



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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AGENDA

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

Date: Thursday, January 19, 2023

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 website

- 1) Review, discussion and adoption of the minutes from the October 19, 2022 meeting;
- 2) Review, discussion and adoption of Resolution 2023-01 to support the PM2 and PM3 targets set by KYTC and TDOT;
- 3) Review and discussion of the FY2022 Obligation Report, which can be found on the www.cuampo.com home page or at the link below:
<http://www.cuampo.com/wp-content/uploads/2022/12/FY2022-Obligation-Report.pdf>
- 4) Review of the Prioritization of TDOT State Projects;
 - A. Two Committed Projects:
 - a) SR-48/Trenton Rd, from near SR374 to near I-24
 - b) Clarksville Welcome Center Renovation (IA)
 - B. Three Proposed Projects:
 - a) I-24, From west of SR-48 (Exit 1) near Kentucky State Line to near SR-76 (Exit 11) (IA)
 - b) SR-374, from SR-76 (US-79) to Dotsonville Road in Clarksville (Re-Budgeted ROW & Stage Const.) (IA)
 - c) SR-149, From SR-374 to River Road; SR-374, From SR-149 to Dotsonville Road in Clarksville Re-Budgeted ROW (IA)
- 5) Update on a request from Doug Briggs, Chief, Highways for National Defense to add KY788, Gate 7 Rd, in Christian County, to the NHS as a STRAHNET Connector. It would connect Fort Campbell to I-24 via the US 41A STRAHNET Connector.
- 6) Update on Clarksville Transit System's CPT-HST and COA studies.
- 7) Federal update on Census Urbanized Areas and TMA designation by Sean Santalla, FHWA-TN;

- 8) Update by Marc Corrigan, TDEC, on air quality;
- 9) Updates from TDOT and KYTC representatives;
- 10) New Business – members of the public and/or MPO members;
- 11) Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
October 19, 2022 @ 2:00 pm

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

Members Present (in-person and virtually):

Mayor Golden*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Jonathan Russell*	Rep. Tennessee Dept. of Transportation (TDOT)
Jared Jeffers*	Rep. Kentucky Transportation Cabinet (KYTC)
Holly Boggess*	City Of Hopkinsville, CDS
Scott Graves*	CTS
Martin Nuss*	Rep. City of Oak Grove
Anna Emerson*	GNRC
Stacy Morrison	TDOT
Brian Hurst	TDOT
Ihab Habib	CSD
Lee Harrell	County Chief of Staff
Kat McClung	TDOT
Jennifer Marshall	TDOT
Antoine Hawkins	TDOT
Ashley Owens	TDOT
Marc Corrigan	TDEC
Angela Herndon	PADD
Jeff Tyndall	RPC
Daniel Morris	RPC
Sarah Cook	RPC
Jill Hall	MPO
Stan Williams	MPO

*Voting members

Mayor Pitts called the meeting to order and thanked everyone for their attendance. Mayor Pitts then introduced the new County Mayor, Wes Golden, which was the first item on the agenda. Mayor Golden said he was glad to be here. Mayor Pitts then asked the Executive Board to introduce themselves. Ms. Emerson was representing GNRC and Ms. Boggess was representing the City of Hopkinsville.

Item #2 on the agenda was the election of Chairperson and Vice Chairperson for the MPO Executive Board. Mr. Williams explained that the Mayors rotated these two position between each other. Mayor Golden nominated Mayor Pitts for the Chairperson position and Mr. Graves seconded the nomination. Mr. Nuss nominated Mayor Golden as the Vice Chairperson and Mr. Graves seconded the nomination. There were no comments and the nominations were approved unanimously.

Item #3 on the agenda was the review, discussion, and adoption of the minutes from the July 21, 2022 meeting. There were no comments to the minutes. Mr. Graves made the motion to adopt the minutes and Mr. Nuss seconded the motion. The minutes were adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2022-10 for the FY2023-FY2026 TIP and the associated Conformity Determination Report (CDR). Mr. Williams said the TIP consisted of federally funded and/or regionally significant transportation improvement projects within the MPO area and had been made available to the public, local, state, and federal agencies for their review and input. The TIP had a 14 day review period and had followed the Participation Plan. The MPO had not received any comments on the FY2023-FY2026 TIP. Mayor Golden made the motion to adopt Resolution 2022-10 and Mr. Graves seconded the motion. The Resolution was adopted unanimously.

