



**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 (MPO)**

Date: Thursday, July 18, 2024

Time: 9:00 a.m.

Location: In person meeting at Regional Planning Commission (RPC) lower conference room
(Executive Board must be in-person to vote) and virtual access link at www.CUAMPO.com website

- 1) Introduce Michael Ziarnek as the new MPO Director to the TCC and Executive Board
- 2) Review, discussion and adoption of the minutes from the April 25, 2024 meeting.
- 3) Review, Discussion and adoption of Resolution 2024-14 for the TIP amendment to the FY2023-FY2026 TIP for the KY Grouped Project List to add Planning and Technical Studies as a category and an annual funding amount of \$335,943. This is for the SS4A Safety Action Plan awarded to the Pennyrile Area Development District (PADD), which includes Christian County.
- 4) Review, Discussion and adoption of Resolution 2024-15 for the TIP amendment CTS#4 to the FY2023-FY2026 for CTS budget revisions.
- 5) Review, Discussion and adoption of Resolution 2024-16 for the TIP amendment #4, TDOT #135, to the FY2023-FY2026 for addition of Transportation Alternative Program (TAP) funds to the Red River Pedestrian Bridge for FY2024.
- 6) Updates on Air Quality by Marc Corrigan.
- 7) Updates from FHWA-TN and/or FHWA-KY.
- 8) Updates from TDOT and KYTC by their representatives.
- 9) New Business – members of the public and/or MPO members.
- 10) Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
April 25, 2024 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/You Tube Option

Members Present: (in-person)

Mayor Golden*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Herman Wright*	Rep. Tennessee Dept. of Transportation (TDOT)
Thomas Witt*	Rep. Kentucky Transportation Cabinet (KYTC)
Mike Ringgenberg*	CTS
Bill Chaudoin*	Rep. Christian County, KY
Tom Britton	Rep. Hopkinsville, KY
Jeff Bryant*	Montgomery County Hwy Dept (MCHD)
Brian Ahart*	Rep. City of Oak Grove
Daniel Capparella*	Greater Nashville Regional Council (GNRC)
Marc Corrigan	TDEC-APC
Nick Powell	Montgomery County Engineer
Lauren Winters	City of Clarksville
Bryan Crocker	City of Clarksville
Bethany Daniel	Clarksville Street Dept.
Angela Herndon	PADD
Chris Cowan	Clarksville Street Dept
Jerome Henderson	Clarksville Street Dept
Matt Hughes	KYTC-D2
Vijay Kunade	Neel-Schaffer
John Bramlett	TDOT
Katie Brown	TDOT
Jeff Tyndall	RPC
Daniel Morris	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order. He began by recognizing Stan Williams for his 27 years and 8 months of service. Mayor Pitts said Stan Williams was the champion of transportation. He thanked him for his years of service and said he would be missed. Mayor Golden said he was appreciative of Mr. Williams service and thanked him. Mayor Pitts presented Mr. Williams an appreciation certificate and a City coin. Mr. Tyndall said he doesn't have to worry about the MPO being under him, because Mr. Williams handles it. He's been a rock and will definitely be missed and Mr. Tyndall thanked him and also, presented him an appreciation certificate.

Item #2 on the agenda: the review, discussion and adoption of the minutes from the March 21, 2024 meeting. Mayor Golden made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. The minutes were adopted unanimously.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2024-09 of the Safe Streets for All (SS4A) Safety Action Plan. Mr. Williams said the SS4A was funded by the Bipartisan Infrastructure Law (BIL). The SS4A grant is to improve roadway safety by reducing or eliminating roadway fatalities and serious injuries. The focus is on all user, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. The SS4A Plan was developed by Neel-Schaffer consultants for the MPO. The SS4A Safety Action Plan qualifies the City of Clarksville to apply for the SS4A Implementation Discretionary Grant. During the first round of public involvement the MPO received over 1000 comments. The comment period for this meeting received no comments. Mayor Pitts stated that it will be voted on by the City Council this evening at 4:00pm and he thanked the city's grant writer, Lauren Winters for all of her contributions. Mayor Golden made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. Resolution 2024-09 was adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2024-10 to adjust the Kentucky Metropolitan Planning Area (MPA) boundary based on the 2020 Census. Mr. Williams stated that the Mayors from Hopkinsville, Christian County, and the City of Oak Grove wanted to revise the map by not changing the MPA east of 41A and increasing the MPA to include the area from Hwy 41A west to KY-345 and north to KY-117. He referred to the handout with the revised Resolution 2024-13 and the revised map. Mr. Britton made the motion to amend Resolution 2024-10 to Resolution 2024-13. Mayor Golden seconded the motion to bring it before the Board. Mr. Williams said this was discussed at the August 2023 meeting. He stated either way the MPA is presented, it will not affect the funding amount. The change will be from urban to rural road classification. Mr. Witt stated that he and the staff at KYTC may have overlooked the concerns and appreciated the local input. Mr. Williams said the MPO had received no comments. Mayor Golden made the motion to adopt Resolution 2024-13 and Mr. Ringgenberg seconded the motion. Resolution 2024-13 was adopted unanimously.

