



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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AGENDA

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

Date: Thursday, January 16, 2020
Time: 11:00 a.m.
Location: Regional Planning Commission Office - Downstairs Conference Room

1. Review, discussion and adoption of the minutes from the October 31, 2019 meeting;
2. Review, discussion and adoption of Resolution 2020-01 supporting the 2016-2020 Safety Performance Measure targets for the State of Tennessee and the State of Kentucky;
3. Review, discussion and adoption of Resolution 2020-02 of the MOA for TIP amendments and TIP administrative modifications with TDOT;
4. 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;
5. Review and discussion of the FY2019 Obligation Report, which can be viewed on the MPO website: <http://www.cuampo.com/files/4thQtrFY19100419.pdf>
6. Update by Stan Williams on the Technical Reports for SR-236/Rossvie Road and SR-374/Warfield Blvd/Richview Road;
7. Review of the Draft 2nd Ten (10) Year Maintenance Plans developed by Marc Corrigan, TDEC, for the Tennessee portion. Ben Cordes, KYTC Environmental, emailed 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 for the Kentucky portion. Additional review of any other air quality issues;
8. New Business – members of the public and/or MPO members;
9. Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
October 31, 2019 @ 11:00 am

Regional Planning Commission – RPC Lower Level Conference Room

Members Present:

Nick Powell*	Rep. Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Ian Preston *	Rep. Tennessee Dept. of Transportation (TDOT)
Nick Hall*	Rep. Kentucky Transportation Cabinet (KYTC)
Bryan Collins*	Greater Nashville Regional Council (GNRC)
Tom Britton*	Rep. City of Hopkinsville KY
Terry Davis*	CTS
John Mahre*	Rep Christian County, KY
Jim Sumrell	CMCSS
Jonathan Russell	TDOT
Sharon Schutz	TDOT
Marc Corrigan	TDEC
Craig Morris	PADD
Keirsten Jagers	KYTC-D2
Michael Tindzley	Clarksville Resident
Jeff Tyndall	RPC
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 Aug 15, 2019 meeting. There were no comments to the minutes. Mr. Powell made the motion to adopt the minutes and Mr. Collins seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2019-06 of the Final FY2020-FY2023 TIP and the associated Conformity Determination Report (CDR). Mr. Williams said the document had been reviewed by the federal and state agencies and all of their comments had been addressed. He reviewed the key points of the document: the beginning of the document to page 51 referenced the federal MPO process; page 52 through page 83 listed the States, Local, Transit and Grouping projects; and page 84 on discussed the performance measures and project selection criteria. He reviewed the CDR and thanked the IAC for assistance in the CDR development. Mr. Williams stated that there were no comments received during the 30 day public review. Mr. Mahre made the motion to approve Resolution 2019-06 and Mr. Powell seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2019-07 of the FY2020-FY2023 UPWP to amend II Sub-Task A: Metropolitan Transportation Planning to include under Work Tasks, the development of a Technical Report (TR) for SR-374/Warfield Blvd from Dunbar Cave Road to SR-112, and the Bike/Pedestrian Study. He stated the TR will assist in the pre-environmental phase for the widening of SR-374, and the Bike/Pedestrian Study is underway through Mayor Pitts' office. The amendment allows the funding to be in place if

needed. Mr. Powell made the motion to approve Resolution 2019-07 and Mr. Mahre seconded the motion. The Resolution was adopted unanimously.

Item #4 was the update on the 2nd Ten Year 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 said the last day of the ozone season is today. He said the MPO area had lower ozone design values for 2019 with a preliminary reading of 58ppb; down from a 2018 reading of 60ppb; with the standard being 70 ppb. He said the draft maintenance plan is currently under EPA review. Once he receives it from EPA, he will address their comments. After completion of the reviews, it will go out for public comment. He stated KYTC was under the same EPA review currently with TDEC.