Item #5 on the agenda was the review, discussion and adoption of Resolution 2022-11 to support the PM1 Safety targets set by KYTC and TDOT for FY2023. Mr. Williams stated the MAP-21, FAST Act and the current BIL mandate the establishment of a performance and outcome based program for transportation decisions. A national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The MPO decided to support each STATE's targets and shown in Attachment A to the resolution. The MPO had not received any comments on the Safety targets for FY2023. Mayor Golden made the motion to adopt Resolution 2022-11 and Mr. Graves seconded the motion. The Resolution was adopted unanimously.

Item #6 on the agenda was the TDOT presentation on project ranking by Brian Hurst. Mr. Hurst stated that after discussions/visits with the MPOs last year, TDOT realized there needed to be changes made to the project ranking process and delivery time. He said TDOT made the changes and is encouraged that the new process will improve the project delivery process. Each MPO area will have projects either committed or proposed for all projects in the project development process. If the project is committed then the project no longer has to be ranked and the project will be funded through the construction phase within five years. The MPO has two committed projects currently: Trenton Road and the TDOT Welcoming Center. The proposed projects will need to be ranked. The MPO has three proposed projects. The ranking system will determine the next proposed project to move into the committed category once the other committed projects are completely funded through construction. Mr. Russell said that the five years was for the funding but that the construction phase could take two to three years to complete after the funding is in place. Mr. Hurst said that TDOT was exploring other alternative delivery methods for very expensive projects, such as the I-24 widening.

Item #7 on the agenda was the updates on:

1. 2050 Metropolitan Transportation Plan- Mr. Williams stated that the first step for the 2050 MTP was the travel demand model. The MPO has been busy collecting data through the consultants, TDOT and KYTC modeling division and the MPO. From the development schedule November will be the first opportunity for public input. The first draft is due June 9th and the second draft will be at the end of August. On or before January 19, 2024 the Executive Board will adopt the 2050 MTP.

2. Safe Streets and Roads for All (SS4A) – Action Plan 2022 Grant Application – the MPO worked with the consultants and the City Grant Writer and reviewed five years of crash data to submit the application. Of the crash data 48% occurred at intersections. The next step will be for the implementation plan.
3. Project Delivery Issues by the TN MPO Association to TDOT – Mr. Williams handed out a three page Project Delivery Feedback and Recommendations from the TN MPO Association for TDOT. This discussed the challenges and concerns of the MPOs and potential improvement to address the problems. Under coordination there is a need to provide consistent and clear direction and notify the MPOs when changes to the process are made. Most recently there was a substantial change to NEPA process, that caused the Dunbar Cave/Rossvie Rd project to be stopped. Mr. Williams said TDOT has not yet responded to the concerns in the handout but will relay to the Board their responses at the January meeting. Ms. Emerson said that Nashville has been working for a year on improving the process for project delivery. TDOT is responsible for the oversight and there is work needed to make improvements from all agencies involved.
4. CTS's Comprehensive Operations Analysis (COA) Update – the COA is an important document for CTS. The plan is to have the RFP out by the end of the year or January and have the COA completed in approximately 8-9 months.

Item #8 was the federal update by Sean Santalla, FHWA-TN. Mr. Santalla did not attend the meeting or virtually. Mayor Pitts went on to Item #9 on the agenda

Item #9 on the agenda was an update by Marc Corrigan with TDEC, on air quality. Mr. Corrigan said at a previous meeting that EPA approved a Limited Maintenance Plan for the Montgomery County portion of the Clarksville 1997 8-hour maintenance area effective in January (January 3, 2022). He stated on September 30th, EPA published a final rule approving KY Energy and Environment Cabinet's Limited Maintenance Plan for the Christian County, KY's portion of the 1997 8-hour ozone Maintenance area. This rule will become effective October 31st. This maintenance plan is for the second-half of the Clean Air Act mandated 20 year maintenance period. This second maintenance plan assures continued maintenance of the 1997 8-hour ozone National Ambient Air Quality Standard through the remainder of the maintenance period - through February 24, 2026. Barring any future designation for any applicable NAAQS, this plan, among other things, sets the date after which transportation conformity no longer needs to be demonstrated on the Christian County portion of the maintenance area.

