



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams  
MPO Director  
[stanwilliams@cityofclarksville.com](mailto:stanwilliams@cityofclarksville.com)

329 MAIN STREET  
CLARKSVILLE, TN 37040  
PHONE: (931)645-7448

Jill Hall  
Transportation Planner  
[jhall@cityofclarksville.com](mailto:jhall@cityofclarksville.com)

**AGENDA**

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

**Date:** Thursday, March 5, 2020  
**Time:** 11:00 a.m.  
**Location:** Regional Planning Commission Office - Downstairs Conference Room

1. Review, discussion and adoption of the minutes from the January 16, 2020 meeting;
2. Review, discussion and adoption of Resolution 2020-04 to amend the 2045 MTP to move SR-237/Rossvie Road from a Visionary project to a Stage II (2027-2036) project; to move the Jack Miller Blvd Extension project from a Stage II (2027-2036) project to a Stage III (2037-2045) project; and to move the Wilma Rudolph Blvd project from a Stage III (2037-2045) to a Visionary project. SR-237/Rossvie Road project's termini changed with an increase in length from 1.6 miles to 3.4 miles;
3. Review, discussion and adoption of Resolution 2020-05 to amend the FY2020-FY2023 TIP to add TIP #71, SR-237/Rossvie Road widening, from east of International Blvd to east of Hayes Lane;
4. Review, discussion and adoption of Resolution 2020-06 to amend the UPWP to include the update to the CRITS architecture for FY2020;
5. Review and discussion of the CRITS architecture by Stan Williams;
6. Update by Stan Williams on the Technical Reports for SR-374/Warfield Blvd/Richview Road;
7. Update on TDOT projects in December 13, 2019 Construction letting and TDOT projects under development by Sharon Schutz from TDOT Region 3;
8. Update on KY911 widening project by Nick Hall;
9. Update to the Oak Grove Hotel/Race Track Construction by Misty Cutshall;
10. New Business – members of the public and/or MPO members;
11. Adjourn.

Clarksville Urbanized Area  
Metropolitan Planning Organization (MPO)'s  
Joint Technical Coordinating Committee and Executive Board Meeting  
January 16, 2020 @ 11:00 am

Regional Planning Commission – RPC Lower Level Conference Room

Members Present:

Kyle Johnson*	Rep. Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Ian Preston *	Rep. Tennessee Dept. of Transportation (TDOT)
Maridely Loyselle*	Rep. Kentucky Transportation Cabinet (KYTC)
Bryan Collins*	Greater Nashville Regional Council (GNRC)
Mayor Jarvis*	City of Oak Grove, KY
Paul Nelson*	CTS
Scott Graves	CTS
Chris Cowan	City Engineer
Nick Powell	County Engineer
Thomas Witt	KYTC
Nick Hall	KYTC-D2
Stan Williams	MPO
Jill Hall	MPO

\*Voting members

Mayor Pitts called the meeting to order. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the October 31, 2019 meeting. There were no comments to the minutes. Mr. Johnson made the motion to adopt the minutes and Mr. Nelson seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2020-01 to support the 2020 Safety Performance Measure targets for the State of Tennessee and the State of Kentucky. Mr. Williams reviewed TDOT's and KYTC's reasoning for the targets selected. He stated with the growth in Tennessee, higher VMT and low gas prices the targets for fatalities increased. Mr. Williams stated that there were no comments received during the 14 day public review. Mr. Johnson made the motion to approve Resolution 2020-01 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2020-02 of the MOA for TIP amendments and TIP administrative modifications with TDOT. Mr. Williams reviewed the MOA stating that an amendment to TIP is a major change and requires an adoption by the Executive Board and an administrative modification is a minor change and is handled between the MPO and State agency. Mr. Collins asked for clarification on projects in an RPO. Mr. Williams explained there were no RPOs within the MPA. Mr. Preston said TDOT coded projects between different MPA as multi-counties. Mr. Williams said if needed the MOA can be amended/modified. Mr. Johnson made the motion to approve Resolution 2020-02 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2020-03 authorizing the filing of an application with the Department of Transportation for a grant under Fixing America's Surface Transportation (FAST) Act for KY-5303 funds. Mr. Williams stated this was required for the KY-5303 funding grant application for planning. Mr. Johnson made the motion to approve Resolution 2020-03 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #5 was the review and discussion of the FY2019 Obligation Report. Mr. Williams discussed the projects and dollar amounts. The report is located on the MPO website at: <http://www.cuampo.com/files/4thQtrFY19100419.pdf>. Mr. Williams stated the just under \$20 million federal dollars had been spent in the MPO area in 2019. He reviewed the Wilma Rudolph Blvd safety project and the Wilma Rudolph Blvd sidewalk project that were both in the December 2019 letting. There were no questions.