Item #5 on the agenda was review, discussion and adoption of Resolution 2024-11 for the established targets for CTS's Transit Asset Management (TAM) Performance Measures. Mr. Williams reviewed the resolution and the attachment A, which shows the targets. He stated the (TAM) Plan addressed the State of Good Repair for rolling stock, infrastructure, equipment, and facilities. Mr. Ringgenberg said that from the TAM Plan the transit center went down to a three from a four. He plans to get it back up to a four. Mayor Golden made the motion to adopt Resolution 2024-11 and Mr. Ringgenberg seconded the motion. Resolution 2024-11 was adopted unanimously.

Item #6 on the agenda was the review, discussion and adoption of Resolution 2024-12 for the CTS's Agency Safety Plan (ASP) for FY2024. Safety Plan intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. Mr. Williams said there were no comments received. Mayor Golden made the motion to adopt Resolution 2024-12 and Mr. Ringgenberg seconded the motion. Resolution 2024-12 was adopted unanimously.

Item #7 on the agenda was the update on air quality by Marc Corrigan, TDEC. Mr. Corrigan stated that TDEC's Office of Energy Programs anticipates releasing Level 2 electric vehicle charging infrastructure rebates which may include multi-family housing charging infrastructure in the second half of 2024. In addition, we anticipate a diesel vehicle replacement funding program in the coming months which will likely fund all vehicle categories that TDEC included in its Beneficiary Mitigation Plan: Class 4-8 School Buses, Class 4-8 Transit and Shuttle Buses, Class 4-7 Local

Freight Trucks, and Class 8 Local Freight Trucks. It is likely that new diesel projects will not be eligible in this final round of funding.

He said if you can't wait until then for a diesel vehicle replacement funding opportunity, just yesterday the EPA announced the launch of the 2024 Clean Heavy-Duty Vehicles Grant Program to fund the replacement of Class 6 and Class 7 heavy-duty vehicles with zero-emission vehicles. The EPA expects to offer up to \$932 million to municipal and state governments. Eligible vehicles include: class 6 and class 7 school buses, refuse haulers, dump trucks, class 6/7 transit buses, delivery trucks, utility trucks, bucket trucks and others. These new trucks would need to be zero emissions vehicles, like all electric vehicles. Applications are due by: July 25, 2024.

Mr. Corrigan pointed out the table in the packet of ozone monitoring data. He said that last year's 4th max value at the Christian County ozone monitor was right at the NAAQS for ozone, meaning that there may have been three events above the NAAQS. This tells us there is still room for improvement with regards to ozone air quality.

He stated EPA finally announced revisions to the fine particulate, or PM2.5 National Ambient Air Quality Standards, or NAAQS. On February 7, 2024, EPA strengthened the NAAQS for fine particulate matter from 12 ug/m3 to 9.0 ug/m3. Looking locally, based on EPA published design values for 2020-2022, there was a design value of 9.2 ug/m3 at the Christian County Kentucky monitor and a 7.0 at the Montgomery County, Tennessee monitor. These values could change for several reasons, one being that EPA has noticed that some models of these PM2.5 monitors appear to have a consistent high bias. It is expected EPA will adjust the values to correct for the bias. In addition, if states believe wildfire smoke to have been an undue influence on a non-attaining monitor, the state can petition EPA to have some of these values excluded from the design value calculation. So, the numbers could change. EPA will use more recent data (not the 2020-2022 design values) when making attainment, nonattainment designations. This new NAAQS will be effective: May 6, 2024 After this States make recommendations to EPA on what they believe should be nonattainment areas by February 7th, 2025. Then, if the schedule holds, EPA makes designations by February 7th of 2026. If an area be designated nonattainment, transportation conformity must be demonstrated within a year of designation. Then, states will have to submit a plan to EPA within 18 months of designation on how they will bring the area back to attainment of the NAAQS by 2032.