He said we are closing in on the end of ozone season, October 31st. One of the documents he provided, titled "Preliminary 2022 Ozone Exceedance Data" indicates the dates and locations of preliminary ozone exceedances this ozone season. It is nice to notice the column for the Hopkinsville monitor does not have any exceedances listed. The second document, "Preliminary Tennessee Ozone Data for 2020-2022" indicates the preliminary ozone design value if we take into consideration the preliminary ozone readings this ozone season. It looks like the Hopkinsville

monitor will have a preliminary design value of 0.059 ppm, where the 2015 ozone standard is 0.070 ppm – one of the lowest ozone design values in the table.

Item #10 on the agenda was new business from members of the public and/or MPO members. Mr. Nuss said that safety design standards could be changed or reviewed to prevent accidents. He gave as examples: sidewalks are one foot back from the curb and unless restricted by ROW, should be further away from the roadway for safety concerns of the pedestrians; and in TN, he has noticed the 1 ¼” gutter edge that slows traffic while the vehicle is turning into the roadway. The vehicle doesn't move out of the line of oncoming traffic quickly enough due to slowing for the gutter edge.

Dr. Habib said he has been in discussions with TDOT this morning on implementing and reviewing standards to adopt.

Mr. Nuss said there should be discussions with KYTC on the widening of I-24 to make sure TDOT and KYTC coordinate the project's timing/development. He said he is still waiting to see what will be developed along KY115 and I-24 ramp, but should know within 3 to 6 months.

Item #11 Mayor Pitts made the motion to adjourn the meeting and Mr. Graves seconded the motion. The meeting was adjourned.

Dated: October 19, 2022

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2023-01
ADOPTION TO SUPPORT THE PM2 BRIDGE AND PAVEMENT PERFORMANCE MEASURE TARGETS AND PM3 SYSTEM PERFORMANCE MEASURE FOR THE STATE OF TENNESSEE AND THE STATE OF KENTUCKY

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

WHEREAS, in 2015 Congress passed Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions and in 2021 the Bipartisan Infrastructure Law was passed that continues the performance based targets; and

WHEREAS, the PM2 Bridge Performance Management Measures require State DOTs and MPOs to establish 2-year and 4-year for PM2 Bridge Performance Measure Targets. States are required to establish minimum standards for the percentage of bridges in poor condition and good condition on the total NHS, in which the percentage of bridges in poor condition do not exceed 10.0%; and

WHEREAS, the PM2 Pavement Performance Measures require State DOTs and MPOs to establish 2-year and 4-year for PM2 Pavement Performance Measure Targets. States are required to establish minimum standards for the percentage of pavements in poor condition and good condition on the Interstate system and non-Interstate system, in which the percentage of pavements in poor condition do not exceed 5.0%; and

WHEREAS, the PM3 System Performance Measures require State DOTs and MPOs to establish 2-year and 4-year Targets for Interstate reliability, non-Interstate NHS reliability, freight reliability, peak hour excessive delay (PHED), non-single occupancy vehicle (non-SOV) travel, and on road mobile source emissions measure. The emissions measure is not applicable to the Clarksville MPO area; and

WHEREAS, the PM2 Bridge and Pavement Performance Measure Targets, and the PM3 System Performance Measure Targets adopted by the States are depicted in "Attachment A" attached to this resolution; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, will support each individual State's PM2 Bridge and Pavement Performance Measure Targets, and the PM3 System Performance Measure Targets;

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves that the Clarksville MPO will support each individual State's PM2 Bridge Performance Measure Targets, PM2 Pavement Performance Measure Targets, and PM3 System Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward the accomplishment of each State's PM2 Bridge, PM2 Pavement, and PM3 System Performance Measure Targets.