Item #6 was an update by Mr. Williams on the Technical Reports for SR-236/Rossvie Road and SR-374/Warfield Blvd/Richview Road. Mr. Williams said the technical report will give the project cost estimates. He started with the SR-236/Rossvie Road. He said that area is a high growth area and is where the new schools will be built. This project will require an amendment to the 2045 MTP, IAC model run, and an amendment to the current TIP. If possible due to time, the MPO will have a March meeting to amend into the MTP and TIP. The second project for a technical report is SR-374/Warfield Blvd/Richview Road. He said the city has hired TRC to do the technical report. The draft should be completed by the end of March and the final by the end of June.

Item #7 was the review of the 2<sup>nd</sup> Ten Year Limited Maintenance Plans being developed by Marc Corrigan, with TDEC, for the Tennessee portion and by Ben Cordes, with KYTC Environmental, for the Kentucky portion; and on air quality issues. Mr. Corrigan was unable to attend and sent an email update for Mr. Williams to discuss. Mr. Williams gave the update as follows: regarding the Tennessee portion of the Limited Maintenance Plan (LMP) for the 1997 8-hour ozone standard, the IAC comment period on the draft LMP has completed. Once TDEC APC responds to the comments, a public notice will be prepared and published. The public will be provided a 30 day comment period. A public hearing will be held near the end of the comment period. Following the TDEC APC's preparation of responses to the public's comments, the LMP will be presented to the Air Board for approval to submit to the EPA. Mr. Cordes sent an email for his update on the Kentucky portion. He said that the Division's Evaluation Section has completed a pre-draft version that is awaiting approval from his Director. EPA Region 4 has not yet received his pre-draft for their review yet.

Item #9 was new business from members of the public and/or MPO members. Mayor Jarvis said the KY911 widening project had begun moving the utilities. Mr. Williams stated that Paul Degges, TDOT, had sent a letter stating that Congress had repealed the rescission. This is good news. The state of Tennessee would have lost approximately \$66.5 million federal funds.

Page 3  
Joint TCC & Executive Board Meeting  
January 16, 2020

Item #10 Mayor Pitts made the motion to adjourn and Mr. Johnson seconded the motion. The meeting was adjourned.

Dated: January 16, 2020

---

Mayor Joe Pitts, Chairman  
MPO Executive Board

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

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

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

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

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

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

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

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

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

**Resolution Approved:** March 5, 2020

---

Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO

**RESOLUTION 2020-05**

New Anal  
3/5/20

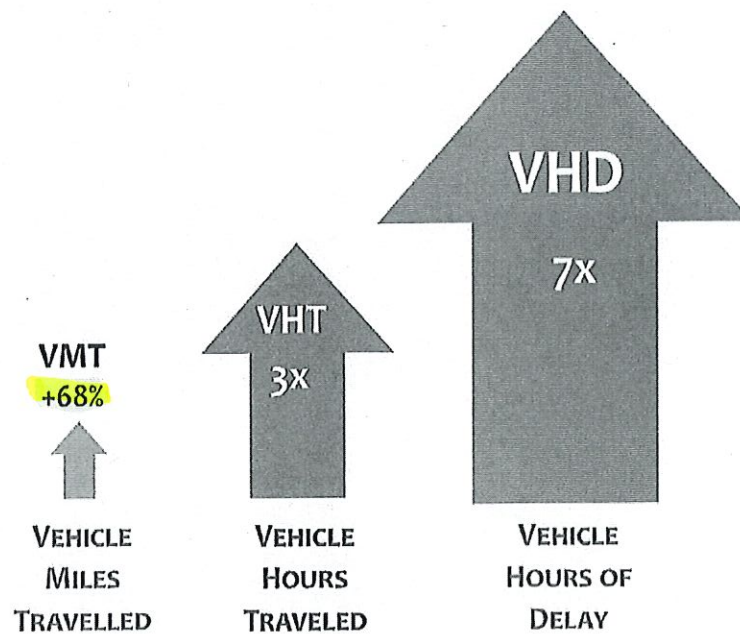
# 2045

## Clarksville Urbanized Area

### CHAPTER 8

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

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



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

# 2045

## Clarksville Urbanized Area

CHAPTER 8

*New Amend  
3/5/20*

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

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

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

Clarksville Metropolitan Planning Area | 2045 Metropolitan Transportation Plan



New Add  
3/5/20

# 2045

## Clarksville Urbanized Area

### CHAPTER 8

continued

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

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

Source: Clarksville Travel Demand Model, NSI

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

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

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



# 2045

## Clarksville Urbanized Area

CHAPTER 11

New Addl  
3/5/20

**TABLE 11.1 FISCAL CONSTRAINT FOR ROADWAY PROJECTS**

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

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

\*\* Estimated Funding Availability also includes transit funding.