Item #5 was the update on the CTS Ridership Study. Mr. Williams referenced the handout from the study. On page 41 Figure 3, the map showed the block groups with the highest transit score located in the areas south of Madison Street near downtown Clarksville and in Oak Grove, KY- west of Ft. Campbell Blvd on the base. Other block groups with high tier scores were within the Tiny Town and Green Acres regions near the TN-KY state line, western Peachers Mill near Ft. Campbell Blvd, and the Greenwood and Sango regions. These are shown in Figure 4 page 42. The study recommended the following to potentially attract new (or more frequent) riders in the Clarksville urbanized area by: combination Route 7 revision (Trenton Rd) and Route 8 revision; new Route 70 (Trenton Rd); New Route 60 (Madison St/ MLK Jr. Pkwy); and Route 1 extension.

Item #6 was the update on the FAST Act funding rescission. Mr. Williams discussed the PL dollar amounts to be rescinded from TDOT and KYTC due to the FAST Act. TDOT is expected to have \$11 million rescinded of PL funds and KYTC to have \$3 million PL funds rescinded. Mr. Williams sent TDOT a letter requesting the use of the MPO funds to be used for pre-engineering studies on the following 4 projects. SR-48, I-24, local bridges, state bridges. He said he has not heard back from TDOT on his letter.

Item #7 was the prioritization of the project list on TN state projects. Mr. Williams referenced the last page in the packet that showed the project name and the ranking by the MPO after consultation with the County and City Mayors. SR-48/ Trenton Rd, from near SR-374 to near I-24 was the #1 priority and has been for the past several years; #2 was SR-149 from SR-374 to River Rd and SR-374 from Dotsonville Rd to SR-149; #3 was SR-374 from Dotsonville Rd to US-79; #4 was I-24 from KY/TN state line to SR-76; and #5 was I-24, Clarksville Welcome Center renovation.

Item #8 was the update on the CMCSS propane school buses by James Sumrell. Mr. Sumrell said his department in 2014 purchased a propane bus to test it for performance, due to concern about their durability of the engine and the fueling infrastructure. In 2017 CMCSS purchased 15 propane buses, in 2018 purchased 8 propane buses, and in 2019 purchased 15 propane buses. All of the funds have been sourced by grants for the additional cost of \$8,000.00 per bus compared to a diesel engine bus. CMCSS does not resell their replaced diesel buses. They received permission

to sell them for scrap instead. The propane buses save annually over diesel buses in the cost of fuel savings, maintenance saving, and replacement parts. The most important reduction is in the NOx emissions of 58 lbs per bus per year. Through the VW grant he plans to add 40 propane buses by 2022. This will reduce 133,713 gallons of diesel usage per year, have a \$30,732 annual fuel savings by 2022, have a \$26,887 annual maintenance savings, and a reduction of over 4,524 lbs. of NOx per year. Currently, he has no plans to support vehicles switched to propane.

Item #9 was new business from members of the public and/or MPO members. Mr. Williams asked Ms. Schutz for a TDOT project update. She stated the following.

Projects under development:

SR-48/Trenton Rd, survey work is almost complete and preliminary plans are under development; SR-112, from SR-76 to Denny Rd, is in ROW acquisition phase; SR-236, from Tobacco Rd to Needmore Rd, the NEPA phase will begin in Spring 2020; SR-274, from SR-149 to Dotsonville Rd and SR-374PROP from Dotsonville Rd to SR-76, should complete NEPA in late 2019 and begin ROW in FY2022; I-24 from state line to SR-76, Planning document should begin in Spring 2020 and PE to begin 2022.

Projects in the December 13 letting:

SR-12, from Quin Lane to KY state line sidewalk projects. This project is bundled with sidewalks and bus shelters along SR-12, from W. Concord Dr to Quin Lane and from Cave St to Concord Dr. SR-13/Wilma Rudolph Blvd, from Holiday Dr to Alfred Thun Rd, turn lanes and signal; SR-13, from Center Pointe Rd to Holiday Dr, sidewalk project.

Projects under construction:

SR-13/SR149 McClure Bridge, SR-374 widening; SR-374 resurfacing from US41A to SR-76 (completed); SR-12 resurfacing from Red River bridge to Hermitage Rd; SR-76, from SR-112 to I-24 ramp, miscellaneous safety improvements; SR-13 at Wylma Van Allen intersection turn lane construction.