Resolution Approval Date: January 19, 2023

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM2 Bridge and PM2 Pavement Performance Measures Targets for 2023 Performance Period:

Pavement Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2024 Target	KYTC 2026 Target
% Good Interstate	70.8%	58.0%	58.0%	N/A	N/A	50.0%
% Poor Interstate	0.2%	1.0%	1.0%	N/A	N/A	3.0%
% Good Non-Interstate NHS	40.3%	36.0%	36.0%	78.9%	35.0%	35.0%
% Poor Non-Interstate NHS	4.1%	6.0%	6.0%	4.3%	6.0%	6.0%
NHS Bridge Performance						
% Good Condition by Deck Area	32.5%	32.0%	32.0%	34.8%	35.0%	35.0%
% Poor Condition by Deck Area	5.0%	6.0%	6.0%	3.8%	3.7%	3.2%

PM3 System Performance Measures Targets for 2023 Performance Period:

Measure:	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2024 Target	KYTC 2026 Target
Interstate Travel Time Reliability	92.1%	88.2%	88.2%	95.6%	93.0%	93.0%
Non-Interstate NHS Travel Time Reliability	93.4	89.4%	89.4%	N/A	N/A	82.50%
Truck Travel Time Reliability Index	1.32%	1.35%	1.35%	1.24	1.25%	1.25%
Peak Hours Excessive Delay (PHED) Per Capita	N/A	N/A	N/A	N/A	N/A	12.0%
% Non-SOV Travel	N/A	N/A	N/A	17.6%	17.4%	17.4%
Total Emissions Reduction	VOC=54.772 NOx=226.196 PM2.5=10.480	VOC=33.968 NOx=32.670 PM2.5=0.04	VOC=42.072 NOx=50.671 PM2.5=0.08	VOC=4.93 NOx=33.4	VOC= 100 NOx= 100	VOC= 200 NOx= 200

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

**OBLIGATIONS FOR
CLARKSVILLE MPO
FY 2022**

FED FUNDS OBLIGATED: \$51,209,020.77

KYTC Federal Funds
Remainder to be Obligated (all phases)

