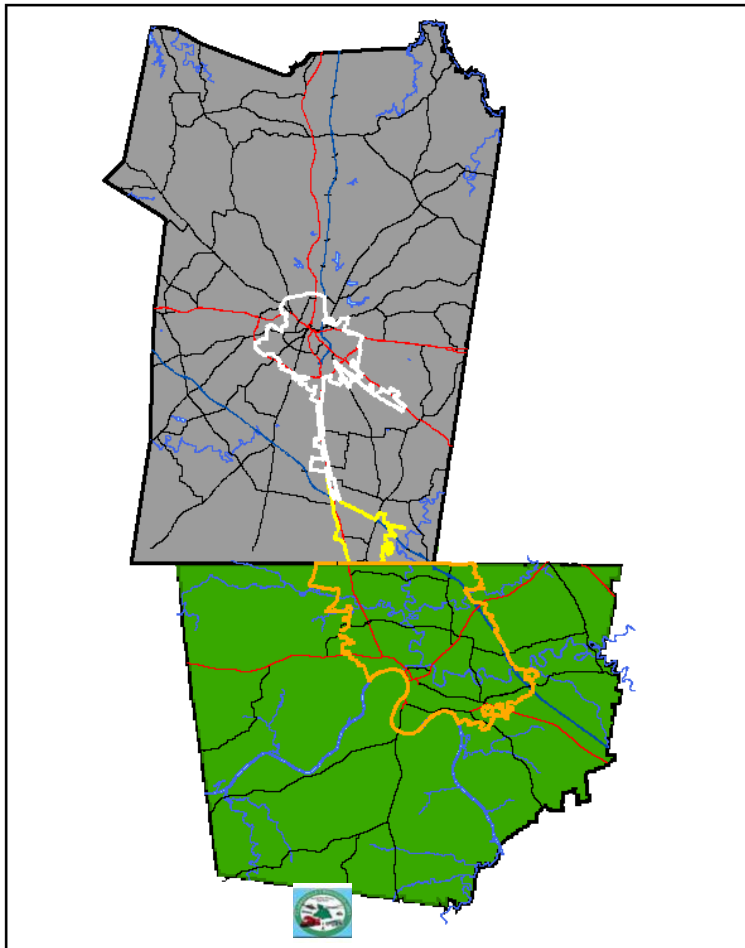
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="10,000"/>	<input type="text" value="8,000"/>	<input type="text" value="1,000"/>	<input type="text" value="1,000"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="155,701"/>	<input type="text" value="124,561"/>	<input type="text" value="15,570"/>	<input type="text" value="15,570"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Remarks
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Adjustment Number