Mr. Mahre met with the Assistant Secretary of Transportation for US DOT. He said the INFRA Grants will have another round by the end of the year; and the Routes Program, which will target rural areas will be rolling out soon. Also, Christian County has applied for the Build Grant for the Industrial Connector project and should hear something this week. This is a competitive grant, but hopeful for a positive outcome.

Item #10 Mr. Powell made the motion to adjourn and Mr. Mahre seconded the motion. The meeting was adjourned.

Dated: October 31, 2019

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2020-01

ADOPTION TO SUPPORT THE 2020 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AND THE STATE OF KENTUCKY

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

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves that the Clarksville MPO will support each individual state's Safety Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward the accomplishment of each State's 2020 Safety Performance Measure Targets.

Resolution Approval Date: January 16, 2020

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM1 Safety Performance Measure Targets: FY2020

Safety Performance Measures	KYTC Baseline 2014-2018	KYTC 2020 Targets	TDOT Baseline 2014-2018	TDOT 2020 Targets
Number of Fatalities	754.6	754	1,006.2	1043.4
Number of Serious Injuries	3,039.0	2,706	6,988.8	6352.4
Fatality Rate	1.541	1.5	1.294	1.256
Serious Injury Rate	6.211	5.4	9.016	7.690
Number of Non-motorized Fatalities and Serious Injuries	287.6	287	499.0	527.2

TDOT

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities 1043.4

Describe the basis for established target, including how it supports SHSP goals.

The number of traffic fatalities in Tennessee has been over 1,000 since 2016 with current YTD fatalities as of May 1, 2019 showing an increase of 22 fatalities over the same date in 2018. This may be due to factors such as the continued rise in Tennessee's population. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. One year of low fatalities (962 in 2015) will drop from the target period but will remain in the baseline period, keeping the baseline lower than the projected moving average. As previously stated, the number of fatalities has been over 1,000 during each of the 3 years of available data included in this target setting cycle (2016-2018). Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Tennessee Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Leadership approved a target of 1043.4 for the 2016-2020 target setting performance cycle. This target assumes that the number of fatalities for 2019 and 2020 will increase by 1% each year. This coincides with the population increase Tennessee has experienced in 2018 as well as the identified increase in VMT expected over the next two years. Additional factors provided by the Tennessee Department of Safety and Homeland Security and which may contribute to fatality numbers in Tennessee include geography, tourism, and freight. Tennessee is bordered by 8 other states and has 42 of 95

counties bordering another state. This may draw non-residents from out of state which could contribute to volume and safety due to varying laws and traffic operations between states. Tourism is Tennessee's 2nd largest industry. Special events such as the NFL draft, Bonnaroo Music Festival, Bristol races, and Memphis in May Barbecue Festival contribute to the number of tourists visiting the state. According to Tennessee Department of Tourism Development, there were a recorded 113.6 Million person stays in 2017. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

Number of Serious Injuries 6352.4

Describe the basis for established target, including how it supports SHSP goals.

A large decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. Though Tennessee has been experiencing a decrease in serious injuries over the past couple of years, the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement. Tennessee continues to experience an increase to population. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Additionally, Tennessee's Calendar Year 2018 seatbelt usage rate (90.9%) was higher than the national average (89.6%). This marks the first year Tennessee's usage rate surpassed 90 percent. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. The working group has selected a target of 6,352.4 for the 2016-2020 target setting performance cycle. This target assumes

that the number of serious injuries for 2019 and 2020 will decrease by 1.1% each year. This percentage represents the average rate of change in serious injury numbers from 2013-2017. Calendar year 2018 was not included in the average rate of change since it was unclear if this large decrease was due primarily to the terminology change or other factors. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce serious injuries on our roadways. As such, these targets are performance projections based on historical data and influencing factors.

Fatality Rate 1.256

Describe the basis for established target, including how it supports SHSP goals.

It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT's Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon the increase in population and Tennessee's healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase were agreed upon, the rate was then calculated using the 1,043.4 fatality number target to obtain the 1.256 target for the 2016-2020 target setting performance cycle. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

Serious Injury Rate 7.690

Describe the basis for established target, including how it supports SHSP goals.

