



**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, July 21, 2022  
**Time:** 11:00 a.m.  
**Location:** In person meeting at RPC lower conference room (Executive Board must be in-person to vote) and virtual access link at [www.CUAMPO.com](http://www.CUAMPO.com) website

1. Review, discussion and adoption of the minutes from the January 13, 2022 meeting;
2. Review, discussion and adoption of Resolution 2022-05 for amendment 1 to the UPWP to add additional KYTC-PL funds for FY2023, revised KYTC PEAs, and BIL information;
3. Review, discussion and adoption of Resolution 2022-06 to add Excell Road, from SR-12/Ashland City Rd to SR-112/Madison St, to the functional classification map as a major collector;
4. Review, discussion and adoption of Resolution 2022-07 for CTS's updated TAM Plan;
5. Review, discussion and adoption of Resolution 2022-08 for CTS's Public Transit Agency Safety Plan (PTASP);
6. Review, discussion and adoption of Resolution 2022-09 for FY2020-FY2023 TIP Amendment for CTS budget revisions;
7. Review and discussion of the draft FY2023-FY2026 TIP development and project list;
8. Review and discussion of the Safe Streets and Roads for All (SS4A) grant application for MPO with the assistance of the City of Clarksville;
9. Federal update by Sean Santalla, FHWA-TN;
10. Update by Marc Corrigan, TDEC, on air quality;
11. New Business – members of the public and/or MPO members;

Adjourn.

Clarksville Urbanized Area  
Metropolitan Planning Organization (MPO)'s  
Joint Technical Coordinating Committee and Executive Board Meeting  
January 19, 2022 @ 11:00 am

In-Person Meeting in the RPC lower conference room  
with the Virtual Meeting/GoToMeet.com Option

Members Present (in-person and virtually):

Mayor Durrett*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Ian Preston*	Rep. Tennessee Dept. of Transportation (TDOT)
Nick Hall*	Rep. Kentucky Transportation Cabinet (KYTC)
Sean Pfalzer*	Greater Nashville Regional Council (GNRC)
Paul Nelson*	CTS
Martin Nuss*	Rep. City of Oak Grove
Josue Ortiz Borrero	EPA
Nick Powell	Montgomery Co Engineer
Marc Corrigan	TDEC
Chris Brown	Ft. Campbell Planner
Scott Graves	CTS
Sharon Schutz	TDOT
Jeff Tyndall	RPC
Daniel Morris	RPC
Stan Williams	MPO
Jill Hall	MPO

\*Voting members

Mayor Durrett called the meeting to order and thanked everyone for their attendance. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the August 19, 2021 meeting. There were no comments to the minutes. Mayor Pitts 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 2022-01 to add amendment 3 to the 2045 MTP with the associated short CDR, for project I-24 widening to be moved to Stage I from the Visionary list. Mr. Williams stated the changes in the project information as it was presented in the Visionary list. The termini changed from KY/TN State line to SR-76; to from west of SR-48 to near SR-76. The length was increased from 10.7 miles to 11.6 miles and the total cost estimate increased from \$123,050,000 to 223,100,000. Mayor Durrett asked Mr. Williams to explain for the public the difference in the Visionary list to the Stage I list. Mr. Williams said the Visionary list contains needed/good projects but the funding is not available. The MTP must stay fiscally constrained. With the new Improvement Act providing additional funds the I-24 widening project can move to the current 2018-2026 time frame in Stage I. He said the IAC had approved the CDR that was developed for the amendment to show conformity. Mayor Pitts made the motion to adopt Resolution 2022-01 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2022-02 to amend the FY2020-FY2023 TIP with associated short CDR, to add TIP project #1, widening of I-24 from west of SR-48 (Exit 1) near KY/TN state line to near SR-76 (Exit 11). Mr. Williams stated the I-24 widening project had to be added to the FY2020-FY2023 TIP. The NHPP funding for the PE/NEPA and PE/Design are for FY2022. He said the CDR was developed and approved through the IAC. This conformity demonstration process completed for the MTP and TIP amendment demonstrated that the planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS. Mayor Pitts made the motion to adopt Resolution 2022-02 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2022-03 to support the PM1 Safety targets for FY2022 set by KYTC and TDOT. Mr. Williams stated the MPO can set their own safety performance measure targets for each year, but that the MPO elected to support the KYTC and TDOT PM1 Safety targets. Unfortunately, the number of fatalities and pedestrian serious injuries and fatalities continue to increase. In addition, law enforcement agencies indicate that extremely dangerous high rates of speed (110 +) are increasing. The PM1 Safety targets are mandated by the FAST Act. Mayor Pitts made the motion to adopt Resolution 2022-03 and Mr. Nelson seconded the motion. The Resolution was adopted unanimously.

Item #5 on the agenda was the review and discussion of the FY2021 Obligation Report, which can be found on the [www.cuampo.com](http://www.cuampo.com) home page. Mr. Williams reviewed the Obligation Report. He stated the report shows the amount of federal funds spent on traditional highway projects, the Clarksville Transit System operations and the MPO. For FY2021 the federal funds obligation was almost \$51 million in the MPO area.

Item #6 on the agenda was the review and discussion of the Prioritization of State Projects:

1. SR-48/ Trenton Road, from near SR-374 to near I-24
2. I-24, from west of SR-48 (Exit 1) near KY/TN state line to near SR-76 (Exit 11)
3. SR-374, from south of Dotsonville Rd to SR-149; SR-149, from SR-374 to River Rd.

Mr. Williams said that on the handout TDOT had included the Welcome Center renovations for I-24. The Mayors and MPO did not want this project prioritized as a Montgomery County/Clarksville need. He stated that the Trenton Road project ranked #1 over the I-24 widening only due to the ROW funds being applied by TDOT in FY2024 instead of in FY2025. Trenton Road was further along in the process. Both are needed. Mayor Durrett said the Welcome center shouldn't be on the list. The need for road projects is too great for our area. Mayor Pitts agreed with the removal. Mr. Williams said the staff will draft a letter requesting the Welcome Center funds be reallocated to a needed road project in the MPO area. Mr. Preston said TDOT will take into account the needs for the area. The Improve Act was supposed to complete the projects in 12-14 years and that had been pushed further out. He said he had noted the concerns and that TDOT welcomes feedback from the MPOs. Mayor Durrett said during the Mayors Conference with the governor, the legislative priorities and insufficient funding was brought to the governor's attention. Hopefully, more funding will be coming.

Item #7 on the agenda was the review and discussion of FY2023-FY2026 TIP development and projects. Mr. Williams said on the Tennessee side the funding is committed to the existing projects. The TIP document must be financially constrained and there is not any additional funds to add new projects until some of the current phases of projects are completed. Hopefully in the FY2026-FY2029 there will be funding available for new projects. On the Kentucky side, we're waiting on their new 6-year Plan (FY22-28) to see if new funding will be obligated for phases of the existing projects.

Item #8 on the agenda was the update by Sean Santalla for FHWA-TN. Mr. Santalla was unable to make the meeting, but submitted a handout on the Bipartisan Infrastructure Law. The handout provide the FHWA's website on the law. The website has a summary presentation of the provision of the new law, funding information, and other guidance. The handout also provided a Request for Information (RFI) on the Infrastructure Law, asking the public and stakeholders for input on the implementation of the provisions of the law. The RFI link was provided. The MPO put the full handout on the MPO's website homepage at [www.cuampo.com](http://www.cuampo.com).

Item #9 on the agenda was an update by Marc Corrigan, TDEC, on air quality. He said since the decision in South Coast II, we've not only had to resume transportation conformity requirements in the Clarksville area, but we were also required to submit a second 10-year maintenance plan for the Clarksville area for the 1997 8-hour ozone National Ambient Air Quality Standard, or NAAQS. On Thursday, December 2nd, EPA published a final Federal Register notice approving Tennessee's submittal of a Limited Maintenance Plan (LMP) for Montgomery County, Tennessee. The final effective date of this action was January 3rd, 2022. This plan ensures that Montgomery County will continue to meet the 1997 8-hour ozone NAAQS. It provides for a trigger and a suite of potential measures to bring the area back to attainment, should the area not continue to maintain the 1997 8-hour ozone NAAQS. Specific to transportation, this plan helps to establish the end of the maintenance period ending November 21, 2025 in Montgomery County. This is also the date after which we would no longer have to demonstrate conformity for the 1997 8-hour ozone NAAQS in Montgomery County. Mr. Williams stated that Kentucky has submitted their Christian County LMP for review. Mr. Nuss asked if the end of the maintenance period for the KY side was the same. Mr. Williams answered no because Christian County had been redesignated as attainment approximately 4 months later than Montgomery County.

Item #10 on the agenda was new business from members of the public and/or MPO members. Mr. Williams said the next meeting will be in April, and will be in person with a virtual option for those unable to attend. Mr. Preston discussed the TDOT Region 3 handout on project updates. Projects under development by phase: SR-48/Trenton Road; SR-374 from SR-149 to Dotsonville Rd and SR-374 from Dotsonville Road to SR-76; I-24 from state line to SR-76; and intersection SR-48/Trenton Road at Tylertown Rd.

Projects under construction: SR-76 & SR112 Safety – service roads and Intersection – turning lane improvements; SR-12/Ft. Cobl. Blvd. Sidewalk projects; SR-13/149 new bridge and widening; and SR237/Rossvie Road widening project.

Resurfacing Projects : I-24 from KY state line to east of SR-13; SR-236 from US-41A to SR-48; SR-13, from Kraft St to south of Red River; SR-48 from Riverside Dr to Kraft St; SR-112 from Madison St to Kraft St; and SR-149 from near the bridge over Weaver Creek to River Rd. Mayor Durrett said the I-24 resurfacing may need to reallocate funds depending on the widening project's schedule. A recent example was this summer SR237/Rossview Rd. east of I-24 was resurfaced. The upcoming widening project will be under construction soon, thus tearing up the recent resurfacing. Mr. Preston said he would notify the TDOT resurfacing team.

Mr. Nuss had concerns about the KY911 widening project. The current design shows the sidewalk is only a foot off the curb. He said for pedestrian safety he would prefer it to be at least 3 foot from the road. He asked the current status of the letting for construction? Mr. Hall said he didn't have that information with him. He also stated there are many variables that KYTC takes into account for the placement of a sidewalk.

Mr. Williams stated that the SR12/Ft. Cmb. Blvd. sidewalk project was let on December 12, 2021 and includes 6.98 miles. Mr. Nelson indicated it also included approximately 10-12 bus stop shelters and numerous pedestrian crosswalks. He stated that Mr. Nelson had been recognized by Mass Transit magazine as one of the nation's top 40 Under 40 leaders for his dedication and commitment to the transit industry. Mr. Nelson was thanked for his and the entire staff's work.

Mr. Tyndall said that the RPC had more coordination with CTS getting involved in their land use plans/developments for the betterment of both offices. He said the RPC's Comprehensive Plan development has an interactive questionnaire/survey on the RPC website. He hopes the feedback will assist in the development of the Plan. The consultants preparing the Plan will be in the office the second week in March to work with the staff.

Item #11 Mayor Pitts made the motion to adjourn the meeting and Mr. Nelson adjourned the meeting.

Dated: January 13, 2022

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Mayor Joe Pitts, Chairman  
MPO Executive Board

**RESOLUTION 2022-05**

**APPROVING AN AMENDMENT TO THE  
FY2022-FY2023 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 FY2022-FY2023 UPWP needs to be amended to add information on the Bipartisan Infrastructure Law (BIL); to revise the FHWA/FTA Kentucky Division Planning Emphasis Areas (PEAs); to add Development of Complete Street Policies to Work Task IV. Long Range Planning; and to add additional FY2023 KYTC PL funds to Work Task I. Program Administration. The amendment increases funding to the KYTC-PL 80%/5%/15% allocation by \$8,000 total funds (\$6,400 federal, \$400 state, \$1,200 local) from \$63,000 in FY2022 total funds to \$71,000 total funds in FY2023. The funding tables 1, 2, and 3 in the UPWP have been amended to reflect the above funding changes; and

**WHEREAS**, members of the Metropolitan Planning Organization's Technical Coordinating Committee agree that this action is appropriate with the FY2022-FY2023 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 FY2022-FY2023 UPWP.

**NOW THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment to the FY 2022-FY2023 UPWP that was adopted on August 19, 2021.

**RESOLUTION APPROVED:** July 21, 2022

**Authorized Signature:**

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Mayor Joe Pitts, Chairman  
MPO Executive Board

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## I. INTRODUCTION

The Unified Planning Work Program (UPWP) documents the proposed use of FHWA planning and research funds [23 CFR 420.111] through transportation planning priorities and work task for the Clarksville Urbanized Area Metropolitan Planning Organization (MPO) for Fiscal Year 2022-2023 (FY2022-FY2023), beginning October 1, 2021 and ending September 30, 2023.

On November 15, 2021 President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into Law. It is known as the Bipartisan Infrastructure Law (BIL) and is the largest long term investment in the U.S. infrastructure and competitiveness. It provides \$350 billion investment in highway programs spread over five years from FY2022-FY2026. Preparation of the UPWP is required by the BIL and the Metropolitan Planning Regulations 23 CFR 450.308 of the United States Department of Transportation. Under the BIL 2.5% of the PL funds are required to be spent on Complete Streets. The BIL defines Complete Streets standards or policies as those which ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The UPWP is developed in cooperation, through consultation and review with federal, state, and local government agencies; and with adherence to the Bi-State Agreement with Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC) and the City of Clarksville for the Clarksville Transit System (CTS); to align with national, state, and regional planning priorities. The UPWP presents a continuing, cooperative, and comprehensive approach to transportation planning within the MPO area. The UPWP has been prepared in an effort to address specific federal, state and local agency requirements and to advance transportation initiatives within the MPO area. The MPO met and discussed the needs with local officials and CTS prior to the development of the UPWP in order to include any needed studies or additional data/information to improve the transportation system in the MPO area and regional needs. The MPO better understands the current needs for the area through the modeling, data collected, and input from several meetings and conference calls with CTS, stakeholders, TDOT, KYTC, FHWA, FTA and the public during the development of the 2045 MTP. The MPO strives to make transportation decisions through performance based planning, the planning factors and performance measure targets when developing the work tasks and the financial amounts to be included in the UPWP. The MPO has incorporated the planning priorities, planning factors, and performance measures into the document, and insured all documents are fiscally constrained.