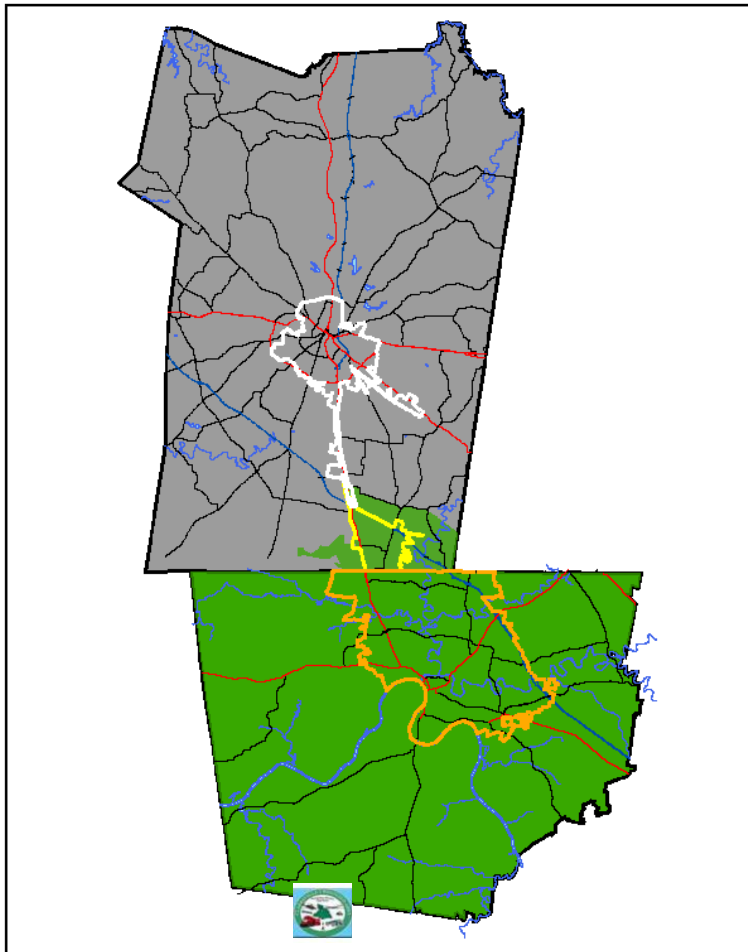


CUAMPO

TIP # **TDOT/KYTC** **Priority** **Lead Agency**
County **Length** mi **MTP#** **Conformity Status**
Route/Project Name **Total Project Cost**
Termini or Intersection
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="603,000"/>	<input type="text" value="482,400"/>	<input type="text" value="60,300"/>	<input type="text" value="60,300"/>
<input type="text" value="2018"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="621,090"/>	<input type="text" value="496,872"/>	<input type="text" value="62,109"/>	<input type="text" value="62,109"/>
<input type="text" value="2019"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="639,723"/>	<input type="text" value="511,778"/>	<input type="text" value="63,972"/>	<input type="text" value="63,972"/>
<input type="text" value="2020"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="658,914"/>	<input type="text" value="527,132"/>	<input type="text" value="65,891"/>	<input type="text" value="65,891"/>

Remarks
Amendment Number **Adjustment Number**



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TIP #
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Priority
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Length mi
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Conformity Status

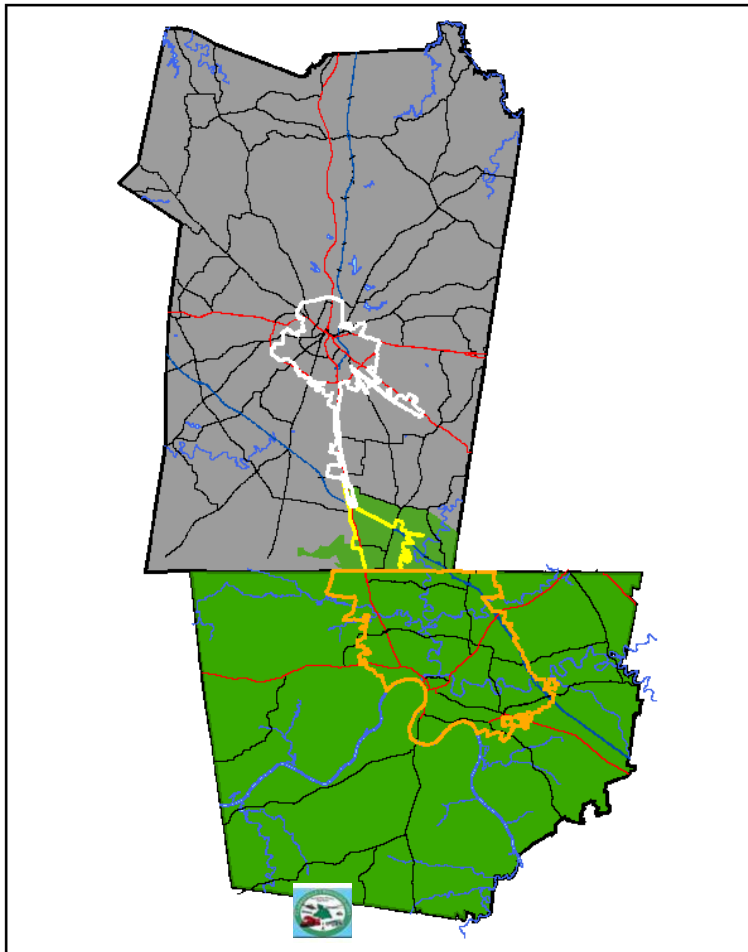
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5310"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2018"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5310"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2019"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5310"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5310"/>	<input type="text" value="50,000"/>	<input type="text" value="40,000"/>	<input type="text" value="5,000"/>	<input type="text" value="5,000"/>

