

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2011-2014

### ADMINISTRATIVE MODIFICATION #2010.037

#### I. Proposed Action:

The Kentucky Transportation Cabinet (KYTC) hereby submits a copy of a resolution from the Clarksville Urbanized Area Metropolitan Planning Organization showing their approval of Amendment #1 to their FY 2011-2014 Transportation Improvement Program (TIP). The KYTC requests inclusion of this amendment in the KYTC's FY 2011-2014 Statewide Transportation Improvement Program (STIP).

Location: Clarksville Area Metropolitan Planning Organization

#### Scope of Activity:

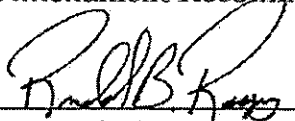
Add text titled "GROUPED PROJECTS FOR KYTC" under the section "FUNDING & FINANCIAL PLAN" on page 14 of the TIP and adding Table 5 on page 85A of the TIP.

#### II. Additional Remarks:

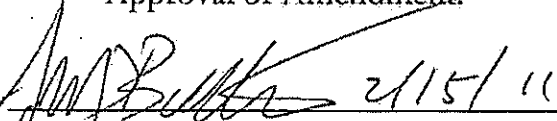
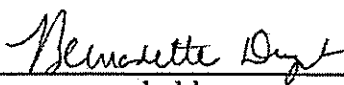
See the attached Table 5 – Grouped Projects for more detail information.

#### III. Administrative Modification Approval:

Amendment Recommended for Approval:

  
\_\_\_\_\_  
Kentucky Transportation Cabinet Date  
Ronald B. Rigney, Director  
Division of Program Management

Approval of Amendment:

  
\_\_\_\_\_  
Federal Highway Administration Date  
  
Recommended by Date

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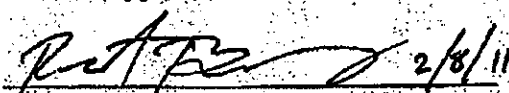
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\_\_\_\_\_  
Kentucky Transportation Cabinet Date  
Ronald B. Rigney, Director  
Division of Program Management

Approval of Amendment:

  
\_\_\_\_\_  
Federal Transit Administration Date  
Robert Buckley

**RESOLUTION 2011-02**

**APPROVING AN AMENDMENT TO THE FISCAL YEAR 2011-2014  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Transportation Improvement Program (TIP) is prepared every 4 years, per SAFETEA-LU guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of recommended by the Technical Coordinating Committee for selection by the Executive Board to be advanced during the program period; and

**WHEREAS**, per the federal regulations in 450.324 (f) "Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type/ and /or geographic areas" KYTC lists projects as "Grouped" projects or "ZVarious" in the KY STIP. The 2035 MTP does identify Grouped Projects in Chapter 6, Table 6-9; Chapter 7, Tables 7-1, 7-4 thru 7-7. The TIP needs to be amended to add text titled "GROUPED PROJECTS FOR KYTC" under the section "FUNDING & FINANCIAL PLAN", on page 14 and add Table 5 on page 85A to show the individual project in the grouped projects list and their funding.

**WHEREAS**, Members of the Interagency Consultation concurred that this amendment is exempt from air quality conformity and is consistent with the air quality goals of the State Implementation Plans for Kentucky; and

**WHEREAS**, the Technical Coordinating Committee members do acknowledge that the TIP must be a financially constrained document and agree that said actions are appropriate and consistent with the FY2011-2014 TIP.

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

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #1 to be made part of the FY2011-2014 TIP that was adopted on October 14, 2010.

Resolution Approval Date: January 27, 2011

Authorized Signature:

  
Mayor Carolyn Bowers, Chairperson  
MPO Executive Board

## **FINANCIAL PLAN**

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

Detailed financial breakdowns are included in Tables 1-5 in the Funding Tables section, located at the back of this document. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 3% was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. An inflation rate of approximately 3% for future year revenues was also used by the MPO staff to estimate anticipated L-STP annual allocations.

## **MANAGING COST INCREASES WITH LUMP-SUM (BUCKET) PROJECTS**

To expedite TIP modifications and reduce their complexity, the Clarksville MPO has provided provisions for lump-sum (bucket) projects in the TIP to cover cost overruns. Two (2) types of lump sum projects have been established. These are called Project Contingency Overruns and Project Cost Overruns and are described below. The inclusion of these two lump sum projects provides the necessary funding for the majority of project cost increases without requiring a TIP amendment.

Project Contingency Overruns will be used only to address project cost increases for projects that appear in the current TIP. As long as the cost overrun does not increase the cost for any phase more than 30%, funds from the Project Contingency Overruns pool could be used to fund the overrun via the administrative adjustment process. If the overrun increases the cost of any phase more than 30%, funds from the Project Contingency Overruns pool can still be used to fund the overrun, however, a formal amendment documenting the action is required.

Project Cost Overruns will be used to address project cost increases for projects appearing only in a previous TIP. The inclusion of this type of lump-sum project eliminates the need for amending the project back into the current TIP when such cost overruns occur.