It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working

group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT's Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon the increase in population and Tennessee's healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase was agreed upon, the rate was then calculated using the 6352.4 serious injury number target to obtain the 7.690 target for the 2016-2020 target setting performance cycle. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

**Total Number of Non-Motorized
Fatalities and Serious Injuries** 527.2

Describe the basis for established target, including how it supports SHSP goals.

The number of non-motorist serious injuries and fatalities is the fastest increasing trend of all safety performance measures with an average rate of change at 8.3% from year to year over the past 5 years (2014-2018). In addition to the almost 1% population increase Tennessee experienced in 2018, there also appears to be increased use of personal mobility options such as e-scooters and bike share. Three more companies are scheduled to begin providing dockless bicycles in Tennessee's capital, Nashville, this year. Meanwhile, the Tennessee General Assembly recently passed legislation which establishes requirements for the operation of electric scooters similar to those in place for bicycles. TDOT has awarded 16 Multimodal Access Grants, most of which will cover sidewalk and pedestrian improvements, for FY2019. While it is expected that projects resulting from the Multimodal Access Grants and Pedestrian Road Safety Initiative will be completed by the end of the target setting cycle, TDOT is still projecting that non-motorist serious injuries and fatalities will continue to rise. As of May 1, 2019, Year to Date (YTD) information shows an increase of 9 non-motorized fatalities against the same date in 2018. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the Tennessee

Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. The working group has selected a target of 527.2 for the 2016-2020 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2019 will increase by approximately* 5.5% each year. This percentage represents the average rate of change in the 5-year moving average non-motorized serious injury and fatalities from 2014-2018. After this target was identified, it was noted that 10% of CY 2018 pedestrian fatalities occurred on Tennessee interstates. This may be an area to consider for further investigation. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of our roadways. As such, these targets are performance projections based on historical data and influencing factors. * The original 5.5% projection would indicate partial serious injuries and fatalities year over year. Adjustments have been made to account for this. This adjustment means the projected 2019 target is a 5.6% increase over calendar year 2018.

34. Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities 754.0

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of 754.0 fatalities (5-year moving average) for fiscal year 2020. Similar to the national trend, the number of fatalities on Kentucky's public roads has been increasing the past five years, after a historically low number of fatalities in 2013. This is possibly due to factors such as increased VMT and economic growth. Despite these upward trends, KYTC remains committed to the reduction of fatalities throughout the Commonwealth. This target represents a reduction in total fatalities in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Number of Serious Injuries 2706.0

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of 2705.6 serious injuries (5-year moving average) for fiscal year 2012. KYTC remains committed to the continued reduction of serious injuries throughout the Commonwealth. This target represents a reduction in total serious injuries in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Fatality Rate 1.500

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of a 1.5 fatality rate (5-year moving average) for fiscal year 2020. KYTC remains committed to the reduction of the fatality rate throughout the Commonwealth. This target represents a reduction in the fatality rate in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths. The Kentucky Transportation Cabinet has set the target goal of 2705.6 serious injuries (5-year moving average) for fiscal year 2012. KYTC remains committed to the continued reduction of serious injuries throughout the Commonwealth. This target represents a reduction in total serious injuries in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Serious Injury Rate ~~5.300~~ 5.400 per Thomas Witt

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of a 5.4 serious injury rate for fiscal year 2020. KYTC remains committed to the reduction of the serious injury rate throughout the Commonwealth. This target represents a reduction in the serious injury rate in calendar years

2019 Kentucky Highway Safety Improvement Program

2019 and 2020 as compared to calendar years 2017 and 2018. This goal reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Total Number of Non-Motorized Fatalities and Serious Injuries 287.0

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of 287 non-motorized fatalities and serious injuries for fiscal year 2019. KYTC remains committed to the reduction of non-motorized serious injuries and fatalities throughout the Commonwealth. This target represents a reduction in total Non-Motorized fatalities and serious injuries in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018. This goal reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

RESOLUTION 2020-02

APPROVING THE MEMORANDUM OF AGREEMENT (MOA) BETWEEN TDOT AND THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO) FOR THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT AND ADMINISTRATIVE MODIFICATIONS

WHEREAS, the Transportation Improvement Program is prepared on a four-year basis, with amendments and administrative modifications 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, the purpose of this Memorandum of Agreement (MOA) is to establish two categories of actions to meet Federal requirements and streamline the maintenance of the TIP. One category of action is a "TIP Amendment" and the other is a "TIP Administrative Modification."; and

WHEREAS, an amendment is a revision to the TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR §450.216 and §450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity; and

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

WHEREAS, the locally developed Public Participation Plan has been followed with a 14-day review of the said document; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the MOA for TIP amendments and TIP administrative modifications to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board recommends approval of the MOA between TDOT and the MPO for TIP amendments and TIP administrative modification.