Remarks
Amendment Number
Adjustment Number



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TIP #
TDOT/KYTC
Priority
Lead Agency

County
Length mi
 MTP#
Conformity Status

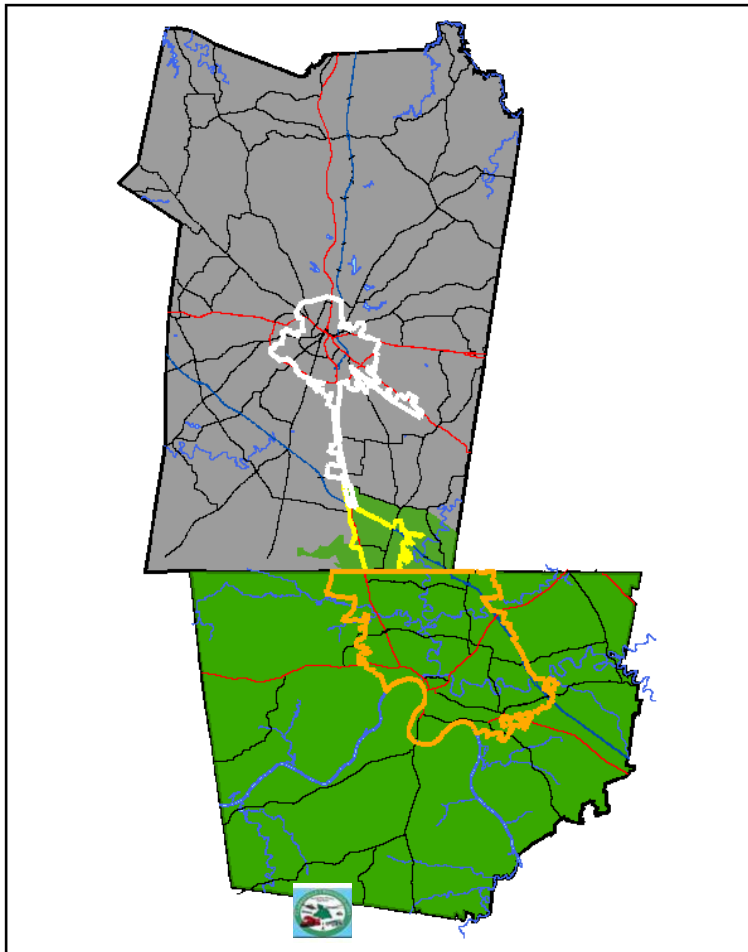
Route/Project Name
Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307/CMAQ flexed"/>	<input type="text" value="2,289,106"/>	<input type="text" value="1,831,284"/>	<input type="text" value="228,911"/>	<input type="text" value="228,911"/>
<input type="text" value="2017"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5307/CMAQ flexed"/>	<input type="text" value="3,181,840"/>	<input type="text" value="2,545,472"/>	<input type="text" value="318,184"/>	<input type="text" value="318,184"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Remarks
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TIP #	<input type="text" value="73"/>	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="See Table 5-6"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Express Bus Service"/>					Total Project Cost	<input type="text" value="\$108,750"/>
Termini or Intersection	<input type="text" value="Route from Clarksville to Nashville"/>						
Project Description	<input type="text" value="*Bus service includes 4 morning & 4 evening round trips from the Clarksville Transit Center to the Park & Ride lots at I-24 Exit 11. Then 4 trips to downtown Nashville from Exit 11; and 4 trips back to Clarksville Park & Ride lot in evening."/>						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2017"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307/CMAQ flexed"/>	<input type="text" value="108,750"/>	<input type="text" value="87,000"/>	<input type="text" value="10,875"/>	<input type="text" value="10,875"/>
<input type="text" value="2018"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2019"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2020"/>	<input type="text" value="OPERATIONS"/>	<input type="text" value="5307"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Remarks	Amendment Number	<input type="text" value="0"/>	Adjustment Number	<input type="text" value="0"/>
<input type="text" value="*This is a regional Express Bus Service from Clarksville to Downtown Nashville**"/>				



SECTION 4. MPO WEBSITE

4.1 The MPO Website:

The MPO website is www.cuampo.com.