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP/STIP	
10/18/21	101285.04	HSIP/PHSIP-112(34)	Montgomery	SR-112	(US-41A), From Near F61K24SR-76 to Near Denny Road in Clarksville (Includes Access Roads)	ADJUST CONST	PHSIP	38	(\$245,323.00)	\$4,000,000.00	
10/25/21	127301.00	NH/HSIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	ADJUST CONST	NHPP	37	(\$160,000.00)	\$8,586,040.00	
11/01/21	119830.00	STP-13(66)	Montgomery	SR-13	From Cracker Barrel Drive to International Boulevard (serving Hankook Tire)	CLOSE PROJECT	STBG	10	(\$31,599.62)	\$10,100,000.00	
11/01/21	119830.00	STP-13(66)	Montgomery	SR-13	From Cracker Barrel Drive to International Boulevard (serving Hankook Tire)	CLOSE PROJECT	HIP COVID SUPPL	10	(\$807,754.50)		
11/02/21	131206.00	NH-I-24-9(96)	Montgomery	I-24	Kentucky State Line to east of SR-13	AUTHORIZE CONST	NHPP	37	\$2,675,079.00	\$6,425,000.00	
11/10/21	122006.00	STP-NH-12(62)	Montgomery	SR-12	(Providence Blvd/Ft Campbell Blvd), From near Cave Street to Concord Drive	Re-Establish CONST	STBG	39	\$537,412.00	\$13,381,108.00	
11/10/21	120324.00	STP-NH-12(63)	Montgomery	SR-12	From Concord Drive to Quin Lane	Re-Establish CONST	STBG	39	\$108,787.00	\$13,381,108.00	
12/02/21	130853.00	HSIP-374(20)	Montgomery	SR-374	From SR-112 (Madison Street) to River Run	ADJUST CONST	HSIP	38	\$21,183.00	\$1,375,000.00	
01/25/22	127297.00	NH/HSIP-12(58)	Montgomery	SR-12	From bridge over Red River to Hermitage Road	CLOSE PROJECT	HSIP	38	\$17,387.48	\$3,407,452.00	
01/25/22	127297.00	NH/HSIP-12(58)	Montgomery	SR-12	From bridge over Red River to Hermitage Road	CLOSE PROJECT	NHPP	37	\$20,638.34	\$8,586,040.00	
01/25/22	127301.00	NH/HSIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	CLOSE PROJECT	HSIP	38	(\$6,590.72)	\$3,407,452.00	
01/25/22	127301.00	NH/HSIP-374(18)	Montgomery	SR-374	From bridge over SR-12 (US-41A) to SR-76 (US-79)	CLOSE PROJECT	NHPP	37	(\$41,189.17)	\$8,586,040.00	
02/02/22	101463.03	STP/HPP-374(11)	Montgomery	SR-374 PROP	SR-76 (US-79) to Dotsenville Road in Clarksville (Re-Budgeted ROW & Stage Const.)	AUTHORIZE PE-D	STBG	6	\$800,000.00	\$1,000,000.00	
02/02/22	101463.02	STP-374(13)	Montgomery		SR-149, From SR-374 to River Road; SR-374, From SR-149 to Dotsenville Road in Clarksville Re-Budgeted ROW	AUTHORIZE PE-D	STBG	5	\$1,200,000.00	\$1,500,000.00	
02/11/22	131666.00	STP/HSIP-236(9)	Montgomery	SR-236	From SR-12 (US-41A) to SR-48	AUTHORIZE CONST	STBG	40	\$2,622,880.00	\$9,797,500.00	
02/11/22	131666.00	STP/HSIP-236(9)	Montgomery	SR-236	From SR-12 (US-41A) to SR-48	AUTHORIZE CONST	HSIP	38	\$59,850.00	\$1,750,000.00	
02/14/22	131206.00	NH-I-24-9(96)	Montgomery	I-24	Kentucky State Line to east of SR-13	ADJUST CONST	NHPP	37	\$616,107.00	\$6,425,000.00	
02/14/22	131234.00	STP/HSIP-149(16)*	Montgomery	SR-149	From near the bridge over Weaver Creek to River Rd	AUTHORIZE CONST	STBG	40	\$1,351,880.00	\$9,797,500.00	
02/14/22	131234.00	STP/HSIP-149(16)*	Montgomery	SR-149	From near the bridge over Weaver Creek to River Rd	AUTHORIZE CONST	HSIP	38	\$13,041.00	\$1,750,000.00	
02/14/22	131229.00	STP/HSIP-48(68)	Montgomery	SR-48	From SR-12 (Riverside Drive) to SR-13 (Kraft Street)	AUTHORIZE CONST	STBG	40	\$555,528.00	\$9,797,500.00	
02/14/22	131229.00	STP/HSIP-48(68)	Montgomery	SR-48	From SR-12 (Riverside Drive) to SR-13 (Kraft Street)	AUTHORIZE CONST	HSIP	38	\$31,851.00	\$1,750,000.00	
02/16/22	131668.00	HSIP-112(42)	Montgomery	SR-112	From Madison Street to SR-13 (Kraft Street)	AUTHORIZE CONST	HSIP	38	\$17,316.00	\$1,750,000.00	
02/16/22	131230.00	HSIP-13(92)	Montgomery	SR-13	From SR-13 (Kraft Street) to south of Red River	AUTHORIZE CONST	HSIP	38	\$10,669.00	\$1,750,000.00	
03/09/22	122006.00	STP-NH-12(62)	Montgomery	SR-12	(Providence Blvd/Ft Campbell Blvd), From near Cave Street to Concord Drive	ADJUST CONST	STBG	39	\$0.00	\$13,381,108.00	
03/29/22	120324.00	STP-NH-12(63)	Montgomery	SR-12	From Concord Drive to Quin Lane	ADJUST CONST	STBG	39	\$0.00	\$13,381,108.00	