The UPWP, prepared biannually, is one of four main documents the MPO staff is required to develop and maintain for its planning area. The other key documents are the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Participation Plan (PP). The MTP is a comprehensive, multimodal blueprint for transportation systems and services that seeks to meet the mobility needs of the MPO area through the next 20+ years, and is updated every four (4) years with the corresponding Conformity Determination Report. The TIP is a capital improvement program developed cooperatively by local and state transportation entities that includes a list of multi-modal transportation projects. It serves as a short-term programming document that covers four (4) years of funded transportation projects. It is updated every four (4) years and contains the self-certification required by 23 CFR 450.334. The PP describes the MPO's various public outreach activities to ensure that all members of the public are given the opportunity to participate in the metropolitan transportation planning process as required by 23 CFR 450.316.

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In cooperation with TDOT/KYTC the Clarksville Regional Intelligent Transportation System (ITS) Architecture has been updated in 2020, through the use of consultant, to support future ITS projects. This will assist with monitoring and managing the transportation system with strategies such as signal synchronization. The MPO/KYTC encourages the use of the WAZE app for real time updates of road congestion and accidents. The 2045 MTP evaluates the needs and efficiency of the transportation network and identifies proposed operational and capital improvements.

8. **System Preservation** - Emphasize preservation of the existing transportation system.
- Asset management
  - Pavement and bridge performance

The integration of performance measures define pavement and bridge condition measures, along with minimum condition standards, target establishment, progress assessment and reporting requirements. The MPO supports the pavement and bridge performance measure targets developed by TDOT and KYTC. The development of the 2045 MTP provided an opportunity to incorporate maintenance and operations strategies into the planning process, including projects and programs such as pavement preservation, traffic signal maintenance, traffic management, roadway signs and pavement markings, equipment /facility maintenance, and ROW maintenance.

9. **Resiliency and Reliability** - Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation.

The MPO coordinates with local government departments to reduce natural disaster risks by assessing capital investments, identifying at-risk assets, evaluating approaches to system management with operations and maintenance that reduce the vulnerability of transportation infrastructure. Strategies such as scenario planning, corridor planning, and asset management plans give the region the ability to adapt to changing conditions and recover rapidly from disruptions due to extreme weather.

10. **Travel and Tourism** – Enhance travel and tourism.

The MPO identifies investments in transportation infrastructure which support regional travel and tourism, including greenways and waterways. The MPO works with local governments and agencies to coordinate traffic management for large events such as political and military events, concerts, and festivals that promote travel and tourism to the region.

## **G. FHWA/FTA PLANNING EMPHASIS AREAS**

With the renewed focus on transportation planning brought about by MAP-21 and continued with the FAST Act and the new IJA, the Federal Highway Administration (FHWA) KY Division and Federal Transit Administration (FTA) KY Division have jointly issued Planning Emphasis Areas (PEAs). These topical areas are meant to provide emphasis to planning topics where FHWA and FTA want States and MPOs to focus their respective planning work programs. Below are the topic areas and actions to be taken by the MPO to implement them.



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1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:

Federal agencies are developing climate adaptation and resilience plans that evaluate the most significant climate-related risks and vulnerabilities to infrastructure and programs, and identify action to manage those risks and vulnerabilities. This approach will minimize disruptions and destruction of Federal infrastructure, programs and services and support climate resilient investment.

The MPO will support the federal agencies resilience plans and assess climate vulnerabilities and risks on the current infrastructure in the MPO area. The MPO will work to identify barriers to and opportunities for deployment of fueling and charging infrastructure; evaluate opportunities to reduce greenhouse gas emissions, shift to lower emission modes of transportation; and identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions.

2. Public Involvement (including VPI) – Public involvement is a critical component in the transportation decision making process, allowing for meaningful consideration and input from interested individuals. Virtual public involvement supports agencies' efforts to engage the public more effectively by supplementing face-to-face information sharing with technology. The MPO included the VPI in their 2020 Participation Plan. The integration of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people.

The MPO meetings are held virtually and in person and will continue in this format so more will be able to participate. It's important to have both VPI and in person meeting attendance for the overall public involvement to ensure continued public participation by individuals without access to computers and mobile devices.

3. Strategic Highway Network (STRAHNET)/Department of Defense (DOD) Coordination – STRAHNET is a designation given to roads that provide defense access, continuity, and emergency capabilities for movements of personnel and equipment. It includes routes and connectors, to connect individual installations to the routes. The MPO works with Ft. Campbell military installation's planning department in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to the military installation; and the air quality departments, in order to improve collaboration and coordination, performance management and project delivery. The MPO understands the importance of identifying traffic safety issues, bridge capabilities, pavement conditions and congestion issues on military routes and connectors.

4. Planning and Environmental Linkages (PEL) – represents an approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process; and uses the information, analysis, and products developed during planning to inform the environment review process and carry them through project development, design, and construction. The MPO takes into

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consideration PEL during the initial planning and NEPA process and will continue with the PEL throughout the project development.

5. **Complete Streets** - Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists, micro-mobility users, freight delivery services, and transit riders of all ages and abilities. Complete Streets should also include pedestrian facilities, safe transit stops, safe crossing opportunities, and safe bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. A complete street is safe, and feels safe, for everyone using the street. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

The MPO will work with States and local agencies and spend at least 2.5% of the PL funds on data collection on safety, complete street policy development and practices, and the incorporation in the 2050 MTP. This includes the MPO reviewing current policies, rules, and procedures to determine their impact on safety for all users.

6. **Equity and Justice 40** in Transportation Planning – refers to the distribution of impacts and whether that distribution is considered fair and appropriate. The goal is to advance racial equity and support underserved and disadvantaged communities. The Justice40 Initiative aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

The MPO collects data on demographics including race and income during the development of the MTP through the Travel Demand Model. Project decisions are based on the data provided to make sure there is not a negative impact in the EJ areas. The MPO will review/develop strategies to improve infrastructure for non-motorized travel, public transportation service in underserved communities; plan for the safety of all road users; and target demand response service towards areas with higher concentration of older adults and those with poor access to essential services.

7. **Federal land Management Agency (FLMA) Coordination** – The coordination with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and public roads and transportation services that connect to Federal Lands. Four agencies administer 617.5 million acres of the federal land: the Forest Service in the Department of Agriculture, and the Bureau of Land Management, Fish and Wildlife Service, and National Park Service, all in the Department of the Interior. The MPO Coordinates with each of these stakeholders during the development of the MTP and the TIP.

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## H. STATEWIDE PLANNING PRIORITIES

The MPO works in cooperation with TDOT and KYTC to ensure the statewide planning priorities are incorporated into the planning efforts of the MPO.

1. **Virtual Public Involvement (VPI):** During any emergency or unforeseen situations, it is important that the MPO is able to carry out their responsibilities through virtual public involvement (VPI). VPI is a federal and state planning priority. FHWA has promoted VPI through the Every Day Counts (EDC) program and TDOT and KYTC has selected VPI activities as a Statewide Planning Emphasis Area. The MPO has updated the 2020 Participation Plan (PP) for virtual meetings, advertisement, and communication on-line. The MPO has purchased GoToMeet.com software to allow the MPO to hold virtual meetings and allow comments and discussions from the Board and the public. Updates to MPO plans, programs, bylaws the assessment of electronic engagement tools, and activities will integrate and reflect VPI utilization in the metropolitan planning area.
2. **Alternative Fuel Corridors:** Another important state planning priority is alternative fuels. FHWA has promoted alternative fuels through the Alternative Fuels Corridor Program. TDOT, in a statewide partnership with TDEC and TVA; and KYTC have made a commitment in Highway Infrastructure Program (HIP) funds for alternative fuels. The MPO will initiate and include planning efforts to incorporate alternative fuels, alternative fuel corridors, and infrastructure for air quality and emission control strategies.
3. **Project Delivery:** is a statewide planning priority for TDOT and KYTC. Project delivery is an important part of the MPO planning activity in an effort to increase obligation and expenditure of federal and state funds programmed into the TIP. KYTC has developed the SHIFT program. **It is a data-driven process to help prioritize limited transportation funds based on performance measures to expedite projects to completion.** The MPO, in coordination with TDOT and KYTC, will incorporate planning efforts to increase project delivery in the TIP and MTP. This planning is through the development of TIP policies to address project delivery, and through the creation of and/or more interaction with committees to communicate project status with local jurisdictions.

## I. REGIONAL PLANNING PRIORITIES [23 CFR 450.306(a)]

Under 23 CFR 450.306(a) the MPO, in cooperation with the State and transit operators must develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

The planning priorities for the region are intended to facilitate the development, management and operation of an integrated, intermodal transportation system that enables the safe, efficient, and economical movement of people and goods.

The MPO addresses the planning priorities for the MPO area and the region by:

**FY2022-FY2023 FUNDING SOURCES:**

<b>MPO</b>	<b>TN</b>	<b>MPO</b>	<b>KY</b>	<b>TOTAL</b>
PL 112 - FEDERAL	\$ 74,868	PL 112 – FEDERAL	\$ 27,200	\$ 102,068
SPR – FEDERAL	\$ 45,166	SPR – FEDERAL	\$ 0	\$ 45,166
STATE	\$ 4,679	STATE	\$ 1,700	\$ 6,379
LOCAL	\$ 25,330	LOCAL	\$ 5,100	\$ 30,430
<b>TOTAL</b>	<b>\$ 150,043</b>	<b>TOTAL</b>	<b>\$ 34,000</b>	<b>\$ 184,043</b>

(WORK TASK I: PROGRAM ADMINISTRATION)

- 
- Work with TDOT and KYTC to advance priorities, **Complete Street policies**, and programs within the adopted MTP. (MPO, TDOT, KYTC)
  - Evaluate the existing and future conditions of the transportation system within the MPO area; such as system preservation and maintenance, roadway safety, bike/pedestrian systems, land development patterns, land use and growth strategies, connectivity, congestion and system performance with assistance from consultant services. (MPO, TDOT, KYTC)
  - Evaluate the existing and future demographics such as population and employment trends and forecasts, economic development, financial revenue and revenue forecasts through consultant services. (MPO, TDOT, KYTC)
  - Perform an environmental justice analysis through consultant services.(MPO, TDOT, KYTC)
  - Coordinate with KYTC in the District Transportation Plan development. (MPO, KYTC)
  - Report on MTP project time frames and cost throughout the development of the 2050 MTP to the MPO Executive Board, stakeholders, local government agencies, and public at the quarterly MPO meetings, County Commission, City Council, Planning Commission and other various committees. (MPO)
  - Assist TDOT and KYTC with updates to the Statewide Long Range Plan through coordination of activities. (MPO, TDOT, KYTC)
  - Make administrative modifications to the 2045 MTP performance measures section with revised TDOT's and KYTC's performance measure targets as needed. (MPO, TDOT, KYTC)
  - **Participation Plan (PP)**
    - Encouraged the public participate in all phases of the MPO's planning process through MPO public and virtual meetings, website and surveys. (MPO)
    - Scheduling and conducting Public Meetings when warranted. Working with local news media (print and live) to help disseminate information on plans and meetings. Media outreach may include press conferences, as well as briefings of local newspaper editorial boards, and participation in broadcast news or talk programs. At a minimum, the following area media will be approached: Clarksville Leaf Chronicle Newspaper; Hopkinsville, KY New Era Newspaper; El Crucero, Oak Grove, KY The Eagle Post Newspaper; Other media may be approached: Radio (Austin Peay State University, Fort Campbell); Television - Public Access and Austin Peay State University. (MPO)
    - Managing Public Outreach such as notification of the meetings, which will be made available in a timely manner, to provide adequate (at least 14 days) notice of public meetings and opportunities to comment. Notifications will include newspaper legal notices, newspaper articles that are generated by the media outreach, and notices on CTS busses and other public places and in social media. (MPO)

- **Intelligent Transportation Systems (ITS) Architecture**
  - Updates to 2021 Clarksville Regional Intelligent Transportation Systems (CRITS) architecture. (MPO)

**END PRODUCT AND WORK SCHEDULE:**

END PRODUCT	START DATE	COMPLETION DATE
Development of the 2050 MTP	October 2021	March 2023
Amendments/Modification to the 2045 MTP (as needed)	October 2021	September 2023
Update Performance Measure Targets in MTP	October 2021	September 2023
Review and Update to the PP if needed	Oct 2021, Oct 2022	Dec 2021, Dec 2022
Maintain Database of groups/committees/stakeholders/boards	Throughout FY2022-FY2023	September 2023
Media and Public Outreach	October 2021	September 2023
Develop a Bike/Pedestrian Plan.	October 2021	September 2022
Freight/Congestion Management Corridor Study	January 2022	September 2023
Develop a Congestion Management Plan	July 2022	September 2023
Freight Parking Study	March 2023	September 2023
<b>Develop a Complete Street Policy</b>	<b>October 2022</b>	<b>September 2023</b>
Updates, Sponsorship, Boost Points under SHIFT and CHAF Prioritization Plan Process	January 2023	September 2023
Annual CMAQ Report and UPAC System Entry	Nov 2021, Nov 2022,	Jan 2022, Jan 2023
Public Air Quality Education – during public meetings, and announcements	Throughout FY (quarterly January, April, July, Oct.)	As Needed
Status reporting to Board and TCC on new air quality standards for Ozone and PM <sup>2.5</sup>	Throughout FY (quarterly January, April, July, Oct.)	As Needed
Perform MOVES analysis for studies/projects/plans	Throughout FY	As Needed
Attend air quality trainings/conferences	Throughout FY	As Needed

**RESPONSIBLE AGENCY(S):** The MPO, TDOT's Long Range Planning Division, the TN Department of Environment & Conservation - Division of Air Pollution Control, the KYTC's Division of Planning, the KY Division for Air Quality, Environmental and Public Protection Cabinet, the KY Division of Environmental Analysis, EPA, FHWA, and FTA.