## **GROUPED PROJECTS FOR KYTC**

Transportation planning regulations applicable to the development and content of Metropolitan Transportation Plans (MTP) allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance

functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as "Z-Various" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the MTP or Transportation Improvement Program (TIP). Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO are shown in Table 5. The list of grouped projects utilized here is recommended by the KYTC. By listing these project types in the MTP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the MTP in the future via streamlined procedures. MTP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the Grouped Projects Table 5 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

## **CONFORMITY DETERMINATION**

### **MTP CONFORMITY**

The Clean Air Act (CAA) as Amended requires that transportation plans, programs, and projects in non-attainment areas not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). Pursuant to Clean Air Act Amendments (CAAA), the Environmental Protection Agency (EPA) is required to set NAAQS (standards) sufficient to protect the public health with an adequate margin of safety. In 2008, EPA revised the NAAQS for ozone from 0.08 parts per million (ppm) measured over 8-hour intervals to 0.075 ppm measured over 8-hour intervals in order to reflect the best scientific evidence available on the public health effects of ozone.

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the SIPs (i.e., in this case, for Kentucky and Tennessee). Pursuant to provisions of the

**Table 5. - Grouped Projects\***

	2011	2012	2013	2014
HSIP - High Cost Safety Improvements	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Lane Departure Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Drive Smart Safety Corridors	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Older Driver	\$25,000	\$25,000	\$25,000	\$25,000
HSIP - High Risk Rural Roads	\$100,000	\$100,000	\$100,000	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000
Safe Routes to School (SRTS)	\$25,000	\$25,000	\$25,000	\$25,000
Transportation Enhancement (TE) Projects	\$25,000	\$25,000	\$25,000	\$25,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$50,000	\$50,000	\$50,000
Congestion Mitigation Air Quality (CMAQ) Projects	\$50,000	\$50,000	\$50,000	\$50,000
Recreational Trails Program	\$10,000	\$10,000	\$10,000	\$10,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000	\$100,000	\$100,000	\$100,000
Rehabilitation of Transit Vehicles	\$25,000	\$25,000	\$25,000	\$25,000
Transit Operating Assistance	\$100,000	\$100,000	\$100,000	\$100,000
Transit Operating Equipment	\$50,000	\$50,000	\$50,000	\$50,000
Transit Passenger Shelters and Information Kiosks	\$25,000	\$25,000	\$25,000	\$25,000
Construction or Renovation of Transit Facilities	\$50,000	\$50,000	\$50,000	\$50,000

\*Illustrative Costs Only - Please refer to text for explanation-pg. 14



**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)

January 28, 2011

Mr. J.R. Ham, Manager  
Planning, KYTC  
200 Mero 5<sup>th</sup> FL  
Frankfort, KY 40622

RE: Clarksville Urbanized Area MPO TIP Amendment #1

Dear Mr. Ham:

The Clarksville Urbanized Area MPO Technical Coordinating Committee met on January 27, 2011 to recommend approval of an amendment to the FY2011-FY2014 Transportation Improvement Program (TIP). The Clarksville Urbanized Area MPO Executive Board met on January 27, 2011 and approved the recommended TIP amendment #1. The detailed TIP amendment #1 is attached, and was made available for public comment on December 13 and was subject to all required public participation requirements set forth in our Public Participation Plan.

The MPO has determined that the amendment #1 to the project will result in the TIP remaining fiscally constrained. TIP amendment #1 conforms with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation and other applicable Federal and State requirements.

The formal public participation process began with the publication of the MPO TCC and the MPO Executive Board meeting on December 13, 2010 in five publications: The Kentucky New Era, The Clarksville Leaf Chronicle, The Fort Campbell Courier, The Eagle Post and The El Crucero. No public comments were received at the public meeting or during the public comment period.

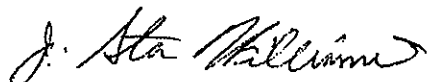
The Interagency Consultation Committee agreed said project was exempt, per the Federal regulations 40 CFR part 93.126. This action did not change the most recent conformity determination made on April 27, 2010. Therefore, a new air quality conformity determination is not required under the Transportation Conformity Rule (62 FR 43779, 8/15/1997).

Page 2

The attached resolutions outline the findings of the Clarksville Urbanized Area MPO Executive Board in taking this action to amend the FY2011-2014 TIP. These findings demonstrate that the TIP is a subset of the 2035 MTP. It is therefore the request by the Clarksville Urbanized Area MPO that the TIP amendment be forwarded to the appropriate federal agencies for approval and be amended into the State of Tennessee Statewide Transportation Improvement Program (STIP).

Should you have any questions, please contact me at your convenience at (931) 645-7448 or by email.

Sincerely,

A handwritten signature in cursive script that reads "J. Stan Williams".

J. Stan Williams  
Transportation Planning Director

Attachment





**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

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

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

To: J.R. Ham, Manager, KYTC Planning

From: Stan Williams, Transportation Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO FY2011-2014  
Transportation Improvement Program (TIP) Amendment #1

Date: January 28, 2011

The Clarksville Urbanized Area MPO has determined that the requested TIP amendment #1 is complete. After the MPO Staff review, the following determinations were made:

1. The amendment is consistent with the MPO Executive Board adopted Metropolitan Transportation Plan (MTP).
2. Funding sources and revised tables are attached with each project.

**Inter-Agency Consultation:**

The TIP amendment is included in the 2035 MTP and the IAC did concur that the amendment has an exempt status.

**Dates and Locations of Consideration of Amendment:**

Joint MPO Technical Coordinating Committee and MPO Executive Board Meeting, 11:00 AM, Thursday, January 27, 2011, Lower Level, 329 Main Street, Clarksville, TN 37040.

**Date for Publication of Public Notices:**

December 13, 2010

**Copy of the TIP Pages for the Amendments and demonstration of Existing Fiscal Constraint:**

The TIP amendment and Resolution is attached. Individual TIP pages have been included showing the new amended TIP page and the original TIP page. The tables have been revised and included to show that the TIP remains fiscally constrained.