Resolution Approval Date: January 16, 2020

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

**MEMORANDUM OF AGREEMENT BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION
AND
THE CLARKSVILLE METROPOLITAN PLANNING ORGANIZATION
REGARDING THE DEFINITION AND NEED FOR AMENDMENTS /
ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN
THE STATE OF TENNESSEE**

INTRODUCTION:

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

DEFINING THE STIP/TIP:

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

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

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

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

STIP/TIP AMENDMENT:

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

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

AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

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

Documentation:

The MPO will send the following documentation to TDOT:

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

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

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

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

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

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

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

STIP/TIP ADMINISTRATIVE MODIFICATIONS:

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

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

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

ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

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

Documentation:

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

- Electronic correspondence describing the action taken;

- A copy of the original and modified TIP pages.

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

AUTHORIZATION:

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

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

PROJECT COST CHANGE THRESHOLDS:

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

TABLE A

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

PROJECT PHASE OVERRUNS AND UNDERRUNS:

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

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

PROJECT GROUPINGS:

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

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

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

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

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

CONSULTATION PROCESS:

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

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

PROCESS REVIEW:

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

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

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

SIGNATURES:

Mayor Joe Pitts, Chairman
MPO Executive Board

Date

Commissioner
Tennessee Department of Transportation

Date

APPENDIX A: CORRESPONDENCE STANDARDS

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

Amendment Documentation:

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

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

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

Modification Documentation:

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

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

OBLIGATIONS FOR CLARKSVILLE MPO FY 2019

FED FUNDS OBLIGATED: \$19,958,741.34

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

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP
10/16/18	100291.00	NHE-374(9)	Montgomery	SR-374	(North Parkway), From SR-12 (US-41A, Ft Campbell Blvd) to Stokes Road east of SR-13 in Clarksville	CLOSE PROJECT	NHS	63050	(\$4,165.30)	-
11/28/18	120067.00	PHSIP/HISIP-76(89)	Montgomery	SR-76	Intersection at Trough Springs Road, LM 16.50 in	CLOSE PROJECT	HSIP	38	\$620.10	\$8,000,000.00
11/28/18	120067.00	PHSIP/HISIP-76(89)	Montgomery	SR-76	Intersection at Trough Springs Road, LM 16.50 in	CLOSE PROJECT	PHSIP	38	(\$74,388.19)	\$800,000.00
12/04/18	118791.00	HSIP-13(58)	Montgomery	SR-13	(US-79, Wilma Rudolph Blvd), From Holiday Drive to Alfred Thun Road in Clarksville (RSA)	ADJUST PE-D; AUTHORIZE ROW	HSIP	38	\$143,311.00	\$2,555,589.00
12/13/18	120062.00	R-PHSIP/HISIP-76(92)	Montgomery	SR-76	Intersection at Fire Station Road/Vaughan Road in Clarksville	CLOSE PROJECT	HSIP	38	(\$41,392.14)	\$8,500,000.00
12/13/18	120062.00	R-PHSIP/HISIP-76(92)	Montgomery	SR-76	Intersection at Fire Station Road/Vaughan Road in Clarksville	CLOSE PROJECT	PHSIP	38	(\$42,746.43)	\$1,175,000.00
12/25/18	122516.00	STP/HISIP-112(38)	Montgomery	SR-112	(US-41A), From SR-374 to University Avenue	CLOSE PROJECT	HSIP	38	\$156,694.60	\$1,703,726.00
12/25/18	122516.00	STP/HISIP-112(38)	Montgomery	SR-112	(US-41A), From SR-374 to University Avenue	CLOSE PROJECT	STBG	39	(\$159,934.29)	\$5,410,831.00
01/30/19	123747.00	SRTS-9301(34)	Montgomery		Kenwood Middle School in Clarksville	ADJUST PE-D	SRTS	57	\$4,700.00	\$166,098.00
01/30/19	126902.00	STP-EN-NH-13(77)	Montgomery	SR-13	(US-79), From South of Center Pointe Road to Holiday Drive in Clarksville	ADJUST PE-N; AUTHORIZE PE-D	STBG	39	\$258,426.00	\$5,410,831.00
02/07/19	101285.04	HSIP-112(34)	Montgomery	SR-112	(US-41A), From Near SR-76 to Near Denny Road in Clarksville (Includes Access Roads)	ADJUST PE-N, PE-D & ROW	HSIP	38	\$404,100.00	\$8,000,000.00
02/07/19	121038.00	HSIP-76(94)	Montgomery	SR-76	(Martin Luther King Jr. Pkwy), From SR-112 to I-24 Ramp (RSAR) in Clarksville	ADJUST PE-N; AUTHORIZE PE-D	HSIP	38	\$18,000.00	\$2,555,589.00
03/14/19	118505.02	TAP-9301(33)	Montgomery		Red River East Trail - Phase 1	ADJUST CONST	TAP	76	\$61,830.00	\$1,620,997.00
03/25/19	101285.01	STP-112(31)	Montgomery	SR-112	(US-41A), From McAdoo Creek Road to East of SR-76 in Clarksville (Includes Intersection at SR-76-Utilities	ADJUST CONST	STBG	STIP 63040	\$300,000.00	\$26,598,100.00
03/25/19	126901.00	STP-EN-NH-12(57)	Montgomery	SR-12	(US-41A), From Quinn Road to Kentucky State Line in Clarksville	ADJUST PE-N; AUTHORIZE PE-D	STBG	39	\$263,539.00	\$5,410,831.00
04/01/19	100290.00	R-STP-374(10)	Montgomery	SR-374	(Warfield Blvd), South of Dunbar Cave Road to West of Stokes Road	ADJUST CONST	R-STBG	2	\$131,562.80	\$672,329.00
04/10/19	127297.00	NH/HISIP-12(58)	Montgomery	SR-12	(US-41A), From bridge over Red River to Hermitage	AUTHORIZE CONST	NHPP	37	\$1,626,669.00	\$7,689,530.00
04/10/19	127297.00	NH/HISIP-12(58)	Montgomery	SR-12	(US-41A), From bridge over Red River to Hermitage	AUTHORIZE CONST	HSIP	38	\$55,831.00	\$2,555,589.00
04/10/19	127301.00	NH/HISIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	AUTHORIZE CONST	NHPP	37	\$1,635,506.00	\$7,689,530.00
04/10/19	127301.00	NH/HISIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	AUTHORIZE CONST	HSIP	38	\$90,210.00	\$2,555,589.00
05/22/19	101463.05	STP-149(10)	Montgomery	SR-149; SR-13	SR-149, From River Road to SR-13; SR-13, SR-149 to Zinc Plant Road	ADJUST PE	STBG	01	\$500,000.00	\$900,000.00
05/24/19	126901.00	STP-EN-NH-12(57)	Montgomery	SR-12	(US-41A), From Quinn Road to Kentucky State Line in Clarksville	AUTHORIZE ROW	STBG	39	\$10,481.00	\$11,910,831.00
05/24/19	126902.00	STP-EN-NH-13(77)	Montgomery	SR-13	(US-79), From South of Center Pointe Road to Holiday Drive in Clarksville	ADJUST PE-N; AUTHORIZE ROW	STBG	39	\$81,880.00	\$11,910,831.00
06/05/19	118433.00	PHSIP/HISIP-48(51)	Montgomery	SR-48	Intersection at Tyertown Road, LM 11.88 in Clarksville	CLOSE PROJECT	HSIP	38	(\$95,973.88)	\$8,500,000.00
06/05/19	118433.00	PHSIP/HISIP-48(51)	Montgomery	SR-48	Intersection at Tyertown Road, LM 11.88 in Clarksville	CLOSE PROJECT	PHSIP	38	\$6,294.94	\$800,000.00
06/19/19	101285.00	STP-112(4)	Montgomery	SR-112	(US-41A), From McAdoo Creek Road to SR-76, East of Clarksville	ADJUST PE-D & ROW	STP	41	\$368,000.00	\$9,820,000.00
06/26/19	127301.00	NH/HISIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	ADJUST CONST	NHPP	37	\$123,989.00	\$7,689,530.00
06/26/19	127301.00	NH/HISIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	ADJUST CONST	HSIP	38	(\$11,210.00)	\$2,555,589.00
07/08/19	118293.00	R-PHSIP-13(62)	Montgomery	SR-13	(US-79), Intersection at Vyima Van Allen Place (Nashville State Community College Campus), LM 22.40 in Clarksville	ADJUST PE-D; AUTHORIZE CONST	PHSIP	38	\$357,260.00	\$353,125.00
07/08/19	118505.02	TAP-9301(33)	Montgomery		Red River East Trail - Phase 1	ADJUST CONST	TAP	76	\$67,890.00	\$1,620,997.00
07/09/19	126901.00	STP-EN-NH-12(57)	Montgomery	SR-12	(US-41A), From Quinn Road to Kentucky State Line in Clarksville	ADJUST PE-N; AUTHORIZE CONST	STBG	39	\$2,228,878.00	\$11,910,831.00