4.2 TIP Documents and Technical Information on Website:

The “STIP/TIP Reports” section is located on the MPO home page or found at: www.cuampo.com/STIP.php. Under this section the draft and final documents for the TIP are fully searchable and available; along with the past FY2014-FY2017 TIP and FY2011-FY2014 TIP, and corresponding amendments and adjustments.

4.3 Historic Archive of Technical Information on Website:

The “Plans, Reports & Studies” section is located on the MPO home page or found at: www.cuampo.com/plansReports.php. The annual listings of obligated projects can be found there, along with the current UPWP, the 2040 MTP, PPP and other important documents and reports.

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APPENDIX A: PROJECT SELECTION CRITERIA

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

Figure 17. Local Surface Transportation Block Grant (L-STBG) Criteria for TIP Evaluation:

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

FY2017-FY2020 Transportation Improvement Program

		environment, a lower score should be assigned.
Security	0-2	The security criterion is intended to measure the potential improvements to public security that a proposed project will provide. It applies to both motorized and non-motorized users of the transportation system. Examples of security considerations are improved lighting, presence of cameras, improved evacuation routes, improved emergency services access, threat warning devices, etc.

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

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

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<p>MANDATED PROJECT</p>	<p>0- 5</p>	<p><u>Is the project contained in an approved State Implementation Plan or EPA Rule?</u> – Preference should be given for measures mandated by the SIP. A Transportation Control Measure contained in an approved SIP or EPA rule may be mandated to have priority over other CMAQ projects. No preference exists for projects already meeting their SIP required reductions.</p> <p><u>Does the Project enhance or augment a federally mandated transportation emissions reduction effort?</u> – Where a local project could tie into or enhance a federally mandated control measure, some preference should be given. This could be in the area of cleaner fuels, anti-idling, or transit fleet alternative fuel conversion to name a few potentials. The MPO is determined to support such programs at the local level by allowing more points for a local program that would further the use or scope of such a federally mandated requirement.</p> <p><u>Is the project one of the transportation control measures (TCM) recommended for evaluation and which has been found to be appropriate for the local transportation system?</u> – Goals of the LRTP can help recommend TCM’s contained in the Clean Air Act for potential benefit in our local planning area. The MPO finds that in order to implement the plan’s programs and federal guidance, a TCM measure found appropriate in the plan should receive a higher point total in this category.</p> <p><u>Does project have outside financial support or partnership to increase reduction per public dollar expended?</u> – In an effort to leverage public funding and encourage broad community involvement in these programs, projects that received funding or significant support from non-federal agencies should receive additional points for their potential promotion.</p>
<p>DURATION/TIMING OF REDUCTIONS</p>	<p>0-2</p>	<p><u>Are reductions permanent or seasonal and if seasonal, do they occur when needed?</u> – The ability to credit reduction in the SIP depends, to some extent, on their timing and enforceability. This part of the element was intended to address both the timing of the reductions from a project as well as their permanence. A higher ranking is given to projects that produced appropriate pollutant reductions during the period most likely to need them and permanent reductions are favored over seasonal or temporary reduction efforts.</p> <p><u>When will the reductions be credited against transportation emissions budget in SIP?</u> – Not all projects would produce emission reductions in time to be of benefit to attainment deadlines. The often-lengthy approval and construction time for major projects could result in obtaining pollution reductions only after certain attainment dates are set. Under this element, priority was given to projects that produced reductions sooner in the planning cycle.</p>