04/04/22	127547.00	HSIP-R-1882(10)	Montgomery		Dunlop Lane at R.J. Corman R/R; LM 0.78	CLOSE PROJECT	HSIP	38	(\$41,086.46)	\$5,407,452.00	
04/07/22	101285.04	HSIP/PHSIP-112(34)	Montgomery	SR-112	(US-41A), From Near SR-76 to Near Denny Road in Clarksville (Includes Access Roads)	ADJUST ROW	PHSIP	38	\$1,250,000.00	\$4,000,000.00	
04/19/22	132668.00	HSIP-12(66)	Montgomery	SR-12	From near Beech Street to Peachers Mill Road	AUTHORIZE PE-N	HSIP	38	\$54,000.00	\$1,750,000.00	
04/20/22	121038.00	HSIP-76(94)	Montgomery	SR-76	(Martin Luther King Jr. Pkwy), From SR-112 to I-24 Ramp (RSAR) in Clarksville	CLOSE PROJECT	HSIP	38	\$337.88	\$3,407,452.00	
04/20/22	126901.00	STP-EN-NH-12(57)	Montgomery	SR-12	From Quin Lane to Kentucky State Line in Clarksville	ADJUST PE-N & CONST	STBG	39	\$1,997,858.00	\$13,381,108.00	
05/05/22	124656.00	NH-I-24-9(93)	Montgomery	I-24	From west of SR-48 (Exit 1) near Kentucky State Line to near SR-76 (Exit 11)	AUTHORIZE PE-N	NHPP	1	\$800,000.00	\$1,000,000.00	
05/05/22	118293.00	R-PHSIP-13(62)	Montgomery	SR-13	Intersection at Wylma Van Allen Place (Nashville State Community College Campus), LM 22.40 in Clarksville	CLOSE PROJECT	PHSIP	38	\$81,326.33	\$353,125.00	
05/26/22	131234.00	STP/HSIP-149(16)*	Montgomery	SR-149	From near the bridge over Weaver Creek to River Rd	ADJUST CONST	STBG	40	\$44,737.00	\$9,797,500.00	
05/26/22	131234.00	STP/HSIP-149(16)*	Montgomery	SR-149	From near the bridge over Weaver Creek to River Rd	ADJUST CONST	HSIP	38	\$0.00	\$1,750,000.00	
05/26/22	131666.00	STP/HSIP-236(9)	Montgomery	SR-236	From SR-12 (US-41A) to SR-48	AUTHORIZE CONST	STBG	40	\$284,527.00	\$9,797,500.00	
05/26/22	131666.00	STP/HSIP-236(9)	Montgomery	SR-236	From SR-12 (US-41A) to SR-48	AUTHORIZE CONST	HSIP	38	\$0.00	\$1,750,000.00	
05/26/22	131229.00	STP/HSIP-48(68)	Montgomery	SR-48	From SR-12 (Riverside Drive) to SR-13 (Kraft Street)	ADJUST CONST	STBG	40	\$149,813.00	\$9,797,500.00	
05/26/22	131229.00	STP/HSIP-48(68)	Montgomery	SR-48	From SR-12 (Riverside Drive) to SR-13 (Kraft Street)	ADJUST CONST	HSIP	38	\$2,452.00	\$1,750,000.00	
06/27/22	129421.00	NH-13(83)	Montgomery	SR-13	From near SR-12 to SR-48	CLOSE PROJECT	NHPP	37	(\$26,797.48)	\$8,586,040.00	
07/08/22	132731.00	HSIP-REG3(215)	Region 3		ADA Curb Ramp Upgrades on various Routes in District 38	AUTHORIZE CONST	HSIP	38	\$191,079.00	\$1,750,000.00	
07/13/22	129227.00	HSIP-374(19)	Montgomery	SR-374	From Bridge over SR-13 (US-79) to Bridge over SR-12 (US-41A)	CLOSE PROJECT	HSIP	38	\$23,811.24	\$5,407,452.00	
08/02/22	127544.00	HSIP-R00S(419)	Montgomery		Airport Road at R.J. Corman R/R, LM 0.017	WITHDRAW PROJECT	HSIP	38	(\$13,500.00)	\$1,702,726.00	
08/30/22	101463.03	STP/HPP-374(11)	Montgomery	SR-374 PROP	SR-76 (US-79) to Dotsenville Road in Clarksville (Re-Budgeted ROW & Stage Const.)	AUTHORIZE ROW	STBG	6	\$441,916.00	\$1,000,000.00	
08/30/22	101463.03	STP/HPP-374(11)	Montgomery	SR-374 PROP	SR-76 (US-79) to Dotsenville Road in Clarksville (Re-Budgeted ROW & Stage Const.)	AUTHORIZE ROW	HPP	6	\$3,280,123.00	\$4,100,154.00	
09/08/22	131206.00	NH-I-24-9(96)	Montgomery	I-24	Kentucky State Line to east of SR-13	ADJUST CONST	NHPP	37	\$630,000.00	\$6,425,000.00	
09/20/22	101463.04	HPP/STP-374(14)	Montgomery	SR-374 PROP	SR-374/149; SR-76 to West of River Road	ADJUST PE-N	STBG	3	\$800,000.00		
09/20/22	133030.00	STP-M-12(68)	Montgomery	SR-12	Intersections at East Old Ashland City Road, Excell Road and Hickory Point Road	AUTHORIZE PE-N	L-STBG	55	\$20,272.00	\$25,340.00	
09/22/22	101463.05	HPP/STP-149(12)	Montgomery	SR-149; SR-13	SR-149, From River Road to SR-13; SR-13, SR-149 to Zinc Plant Road	PARTIAL CONVERSION OF ADVANCE CONST	STBG	4	\$20,725,287.11		
09/22/22	101463.05	HPP/STP-149(12)	Montgomery	SR-149; SR-13	SR-149, From River Road to SR-13; SR-13, SR-149 to Zinc Plant Road	PARTIAL CONVERSION OF ADVANCE CONST	HIP-L	4	\$4,056,693.00		
09/09/22	02-00180	KYTC responsible agency	Christian	KY911	Widen KY911 from US-41A to Oak Grove	UTILITIES	STBG	13	\$720,000.00	\$14,810,000.00	\$ 6,400,000.00
					Total Federal Funds:				\$44,840,000.43		