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

**TABLE 11.2 FISCAL CONSTRAINT FOR PUBLIC TRANSIT OPERATIONS**

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

### STAGED IMPROVEMENT PLAN AND CONFORMITY

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

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

New April  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

### STAGE II (2027-2036) PROJECTS

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

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

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

New Amd 1  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

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

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

# 2045

## Clarksville Urbanized Area

CHAPTER 11

*New  
Amend  
3/5/20*

### STAGE III (2037-2045) PROJECTS

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

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

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

New Amd 1  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

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

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

New Amend  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

### EFFECTIVENESS OF FISCALLY-CONSTRAINED PROJECTS

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

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

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

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

Source: Clarksville Travel Demand Model, NSI

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

New April  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

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

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

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

Source: Clarksville Travel Demand Model, NSI



# 2045

## Clarksville Urbanized Area

### CHAPTER 11

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

**TABLE 11.8 2045 MTP VISIONARY NEEDS LIST**

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

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

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

New Add'l  
3/5/20

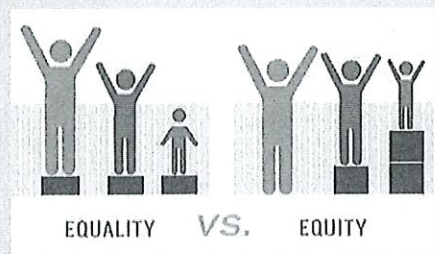
# 2045

## Clarksville Urbanized Area

CHAPTER 11

### 11.3 | Allocation of Funds to Communities of Concern

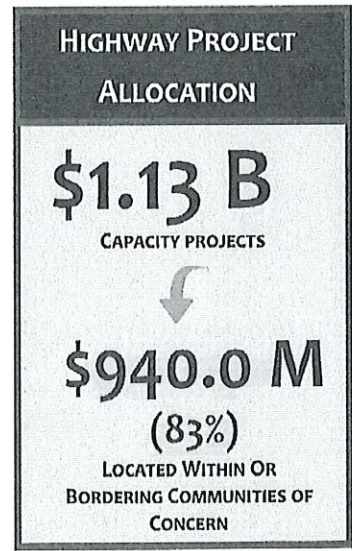
Communities of concern are cities and communities where the percentage of low-income households or minorities is greater than that of the entire MPA. Within the MPA, 27 percent of the population are minority persons, while 18 percent of the households are below the poverty line. In order to ensure equity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



#### Highway Projects

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

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



*New Addl  
3/5/20*

# 2045

## Clarksville Urbanized Area

CHAPTER 11

continued **TABLE 11.9 LEVEL OF CONCERN FOR STAGED IMPROVEMENT PROGRAM**

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

Source: NSI, CUAMPO

New Amd/ 3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

continued **TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS**

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

Source: NSI, CUAMPO

New Amd /  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

continued

**TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS**

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

Source: NSI, CUAMPO

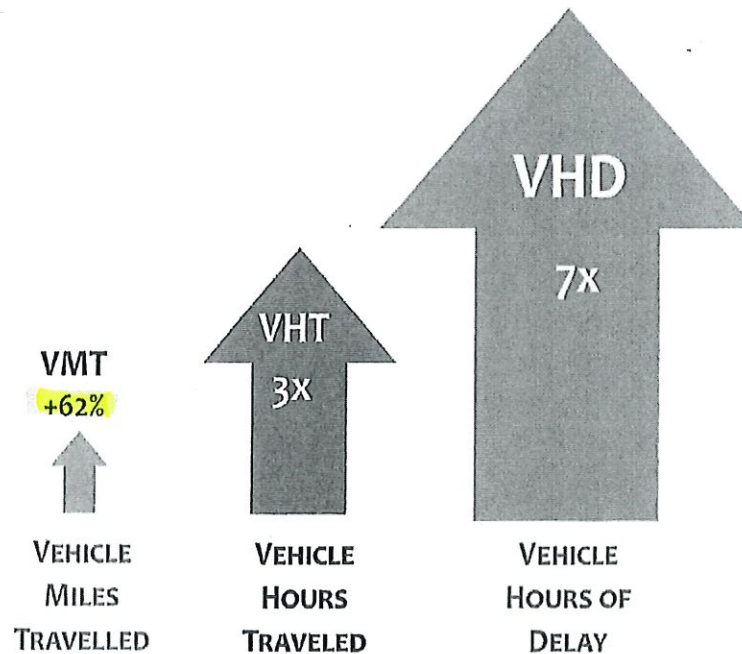
# 2045

Old  
Am 1 3/5/20  
Clarksville  
Urbanized Area

CHAPTER 8

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

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



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

# 2045

## Clarksville Urbanized Area

CHAPTER 8

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

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

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

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

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

Old Amd 1  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 8

continued

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

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

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

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

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





Old Amel  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

**TABLE 11.1 FISCAL CONSTRAINT FOR ROADWAY PROJECTS**

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

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

\*\* Estimated Funding Availability also includes transit funding.