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CONGESTION REDUCTION	0-3	<p><u>Will project help to achieve goal(s) of the LRTP as a high priority congestion corridor or location?</u> CMAQ is more than just air quality (AQ) improvements. Projects that have significant congestion relief outcomes and goals are therefore appropriately evaluated for funding prioritization. Projects that fulfill goals in the LRTP receive higher rankings in this element than those outside the goals of the LRTP or relate only to air quality issues.</p> <p><u>What is the level of congestion reduction achieved by the project?</u> – Much in the same way the initial criteria looked at the tons of reduction, this element hopes to better quantify the congestion reduction achievable by a project or program. It reinforces some of the air quality goals as is appropriate, but allows projects which are more localized to also be recognized for their unique problems.</p> <p><u>Does the project provide trip reduction improvement or only improved function of the congested area?</u> – This element looks at the potential for the project to solve the congestion throughout the network by reducing trips rather than by simply speeding the trips along a particular corridor or in a particular intersection.</p>
Project Grouping	0-1	<p><u>Is the project part of a package of several projects?</u> – This element shows that projects combined show greater improvement than each part of the project alone when comparing to other proposed projects.</p>
Continuation	0-1	<p><u>Has a similar project been done in the State or MPO?</u> – This element reflects on past results and experiences. Was the project viewed as successful or disastrous?</p>

APPENDIX B: PUBLIC COMMENTS



CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Stan Williams
MPO Coordinator
stanwilliams@cityofclarksville.com

329 MAIN STREET
CLARKSVILLE, TN 37040
PHONE: (931)645-7448
www.cuampo.com

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

Call for Transportation Improvement Program (TIP) Projects for development and addition to the FY2017-FY2020 TIP:
Please provide the following information:

Name: Richard Garrett
Address: 1860 Wilma Rudolph Blvd Clarksville, TN 37040
Email Address: richard@reason4clarksville.com

Call for projects:

The Clarksville MPO is now in the process of developing a new Transportation Improvement Program (TIP) for fiscal years 2017-2020. The TIP is a four-year financially constrained priority list of projects within the MPO planning area funded with federal, state, and local dollars.

Please accept this notice as your opportunity to submit potential projects to be funded with Federal Surface Transportation Program (STP) funds. Most projects require a 20 percent local match and must be sponsored by a governmental entity that can demonstrate a financial commitment to the project. Projects on residential streets do not qualify for federal transportation funds and cannot be considered for the TIP.

Please list any problems or concerns within the project area and any benefits toward air quality, safety, congestion with the addition of your recommended project. Completed applications must be received by the MPO no later than April 29, 2016.

I would like to propose Trenton Rd to be widen like Peachers Mill Road. The narrow winding road has has heavy traffic congestion that creates safety hazards for motorists. In addition emergency vehicles responding to various issues have trouble successfully navigating the road due to limited space for traffic to pull-over to allow them access. There are still more homes being developed in the area which will add to the congestion and safety hazards.

Blank lines for additional comments.

Please Return:
Call for Project Form by April 29, 2016
Mail, fax or email Call for Project Form to:
Clarksville Area MPO
329 Main Street
Clarksville, TN 37040
Fax: 931-645-7481
Email: Stan.Williams@cityofclarksville.com

FY2017-FY2020 Transportation Improvement Program



CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Stan Williams
MPO Coordinator
stanwilliams@cityofclarksville.com

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CLARKSVILLE, TN 37040
PHONE: (931)645-7448
www.cuampo.com

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

Call for Transportation Improvement Program (TIP) Projects for development and addition to the FY2017-FY2020 TIP:
Please provide the following information:

Name: Jason Hodges
Address: 3781 Man O War Blvd, 37042
Email Address: jason.hodges1981@gmail.com

Call for projects:

The Clarksville MPO is now in the process of developing a new Transportation Improvement Program (TIP) for fiscal years 2017-2020. The TIP is a four-year financially constrained priority list of projects within the MPO planning area funded with federal, state, and local dollars.

Please accept this notice as your opportunity to submit potential projects to be funded with Federal Surface Transportation Program (STP) funds. Most projects require a 20 percent local match and must be sponsored by a governmental entity that can demonstrate a financial commitment to the project. Projects on residential streets do not qualify for federal transportation funds and cannot be considered for the TIP.

Please list any problems or concerns within the project area and any benefits toward air quality, safety, congestion with the addition of your recommended project. Completed applications must be received by the MPO no later than April 29, 2016.