**FY2022-FY2023 FUNDING SOURCES:**

MPO	TN	MPO	KY	TOTAL
PL 112 - FEDERAL	\$ 430,000	PL 112 – FEDERAL	\$ 50,000	\$ 480,000**
SPR – FEDERAL	\$ 25,000	SPR – FEDERAL	\$ 0	\$ 25,000
STATE	\$ 26,875	STATE	\$ 3,125	\$ 30,000
LOCAL	\$ 86,875	LOCAL	\$ 9,375	\$ 96,250
<b>TOTAL</b>	<b>\$ 568,750</b>	<b>TOTAL</b>	<b>\$ 62,500</b>	<b>\$ 631,250</b>

**\*\*At least 2.5% of PL funds to be invested in in activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities\*\***

### 3. FINANCIAL SUMMARY

**TN PL (80%/ 5%/ 15%) Funds**

**Carryover funds as of 3/1/21:	\$778,246.00
FY2022 Allocation:	\$262,434.00
FY2023 Allocation:	<u>\$262,434.00</u>
Total PL Funds	<b>\$1,303,114.00</b>

**KY PL Funds (80%/ 5%/ 15%)**

FY2022 Allocation:	\$ 50,400.00
FY2023 Allocation:	<b>\$ 56,800.00</b>
Total PL Funds	<b>\$107,200.00</b>

**TN SPR-MPO Funds (80%/ 20%)**

FY2022 Allocation:	\$ 52,583.00
FY2023 Allocation:	<u>\$ 52,583.00</u>
Total SPR-MPO Funds	<b>\$105,166.00</b>

**TN PL/5303 (80%/5%/15%)**

FY2019-FY2021 (Amount carried forward):	\$ 190,171.00 (60,333+64,919+64,919)
FY2022 Allocation:	\$ 64,919.00
FY2023 Allocation:	<u>\$ 64,919.00</u>
Total PL/5303 (80%/5%/15%) Funds	<b>\$320,009.00</b>

**FTA-5303 KY (80%/ 20%)**

FY2022 Allocation:	\$ 22,250.00
FY2023 Allocation:	<u>\$ 22,250.00</u>
Total FTA-5303 TN Funds	<b>\$ 44,500.00</b>

**\*\*This is previous allocation funding remaining in the TDOT/MPO invoice spreadsheet prior to the addition of FY2021 allocation (3/01/21)**

**The MPO has added \$200,000.00 federal funds of the \$778,246.00 carryover funds to the UPWP current funding of projects. This is needed for the 2050 MTP, a new planning position, studies that were not done in 2020-2021 UPWP due to Covid, and the potential of becoming a TMA once the 2020 Census is certified.\*\***

## 4. BUDGET TABLES

**TABLE 1  
TRANSPORTATION PLANNING FUNDS AUTHORIZED  
FOR THE CLARKSVILLE URBANIZED AREA FY2022-FY2023**

BUDGETED REVENUES FOR FY2022-FY2023				
FUNDING/AGENCY	FEDERAL	STATE	LOCAL	TOTAL
*FHWA - PL TN	724,868	45,304	135,913	\$ 906,085
*FHWA - PL TN Remaining funds prior to FY2021 allocation	578,246	36,140	108,421	\$ 722,807
*FHWA (flexed from FTA) PL/5303 TN	129,838	8,115	24,345	\$ 162,298
*FHWA (flexed from FTA) PL/5303 TN Carryover	190,171	11,886	35,657	\$ 237,714
*FHWA – PL KY	<b>107,200</b>	<b>6,700</b>	<b>20,100</b>	<b>\$ 134,000</b>
**FTA - 5303 KY	44,500	0	11,126	\$ 55,626
**FHWA SPR TN	105,166	0	26,292	\$ 131,458
<b>TOTALS</b>	<b>1,879,989</b>	<b>108,145</b>	<b>361,854</b>	<b>2,349,988</b>
Note: Budgeted revenues are funds to be programmed and available for FY2022 expenditures and reflect available funds, as indicated by TDOT and KYTC.				
Note: Federal funds shown are from TEA-21, SAFETEA-LU, MAP-21 and FAST Act. Local funds are shown for illustration purposes only. Local funds have not been fully obligated at this time.				
* FHWA PL/ FHWA PL (5303) - 80% Federal/5% State Match/15% Local Match (PL includes air quality)				
** FTA-5303 KY and SPR TN – 80% Federal/20% Local Match				



**TABLE 2.**

**FY2022-FY2023 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>TDOT MATCH (5%)</b>	<b>MPO MATCH (15%)</b>	<b>KY PL 112 (80%)</b>	<b>KYTC MATC H (5%)</b>	<b>MPO MATCH (15%)</b>	<b>TN PL (5303) (80%)</b>	<b>TDOT MATCH (5%)</b>	<b>MPO MATCH (15%)</b>	<b>KY FTA 5303 (80%)</b>	<b>MPO MATCH (20%)</b>	<b>TOTALS</b>
I. Program Admin.	45,166	11,292	74,868	4,679	14,038	27,200	1,700	5,100	0	0	0	0	0	184,043
II. Data Collection, Maintenance and Analysis	10,000	2,500	50,000	3,125	9,375	10,000	625	1,875	0	0	0	0	0	87,500
III. Short Range Planning	25,000	6,250	50,000	3,125	9,375	20,000	1,250	3,750	0	0	0	0	0	118,750
IV. Long Range Planning	25,000	6,250	430,000*	26,875	80,625	50,000	3,125	9,375	0	0	0	0	0	631,250
V. Multimodal Planning	0	0	0	0	0	0	0	0	129,838	8,115	24,345	44,500	11,126	217,924
VI. Special Studies	0	0	120,000	7,500	22,500	0	0	0	0	0	0	0	0	150,000
<b>TASK TOTALS</b>	<b>105,166</b>	<b>26,292</b>	<b>724,868</b>	<b>45,304</b>	<b>135,913</b>	<b>107,200</b>	<b>6,700</b>	<b>20,100</b>	<b>129,838</b>	<b>8,115</b>	<b>24,345</b>	<b>44,500</b>	<b>11,126</b>	<b>1,389,467</b>
Carry-over Funds			578,246	36,140	108,421				190,171	11,886	35,657			960,521
<b>TOTALS:</b>	<b>105,166</b>	<b>26,292</b>	<b>1,303,114</b>	<b>81,444</b>	<b>244,334</b>	<b>107,200</b>	<b>6,700</b>	<b>20,100</b>	<b>320,009</b>	<b>20,001</b>	<b>60,002</b>	<b>44,500</b>	<b>11,126</b>	<b>2,349,988</b>

\*\$200,000.00 of carry-over funds were added to Task IV. Long Range Planning\*

**TABLE 3  
FY2022-FY2023 FUNDING SOURCES BY AGENCY**

AGENCY	FEDERAL HIGHWAY ADMINISTRATION (FHWA)								FED. TRANSIT ADMIN. (FTA)		TOTAL
	Federal CPG TN PL 80%	TDOT Match CPG TN PL 5%	Local Match CPG TN PL 15%	Federal KY PL 80%	KYTC Match KY PL 5%	Local Match KY PL 15%	Federal TN SPR 80%	Local Match SPR 20%	KY FTA-5303 80%	Local Match KY FTA-5303 20%	
TDOT	\$0	101,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,445
KYTC	\$0	\$0	\$0	\$0	\$6,700	\$0	\$0	\$0	\$0	\$0	\$6,700
FHWA TN PL	\$1,303,114	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,303,114
FHWA TN PL/5303	\$320,009	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,009
FHWA TN SPR	\$0	\$0	\$0	\$0	\$0	\$0	\$105,166	\$0	\$0	\$0	\$105,166
FHWA KY PL	\$0	\$0	\$0	\$107,200	\$0	\$0	\$0	\$0	\$0	\$0	\$107,200
FTA KY 5303	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,500	\$0	\$44,500
MPO	\$0	\$0	\$304,336	\$0	\$0	\$20,100	\$0	\$26,292	\$0	\$11,126	\$361,854
<b>TOTALS</b>	<b>\$1,623,123</b>	<b>\$101,445</b>	<b>\$304,336</b>	<b>\$107,200</b>	<b>\$6,700</b>	<b>\$20,100</b>	<b>\$105,166</b>	<b>\$26,292</b>	<b>\$44,500</b>	<b>\$11,126</b>	<b>\$2,349,988</b>

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## I. INTRODUCTION

The Unified Planning Work Program (UPWP) documents the proposed use of FHWA planning and research funds [23 CFR 420.111] through transportation planning priorities and work task for the Clarksville Urbanized Area Metropolitan Planning Organization (MPO) for Fiscal Year 2022-2023 (FY2022-FY2023), beginning October 1, 2021 and ending September 30, 2023.

Preparation of the UPWP is required by the Fixing America's Surface Transportation Act (FAST Act) and the Metropolitan Planning Regulations 23 CFR 450.308 of the United States Department of Transportation. The UPWP is developed in cooperation, through consultation and review with federal, state, and local government agencies; and with adherence to the Bi-State Agreement with Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC) and the City of Clarksville for the Clarksville Transit System (CTS); to align with national, state, and regional planning priorities. The UPWP presents a continuing, cooperative, and comprehensive approach to transportation planning within the MPO area. The UPWP has been prepared in an effort to address specific federal, state and local agency requirements and to advance transportation initiatives within the MPO area. The MPO met and discussed the needs with local officials and CTS prior to the development of the UPWP in order to include any needed studies or additional data/information to improve the transportation system in the MPO area and regional needs. The MPO better understands the current needs for the area through the modeling, data collected, and input from several meetings and conference calls with CTS, stakeholders, TDOT, KYTC, FHWA, FTA and the public during the development of the 2045 MTP. The MPO strives to make transportation decisions through performance based planning, the planning factors and performance measure targets when developing the work tasks and the financial amounts to be included in the UPWP. The MPO has incorporated the FAST Act/Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) planning priorities, planning factors, and performance measures into the document, and insured all documents are fiscally constrained.

The UPWP, prepared biannually, is one of four main documents the MPO staff is required to develop and maintain for its planning area. The other key documents are the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Participation Plan (PP). The MTP is a comprehensive, multimodal blueprint for transportation systems and services that seeks to meet the mobility needs of the MPO area through the next 20+ years, and is updated every four (4) years with the corresponding Conformity Determination Report. The TIP is a capital improvement program developed cooperatively by local and state transportation entities that includes a list of multimodal transportation projects. It serves as a short-term programming document that covers four (4) years of funded transportation projects. It is updated every four (4) years and contains the self-certification required by 23 CFR 450.334. The PP describes the MPO's various public outreach activities to ensure that all members of the public are given the opportunity to participate in the metropolitan transportation planning process as required by 23 CFR 450.316.

The UPWP for FY2022-FY2023 contains specific activities and projects associated with regional transportation planning as well as day-to-day operations of the MPO. The UPWP is divided into six program tasks:

- 1) Program Administration
- 2) Data Collection, Maintenance and Analysis
- 3) Short Range Planning

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## G. FHWA/FTA KENTUCKY DIVISION PLANNING EMPHASIS AREAS

With the renewed focus on transportation planning brought about by MAP-21 and continued with the FAST Act, the Federal Highway Administration (FHWA) KY Division and Federal Transit Administration (FTA) KY Division have jointly issued Planning Emphasis Areas (PEAs). These topical areas are meant to provide emphasis to planning topics where FHWA and FTA want States and MPOs to focus their respective planning work programs. Below are the topic areas and actions to be taken by the MPO to implement them.

1. MAP-21/FAST Act/Planning Regulation Implementation – Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes.  
The MPO has selected to support the performance measure targets set by TDOT and KYTC. The MPO will review and select projects that promote the performance measures through data driven programming and reports.
2. Public Involvement (including VPI) – Public involvement is a critical component in the transportation decision making process, allowing for meaningful consideration and input from interested individuals. Virtual public involvement supports agencies' efforts to engage the public more effectively by supplementing face-to-face information sharing with technology.  
The MPO included the VPI in their 2020 Participation Plan. The MPO meetings are held virtually and in person and will continue in this format so more will be able to participate.
3. Strategic Highway Network (STRAHNET)/Department of Defense (DOD) Coordination – STRAHNET is a designation given to roads that provide defense access, continuity, and emergency capabilities for movements of personnel and equipment. It includes routes and connectors, to connect individual installations to the routes.  
The MPO works with Ft. Campbell Post's planning department and the air quality departments in order to improve collaboration and coordination, performance management and project delivery. The MPO understands the importance of identifying traffic safety issues, bridge capabilities, pavement conditions and congestion issues on military routes and connectors.
4. Planning and Environmental Linkages (PEL) – represents an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carry them through project development, design, and construction.  
The MPO takes into consideration PEL during the initial planning and NEPA process and will continue with the PEL throughout the project development.
5. Data in Transportation Planning – The MPO selects projects based on performance measures and state set targets.

- 
6. Equity in Transportation Planning – refers to the distribution of impacts and whether that distribution is considered fair and appropriate. The MPO collects data on demographics including race and income during the development of the MTP through the Travel Demand Model. Project decisions are based on the data provided to make sure there is not a negative impact in the EJ areas.