Item #8 on the agenda was the updates by Melanie Murphy, FHWA-TN. She was unable to attend the meeting but had submitted her notes, which were in the packet. Mr. Corrigan spoke on the Greenhouse Gas (GHG) performance measures that was listed on her handout. He said that FHWA's performance measure for GHGs was overturned by a Texas judge. Therefore, the MPOs will not have to establish and meet this performance measure any longer.

Item #9 on the agenda was the updates by TDOT and KYTC by their representatives. Mr Storey, TDOT, thanked Mr. Williams for his service. He then began discussing the 3-year plan. He explained that the 10-year plan feeds the 3-year plan. The 3-year plan was passed by the State Assembly and every project in the plan was approved. Montgomery County received two projects:

- a. I-24 widening project with a projected cost of \$500 million with ROW beginning in 2030.
- b. SR-48/Trenton Road with ROW in 2025. The PE is progressing and there is a site meeting with TDOT on May 9, 2024.

Mr. Witt gave updates on KYTC. The Kentucky House Bill 266 was signed into law and below are the projects in Christian County that are either in the MPO's MPA boundary or close to it.

- a. I-24 @KY115 intersection improvements
- b. KY911 widening 2nd phase
- c. Pavement on 41A and I-24
- d. Interchange lighting on I-24

Mr. Capparella with GNRC said there is a public meeting at the Ajax Turner Center on May 3rd, 2024 at 10:00 for the input on the CHSTP development.

Item #10 was new business from members of the public and /or MPO members. There was none.

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

Dated: April 25, 2024

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2024-14

**APPROVING AMENDMENT KYTC #2 TO THE FY2023-FY2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)**

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

WHEREAS, to amend the FY2023-FY2026 TIP for the addition of the category titled “Planning and Technical Studies” to the Kentucky Grouped Projects List, with a funding amount of \$335,943.00 on page 32 of the TIP. This is needed for the SS4A Safety Action Plan awarded to the Pennyriple Area Development District (PADD) for the counties of Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, and Trigg; and

WHEREAS, members of the Interagency Consultation (IAC) agreed that this amendment is exempt from air quality conformity and did not required the associated CDR be provided for the FY2023-FY2026 TIP per the federal transportation conformity requirements in 40 CFR Part 93; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 - day public review period began on July 3, 2024 and ended July 17, 2024. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment KYTC #2 to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization’s Executive Board does adopt Amendment KYTC #2 of the FY2023-FY2026 TIP.

Resolution Approved: July 18, 2024

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

1.11b KYTC Grouping:

For the reasons noted above, KYTC and the Clarksville MPO have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Kentucky portion of the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO for KYTC are shown below in Figure 13. The list of grouped projects utilized here is recommended by KYTC. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

Figure 13. Clarksville MPO Kentucky Grouped Projects List

Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	\$100,000.00
Pavement widening with no additional travel lanes	\$50,000.00
Shoulder improvements	\$50,000.00
Slope stabilization/landslide repairs	\$50,000.00
Drainage improvements	\$50,000.00
Bridge replacement/rehabilitation projects with no additional travel lanes	\$500,000.00
Bridge painting	\$50,000.00
Bridge inspections	\$25,000.00
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	\$50,000.00
Traffic signal maintenance and operations	\$25,000.00
Highway signage	\$25,000.00
Lighting improvements	\$25,000.00
Skid treatments	\$100,000.00
Sight distance improvements	\$100,000.00
Curve realignment projects	\$100,000.00
Median installation	\$50,000.00

FY2023-FY2026 Transportation Improvement Program

*New
Amendment
KYTC #2
7/18/24*

Fencing	\$25,000.00
Guardrail/median barriers/crash cushions	\$100,000.00
Pavement markers and markings	\$100,000.00
Railroad/highway crossing safety improvements and warning devices	\$75,000.00
Highway Safety Improvement Program projects	\$173,190.48
Driver education programs	\$75,000.00
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000.00
Operating assistance to transit agencies	\$125,000.00
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000.00
Rehabilitation of transit vehicles	\$25,000.00
Construction of transit passenger shelters and information kiosks	\$10,000.00
Transportation enhancement activities including street-scaping, landscaping, plantings, and informational signs	\$100,000.00
Planning and Technical Studies	\$335,943.00

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects in Figure 12 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Air Quality:

In April 2004, Christian and Montgomery Counties were designated non-attainment by the U.S. EPA for failure to meet the recently revised 1997 National Ambient Air Quality Standard (NAAQS) for ozone. On November 21, 2005 Montgomery County was designated maintenance by the EPA for the 1997 ozone standard. On February 24, 2006 Christian County was designated maintenance by the EPA for the 1997 ozone standard. Based on 2006-2008 PM2.5 air quality monitoring data for the 2006 24 hour PM2.5 NAAQS, Montgomery County was determined by the EPA to be in attainment for that standard. The limited revocation by EPA of the 1997 ozone NAAQS on July 20, 2013 applied to transportation conformity; therefore, no conformity determination was performed in conjunction with the 2040 MTP. The court ruled to vacate EPA's decision to revoke the transportation conformity requirements for the 1997 ozone standard on December 23, 2014. On February 13, 2015, the EPA Administrator signed the final 2008 ozone NAAQS State Implementation Plan (SIP) requirements rule. The final rule revoked the 1997 ozone NAAQS and the associated transportation conformity requirement. On February 16, 2018, the US Court of Appeals for the District of Columbia Circuit issued a decision on South Coast Air Quality Management District versus the US Environmental Protection Agency, which related to the

Old
Amendment
KYTC # 2
7/18/24

FY2023-FY2026 Transportation Improvement Program

Fencing	\$25,000.00
Guardrail/median barriers/crash cushions	\$100,000.00
Pavement markers and markings	\$100,000.00
Railroad/highway crossing safety improvements and warning devices	\$75,000.00
Highway Safety Improvement Program projects	\$173,190.48
Driver education programs	\$75,000.00
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000.00
Operating assistance to transit agencies	\$125,000.00
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000.00
Rehabilitation of transit vehicles	\$25,000.00
Construction of transit passenger shelters and information kiosks	\$10,000.00
Transportation enhancement activities including street-scaping, landscaping, plantings, and informational signs	\$100,000.00

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects in Figure 12 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Air Quality:

In April 2004, Christian and Montgomery Counties were designated non-attainment by the U.S. EPA for failure to meet the recently revised 1997 National Ambient Air Quality Standard (NAAQS) for ozone. On November 21, 2005 Montgomery County was designated maintenance by the EPA for the 1997 ozone standard. On February 24, 2006 Christian County was designated maintenance by the EPA for the 1997 ozone standard. Based on 2006-2008 PM2.5 air quality monitoring data for the 2006 24 hour PM2.5 NAAQS, Montgomery County was determined by the EPA to be in attainment for that standard. The limited revocation by EPA of the 1997 ozone NAAQS on July 20, 2013 applied to transportation conformity; therefore, no conformity determination was performed in conjunction with the 2040 MTP. The court ruled to vacate EPA's decision to revoke the transportation conformity requirements for the 1997 ozone standard on December 23, 2014. On February 13, 2015, the EPA Administrator signed the final 2008 ozone NAAQS State Implementation Plan (SIP) requirements rule. The final rule revoked the 1997 ozone NAAQS and the associated transportation conformity requirement. On February 16, 2018, the US Court of Appeals for the District of Columbia Circuit issued a decision on South Coast Air Quality Management District versus the US Environmental Protection Agency, which related to the Implementation rule for the 2008 National Ambient Air Quality Standards for Ozone. The court's ruling

RESOLUTION 2024-15

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2023-2026 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 FY2023-FY2026 TIP for CTS budget revision:

TIP #24 Support Facilities & Equipment - In FY2025, add in a new line of 5307 funding. The total 5307 funds to be added in FY2025 equals \$400,000 (320,000 fed; \$40,000 state; \$40,000 local). The total project cost changed from \$309,000 to \$709,000.

TIP #32 Computer Hardware – In FY2025, add in a new line of 5307 funding. The total 5307 funds to be added in FY2025 equals \$60,000 (48,000 fed; \$6,000 state; \$6,000 local). The total project cost changed from \$70,000 to \$130,000.

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

WHEREAS, these transit projects are 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 FY2023-2026 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment CTS #4 to be made part of the FY2023-2026 TIP.

Resolution Approval Date: July 18, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

*New
Amd CTS#4
7/18/24*

TIP Project Report
6/25/2024

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 24			CTS

State	County
TN	Montgomery

State Route	Total Project Cost
	\$709,000

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

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

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PURCHASE	5339	\$103,000	\$82,400	\$10,300	\$10,300
2024	PURCHASE	5339	\$100,000	\$80,000	\$10,000	\$10,000
2024	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
2025	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2025	PURCHASE	5307	\$400,000	\$320,000	\$40,000	\$40,000
2026	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
Total			\$709,000	\$567,200	\$70,900	\$70,900