- Widen TN 48 Trenton Rd. From I-24 to SR374
- Widen SR237 from I-24 to SR374
- Widen SR79 from TN12 to TN13
- Widen SR374 from SR13 to SR112.
- Increased bridge capacity on state routes over Red River and Cumberland River

Please Return:
Call for Project Form by April 29, 2016
Mail, fax or email Call for Project Form to:
Clarksville Area MPO
329 Main Street
Clarksville, TN 37040
Fax: 931-645-7481
Email: Stan.Williams@cityofclarksville.com

FY2017-FY2020 Transportation Improvement Program

From: Steve Taylor [mailto:taylor.steve.w@gmail.com]
Sent: Thursday, March 31, 2016 10:28 PM
To: GDL_web CUAMPO
Subject: Road Projects

Ladies and Gentlemen,

I have a question. I've looked far and wide over TDOT and your websites, I've scanned through many of your documents, and when it comes down to it, I'm one of the thousands that have to traverse these streets every day, and I just want to know when is this going to get improved.

I moved to this area in 1992. I've seen it grow by leaps and bounds. I'm amazed how with all of the new housing developments, new industries, new commercial interests, the same basic roads are the same basic size with more and more folks on it. I used to live off the 101st Parkway. It took a good amount of time to improve that stretch of road that should have never been a two lane in the first place. It really amazed me that for some strange reason, this area just will not put a right turn lane in if it had to. I turned right onto Whitfield Road, and when the 4 lanes were finally opened, there was no right turn lane, so we started using the shoulder to get out of traffic, until the day TDOT actually painted lines (as far as I know the only place they did that) on the shoulder and placed a THP trooper there for a week. But when Walmart slapped a mini market in, a right hand lane appeared (and only on one side). Why was it necessary for Walmart to put one in, but the state didn't have to?

I laugh at the East – West Corridor as by the time all of the studies are done, the land will be already developed into housing areas. How long has it been that we've talked about this now? Wilma Rudolph is packed constantly, especially the right lane that turns into the shopping and dining places. Why can't there be simple connector streets behind these places that will ease the amount of traffic needing to turn? Exit 4 is a fatality waiting to happen. Traffic is backed up to the shoulder of I-24 as that one driver who wants to cross over three lanes to turn on Ted Crozier will stop and wait during rush hour instead continuing on. Use to be able to navigate Tylertown Road to Oakland and come up near Tractor Supply, but now it's backed up in the evenings and weekends. I was wondering on that area of why don't we just buy the land and connect Oakland with Cracker Barrel Road, so at least the traffic can get regulated, but I've seen the familiar surveying flags in the field that would be needed, and I figure it's too late, it'll be a neighborhood now, and the street will stay the same.

These housing developers are making pretty good bank throwing up all of these houses. Are you telling me the only responsibility the city holds them to is to put a turn lane in on a crowd street? Doesn't work well if you're on Trenton Road.

What started this rant is the fact the state propose more Improvements to get Hankook all of the improvements they need, and they broke speed records getting exit 8 started, but in essence somewhere in this transportation governing body, it seems like the money is doing most of the talking, and us ordinary folks are getting left out.

I can go on and on, but I just want to know who has the answers, and who can I relay my concerns to.
Thanks for your time..

Steve Taylor

FY2017-FY2020 Transportation Improvement Program

From: Williams, Stan
To: ["Steve Taylor"](#)
Subject: RE: Road Projects
Date: Friday, April 01, 2016 2:27:00 PM

Mr. Taylor, thank you for your interest and comments on a few areas of the local surface transportation network. First, as with all new development (commercial, residential or industrial) if said development is believed to generate new/additional traffic volumes/turn movements, by a certain %/#, turns lanes are required. You could contact Mr. Jay Wheeler, TDOT Lcl. Mnct./Const. 648.5570, to further address your question about turns lanes on state routes.

The proposed EW Corridor is a large project (distance and cost) based on state and even national level. Thus, the studies are required to have any chance of obtaining federal and state funding. The city has no chance of completing this size of a project with only local dollars. Yes, every yr. more and more houses will fill this area requiring the proposed route to swift in an effort to avoid as many structures as possible. Unless funding (currently doesn't exist) is used to purchase the land for the corridor, the owners have legal rights to develop. But ultimately, structures will have to be purchased thus increasing the cost and time.