## **H. STATEWIDE PLANNING PRIORITIES**

The MPO works in cooperation with TDOT and KYTC to ensure the statewide planning priorities are incorporated into the planning efforts of the MPO.

During any emergency or unforeseen situations, it is important that the MPO is able to carry out their responsibilities through virtual public involvement (VPI). VPI is a federal and state planning priority. FHWA has promoted VPI through the Every Day Counts (EDC) program and TDOT and KYTC has selected VPI activities as a Statewide Planning Emphasis Area. The MPO has updated the 2020 Participation Plan (PP) for virtual meetings, advertisement, and communication on-line. The MPO has purchased GoToMeet.com software to allow the MPO to hold virtual meetings and allow comments and discussions from the Board and the public. Updates to MPO plans, programs, bylaws the assessment of electronic engagement tools, and activities will integrate and reflect VPI utilization in the metropolitan planning area.

Another important state planning priority is alternative fuels. FHWA has promoted alternative fuels through the Alternative Fuels Corridor Program. TDOT, in a statewide partnership with TDEC and TVA, has made a commitment in Highway Infrastructure Program (HIP) funds for alternative fuels. The MPO will initiate and include planning efforts to incorporate alternative fuels, alternative fuel corridors, infrastructure for air quality and emission control strategies.

Project delivery is a statewide planning priority for TDOT and KYTC. Project delivery is an important part of the MPO planning activity in an effort to increase obligation and expenditure of federal and state funds programmed into the TIP. KYTC has set up the SHIFT program to prioritize projects based on their performance measures to move projects efficiently to completion. The MPO, in coordination with TDOT and KYTC, will incorporate planning efforts to increase project delivery in the TIP and MTP. This planning is through the development of TIP policies to address project delivery, and through the creation of and/or more interaction with committees to communicate project status with local jurisdictions.

## **I. REGIONAL PLANNING PRIORITIES [23 CFR 450.306(a)]**

Under 23 CFR 450.306(a) the MPO, in cooperation with the State and transit operators must develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

**FY2022-FY2023 FUNDING SOURCES:**

MPO	TN	MPO	KY	TOTAL
PL 112 - FEDERAL	\$ 74,868	PL 112 – FEDERAL	\$ 20,800	\$ 95,668
SPR – FEDERAL	\$ 45,166	SPR – FEDERAL	\$ 0	\$ 45,166
STATE	\$ 4,679	STATE	\$ 1,300	\$ 5,979
LOCAL	\$ 25,330	LOCAL	\$ 3,900	\$ 29,230
<b>TOTAL</b>	<b>\$ 150,043</b>	<b>TOTAL</b>	<b>\$ 26,000</b>	<b>\$ 176,043</b>

(WORK TASK I: PROGRAM ADMINISTRATION)

- 
- Make amendments and administrative modifications to the 2045 MTP as needed. (MPO)
  - Work with TDOT and KYTC to advance priorities, and programs within the adopted MTP. (MPO, TDOT, KYTC)
  - Evaluate the existing and future conditions of the transportation system within the MPO area; such as system preservation and maintenance, roadway safety, bike/pedestrian systems, land development patterns, land use and growth strategies, connectivity, congestion and system performance with assistance from consultant services. (MPO, TDOT, KYTC)
  - Evaluate the existing and future demographics such as population and employment trends and forecasts, economic development, financial revenue and revenue forecasts through consultant services. (MPO, TDOT, KYTC)
  - Perform an environmental justice analysis through consultant services.(MPO, TDOT, KYTC)
  - Coordinate with KYTC in the District Transportation Plan development. (MPO, KYTC)
  - Report on MTP project time frames and cost throughout the development of the 2050 MTP to the MPO Executive Board, stakeholders, local government agencies, and public at the quarterly MPO meetings, County Commission, City Council, Planning Commission and other various committees. (MPO)
  - Assist TDOT and KYTC with updates to the Statewide Long Range Plan through coordination of activities. (MPO, TDOT, KYTC)
  - Make administrative modifications to the 2045 MTP performance measures section with revised TDOT's and KYTC's performance measure targets as needed. (MPO, TDOT, KYTC)
  - **Participation Plan (PP)**
    - Encouraged the public participate in all phases of the MPO's planning process through MPO public and virtual meetings, website and surveys. (MPO)
    - Scheduling and conducting Public Meetings when warranted. Working with local news media (print and live) to help disseminate information on plans and meetings. Media outreach may include press conferences, as well as briefings of local newspaper editorial boards, and participation in broadcast news or talk programs. At a minimum, the following area media will be approached: Clarksville Leaf Chronicle Newspaper; Hopkinsville, KY New Era Newspaper; El Crucero, Oak Grove, KY The Eagle Post Newspaper; Other media may be approached: Radio (Austin Peay State University, Fort Campbell); Television - Public Access and Austin Peay State University. (MPO)
    - Managing Public Outreach such as notification of the meetings, which will be made available in a timely manner, to provide adequate (at least 14 days) notice of public meetings and opportunities to comment. Notifications will include newspaper legal

- Perform a Freight Parking Study through consultant services TDOT on call. (MPO)
- **Intelligent Transportation Systems (ITS) Architecture**
  - Updates to 2021 Clarksville Regional Intelligent Transportation Systems (CRITS) architecture. (MPO)

**END PRODUCT AND WORK SCHEDULE:**

END PRODUCT	START DATE	COMPLETION DATE
Development of the 2050 MTP	October 2021	March 2023
Amendments/Modification to the 2045 MTP (as needed)	October 2021	September 2023
Update Performance Measure Targets in MTP	October 2021	September 2023
Review and Update to the PP if needed	Oct 2021, Oct 2022	Dec 2021, Dec 2022
Maintain Database of groups/committees/stakeholders/boards	Throughout FY2022-FY2023	September 2023
Media and Public Outreach	October 2021	September 2023
Develop a Bike/Pedestrian Plan.	October 2021	September 2022
Freight/Congestion Management Corridor Study	January 2022	September 2023
Develop a Congestion Management Plan	July 2022	September 2023
Freight Parking Study	March 2023	September 2023
Updates, Sponsorship, Boost Points under SHIFT and CHAF Prioritization Plan Process	January 2023	September 2023
Annual CMAQ Report and UPAC System Entry	Nov 2021, Nov 2022,	Jan 2022, Jan 2023
Public Air Quality Education – during public meetings, and announcements	Throughout FY (quarterly January, April, July, Oct.)	As Needed
Status reporting to Board and TCC on new air quality standards for Ozone and PM <sup>2.5</sup>	Throughout FY (quarterly January, April, July, Oct.)	As Needed
Perform MOVES analysis for studies/projects/plans	Throughout FY	As Needed
Attend air quality trainings/conferences	Throughout FY	As Needed

**RESPONSIBLE AGENCY(S):** The MPO, TDOT's Long Range Planning Division, the TN Department of Environment & Conservation - Division of Air Pollution Control, the KYTC's Division of Planning, the KY Division for Air Quality, Environmental and Public Protection Cabinet, the KY Division of Environmental Analysis, EPA, FHWA, and FTA.

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<b>TOTALS</b>	<b>1,873,589</b>	<b>107,745</b>	<b>360,654</b>	<b>2,341,988</b>
Note: Budgeted revenues are funds to be programmed and available for FY2022 expenditures and reflect available funds, as indicated by TDOT and KYTC.				
Note: Federal funds shown are from TEA-21, SAFETEA-LU, MAP-21 and FAST Act. Local funds are shown for illustration purposes only. Local funds have not been fully obligated at this time.				
* FHWA PL/ FHWA PL (5303) - 80% Federal/5% State Match/15% Local Match (PL includes air quality)				
** FTA-5303 KY and SPR TN – 80% Federal/20% Local Match				

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**FY2022-FY2023 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>TDOT MATCH (5%)</b>	<b>MPO MATCH (15%)</b>	<b>KY PL 112 (80%)</b>	<b>KYTC MATC H (5%)</b>	<b>MPO MATCH (15%)</b>	<b>TN PL (5303) (80%)</b>	<b>TDOT MATCH (5%)</b>	<b>MPO MATCH (15%)</b>	<b>KY FTA 5303 (80%)</b>	<b>MPO MATCH (20%)</b>	<b>TOTALS</b>
I. Program Admin.	45,166	11,292	74,868	4,679	14,038	20,800	1,300	3,900	0	0	0	0	0	176,043
II. Data Collection, Maintenance and Analysis	10,000	2,500	50,000	3,125	9,375	10,000	625	1,875	0	0	0	0	0	87,500
III. Short Range Planning	25,000	6,250	50,000	3,125	9,375	20,000	1,250	3,750	0	0	0	0	0	118,750
IV. Long Range Planning	25,000	6,250	430,000*	26,875	80,625	50,000	3,125	9,375	0	0	0	0	0	631,250
V. Multimodal Planning	0	0	0	0	0	0	0	0	129,838	8,115	24,345	44,500	11,126	217,924
VI. Special Studies	0	0	120,000	7,500	22,500	0	0	0	0	0	0	0	0	150,000
<b>TASK TOTALS</b>	<b>105,166</b>	<b>26,292</b>	<b>724,868</b>	<b>45,304</b>	<b>135,913</b>	<b>100800</b>	<b>6,300</b>	<b>18,900</b>	<b>129,838</b>	<b>8,115</b>	<b>24,345</b>	<b>44,500</b>	<b>11,126</b>	<b>1,381,467</b>
Carry-over Funds			578,246	36,140	108,421				190,171	11,886	35,657			960,521
<b>TOTALS:</b>	<b>105,166</b>	<b>26,292</b>	<b>1,303,114</b>	<b>81,444</b>	<b>244,334</b>	<b>100800</b>	<b>6,300</b>	<b>18,900</b>	<b>320,009</b>	<b>20,001</b>	<b>60,002</b>	<b>44,500</b>	<b>11,126</b>	<b>2,341,988</b>

\*\$200,000.00 of carry-over funds were added to Task IV. Long Range Planning\*

**TABLE 3  
FY2022-FY2023 FUNDING SOURCES BY AGENCY**

AGENCY	FEDERAL HIGHWAY ADMINISTRATION (FHWA)								FED. TRANSIT ADMIN. (FTA)		TOTAL
	Federal CPG TN PL 80%	TDOT Match CPG TN PL 5%	Local Match CPG TN PL 15%	Federal KY PL 80%	KYTC Match KY PL 5%	Local Match KY PL 15%	Federal TN SPR 80%	Local Match SPR 20%	KY FTA-5303 80%	Local Match KY FTA-5303 20%	
TDOT	\$0	101,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,445
KYTC	\$0	\$0	\$0	\$0	\$6,300	\$0	\$0	\$0	\$0	\$0	\$6,300
FHWA TN PL	\$1,303,114	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,303,114
FHWA TN PL/5303	\$320,009	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,009
FHWA TN SPR	\$0	\$0	\$0	\$0	\$0	\$0	\$105,166	\$0	\$0	\$0	\$105,166
FHWA KY PL	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$0	\$0	\$0	\$100,800
FTA KY 5303	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,500	\$0	\$44,500
MPO	\$0	\$0	\$304,336	\$0	\$0	\$18,900	\$0	\$26,292	\$0	\$11,126	\$360,654
<b>TOTALS</b>	<b>\$1,623,123</b>	<b>\$101,445</b>	<b>\$304,336</b>	<b>\$100,800</b>	<b>\$6,300</b>	<b>\$18,900</b>	<b>\$105,166</b>	<b>\$26,292</b>	<b>\$44,500</b>	<b>\$11,126</b>	<b>\$2,341,988</b>

## RESOLUTION 2022-06

### APPROVING A RECLASSIFICATION TO THE CLARKSVILLE URBANIZED AREA FUNCTIONAL ROADWAY CLASSIFICATION SYSTEM

**WHEREAS**, the Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-Aid Highway System by July 1, 1976. This legislative requirement is still effective today; and

**WHEREAS**, the functional classification is the process by which streets and highways are grouped into classes or systems according to the character of services they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather most travel involves movement through a network of roads; and

**WHEREAS**, the functional classification defines the nature of this channelization process by defining the part that any particular road or streets should play in serving the flow of trips through a highway network; and

**WHEREAS**, the functional classification changes affect the following roadway within the Tennessee portion of the MPO: adding Excell Road for 1.45 miles, from SR-112/Madison Street to SR-12/Ashland City Hwy as a major collector, which is shown on the attached map; and

**WHEREAS**, the Technical Coordinating Committee members do agree said action is needed to update and modify the functional classification system to reflect transportation needs and safety issues along SR-12 and within the southeast area of the Tennessee portion of the MPO; and