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

**TABLE 11.2 FISCAL CONSTRAINT FOR PUBLIC TRANSIT OPERATIONS**

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

### STAGED IMPROVEMENT PLAN AND CONFORMITY

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

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

Old Am 1  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

### STAGE II (2027-2036) PROJECTS

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

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

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

# 2045

## Clarksville Urbanized Area

CHAPTER 11

Old Amel  
3/5/20

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

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

# 2045

## Clarksville Urbanized Area

CHAPTER 11

*Old Amend  
3/5/20*

### STAGE III (2037-2045) PROJECTS

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

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

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

Clarksville Metropolitan Planning Area | 2045 Metropolitan Transportation Plan

# 2045

## Clarksville Urbanized Area

CHAPTER 11

Old Amend  
3/3/20

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

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

Old Andl  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

### EFFECTIVENESS OF FISCALLY-CONSTRAINED PROJECTS

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

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

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

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

Source: Clarksville Travel Demand Model, NSI

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

# 2045

## Clarksville Urbanized Area

CHAPTER 11

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

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

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

Source: Clarksville Travel Demand Model, NSI

Clarksville Metropolitan Planning Area | 2045 Metropolitan Transportation Plan

January 2019

11 | 12

# 2045

## Clarksville Urbanized Area

CHAPTER 11

Old Amnd 1  
3/5/20

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

TABLE 11.8 2045 MTP VISIONARY NEEDS LIST

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

Total Vision

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

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

Clarksville Metropolitan Planning Area | 2045 Metropolitan Transportation Plan



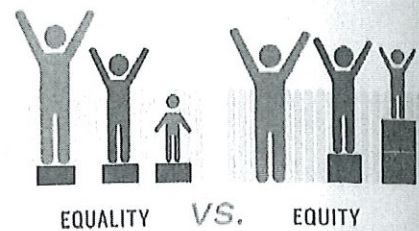
# 2045

## Clarksville Urbanized Area

CHAPTER 11

### 11.3 | Allocation of Funds to Communities of Concern

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



#### Highway Projects

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

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

#### HIGHWAY PROJECT ALLOCATION

**\$1.13 B**  
CAPACITY PROJECTS

**\$982.8 M**  
(88%)

LOCATED WITHIN OR  
BORDERING COMMUNITIES OF  
CONCERN

# 2045

## Clarksville Urbanized Area

CHAPTER 11

*Old Amnd. 1  
3/5/20*

continued

TABLE 11.9 LEVEL OF CONCERN FOR STAGED IMPROVEMENT PROGRAM

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

Source: NSI, CUAMPO

# 2045

## Clarksville Urbanized Area

CHAPTER 11

*Old Amd. 1  
5/1/20*

continued

TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS

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

Source: NSI, CUAMPO

Old Amend  
3/5/20

# 2045

## Clarksville Urbanized Area

CHAPTER 11

continued

TABLE 11.10 2045 MTP ROADWAY PROJECTS WITH FREIGHT BENEFITS

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

Source: NSI, CUAMPO

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

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

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

March 2020

# Table of Contents

<b>ACKNOWLEDGMENT</b>	<b>3</b>
<b>EXECUTIVE SUMMARY</b>	<b>4</b>
<b>1.0 TRANSPORTATION CONFORMITY PROCESS</b>	<b>5</b>
<b>2.0 2045 MAJOR TRANSPORTATION PLAN</b>	<b>6</b>
<b>3.0 FY2020-FY2023 TRANSPORTATION IMPROVEMENT PLAN</b>	<b>6</b>
<b>4.0 TRANSPORTATION CONFORMITY DETERMINATION</b>	<b>6</b>
<b>5.0 TRANSPORTATION CONFORMITY REQUIREMENTS</b>	<b>7</b>
<b>5.1 PLANNING ASSUMPTIONS</b>	<b>8</b>
<b>5.2 CONSULTATION REQUIREMENTS</b>	<b>8</b>
<b>5.3 TCMs</b>	<b>9</b>
<b>5.4 FISCAL CONSTRAINT</b>	<b>9</b>
<b>CONCLUSION</b>	<b>9</b>
<b>APPENDIX A – Resolutions Adopting 2045 MTP &amp; FY2020 - 2023 TIP</b>	<b>10</b>
<b>APPENDIX B – Amendment 1 to the 2045 MTP</b>	<b>13</b>
<b>APPENDIX C – Amendment 1 to the FY2020-FY2023 TIP</b>	<b>45</b>
<b>APPENDIX D – IAC Minutes</b>	<b>51</b>
<b>APPENDIX E – Public Notice &amp; Comments Received</b>	<b>54</b>

---

## Acknowledgement

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

Federal Highway Administration, TN and KY Divisions

Federal Transit Administration, Region 4

Environmental Protection Agency, Region 4

Tennessee Department of Transportation (TDOT)

Kentucky Transportation Cabinet (KYTC)

TN Department of Environment & Conservation

Kentucky Energy & Environment Cabinet

TDOT and KYTC Multimodal

Clarksville Transit System

---

## Executive Summary

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

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

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

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



## 1.0 Transportation Conformity Process

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

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

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

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

## **2.0 2045 Metropolitan Transportation Plan (MTP)**

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

## **3.0 FY2020-2023 Transportation Improvement Program (TIP)**

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

Under federal law, the TIP:

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

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

## **4.0 Transportation Conformity Determination: General Process**

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

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

## 5.0 Transportation Conformity Requirements

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

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

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

---

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

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

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

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

## **5.1 Latest Planning Assumptions**

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

## **5.2 Consultation Requirements**

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

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

### **5.3 Timely Implementation of TCMs**

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

### **5.4 Fiscal Constraint**

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

### **Conclusion**

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

# **APPENDIX A**

## **RESOLUTIONS**

**2045 MTP and 2020 - 2023 TIP**

**RESOLUTION 2019-01**

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

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

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

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

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

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

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

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

**RESOLUTION APPROVED: January 17, 2019**

**Authorized Signatures:**

  
\_\_\_\_\_  
Mayor Jim Durrett, Chairperson  
MPO Executive Board

**RESOLUTION 2019-06**

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

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

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

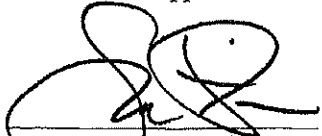
**WHEREAS**, Transportation Planning in the Clarksville Urbanized Area is based on the established planning factors and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450; and

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

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

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

Resolution Approval Date: October 31, 2019



Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO



**APPENDIX B**

**AMENDMENT 1**

**TO THE 2045 MTP**

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

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

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

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

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

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

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

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

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

**Resolution Approved:** March 5, 2020

---

Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO

**APPENDIX C**

**AMENDMENT 1**

**TO THE FY2020-FY2023 TIP**

**RESOLUTION 2020-05**

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

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

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

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

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

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

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

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

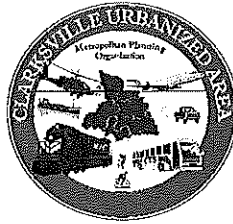
**Resolution Approved:** March 5, 2020

---

Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO

# **APPENDIX D**

## **IAC AGENDA AND MINUTES 02.06.20**



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams  
MPO Director  
[stanwilliams@cityofclarksville.com](mailto:stanwilliams@cityofclarksville.com)

329 MAIN STREET  
CLARKSVILLE, TN 37040  
PHONE: (931)645-7448

Jill Hall  
Transportation Planner  
[jhall@cityofclarksville.com](mailto:jhall@cityofclarksville.com)

**Clarksville Interagency Consultation Committee**

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

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

Agenda:

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

A link to the updated Travel Demand Model:

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

3. Other business

## IAC MINUTES AND COMMENTS RECEIVED

IAC Minutes February 6, 2020:

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

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

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

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

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

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

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

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

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

## Comments and Responses

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

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

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

Stan,

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

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

Marc

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

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

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

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

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

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

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

Thanks



# APPENDIX E

## PUBLIC NOTICES & COMMENTS RECEIVED

## Notice of Public Meeting

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

Said documents are available for public review during normal business hours at the MPO and available online at [www.cuampo.com](http://www.cuampo.com). The discussion of air quality, project updates and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email [stan.williams@cityofclarksville.com](mailto:stan.williams@cityofclarksville.com) [jill.hall@cityofclarksville.com](mailto:jill.hall@cityofclarksville.com) and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by February 28, 2020. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFP part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

**RESOLUTION 2020-05**

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

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

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

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

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

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

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

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

**Resolution Approved:** March 5, 2020

---

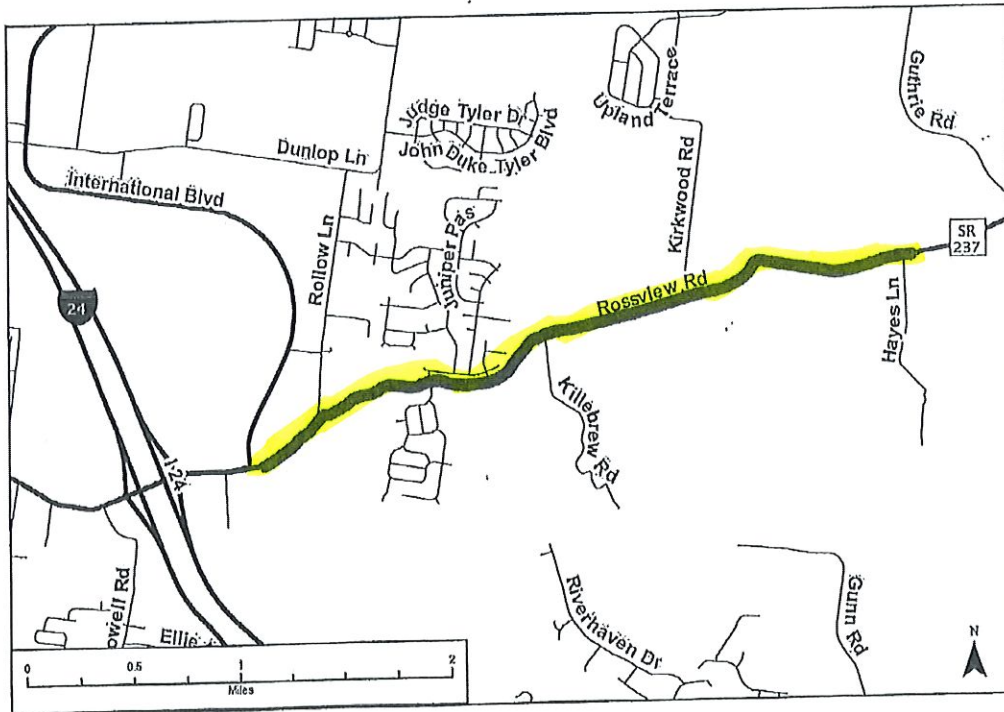
Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO

# CUAMPO

TIP #  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
2020	PE/N	LOCAL	1,000,000			1,000,000
2021	PE/D	LOCAL	2,000,000			2,000,000
2022	ROW	LOCAL	3,000,000			3,000,000

Remarks  Amendment Number  Adjustment Number



Tennessee Funding Table 3

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

Tennessee Funding Table 3

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

**METROPOLITAN TRANSPORTATION PLANNING  
PROCESS CERTIFICATION FOR AMENDMENT 1 TO THE FY2020-  
FY2023 TIP**

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

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: \_\_\_\_\_

Date: 3-05-20

Print Name: Mayor Joe Pitts

Title: MPO Executive Board Chairman

TDOT Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**RESOLUTION 2020-06**

**APPROVING AMENDMENT #2 TO THE  
FY2020-FY2021 UNIFIED PLANNING WORK PROGRAM (UPWP)  
OF THE CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

**WHEREAS**, the FY2020-FY2021 UPWP needs to be amended to add a work task under Sub-Task II.B – Transportation Data System Surveillance for FY2020 for the update to the Clarksville Regional Intelligent Transportation Systems (CRITS) architecture. The amendment increases funding to the TN-SPR 80%/20% under Sub-Task II.B by \$43,750 total funds in FY2020 (shown on page 22 and Table 3 on page 38). The amendment decreases total funding to the TN-PL 80%/20% under Sub-Task II.A by \$12,500; under Sub-Task III by \$12,500; under Sub-Task IV by \$6,250; under Sub-Task V by \$6,250; and Sub-Task VI by \$6,250 (shown on page 38). No additional funding amounts were required; and

**WHEREAS**, members of the Metropolitan Planning Organization's Technical Coordinating Committee agree that this action is appropriate with the FY2020-FY2021 UPWP and will effectively advance the transportation planning program;

**WHEREAS**, the locally developed Public Participation Plan has been followed in the development of the amendment to the FY2020-FY2021 UPWP.

**NOW THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #2 to the FY 2020-FY2021 UPWP that was adopted on August 15, 2019.

**RESOLUTION APPROVED:** March 5, 2020

**Authorized Signature:**

---

Mayor Joe Pitts, Chairman  
MPO Executive Board



## **SUB-TASK B: TRANSPORTATION DATA SYSTEM SURVEILLANCE**

**GOALS:** To maintain a current and historical inventory of transportation data to support the transportation planning efforts within the MPO area.

### **PREVIOUS WORK: (Completed in 2018-2019)**

- Traffic volume counts were collected by TDOT at approximately 92 annual cycle count stations.
- Special count data was collected for Clarksville and the Urbanized Area of Montgomery County for design projects as required.
- Participation in the Tennessee Model Users Group.
- The Oak Grove Police Department and Madisonville Highway Department provided crash data.
- High hazard accident data was furnished for safety studies.
- Crash data provided by Tennessee Department of Safety was analyzed to identify corridors with high crash rates, fatalities and classify the predominant crash types.
- Update to the Travel Demand Model for the 2045 MTP development.
- Collect and/or purchase traffic, freight, transit ridership, bike/pedestrian facilities, population, land use and socioeconomic data for development of the 2045 MTP.

### **WORK TASKS: (Responsible Agencies for Task)**

- Continue to collect through TDOT and KYTC traffic count data for planning and project design by conducting annual cycle and special counts for the MPO area. (TDOT, KYTC)
- Continue to collect data from the TDOT Tennessee Roadway Information Management System (TRIMS(examples: roadway/lane/shoulder widths and conditions, route alternatives)) and KYTC management systems. (TDOT, KYTC)
- Continue to collect, maintain and analyze accident and safety data from the Tennessee Department of Safety's TITAN system and from TDOT, KYTC and City and County police to identify corridors with high crash rates, fatalities and classify the predominant crash types (MPO, TDOT, KYTC)
- Travel Demand Model runs by consultants for special studies or project needs/changes. (MPO)
- When appropriate update the Functional Roadway Classification System and the Urban Boundaries. (MPO)
- Participation in the Tennessee Model Users Group. (MPO)
- Review collected data on bridge performances/ratings.(MPO,TDOT, KYTC)
- Work with State and Federal agencies to support and implement performance measures and maintain performance targets set by the State and the MPO. (MPO, TDOT, KYTC)
- Update appropriate regional analysis and consideration of the freight needs in relation to the entire transportation system, through multimodal and intermodal freight planning and performance to improve goods movement (as needed) and provide information for updates to the State Freight Plan. (MPO)
- **Update Clarksville Regional Intelligent Transportation Systems (CRITS) architecture. (MPO)**