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP
07/09/19	126902.00	STP-EN-NH-13(77)	Montgomery	SR-13	(US-79), From South of Center Pointe Road to Holiday Drive in Clarksville	AUTHORIZE CONST	STBG	39	\$2,302,231.00	\$11,910,831.00
07/24/19	122475.00	R-STP/HSP-76(99)	Montgomery	SR-76	(US-79), From SR-374 to SR-12	ADJUST CONST	RHSIP	38	\$28,400.00	\$36,000.00
07/24/19	122475.00	R-STP/HSP-76(99)	Montgomery	SR-76	(US-79), From SR-374 to SR-12	ADJUST CONST	RSTP	39	\$92,072.83	\$1,135,000.00
08/07/19	126202.00	NH/HSP-76(105)	Montgomery	SR-76	From north of SR-112 to South Gateway Plaza Boulevard / Hornbuckle Lane	CLOSE PROJECT	HSIP	38	\$4,044.88	\$2,555,589.00
08/07/19	126202.00	NH/HSP-76(105)	Montgomery	SR-76	From north of SR-112 to South Gateway Plaza Boulevard / Hornbuckle Lane	CLOSE PROJECT	NHPP	37	\$13,023.20	\$2,689,530.00
08/29/19	118842.00	HSP-1888(10)*	Montgomery	SR-76	Hickory Point Road, From SR-12 to Look-B Road	CLOSE PROJECT	HSIP	38	(\$53,775.75)	\$2,555,589.00
09/09/19	121038.00	HSIP-76(94)	Montgomery	SR-76	(Marlin Luther King Jr. Pkwy), From SR-112 to I-24 Ramp (RSAR) in Clarksville	AUTHORIZE CONST	HSIP	38	\$98,366.00	\$2,555,589.00
09/09/19	118293.00	R-PHSIP-13(62)	Montgomery	SR-13	(US-79), Intersection at Wyima Van Allen Place (Nashville State Community College Campus), LM 22.40 in Clarksville	ADJUST CONST	PHSIP	38	\$25,714.84	\$353,125.00
09/09/19	118293.00	R-PHSIP-13(62)	Montgomery	SR-13	(US-79), Intersection at Wyima Van Allen Place (Nashville State Community College Campus), LM 22.40 in Clarksville	ADJUST CONST	RPHSIP	38	\$21,512.13	--
09/20/19	123747.00	SRTS-930(34)	Montgomery	SR-237	Kenwood Middle School in Clarksville	AUTHORIZE CONST	SRTS	57	\$319,464.00	\$344,684.00
09/20/19	112874.00	STP-M-237(14)	Montgomery	SR-237	(Rossvie Road), I-24 to Near Keysburg Road and Intersection at Dunbar Cave Road/Cardinal Lane (Realignment)	ADJUST ROW	L-STBG	66	\$1,200,000.00	\$1,500,000.00
05/08/19	02-09011.00		Christian	KY-115	KY-115 @ Walter Garrett Lane (Roadway Safety-M&P)	AUTHORIZE CONST	FD52	Safety	\$569,884.00	\$712,355.00
					MPO Federal Project Funds:				\$13,086,799.34	
					Clarksville Transit System (CTS)					
FY2019		Bus Stop Shelters	Montgomery	System-wide	Install passenger shelters at major stops		5307	20	\$160,000.00	\$200,000.00
FY2019		Bus Stop Benches	Montgomery	System-wide	Bus Stop Benches		5307	22	\$ 1,600.00	\$ 2,000.00
FY2019		Facility Renovation	Montgomery	System-wide	Facility Renovation & Rehabilitation & New		5339	28	\$568,000.00	\$710,000.00
FY2019		Facility Renovation	Montgomery	System-wide	Facility Renovation & Rehabilitation & New		5307	28	\$244,000.00	\$305,000.00
FY2019		Support Facilities & Equipment	Montgomery	System-wide	Support Facilities & Equipment		5307	24	\$55,916.00	\$69,895.00
FY2019		Associated Capital Maintenance	Montgomery	System-wide	Associated Capital Maintenance		5307	25	\$136,000.00	\$170,000.00
FY2019		Shop Equipment/Security	Montgomery	System-wide	Purchase New and Replacement Shop Equipment		5307	27	\$16,000.00	\$20,000.00
FY2019		Surveillance/Security Equipment	Montgomery	System-wide	Surveillance/Security Equipment		5307	30	\$4,000.00	\$5,000.00
FY2019		Communications Equipment	Montgomery	System-wide	Communications Equipment		5307	31	\$4,000.00	\$5,000.00
FY2019		Computer Hardware	Montgomery	System-wide	Computer Hardware		5307	32	\$9,600.00	\$12,000.00
FY2019		Computer Software	Montgomery	System-wide	Computer Software		5307	33	\$26,000.00	\$32,500.00
FY2019		Non Fixed Route ADA Paratransit Services	Montgomery	System-wide	ADA Paratransit Service		5307	58	\$239,365.00	\$299,207.00
FY2019		Engineering & Design	Montgomery	System-wide	Engineering and Design		5307	59	\$16,000.00	\$20,000.00