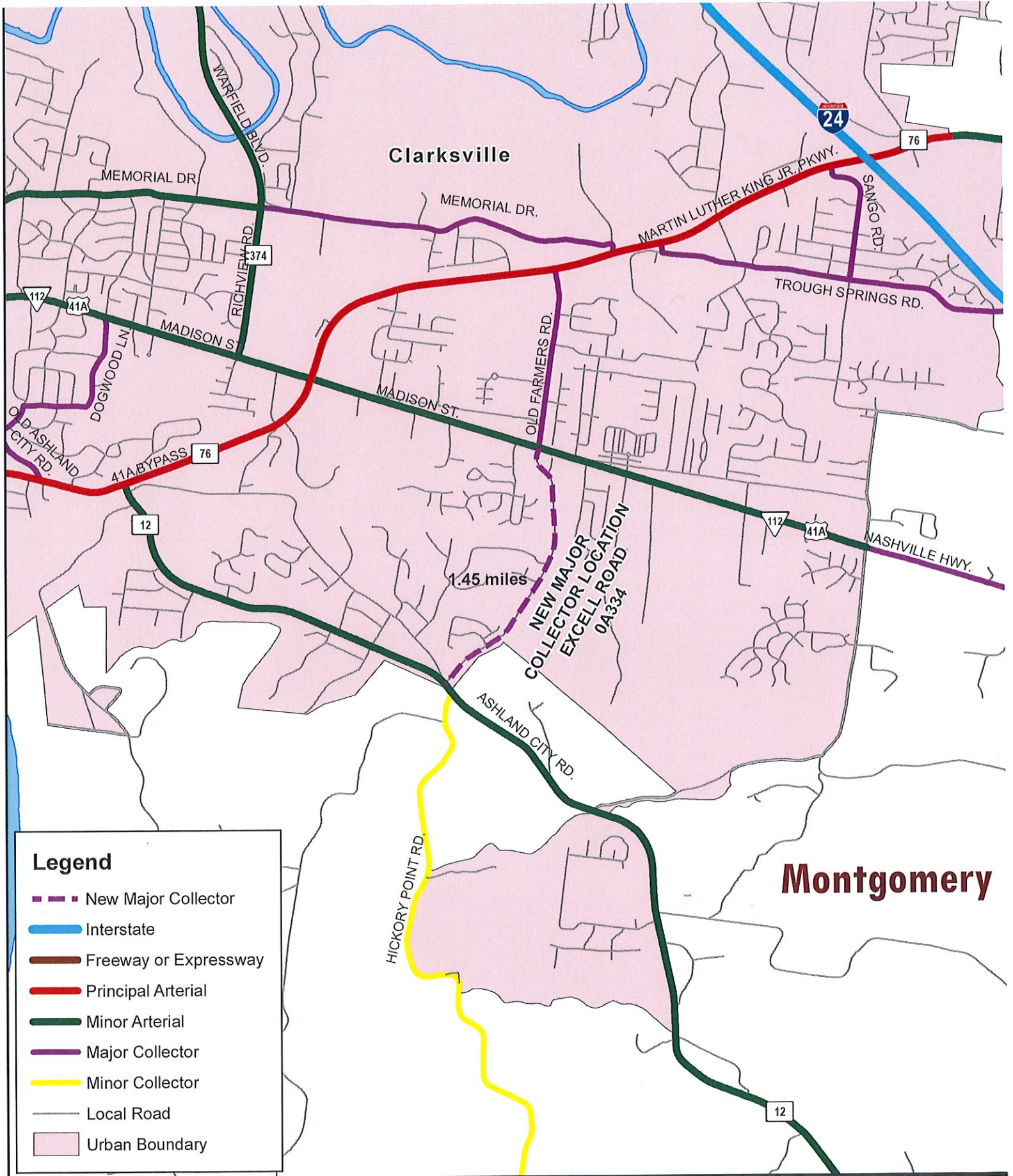
**NOW THEREFORE BE IT RESOLVED**, that the Metropolitan Planning Organization's Executive Board approves the functional classification change on the Functional Roadway Classification System within the Tennessee portion of the MPO.

**RESOLUTION APPROVED:** July 21, 2022

**Authorized Signature:**

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Mayor Pitts, Chairman  
Executive Board

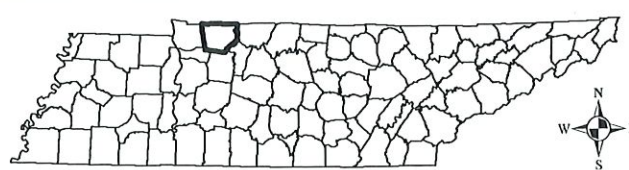


**Legend**

- - - New Major Collector
- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Urban Boundary

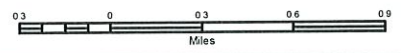


Prepared by  
 Tennessee Dept. of Transportation  
 Long Range Planning Division  
 GIS Mapping  
 Date: 5/27/2022



**MONTGOMERY COUNTY**

TENNESSEE  
 Functional Classification System  
 Revision Map



**RESOLUTION 2022-07**  
**ADOPTION OF ESTABLISHED TARGETS FOR TRANSIT ASSET MANAGEMENT (TAM)**  
**PERFORMANCE MEASURES**

**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 2015 the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation and MPOs; and

**WHEREAS**, the Clarksville Transit System that operates the public transportation in the MPO's planning area have developed their current targets for transit asset management and have communicated their targets to the MPO; and

**WHEREAS**, 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management (TAM) Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

**WHEREAS**, the TAM Performance Measure Targets are depicted in "Attachment A" attached to this resolution; and

**WHEREAS** the Clarksville MPO, with concurrence from the TCC, accept the TAM Targets provided by CTS as the MPO's Targets, and agrees to plan and program projects that contribute toward the accomplishment of the CTS's Targets;

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves and adopts that the Clarksville MPO will accept the established Targets for TAM Performance Measure provided by CTS as the MPO's Targets, and agrees to plan and program projects so that they contribute toward the accomplishment of the TAM Performance Measure Targets.

**Resolution Approval Date:** July 21, 2022

**Authorized Signature:**

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

**Attachment A:**

		NTD REPORTING YEAR FY- 2022			PERFORMANCE TARGET YEAR FY- 2023		
Asset Class/ ULB	Number of Assets in State of Good Repair (Current Year)	Number of Assets in SGR Backlog	Percent of Assets in State of Good Repair Backlog	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)	
<b>Rolling Stock State of Good Repair (SGR)</b>							
BU Bus/ 14 years	18	0	0.00%	20	0	0.00%	
CU Cutaway/ 10 years	7	0	0.00%	7	0	0.00%	
MV Minivan / 8 years	0	0	0.00%	0	0	0.00%	
RT Rubber-tired vintage trolley/8 years	0	0	0.00%	0	0	0.00%	
VN Van/ 8 years	9	0	0.00%	10	1	9.09%	
<b>Facilities State of Good Repair:</b>							
Facility Type	Asset Description	Current FY Facility Asset (TERM Rating)	Current% < TERM3 0.00%	Next FY Performance Target (TERM Rating)	Target % < TERM 3 0.00%		
Administrative Facility	Building A	3		4			
Maintenance Facility	Building B	4		4			
Administrative Facility	Building C	3		4			
Maintenance Facility	Vehicle Sheds	4		4			
Passenger Facility	Transit Center	4		4			
<b>Equipment State of Good Repair (Support Vehicles Only)</b>							
		NTD REPORTING YEAR FY- 2022			PERFORMANCE TARGET YEAR FY- 2023		
Asset Class/ ULB	Number of Assets in State of Good Repair (Current Year)	Number of Assets in SGR Backlog	Percent of Assets in State of Good Repair Backlog	Number of Assets in State of Good Repair (Current)	Number of Assets in SGR Backlog	Performance Target (% in Backlog)	
AO Automobile/8 years	0	0	0.00%	0	0	0.00%	
Other Rubber Tired Vehicle	16	3	15.79%	17	2	10.53%	
<b>Future Years Projection – Rolling Stock</b>							
Asset Class	FY2024 SGR	FY2024 Backlog	FY2024 % Backlog	FY2025 SGR	FY2025 Backlog	FY2025 % Backlog	
BU Bus/ 14 years	20	0	0.00%	20	0	0.00%	
CU Cutaway/ 10 years	7	0	0.00%	7	0	0.00%	
MV Minivan / 8 years	0	0	0.00%	0	0	0.00%	
RT Rubber-tired vintage trolley/8 years	0	0	0.00%	0	0	0.00%	
VN Van/ 8 years	10	1	9.09%	6	5	45.45%	
<b>Future Years -Equipment Projection-</b>							
Asset Class	FY2024 SGR	FY2024 Backlog	FY2024 % Backlog	FY2025 SGR	FY2025 Backlog	FY2025 % Backlog	
Administration equipment	1	0	0.00%	1	0	0.00%	



AO Automobile/8 years	1	0	0.00%	1	0	0.00%
Other Rubber Tired Vehicle	15	3	16.67%	12	6	33.33%

## NTD Narrative Report

### Rolling Stock

CTS saw improvement in rolling stock for VN Van from FY19, but no changes in BU Bus. There is no improvement anticipated in FY21 for BU Bus as there are not any vehicles ordered at the moment. There is a plan in place to order new vans that will be due to arrive later in FY21 or early FY22.

### Equipment

There was a change in the FY20 SOG Backlog, from having (1) automobile in 2019 to (0) automobiles in 2020. Other rubber tire vehicles for FY20 remained consistent with FY19 with 5 vehicles in SOG backlog. There are not any plans in place currently to replace any of the vehicles in this backlog.

### Facilities

Currently all buildings involved with CTS have a term rating of 4 except for building A that is the administrative/maintenance facility. This facility will be undergoing improvements in FY21 & FY22 that should improve the term score. These planned improvements include updated flooring, updated paint, and new pavement around the building and in the roadways.

## Condition Assessment Detail and Life-Cycle Requirements

Asset Description	Maintenance Status	
	TERM Condition	TERM Quantities
Bus Fleet Condition	Excellent (TERM=5)	0
	Good (TERM=4)	14
	Adequate (TERM=3)	1
	Marginal (TERM=2)	7
	Poor (TERM=1)	0
	<b>TERM Score Average:</b>	<b>3.32</b>
Cutaway Fleet Condition	Excellent (TERM=5)	0
	Good (TERM=4)	3
	Adequate (TERM=3)	0
	Marginal (TERM=2)	4
	Poor (TERM=1)	0
	<b>TERM Score Average:</b>	<b>2.86</b>
Van Fleet Condition	Excellent (TERM=5)	0
	Good (TERM=4)	4
	Adequate (TERM=3)	0
	Marginal (TERM=2)	6
	Poor (TERM=1)	0
	<b>TERM Score Average:</b>	<b>2.80</b>
Mini-Van Fleet Condition	Excellent (TERM=5)	0
	Good (TERM=4)	0
	Adequate (TERM=3)	0
	Marginal (TERM=2)	0
	Poor (TERM=1)	0
	<b>TERM Score Average:</b>	<b>N/A</b>
Support Vehicle Condition	Excellent (TERM=5)	2
	Good (TERM=4)	11
	Adequate (TERM=3)	3
	Marginal (TERM=2)	3
	Poor (TERM=1)	1
	<b>TERM Score Average:</b>	<b>3.50</b>
Other Equipment Condition	Excellent (TERM=5)	4
	Good (TERM=4)	2
	Adequate (TERM=3)	1
	Marginal (TERM=2)	2
	Poor (TERM=1)	0
	<b>TERM Score Average:</b>	<b>3.89</b>

Projected Life-Cycle Investments				
Asset Category	Fiscal Year	Projected Costs	Amount Requested	Amount Funded
Rolling Stock				
Equipment	FY-2025	\$200,000.00	-	-
Facility Life-Cycle Investments (Secondary Assets TERM < 3)				
Admin & Maint	Number of Projects	Projected Costs	Amount Requested	Amount Funded
Bldg A	2	\$80,000.00		
Bldg B				
Bldg C	1	\$40,000.00		
Vehicle Sheds				
Passenger & Parking	Quantity	Projected Costs	Amount Requested	Amount Funded
Transit Center	1	\$10,000.00		

**RESOLUTION 2022-08**  
**ADOPTION OF CLARKSVILLE TRANSIT SYSTEM**  
**PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

**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 2015 the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation and MPOs; and

**WHEREAS**, the Clarksville Transit System that operates the public transportation in the MPO's planning area has developed their Public Transportation Agency Safety Plan (PTASP). The PTASP final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems; and

**WHEREAS**, the locally developed Participation Plan has been followed. The 14 -day public review period began on July 6, 2022 and ended July 20, 2022. Said document was made available for review; and

**WHEREAS** the Clarksville MPO, with concurrence from the TCC, accept the CTS's Safety Plan provided by CTS, and agrees to plan and program projects that contribute toward the accomplishment of the CTS's Safety Plan; and

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves and adopts that the Clarksville MPO accepts the CTS's Safety Plan, and agrees to plan and program projects so that they contribute toward the accomplishment of CTS's Safety Plan.

**Resolution Approval Date:** July 21, 2022

**Authorized Signature:**

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

**RESOLUTION 2022-09**

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

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

**WHEREAS**, to amend the FY2020-FY2023 TIP to add TIP project #61 Construction. Funding for FY2023 is from the awarding of the Improve Act for \$741,108 total funds with \$555,831 TN Improve Act funds and \$185,277 local match; and add FY2023, 5339 funds with \$158,892 total funds with \$127,114 federal, \$15,889 TN State match and \$15,889 local match.

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

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

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

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #10 to be made part of the FY2020-2023 TIP.