Clarksville Transit System (CTS)											
FY2022		Bus Stop Shelters	Montgomery	System wide	Install passenger shelters at major stops			5307	20	\$80,000.00	\$310,850.00
FY2022		Facility Renovation	Montgomery	System wide	Facility Renovation & Rehabilitation & New			5339	28	\$50,000.00	\$1,433,645.00
FY2022		Support Facilities & Eq	Montgomery	System wide	Support Facilities & Equipment			5307	24	\$8,000.00	\$90,000.00
FY2022		Associated Capital Mai	Montgomery	System wide	Associated Capital Maintenance			5307	25	\$92,000.00	\$385,000.00
FY2022		Support Vehicles	Montgomery	System wide	Purchase Replacement Support Vehicles			5339	26	\$56,000.00	\$130,000.00
FY2022		Shop Equipment	Montgomery	System wide	Purchase New and Replacement Shop Equipment			5307	27	\$5,000.00	\$45,000.00
FY2022		Computer Hardware	Montgomery	System wide	Computer Hardware			5307	32	\$20,000.00	\$320,000.00
FY2022		Computer Hardware	Montgomery	System wide	Computer Software			5339	33	\$80,000.00	\$415,000.00

FY2022	Paratransit Services	Montgomery	System-wide	ADA Paratransit Service	5307	58	\$624,000.00	\$2,033,602.00
FY2022	Engineering & Design	Montgomery	System-wide	Engineering and Design	5307	59	\$13,724.00	\$124,310.00
FY2022	Maintenance	Montgomery	System-wide	Preventive Maintenance	5307	62	\$758,698.00	\$3,109,060.00
FY2022	Paratransit Vehicle	Montgomery	System-wide	Purchase Replacement and Expansion ADA Paratransit Vehicles	5310	63	\$260,000.00	\$1,050,000.00
FY2022	Operating Assist. TN	Montgomery	System-wide	Operating Assistance-TN	5307	35	\$3,349,176.00	\$21,265,961.00
FY2022	Operating Assist. KY	Montgomery	System-wide	Operating Assistance-KY	5307	36	\$308,226.00	\$2,675,931.00
FY2022	Paratransit Vehicle	Montgomery	System-wide	Purchase Replacement & Expansion ADA Paratransit Vehicles-Diesel and Hybrid	5310	63	\$260,000.00	\$860,000.00
Total CTS Obligated Funds:							\$5,964,824.00	

Transportation Planning Funds Authorized for the Clarksville Urbanized Area							Remaining Federal Funds	
FY2022		Montgomery		FHWA Section 112 Planning Funds-TN 80/20%	PL-TN 80/5/15	\$ 51,306.89	\$262,434.00	\$328,043.00
FY2022		Christian		FHWA Section 112 Planning Funds-KY	PL-KY	\$ 180.35	\$50,400.00	\$63,000.00
FY2022		Montgomery		State Planning & Research Funds (MPO) *no allocation/remainder from FY2021 spent in FY2022*	SPR-TN/MPO	\$ 175.13	\$4,193.34	\$5,241.67
FY2022		Montgomery		FHWA Section 112 Planning Funds-TN 80/10/10%	PL-TN 80/5/15	\$ 54,862.99	\$64,919.00	\$81,148.75
FY2022		Christian		FTA Section 5303-KY	5303-KY	\$ 58.14	\$22,250.00	\$27,813.00
		MPO Planning		Total Planning Obligated Funds:			\$404,196.34	