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP
		Construction	Montgomery	System-wide	Construction		5307	61	\$440,000.00	\$550,000.00
FY2019		Construction	Montgomery	System-wide	Construction		5339	61	\$200,000.00	\$250,000.00
FY2019		Preventive Maintenance	Montgomery	System-wide	Preventive Maintenance		5307	62	\$511,778.00	\$639,723.00
FY2019		Operating Assist. TN	Montgomery	System-wide	Operating Assistance-TN		5307	35	\$1,875,671.00	\$3,751,343.00
FY2019		Operating Assist. KY	Montgomery	System-wide	Operating Assistance-KY		5307 5307/	36	\$309,000.00	\$618,000.00
FY2019		Transit Buses	Montgomery	System-wide	Purchase replacement of buses		flexed CMAQ	72	\$1,584,000.00	\$1,980,000.00
					CTS Federal Total Amount:				\$6,400,930.00	
					Transportation Planning Funds Authorized for the Clarksville Urbanized Area					
FY2019			Montgomery		FHWA Section 112 Planning Funds-TN 80/20%		PL-TN 80/20		\$251,826.00	\$ 314,783.00
FY2019			Christian		FHWA Section 112 Planning Funds-KY		PL-KY		\$37,600.00	\$ 47,000.00
FY2019			Montgomery		State Planning & Research Funds (MPO)		SPR-TN/MPO		\$52,583.00	\$ 65,729.00
FY2019			Montgomery		State Planning & Research Funds (TN)		SPR-TDOT		\$47,674.00	\$ 59,593.00
FY2019			Montgomery		FHWA Section 112 Planning Funds-TN 80/10/10%		PL-TN 80/10/10		\$59,079.00	\$ 73,849.00
FY2019			Christian		FTA Section 5303-KY		5303-KY		\$22,250.00	\$ 27,813.00
					MPO Planning Funds Total Amount:				\$471,012.00	