Resolution Approval Date: July 21, 2022

Authorized Signature:

\_\_\_\_\_  
Mayor Joe Pitts, Chairperson  
MPO Executive Board

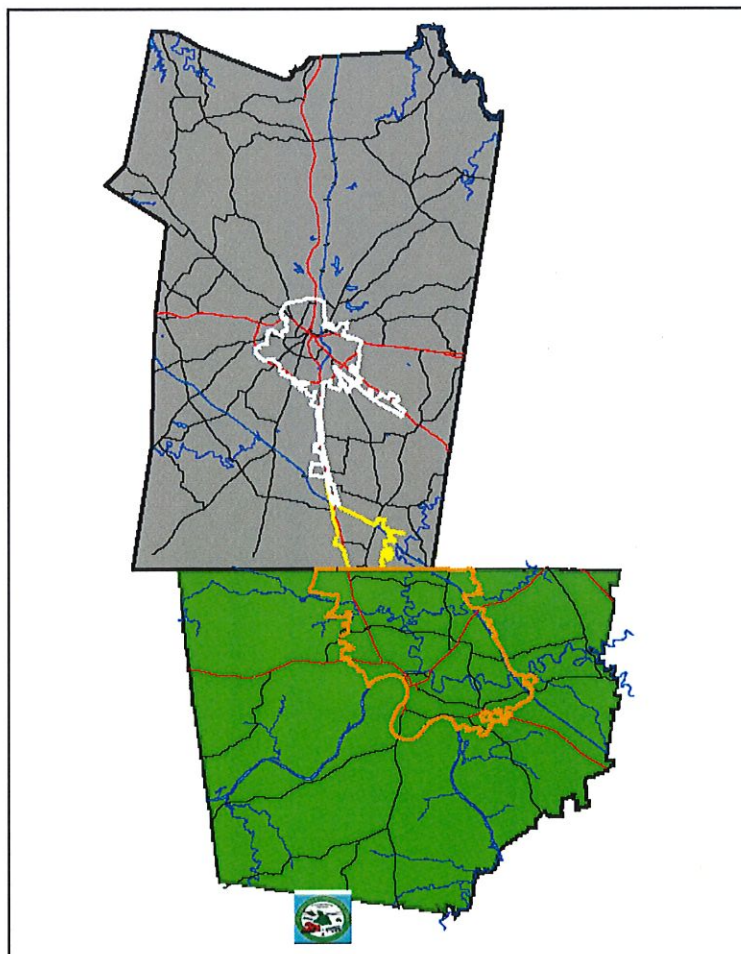
# CUAMPO

Amendment 10  
7-21-22  
New

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

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2021"/>	<input type="text" value="ACQUIRE"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2022"/>	<input type="text" value="ACQUIRE"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2023"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="Improve Act"/>	<input type="text" value="741,108"/>	<input type="text" value="0"/>	<input type="text" value="555,831"/>	<input type="text" value="185,277"/>
<input type="text" value="2023"/>	<input type="text" value="ACQUIRE"/>	<input type="text" value="5339"/>	<input type="text" value="158,892"/>	<input type="text" value="127,114"/>	<input type="text" value="15,889"/>	<input type="text" value="15,889"/>

Remarks  Amendment Number  Adjustment Number



## Clarksville Transit System

Table 4

NEW July 21, 2022

Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
FTA-5307(KY)Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 314,042.00
FTA-5307(TN)Operating Assistance	\$ 1,923,888.00	\$ 3,500,000.00	\$ 3,349,176.00	\$ 3,375,975.00
FTA-5307(TN) Capital	\$ 2,619,337.00	\$ 1,600,399.00	\$ 2,098,879.00	\$ 1,220,127.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 528,000.00	\$ 176,000.00	\$ 1,033,113.00
FTA-5310	\$ 168,000.00	\$ 260,000.00	\$ 260,000.00	\$ 40,000.00
State Operating	\$ 960,100.00	\$ 500,000.00	\$ 1,010,884.00	\$ 1,126,366.00
State Improve Act				\$ 555,831.00
State 5307 Capital Match	\$ 327,417.00	\$ 62,286.00	\$ 33,215.00	\$ 156,231.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 94,941.00	\$ 22,000.00	\$ 141,506.00
State 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
Local Operating	\$ 1,272,014.00	\$ 500,000.00	\$ 1,483,274.00	\$ 2,378,286.00
Local Improve Act Match				\$ 185,277.00
Local 5307 Capital Match	\$ 327,417.00	\$ 62,287.00	\$ 27,216.00	\$ 152,516.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 94,942.00	\$ 22,000.00	\$ 128,595.00
Local 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
<b>Total</b>	<b>\$ 10,782,044.00</b>	<b>\$ 8,082,798.00</b>	<b>\$ 8,855,870.00</b>	<b>\$ 10,817,865.00</b>
<b>Amount Programmed to be Spent</b>				
FTA-5307(KY)Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 314,042.00
FTA-5307(TN)Operating Assistance	\$ 1,923,888.00	\$ 3,500,000.00	\$ 3,349,176.00	\$ 3,375,975.00
FTA-5307(TN) Capital	\$ 2,619,337.00	\$ 1,600,399.00	\$ 2,098,879.00	\$ 1,220,127.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 528,000.00	\$ 176,000.00	\$ 1,033,113.00
FTA-5310	\$ 168,000.00	\$ 260,000.00	\$ 260,000.00	\$ 40,000.00
State Operating	\$ 960,100.00	\$ 500,000.00	\$ 1,010,884.00	\$ 1,126,366.00
State Improve Act	\$ -	\$ -	\$ -	\$ 555,831.00
State 5307 Capital Match	\$ 327,417.00	\$ 62,286.00	\$ 33,215.00	\$ 156,231.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 94,941.00	\$ 22,000.00	\$ 141,506.00
State 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
Local Operating	\$ 1,272,014.00	\$ 500,000.00	\$ 1,483,274.00	\$ 2,378,286.00
Local Improve Act Match	\$ -	\$ -	\$ -	\$ 185,277.00
Local 5307 Capital Match	\$ 327,417.00	\$ 62,287.00	\$ 27,216.00	\$ 152,516.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 94,942.00	\$ 22,000.00	\$ 128,595.00
Local 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
<b>Total</b>	<b>\$ 10,782,044.00</b>	<b>\$ 8,082,798.00</b>	<b>\$ 8,855,870.00</b>	<b>\$ 10,817,865.00</b>
<b>Amount Remaining</b>				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -

FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -
Local 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
Local 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
Local 5339 Match	\$ -	\$ -	\$ -	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -

\* 5307 for Kentucky is Operating Assistance Only

## Clarksville Transit System

Table 4

OLD July 21, 2022

Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
FTA-5307(KY)Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 314,042.00
FTA-5307(TN)Operating Assistance	\$ 1,923,888.00	\$ 3,500,000.00	\$ 3,349,176.00	\$ 3,375,975.00
FTA-5307(TN) Capital	\$ 2,619,337.00	\$ 1,600,399.00	\$ 2,098,879.00	\$ 1,220,127.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 528,000.00	\$ 176,000.00	\$ 905,999.00
FTA-5310	\$ 168,000.00	\$ 260,000.00	\$ 260,000.00	\$ 40,000.00
State Operating	\$ 960,100.00	\$ 500,000.00	\$ 1,010,884.00	\$ 1,126,366.00
State 5307 Capital Match	\$ 327,417.00	\$ 62,286.00	\$ 33,215.00	\$ 156,231.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 94,941.00	\$ 22,000.00	\$ 125,617.00
State 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
Local Operating	\$ 1,272,014.00	\$ 500,000.00	\$ 1,483,274.00	\$ 2,378,286.00
Local 5307 Capital Match	\$ 327,417.00	\$ 62,287.00	\$ 27,216.00	\$ 152,516.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 94,942.00	\$ 22,000.00	\$ 112,706.00
Local 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
<b>Total</b>	<b>\$ 10,782,044.00</b>	<b>\$ 8,082,798.00</b>	<b>\$ 8,855,870.00</b>	<b>\$ 9,917,865.00</b>
<b>Amount Programmed to be Spent</b>				
FTA-5307(KY)Operating Assistance*	\$ 308,226.00	\$ 814,943.00	\$ 308,226.00	\$ 314,042.00
FTA-5307(TN)Operating Assistance	\$ 1,923,888.00	\$ 3,500,000.00	\$ 3,349,176.00	\$ 3,375,975.00
FTA-5307(TN) Capital	\$ 2,619,337.00	\$ 1,600,399.00	\$ 2,098,879.00	\$ 1,220,127.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 528,000.00	\$ 176,000.00	\$ 905,999.00
FTA-5310	\$ 168,000.00	\$ 260,000.00	\$ 260,000.00	\$ 40,000.00
State Operating	\$ 960,100.00	\$ 500,000.00	\$ 1,010,884.00	\$ 1,126,366.00
State 5307 Capital Match	\$ 327,417.00	\$ 62,286.00	\$ 33,215.00	\$ 156,231.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 94,941.00	\$ 22,000.00	\$ 125,617.00
State 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
Local Operating	\$ 1,272,014.00	\$ 500,000.00	\$ 1,483,274.00	\$ 2,378,286.00
Local 5307 Capital Match	\$ 327,417.00	\$ 62,287.00	\$ 27,216.00	\$ 152,516.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 94,942.00	\$ 22,000.00	\$ 112,706.00
Local 5310 Match	\$ 21,000.00	\$ 32,500.00	\$ 32,500.00	\$ 5,000.00
<b>Total</b>	<b>\$ 10,782,044.00</b>	<b>\$ 8,082,798.00</b>	<b>\$ 8,855,870.00</b>	<b>\$ 9,917,865.00</b>
<b>Amount Remaining</b>				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -



FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -
Local 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
Local 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
Local 5339 Match	\$ -	\$ -	\$ -	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -

\* 5307 for Kentucky is Operating Assistance Only

# eSTIP Project Report



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
1	124656.00	11.63	TDOT

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
I-24	\$223,100,000.00

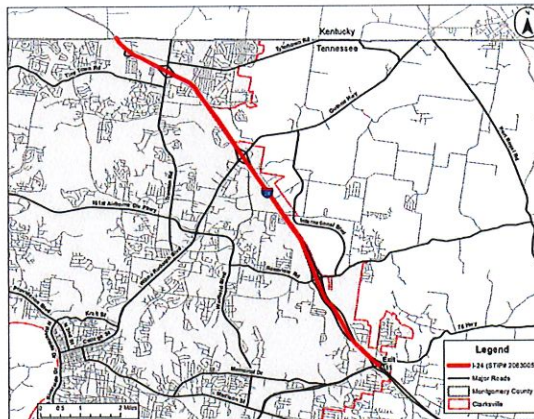
**Project Name:**  
I-24

**Termini**  
From west of SR-48 (Exit 1) near Kentucky State line to near SR-76 (Exit 11) (IA)

**Project Description**  
Widening interstate from 4 lane to 6 lane

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
301 (Table 11.8) pg 11-16	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-N	NHPP	\$1,000,000	\$800,000	\$200,000	\$0
2023	PE-D	NHPP	\$2,000,000	\$1,600,000	\$400,000	\$0
<b>Total</b>			<b>\$3,000,000</b>	<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>



# eSTIP Project Report



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
6	101463.03	2.90	TDOT

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
SR-374PROP	\$43,200,000.00

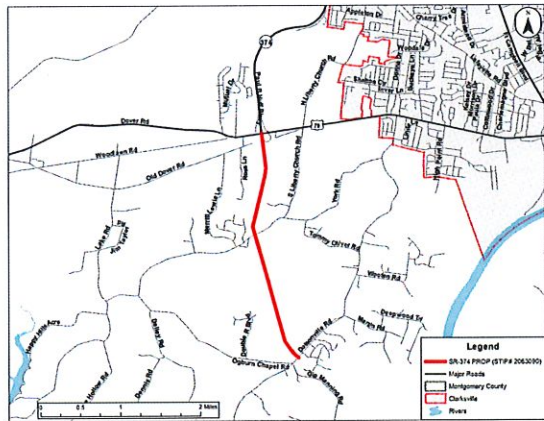
**Project Name:**  
SR-374 Prop

**Termini**  
From SR-76(US-79) to South of Dotsonville Road in Clarksville (Re-Budgeted ROW & Stage Const.) (IA)

**Project Description**  
Construct four 12-foot lane and 10-foot shoulders on four-lane divided ROW.

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
E+C 1;Table 11-3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	HPP	\$2,400,000	\$1,920,000	\$480,000	\$0
2023	ROW	STBG-S	\$800,000	\$640,000	\$160,000	\$0
<b>Total</b>			<b>\$3,200,000</b>	<b>\$2,560,000</b>	<b>\$640,000</b>	<b>\$0</b>



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<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
12	123071.00	3.70	TDOT

**County:**  
Montgomery

**Route** **Total Project Cost**  
SR-48 \$47,400,000.00

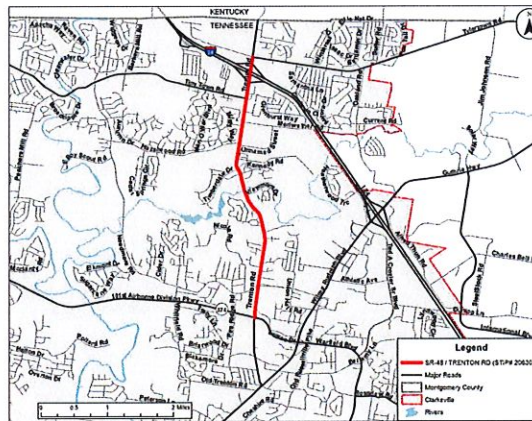
**Project Name:**  
SR-48/Trenton Road

**Termini**  
(Trenton Road), From near SR-374 to near I-24 (IA)

**Project Description**  
Widen from 2 lanes to 5 lanes along existing alignment

**Long Range Plan #** **Conformity Status**  
E+C 7; Table 11-3 pg 11-5 Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	STBG-S	\$1,200,000	\$960,000	\$240,000	\$0
2024	ROW	STBG-S	\$20,000,000	\$16,000,000	\$4,000,000	\$0
<b>Total</b>			\$21,200,000	\$16,960,000	\$4,240,000	\$0



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
13		1.40	KYTC

**County:**

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
SR-911	\$14,810,000.00

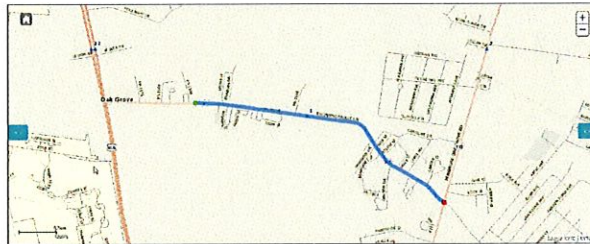
**Project Name:**  
02-180.20; KY-911 Christian County

**Termini**  
KY-911, BMP: 0.448 to EMP: 1.844

**Project Description**  
Widen KY 911 to a 3 lane from the Department of Defense Railroad to KY 115. (Section 2) (D, R, U under 20180) (2018BOP)

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
E+C 4; Table11-3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	STBG-KY	\$8,000,000	\$6,400,000	\$1,600,000	\$0
<b>Total</b>			\$8,000,000	\$6,400,000	\$1,600,000	\$0