Yes Wlm. Rdlph. is highly congested at times. If possible, you might try different times of the day, days of wk. and month. You will see volumes vary greatly. I didn't work in this area when Gov. Sq. Mall was developed but yes that would have been a great time to construct service roads. Now, this will require significant funds to purchase row and const.

Yes, Ext. 4 requires good driving habits. Safety funds are paying for improvements (double lanes & signalization) of the I24 E bond off ramp @ Wlm. Rdlph.. In addition widening & restriping of Wlm. Rdlph. from Holiday Dr. to Cracker Barrel Dr. will improve both N and S bound traffic and add additional storage for vehicles to W bond on ramp. Hope const. starts late summer/fall.

Oakland Rd is being realigned to the north and traffic signal installed. Thus eliminating the S-curves. Const. will probably be combined w the improvements to SR13/Guthrie Hwy. 5 lanes from Cracker Barrel Rd. to International Blvd. Const. but not to be completed until summer 2018. Not aware of any current plans to improve Tylertown Td. As more roof tops come, volumes will only increase.

Developers are required to pay a facility tax. You might check w your city council member &/or Mayor's office on the annual amount generated and where those funds are allocated.

In regard to the Hancock improvements, yes when funding of all phases (environmental, engineering, row and const.) are committed for a project, we all see just how fast they get constructed.

Drive safely!

APPENDIX C: TDOT GROUPINGS - PROJECT DESCRIPTIONS

Statewide Grouping Descriptions

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

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

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

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Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Safety Improvement Program (HSIP) Grouping</p> <p>STIP# 1799300</p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> ● Consistency with SHSP, ● Crash experience, crash potential, or other data-supported means, ● Compliance with the requirements of Title 23 of the USC, and ● State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. ● Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices. 	<ul style="list-style-type: none"> ● Intersection safety improvements ● Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) ● Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians ● Installation of skid-resistant surface at intersections or locations with high crash frequencies ● Improvements for pedestrian or bicyclist safety ● Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices ● The conduct of a model traffic enforcement activity at a railway-highway crossing ● Construction of a traffic calming feature ● Elimination of a roadside hazard ● Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP ● Installation of emergency vehicle priority control systems at signalized intersections ● Installation of traffic control or other warning devices at locations with high crash potential ● Transportation safety planning ● Collection, analysis, and improvement of safety data ● Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety ● Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators ● The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife ● Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones ● Construction and operational improvements on high risk rural roads ● Geometric improvements to a road for safety purposes that improve safety ● Road safety audits ● Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103) ● Truck parking facilities eligible for funding under Section 1401 of MAP-21 ● Systemic safety improvements ● Installation of vehicle-to-infrastructure communication equipment. ● Pedestrian hybrid beacons. ● Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. ● Other physical infrastructure projects not specifically enumerated in the list of eligible projects. ● Workforce development, training, and education activities

FY2017-FY2020 Transportation Improvement Program

Grouping Category	Function of Grouping Activities	Allowable Work Types
Highway Safety Improvement Program (HSIP) Grouping (continued) STIP# 1799300		Activities included as part of the Highway Railroad Grade Crossing program: <ul style="list-style-type: none"> ● Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings ● Reconstruction of existing railroad grade crossing structures ● Relocation of highways to eliminate grade crossings ● Installation of protective devices

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Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program (NHPP) Grouping</p> <p>STIP# 1799003</p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> ● Rehabilitation, resurfacing, restoration, preservation, and operational improvements, ● Traffic operations, ● Bridge and tunnel improvements, ● Safety improvements, ● Bicycle and pedestrian improvements, and ● Environmental mitigation. 	<ul style="list-style-type: none"> ● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance ● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition ● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps ● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information ● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures ● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure ● Rail-highway grade crossing improvements ● Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements ● Sidewalk improvements ● Pedestrian and/or bicycle facilities ● Traffic calming and traffic diversion improvements ● Noise walls ● Wetland and/or stream mitigation ● Environmental restoration and pollution abatement ● Control of noxious weeds and establishment of native species