**END PRODUCT AND WORK SCHEDULE:**

END PRODUCT	START DATE	COMPLETION DATE
Annual Cycle Counts	Spring 2020-Spring 2021	Summer 2020-Summer 2021
Vehicle Miles Traveled (VMT) for Classified Roadways	Spring 2020-Spring 2021	Summer 2020-Summer 2021
Crash Data Review/Update	October 2019	September 2021
Travel Demand Model for Special Studies-trip generation, highway capacity analysis	October 2019	September 2021
Updates to Safety Performance Targets to be consistent with Strategic Hwy Safety Plan.	October 2019	September 2021
Updated data for TDOT TRIMS	October 2019	September 2021
Update CRITS architecture	March 2020	September 2020

**RESPONSIBLE AGENCY(S):** The MPO, TDOT's Planning Division, and the KYTC's Division of Planning.

**FY2020 FUNDING SOURCES:**

MPO	TN	MPO	KY	TOTAL
PL 80% / 20%	\$ 10,000	PL-112 FEDERAL	\$ 2,500	\$ 12,500
SPR - FEDERAL	\$ 40,000	SPR - FEDERAL	\$ 0	\$ 40,000
STATE	\$ 0	STATE	\$ 156	\$ 156
LOCAL	\$ 12,500	LOCAL	\$ 469	\$ 12,969
<b>TOTAL</b>	<b>\$ 62,500</b>		<b>\$ 3,125</b>	<b>\$ 65,625</b>

**FY2021 FUNDING SOURCES:**

MPO	TN	MPO	KY	TOTAL
PL 80% / 20%	\$ 10,000	PL-112 FEDERAL	\$ 2,500	\$ 12,500
SPR - FEDERAL	\$ 5,000	SPR - FEDERAL	\$ 0	\$ 5,000
STATE	\$ 0	STATE	\$ 156	\$ 156
LOCAL	\$ 3,750	LOCAL	\$ 469	\$ 4,219
<b>TOTAL</b>	<b>\$ 18,750</b>		<b>\$ 3,125</b>	<b>\$ 21,875</b>

New  
Amd 2 UPWP  
3/5/20

TABLE 3.

FY2020 FUNDING SOURCE IN DOLLARS (\$) BY TASK

WORK TASKS	MPO/ Fed- SPR (80%)	MPO MATCH (20%)	TN PL 112 (80%)	MPO MATCH (20%)	KY PL 112 (80%)	KYTC MATCH (5%)	MPO MATCH (15%)	TN PL 112 (80%)	TDOT MATC H (10%)	MPO MATCH (10%)	KY FTA 5303 (80%)	MPO MATCH (20%)	TOTALS
II. A. Metropolitan Transportation Planning	0	0	145,000	36,250	2,500	156	469						184,375
II. B. Transportation System Data Surveillance	40,000	10,000	10,000	2,500	2,500	156	469						65,625
II. C. Public Transportation Planning & Coordination								136,054	17,007	17,007	22,250	5,563	197,881
III. Transportation Improvement Program	0	0	65,000	16,250	5,000	313	937						87,500
IV. Air Quality and Congestion Mitigation	0	0	10,000	2,500	2,500	156	469						15,625
V. Public Involvement & Outreach Program	0	0	10,000	2,500	2,500	156	469						15,625
VI. Program Administration	12,583	3,146	101,828	25,457	22,600	1,413	4,237						171,264
<b>TASK TOTALS</b>	<b>52,583</b>	<b>13,146</b>	<b>341,828</b>	<b>85,457</b>	<b>37,600</b>	<b>2,350</b>	<b>7,050</b>	<b>136,054</b>	<b>17,007</b>	<b>17,007</b>	<b>22,250</b>	<b>5,563</b>	<b>737,895</b>

## **SUB-TASK B: TRANSPORTATION DATA SYSTEM SURVEILLANCE**

**GOALS:** To maintain a current and historical inventory of transportation data to support the transportation planning efforts within the MPO area.

### **PREVIOUS WORK: (Completed in 2018-2019)**

- Traffic volume counts were collected by TDOT at approximately 92 annual cycle count stations.
- Special count data was collected for Clarksville and the Urbanized Area of Montgomery County for design projects as required.
- Participation in the Tennessee Model Users Group.
- The Oak Grove Police Department and Madisonville Highway Department provided crash data.
- High hazard accident data was furnished for safety studies.
- Crash data provided by Tennessee Department of Safety was analyzed to identify corridors with high crash rates, fatalities and classify the predominant crash types.
- Update to the Travel Demand Model for the 2045 MTP development.
- Collect and/or purchase traffic, freight, transit ridership, bike/pedestrian facilities, population, land use and socioeconomic data for development of the 2045 MTP.