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
14			KYTC

**County:**  
Christian

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
I-24	\$700,000.00

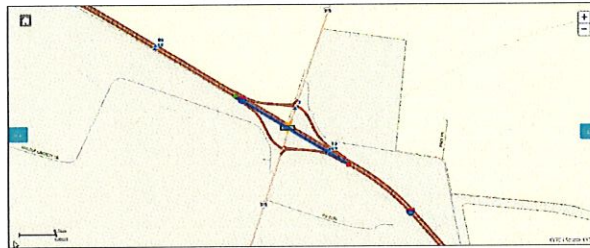
**Project Name:**  
2-80103.0000; I-24/KY115 interchange

**Termini**  
I-24/KY115 interchange

**Project Description**  
Address safety issues by installing interchange lighting

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Table 11.3 page 11/6	Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/CONST	SPP	\$700,000	\$0	\$700,000	\$0
<b>Total</b>			\$700,000	\$0	\$700,000	\$0



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
15		4.00	KYTC

**County:**

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
SR-115	\$15,810,000.00

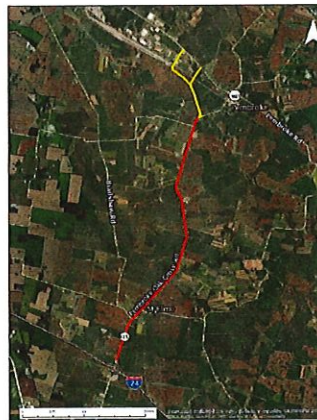
**Project Name:**  
2-8954.00; KY-115 Christian County

**Termini**  
From I-24 (MP2.901) to Anderson Road (MP 6.87). (16CCN) \*MPO area goes only to KY1453/Elmo Rd. The additional length to Anderson Rd is under KYTC

**Project Description**  
To improve and widen KY-115

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Table 11.3; pg 11/6	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	SPP	\$1,360,000	\$0	\$1,360,000	\$0
2026	ROW	SPP	\$1,590,000	\$0	\$1,590,000	\$0
2026	UTILITIES	SPP	\$3,140,000	\$0	\$3,140,000	\$0
<b>Total</b>			\$6,090,000	\$0	\$6,090,000	\$0



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
37	126803.00		TDOT

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$3,500,000.00

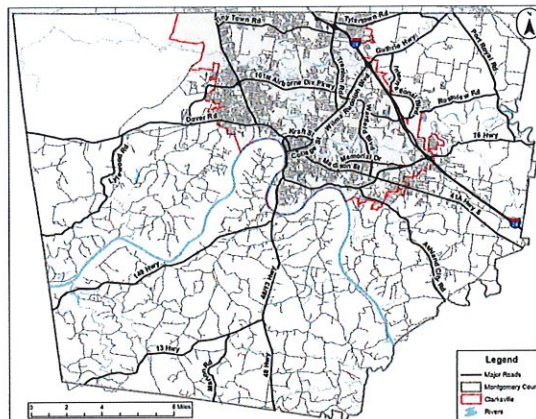
**Project Name:**  
National Highway System Preservation & Operations (NHPP) Grouping

**Termini**  
CLARKSVILLE MPO - NATIONAL HIGHWAY SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

**Project Description**  
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Section 9.1, pg 9.1	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	Const	NHPP	\$2,960,000	\$2,368,000	\$592,000	\$0
2024	CONST	NHPP	\$2,910,000	\$2,328,000	\$582,000	\$0
2025	CONST	NHPP	\$2,375,000	\$1,900,000	\$475,000	\$0
2026	CONST	NHPP	\$1,890,000	\$1,512,000	\$378,000	\$0
<b>Total</b>			<b>\$10,135,000</b>	<b>\$8,108,000</b>	<b>\$2,027,000</b>	<b>\$0</b>





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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
38	126804.00		TDOT

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$6,503,000.00

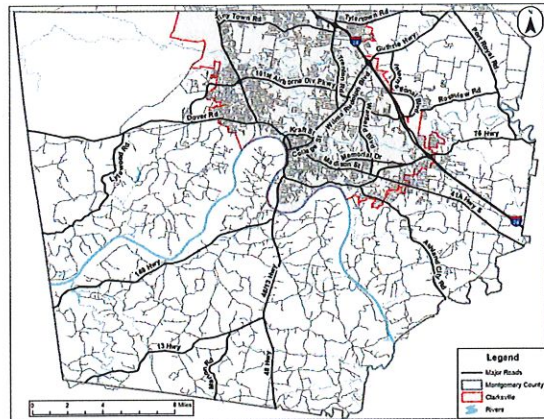
**Project Name:**  
Safety (Highway Hazard Elimination)

**Termini**  
CLARKSVILLE MPO - SAFETY - URBAN GROUPING

**Project Description**  
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Table 11.3, 11.6; pg 9-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	Const	HSIP	\$480,000	\$432,000	\$48,000	\$0
2023	Const	HSIP-R	\$35,000	\$31,500	\$3,500	\$0
2024	CONST	HSIP-R	\$35,000	\$31,500	\$3,500	\$0
2024	CONST	HSIP	\$60,000	\$54,000	\$6,000	\$0
2025	CONST	HSIP-R	\$20,000	\$18,000	\$2,000	\$0
2025	CONST	HSIP	\$30,000	\$27,000	\$3,000	\$0
2026	CONST	HSIP	\$30,000	\$27,000	\$3,000	\$0
2026	CONST	HSIP-R	\$10,000	\$9,000	\$1,000	\$0
<b>Total</b>			<b>\$700,000</b>	<b>\$630,000</b>	<b>\$70,000</b>	<b>\$0</b>



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
40	126805.00		TDOT

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$2,850,000.00

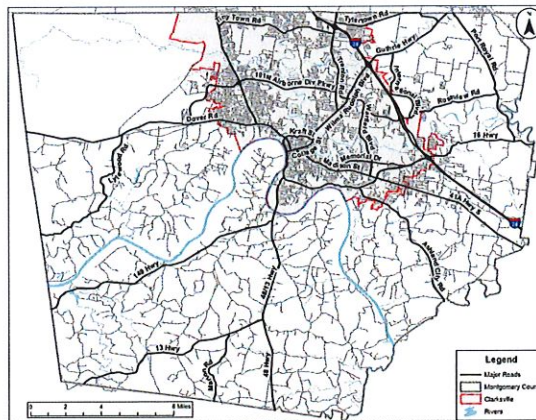
**Project Name:**  
Surface Transportation System Preservation & Operation (STBG) Grouping

**Termini**  
CLARKSVILLE MPO - SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

**Project Description**  
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Section 9.1, pg 9.2	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	Const	STBG-S	\$2,326,000	\$1,860,800	\$465,200	\$0
2024	CONST	STBG-S	\$2,035,250	\$1,628,200	\$407,050	\$0
2025	CONST	STBG-S	\$1,163,000	\$930,400	\$232,600	\$0
2026	CONST	STBG-S	\$290,750	\$232,600	\$58,150	\$0
<b>Total</b>			<b>\$5,815,000</b>	<b>\$4,652,000</b>	<b>\$1,163,000</b>	<b>\$0</b>



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
50	127899.00	2.50	Clarksville

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
SR-79	\$1,195,440.00

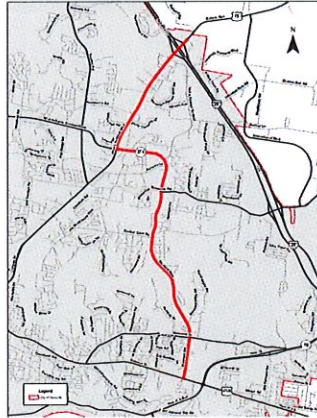
**Project Name:**  
Wilma Rudolph Blvd Adaptive Signal System (ITS)

**Termini**  
Wilma Rudolph Blvd corridor from Industrial park Access Rd/Alfred Thun Rd to SR-374

**Project Description**  
Implement an adaptive signal system for 10 signals along the Wilma Rudolph Blvd corridor; develop detour flush plans for I-24 along SR-374/Warfield Blvd, from Wilma Rudolph Blvd to Madison St; DSRC equipment; addition of 2 CCTV cameras installed along both.

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
pg8-46;Table11-11,pg11-29	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	CMAQ	\$81,000	\$81,000	\$0	\$0
2023	CONST	CMAQ	\$955,440	\$955,440	\$0	\$0
<b>Total</b>			<b>\$1,036,440</b>	<b>\$1,036,440</b>	<b>\$0</b>	<b>\$0</b>



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
55		0.00	Montgomery County

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
SR-12	\$3,304,000.00

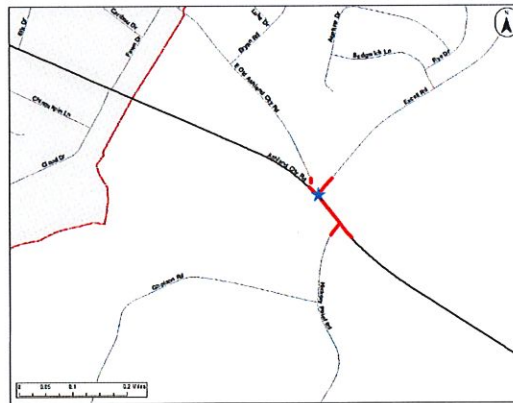
**Project Name:**  
SR-12/Ashland City Road

**Termini**  
Intersection with Excell Rd; Hickory Point Rd; and East Old Ashland City Rd

**Project Description**  
Intersection Improvements - Install Signal at Excell Rd; closure of E. Old Ashland City Rd; Dedicated turn lanes and improved radii at all intersecting roadways.

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
page 10-18	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	STBG-L	\$228,060	\$182,448	\$0	\$45,612
2023	ROW	STBG-L	\$263,700	\$210,960	\$0	\$52,740
2024	CONST	STBG-L	\$2,786,900	\$2,229,520	\$0	\$557,380
<b>Total</b>			<b>\$3,278,660</b>	<b>\$2,622,928</b>	<b>\$0</b>	<b>\$655,732</b>



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
56	123122.03	0.20	Clarksville

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$4,155,952.00

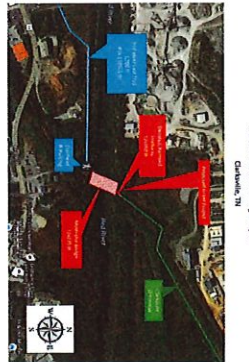
**Project Name:**  
Red River Pedestrian Bridge

**Termini**  
Near SR-13/US-79 (Kraft Street) in Clarksville

**Project Description**  
Construct a multi-modal greenway connector and pedestrian bridge from a trailhead on southside of Red River to an existing greenway on the north. Includes landscaping, signage, fencing, pedestrian lighting and pedestrian amenities.

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
pages 6-32, 8-26	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-TA	\$2,272,791	\$1,818,233	\$0	\$454,558
2023	CONST	LOCAL	\$1,586,161	\$0	\$0	\$1,586,161
<b>Total</b>			\$3,858,952	\$1,818,233	\$0	\$2,040,719



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<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
66	112874.00	1.50	Clarksville

**County:**

Montgomery

**Route**

SR-237

**Total Project Cost**

\$13,800,000.00

**Project Name:**

Dunbar Cave Road/Rossvie Road

**Termini**

SR-237(Rossvie Road), From I-24 to 400' West of Keysburg Road; Realignment of Dunbar Cave Rd with Cardinal Lane

**Project Description**

SR-237 (Rossvie Road): Widen Rossvie Road from 2 lanes to 5 lanes from I-24 to Cardinal Lane with signal; 3 lane from Cardinal Lane to Keyburg Rd-transition to 2 lanes. Dunbar Cave Rd realign from E of John Ross Rd to Cardinal Lane; Cul-de-sac north end of former Dunbar Cave Rd.