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Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>STIP# 1799001</p>	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> ● Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501, ● Traffic operations on Federal-aid highways, ● Bridge and tunnel improvements on public roads, ● Safety improvements on public roads, ● Environmental mitigation ● Scenic and historic highway programs, ● Landscaping and scenic beautification, 	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> ● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance ● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition ● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps ● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information ● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures ● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure ● Rail-highway grade crossing improvements ● Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements ● Sidewalk improvements ● Pedestrian and/or bicycle facilities ● Traffic calming and traffic diversion improvements ● Transportation Alternatives as defined by 23 USC 213(B), 23 USC. 101(A)(29), and Section 1122 of MAP-21 ● Noise walls ● Wetland and/or stream mitigation ● Environmental restoration and pollution abatement ● Control of noxious weeds and establishment of native species

FY2017-FY2020 Transportation Improvement Program

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>(continued)</p> <p>STIP# 1799001</p>	<ul style="list-style-type: none"> ● Historic preservation, ● On- and off-road pedestrian and bicycle facilities, ● Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, ● Community improvement activities, ● Recreational Trail Program projects, ● Safe Routes to School (SRTS) projects, ● Transportation Enhancement projects, ● Transportation Alternatives projects, ● Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails. 	<p>Activities previously authorized under the Transportation Enhancement Program:</p> <ul style="list-style-type: none"> ○ Pedestrian and bicycle facilities, safety, and educational activities ○ Acquisition of scenic easements and scenic or historic sites ○ Scenic or historic highway programs ○ Landscaping and other scenic beautification activities ○ Historic preservation ○ Rehabilitation and operation of historic transportation buildings, structures, or facilities ○ Preservation of abandoned railway corridors ○ Inventory, control, and removal of outdoor advertising ○ Archaeological planning and research ○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity ○ Establishment of transportation museums ○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage <p>Activities previously authorized under the Safe Routes to School Program (SRTS):</p> <ul style="list-style-type: none"> ● Sidewalk improvements ● Traffic calming and speed reduction improvements ● Pedestrian and bicycle crossing improvements ● On-street bicycle facilities ● Off-street bicycle and pedestrian facilities ● Secure bicycle parking facilities ● Traffic diversion improvements approximately within 2 miles of a school location ● Non-infrastructure related activities: <ul style="list-style-type: none"> ○ Public awareness campaigns and outreach to press and community leaders ○ Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> • Student sessions on bicycle and pedestrian safety, health, and environment • Funding for training, volunteers, and managers of safe routes to school program <p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> ● Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ○ Sidewalk improvements ○ Bicycle infrastructure ○ Pedestrian and bicycle signals ○ Traffic calming techniques ○ Lighting and other safety-related infrastructure ○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990

FY2017-FY2020 Transportation Improvement Program

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>(continued)</p> <p>STIP# 1799001</p>	<ul style="list-style-type: none"> ● Projects for the planning, design or construction of boulevards and other roadways largely in the right- of-way of former Interstate System routes or other divided highways. 	<ul style="list-style-type: none"> ● Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs ● Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users ● Construction of turnouts, overlooks, and viewing areas ● Community improvement activities, which include but are not limited to: <ul style="list-style-type: none"> ○ Inventory, control, or removal of outdoor advertising ○ Historic preservation and rehabilitation of historic transportation facilities ○ Vegetation management in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control ○ Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC ● Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: <ul style="list-style-type: none"> ○ Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff ○ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats ● Recreational Trails Program activities under 23 USC 206 ● SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. ● Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways <p>Activities previously authorized under the Recreational Trails Program (RTP):</p> <ul style="list-style-type: none"> ● Maintenance and restoration of existing recreational trails ● Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails ● Purchase and lease of recreational trail construction and maintenance equipment ● Construction of new recreational trails ● Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors ● Assessment of trail conditions for accessibility and maintenance ● Development and dissemination of publications and operation of educational programs to promote safety and environmental protection ● Payment of costs to the State incurred in administering the program

FY2017-FY2020 Transportation Improvement Program

Grouping Category	Function of Grouping Activities	Allowable Work Types
Workforce Development, Training, and Education Grouping STIP# 1799700	Surface transportation workforce development, training, and education activities.	<ul style="list-style-type: none"> ● Direct educational expenses (not including salaries) in connection with the education and training of transportation employees ● National Highway Institute (NHI) course participation ● College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation ● Local technical assistance programs (LTAP)