### **WORK TASKS: (Responsible Agencies for Task)**

- Continue to collect through TDOT and KYTC traffic count data for planning and project design by conducting annual cycle and special counts for the MPO area. (TDOT, KYTC)
- Continue to collect data from the TDOT Tennessee Roadway Information Management System (TRIMS(examples: roadway/lane/shoulder widths and conditions, route alternatives)) and KYTC management systems. (TDOT, KYTC)
- Continue to collect, maintain and analyze accident and safety data from the Tennessee Department of Safety's TITAN system and from TDOT, KYTC and City and County police to identify corridors with high crash rates, fatalities and classify the predominant crash types (MPO, TDOT, KYTC)
- Travel Demand Model runs by consultants for special studies or project needs/changes. (MPO)
- When appropriate update the Functional Roadway Classification System and the Urban Boundaries. (MPO)
- Participation in the Tennessee Model Users Group. (MPO)
- Review collected data on bridge performances/ratings.(MPO,TDOT, KYTC)
- Work with State and Federal agencies to support and implement performance measures and maintain performance targets set by the State and the MPO. (MPO, TDOT, KYTC)
- Update appropriate regional analysis and consideration of the freight needs in relation to the entire transportation system, through multimodal and intermodal freight planning and performance to improve goods movement (as needed) and provide information for updates to the State Freight Plan. (MPO)

**END PRODUCT AND WORK SCHEDULE:**

END PRODUCT	START DATE	COMPLETION DATE
Annual Cycle Counts	Spring 2020-Spring 2021	Summer 2020-Summer 2021
Vehicle Miles Traveled (VMT) for Classified Roadways	Spring 2020-Spring 2021	Summer 2020-Summer 2021
Crash Data Review/Update	October 2019	September 2021
Travel Demand Model for Special Studies-trip generation, highway capacity analysis	October 2019	September 2021
Updates to Safety Performance Targets to be consistent with Strategic Hwy Safety Plan.	October 2019	September 2021
Updated data for TDOT TRIMS	October 2019	September 2021

**RESPONSIBLE AGENCY(S):** The MPO, TDOT's Planning Division, and the KYTC's Division of Planning.

**FY2020 FUNDING SOURCES:**

MPO	TN	MPO	KY	TOTAL
PL 80% / 20%	\$ 10,000	PL-112 FEDERAL	\$ 2,500	\$ 12,500
SPR - FEDERAL	\$ 5,000	SPR - FEDERAL	\$ 0	\$ 5,000
STATE	\$ 0	STATE	\$ 156	\$ 156
LOCAL	\$ 3,750	LOCAL	\$ 469	\$ 4,219
<b>TOTAL</b>	<b>\$ 18,750</b>		<b>\$ 3,125</b>	<b>\$ 21,875</b>

**FY2021 FUNDING SOURCES:**

MPO	TN	MPO	KY	TOTAL
PL 80% / 20%	\$ 10,000	PL-112 FEDERAL	\$ 2,500	\$ 12,500
SPR - FEDERAL	\$ 5,000	SPR - FEDERAL	\$ 0	\$ 5,000
STATE	\$ 0	STATE	\$ 156	\$ 156
LOCAL	\$ 3,750	LOCAL	\$ 469	\$ 4,219
<b>TOTAL</b>	<b>\$ 18,750</b>		<b>\$ 3,125</b>	<b>\$ 21,875</b>

Old  
Amd 2 VPWP  
3-5-20

**TABLE 3.**

**FY2020 FUNDING SOURCE IN DOLLARS (\$) BY TASK**

<b>WORK TASKS</b>	<b>MPO/ Fed- SPR (80%)</b>	<b>MPO MATCH (20%)</b>	<b>TN PL 112 (80%)</b>	<b>MPO MATCH (20%)</b>	<b>KY PL 112 (80%)</b>	<b>KYTC MATCH (5%)</b>	<b>MPO MATCH (15%)</b>	<b>TN PL 112 (80%)</b>	<b>TDOT MATC H (10%)</b>	<b>MPO MATCH (10%)</b>	<b>KY FTA 5303 (80%)</b>	<b>MPO MATCH (20%)</b>	<b>TOTALS</b>
II. A. Metropolitan Transportation Planning	10,000	2,500	145,000	36,250	2,500	156	469						196,875
II. B. Transportation System Data Surveillance	5,000	1,250	10,000	2,500	2,500	156	469						21,875
II. C. Public Transportation Planning & Coordination								136,054	17,007	17,007	22,250	5,563	197,881
III. Transportation Improvement Program	10,000	2,500	65,000	16,250	5,000	313	937						100,000
IV. Air Quality and Congestion Mitigation	5,000	1,250	10,000	2,500	2,500	156	469						21,875
V. Public Involvement & Outreach Program	5,000	1,250	10,000	2,500	2,500	156	469						21,875
VI. Program Administration	17,583	4,396	101,828	25,457	22,600	1,413	4,237						177,514
<b>TASK TOTALS</b>	<b>52,583</b>	<b>13,146</b>	<b>341,828</b>	<b>85,457</b>	<b>37,600</b>	<b>2,350</b>	<b>7,050</b>	<b>136,054</b>	<b>17,007</b>	<b>17,007</b>	<b>22,250</b>	<b>5,563</b>	<b>737,895</b>