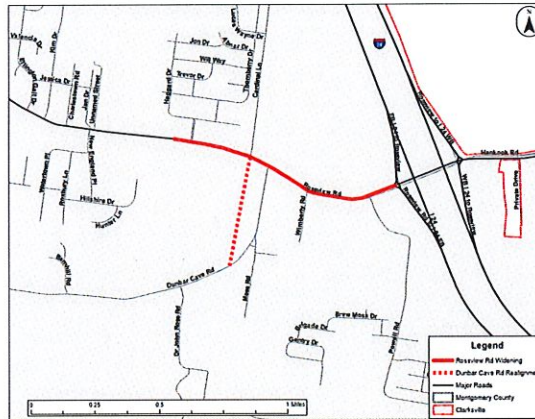
**Long Range Plan #**

E+C 3; Table 11-3;pg 11-5

**Conformity Status**

Non-Exempt

<u>FY</u>	<u>Phase</u>	<u>Fund Code</u>	<u>Total Funds</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Local Funds</u>
2023	CONST	HIP	\$1,002,211	\$801,769	\$200,442	\$0
2023	CONST	STBG-L	\$7,000,000	\$5,600,000	\$0	\$1,400,000
<b>Total</b>			<b>\$8,002,211</b>	<b>\$6,401,769</b>	<b>\$200,442</b>	<b>\$1,400,000</b>



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
70	121387.00	0.40	Montgomery County

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
O-	\$2,688,000.00

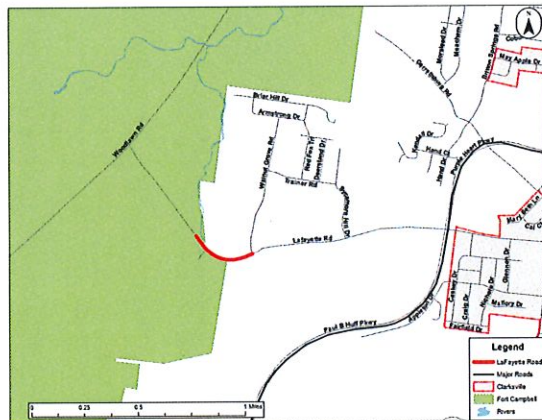
**Project Name:**  
LaFayette Road

**Termini**  
From Walnut Grove Road 1,940 feet to/thru Ft. Campbell Gate

**Project Description**  
Reconstruction and widening of approximately 1,940 feet of LaFayette Rd. The widening will consist of four 12' lanes with paved shoulders that transition from 10' wide to a 2.5' curb and gutter on both sides of the roadway. The center lane will be tapered from 5 lanes into a 4 lane section for entry into the gate. \*EFL Project Mgmt phase, FLAP funding \$38,000.00\*

<b>Long Range Plan #</b>	<b>Conformity Status</b>
#106; Table 11.3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-L	\$250,000	\$200,000	\$0	\$50,000
<b>Total</b>			\$250,000	\$200,000	\$0	\$50,000



# eSTIP Project Report



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
71	130293.00	3.10	Montgomery County

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
SR-237	\$31,210,000.00

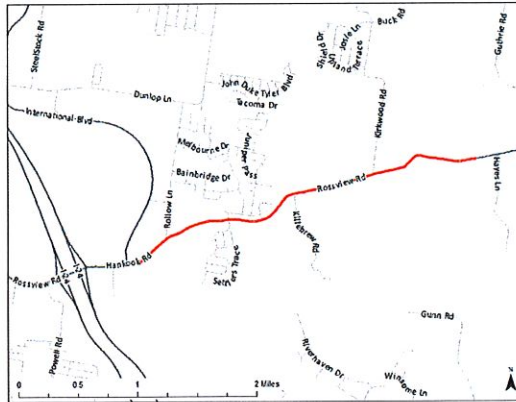
**Project Name:**  
Rossview Road/SR-237 widening

**Termini**  
Rossview Road/SR-237, from east of International Blvd to east of Kirkwood Road

**Project Description**  
Rossview Rd/SR-237-widen from 2 lanes to 4/5 lanes from east of International Blvd to east of Kirkwood Road then transition back to 2 lanes. Sidewalks will be provided.

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Table 11.4 pg11/7; ID#517	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	LOCAL	\$8,000,000	\$0	\$0	\$8,000,000
2024	UTILITIES	LOCAL	\$8,500,000	\$0	\$0	\$8,500,000
<b>Total</b>			<b>\$16,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,500,000</b>





# eSTIP Project Report



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
75		3.60	Clarksville

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$44,950,000.00

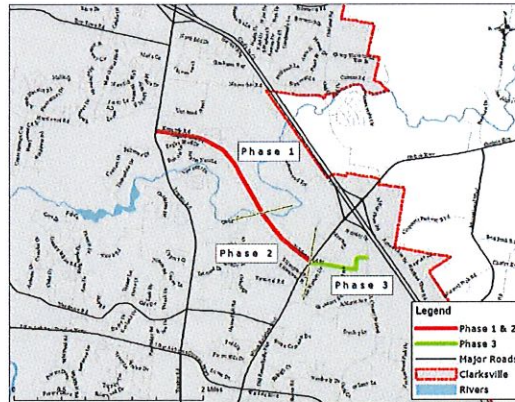
**Project Name:**  
Spring Creek Pkwy (Northeast Connector)-Phase 1\* and Phase 2\*

**Termini**  
From Ted Crozier Blvd to Trenton Road/SR-48

**Project Description**  
Construct a new 4/5 lane roadway (Phase 1\*-all local funds/from Trenton Rd to the Spring Creek; Phase 2\*-local funds through ROW. Const with L-STBG funds/ from the Spring Creek to Wilma Rudolph Blvd. Phase 3, from Wilma Rudolph Blvd to Ted Crozier Blvd.) Phase 3 does not have funding shown in this TIP.) PE was completed for all 3 phases with local funds.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
#104; Table 11.3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	LOCAL	\$12,000,000	\$0	\$0	\$12,000,000
2024	CONST	STBG-L	\$20,000,000	\$16,000,000	\$0	\$4,000,000
2025	CONST	STBG-L	\$3,000,000	\$2,400,000	\$0	\$600,000
<b>Total</b>			\$35,000,000	\$18,400,000	\$0	\$16,600,000



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
20		0.00	CTS

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$0.00

**Project Name:**  
Bus Stop Shelters

**Termini**  
System-wide as needed

**Project Description**  
Install passenger shelters at major stops

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2024	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2025	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2026	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
<b>Total</b>			<b>\$340,000</b>	<b>\$272,000</b>	<b>\$34,000</b>	<b>\$34,000</b>



# eSTIP Project Report



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
24		0.00	CTS

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$0.00

**Project Name:**  
Support Facilities & Equipment

**Termini**  
Administration Building and Transit Centers

**Project Description**  
Support Equipment, Electronic Farebox System and Vehicle Locator Equipment and Miscellaneous Support Equipment/Components and Parts

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2024	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2025	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2026	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
<b>Total</b>			\$12,000	\$9,600	\$1,200	\$1,200



**eSTIP Project Report**



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
25		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

**Project Name:**  
Associated Capital Maintenance

**Termini**  
Maintenance Building

**Project Description**  
Major replacement parts for buses such as engines, transmissions, alternators, tires, etc.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2024	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2025	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2026	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
<b>Total</b>			<b>\$460,000</b>	<b>\$368,000</b>	<b>\$46,000</b>	<b>\$46,000</b>



# eSTIP Project Report



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
26		0.00	CTS

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$0.00

**Project Name:**  
Support Vehicles

**Termini**  
System wide

**Project Description**  
Purchase replacement support vehicles

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2024	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2025	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2026	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
<b>Total</b>			\$200,000	\$160,000	\$20,000	\$20,000



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
28		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

**Project Name:**  
Facility Renovation & Rehabilitation & New

**Termini**  
Administration-Maintenance Building Area/New Facilities

**Project Description**  
Renovations and Rehab and New Construction

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2024	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2026	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
<b>Total</b>			\$20,000	\$16,000	\$2,000	\$2,000



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
32		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

**Project Name:**  
Computer Hardware

**Termini**  
Administration/Maintenance & Transit Center

**Project Description**  
Purchase new and replacement computers and hardware

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2024	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2026	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
<b>Total</b>			<b>\$20,000</b>	<b>\$16,000</b>	<b>\$2,000</b>	<b>\$2,000</b>



**eSTIP Project Report**



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
33		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

**Project Name:**  
Computer Software

**Termini**  
Administration/Maintenance & Transit Center

**Project Description**  
Software support, upgrades and customization

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2023	PURCHASE	5303	\$40,000	\$32,000	\$2,000	\$6,000
2024	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2024	PURCHASE	5303	\$40,000	\$32,000	\$2,000	\$6,000
2025	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2025	PURCHASE	5303	\$40,000	\$32,000	\$2,000	\$6,000
2026	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
<b>Total</b>			<b>\$400,000</b>	<b>\$320,000</b>	<b>\$34,000</b>	<b>\$46,000</b>





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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
35		0.00	CTS

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
-	\$0.00

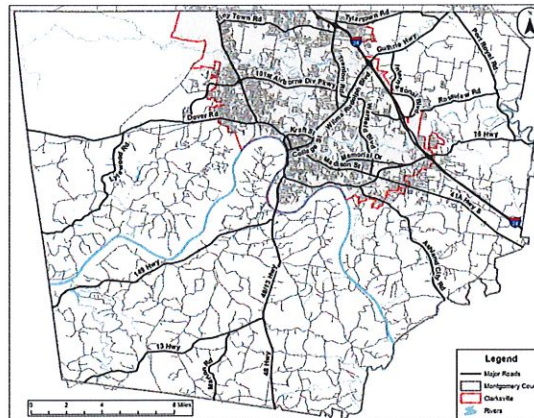
**Project Name:**  
Operating Assistance (Tennessee)

**Termini**

**Project Description**  
Operating Assistance (Tennessee)

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
2024	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
2025	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
2026	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
<b>Total</b>			<b>\$15,340,900</b>	<b>\$7,297,508</b>	<b>\$4,021,696</b>	<b>\$4,021,696</b>



# eSTIP Project Report



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**ID**                      **PIN #**  
36

**Length in Miles**

**Lead Agency**  
CTS

**County:**  
Christian

**Route**    **Total Project Cost**  
-    \$2,489,928.00

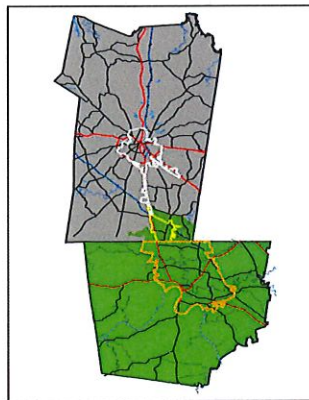
**Project Name:**  
Operating Assistance (Kentucky)

**Termini**

**Project Description**  
Operating Assistance (Kentucky)

**Long Range Plan #**    **Conformity Status**  
Figure 10.1; pg 10-4    Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$622,482	\$311,241	\$0	\$311,241
2024	OPERATIONS	5307	\$622,482	\$311,241	\$0	\$311,241
2025	OPERATIONS	5307	\$622,482	\$311,241	\$0	\$311,241
2026	OPERATIONS	5307	\$622,482	\$311,241	\$0	\$311,241
<b>Total</b>			\$2,489,928	\$1,244,964	\$0	\$1,244,964



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
58		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

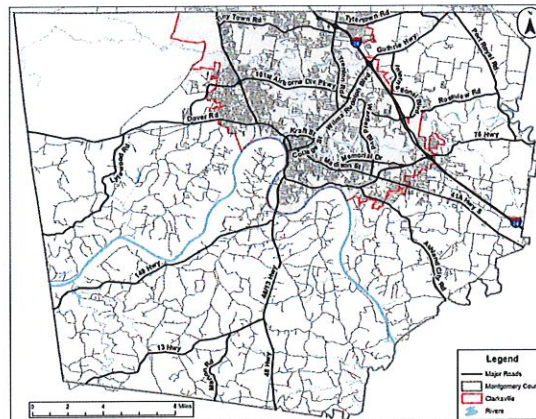
**Project Name:**  
Non Fixed Route ADA Paratransit Service

**Termini**  
System wide as needed

**Project Description**  
Paratransit Services available system wide

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2024	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2025	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2026	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
<b>Total</b>			<b>\$1,367,156</b>	<b>\$1,093,724</b>	<b>\$136,716</b>	<b>\$136,716</b>



# eSTIP Project Report



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<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
59		0.00	CTS

**County:**  
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$40,000.00

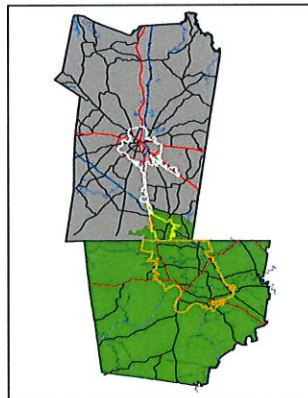
**Project Name:**  
Engineering and Design (Transit)

**Termini**  
System Wide

**Project Description**  
Engineering and Design work as needed

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	5307	\$40,000	\$32,000	\$4,000	\$4,000
<b>Total</b>			\$40,000	\$32,000	\$4,000	\$4,000



# eSTIP Project Report



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<b><u>ID</u></b>	<b><u>PIN #</u></b>	<b><u>Length in Miles</u></b>	<b><u>Lead Agency</u></b>
61		0.00	CTS

**County:**  
Montgomery

<b><u>Route</u></b>	<b><u>Total Project Cost</u></b>
O-	\$900,000.00

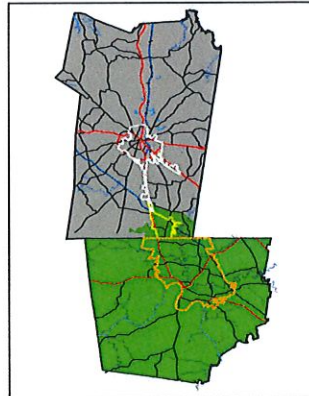
**Project Name:**  
Construction (Transit)

**Termini**  
System wide

**Project Description**  
Construction as needed  
CTS awarded Improve Act for open-air bus storage and maintenance facility.

<b><u>Long Range Plan #</u></b>	<b><u>Conformity Status</u></b>
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	IMPROVE ACT	\$741,108	\$0	\$555,831	\$185,277
2023	PURCHASE/REBUILD	5339	\$158,892	\$127,114	\$15,889	\$15,889
<b>Total</b>			<b>\$900,000</b>	<b>\$127,114</b>	<b>\$571,720</b>	<b>\$201,166</b>



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
62		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

**Project Name:**  
Preventive Maintenance

**Termini**  
System wide

**Project Description**  
Preventive Maintenance Work

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$795,635	\$636,508	\$79,563	\$79,564
2024	OPERATIONS	5307	\$795,635	\$636,508	\$79,563	\$79,564
2025	OPERATIONS	5307	\$795,635	\$636,508	\$79,563	\$79,564
2026	OPERATIONS	5307	\$795,635	\$636,508	\$79,563	\$79,564
<b>Total</b>			<b>\$3,182,540</b>	<b>\$2,546,032</b>	<b>\$318,252</b>	<b>\$318,256</b>



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<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
63		0.00	CTS

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
-	\$0.00

**Project Name:**  
Paratransit Vehicles

**Termini**  
Paratransit Purchases System wide as needed

**Project Description**  
Purchase Replacement and Expansion ADA Paratransit Vehicles ( Diesel and Hybrid)

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5310	\$316,476	\$263,158	\$26,659	\$26,659
2023	PURCHASE	5339	\$165,152	\$132,121	\$16,515	\$16,516
<b>Total</b>			<b>\$481,628</b>	<b>\$395,279</b>	<b>\$43,174</b>	<b>\$43,175</b>