Old
Amdl CTS#4
7/18/24

TIP Project Report
6/24/2024

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 24			CTS
State	County		
TN	Montgomery		
State Route	Total Project Cost		
	\$309,000		
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			
Long Range Plan #		Conformity Status	
Figure 10.1; pg 10-4		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PURCHASE	5339	\$103,000	\$82,400	\$10,300	\$10,300
2024	PURCHASE	5339	\$100,000	\$80,000	\$10,000	\$10,000
2024	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
2025	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2026	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
Total			\$309,000	\$247,200	\$30,900	\$30,900

*New
And CTS#4
7/19/24*

TIP Project Report
6/25/2024

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 32			CTS
State	County		
TN	Montgomery		
State Route	Total Project Cost		
	\$130,000		
Project Name			
Computer Hardware			
Termini			
Administration/Maintenance & Transit Center			
Project Description			
Purchase new and replacement computers and hardware			
Long Range Plan #		Conformity Status	
Figure 10.1; pg 10-4		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PURCHASE	5339	\$25,000	\$20,000	\$2,500	\$2,500
2023	PURCHASE	5307	\$30,000	\$24,000	\$3,000	\$3,000
2024	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE	5307	\$60,000	\$48,000	\$6,000	\$6,000
2026	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
Total			\$130,000	\$104,000	\$13,000	\$13,000

Old
Amd CTS# 4
7/18/24

TIP Project Report
6/24/2024

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 32			CTS
State	County		
TN	Montgomery		
State Route	Total Project Cost		
	\$70,000		
Project Name			
Computer Hardware			
Termini			
Administration/Maintenance & Transit Center			
Project Description			
Purchase new and replacement computers and hardware			
Long Range Plan #		Conformity Status	
Figure 10.1; pg 10-4		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PURCHASE	5339	\$25,000	\$20,000	\$2,500	\$2,500
2023	PURCHASE	5307	\$30,000	\$24,000	\$3,000	\$3,000
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
Total			\$70,000	\$56,000	\$7,000	\$7,000





eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

*New
Amd
CTS#4
7/18/24*

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307	2023	\$5,986,922	\$5,986,922	\$3,327,395	\$1,172,742	\$1,486,785	\$0	\$0
5307	2024	\$11,905,951	\$11,905,951	\$7,272,784	\$2,368,825	\$2,264,342	\$0	\$0
5307	2025	\$14,308,931	\$14,308,931	\$6,868,716	\$3,290,107	\$4,150,108	\$0	\$0
5307	2026	\$14,157,424	\$14,157,424	\$8,259,939	\$1,893,742	\$4,003,743	\$0	\$0
5310	2023	\$316,476	\$316,476	\$263,158	\$26,659	\$26,659	\$0	\$0
5310	2024	\$187,214	\$187,214	\$187,214	\$0	\$0	\$0	\$0
5310	2025	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5310	2026	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5339	2023	\$628,152	\$628,152	\$502,521	\$62,815	\$62,816	\$0	\$0
5339	2024	\$1,187,663	\$1,187,663	\$950,130	\$118,766	\$118,767	\$0	\$0
5339	2025	\$2,368,000	\$2,368,000	\$1,894,400	\$341,800	\$131,800	\$0	\$0
5339	2026	\$218,000	\$218,000	\$174,400	\$21,800	\$21,800	\$0	\$0
CMAQ	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	2024	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
CRP	2023	\$956,599	\$700,000	\$765,279	\$0	\$191,320	\$0	\$256,599
CRP	2024	\$848,830	\$848,830	\$679,064	\$0	\$169,766	\$205,279	\$0
FLAP	2023	\$2,080,000	\$2,080,000	\$1,664,000	\$0	\$416,000	\$0	\$0
HIP	2023	\$1,002,211	\$1,002,211	\$801,769	\$200,442	\$0	\$0	\$0
HPP	2023	\$2,400,000	\$2,400,000	\$1,920,000	\$480,000	\$0	\$0	\$0
HSIP	2023	\$480,000	\$480,000	\$432,000	\$48,000	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP	2025	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP	2026	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
IMPROVE ACT	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
KYTC CRP	2023	\$165,453	\$165,453	\$132,362	\$0	\$33,091	\$0	\$0
KYTC CRP	2024	\$85,215	\$85,215	\$68,172	\$0	\$17,043	\$0	\$0
LOCAL	2023	\$24,386,161	\$24,386,161	\$0	\$0	\$24,386,161	\$0	\$0



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Old
Amd
CTS#4
7/18/24

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307	2023	\$5,986,922	\$5,986,922	\$3,327,395	\$1,172,742	\$1,486,785	\$0	\$0
5307	2024	\$11,905,951	\$11,905,951	\$7,272,784	\$2,368,825	\$2,264,342	\$0	\$0
5307	2025	\$13,848,931	\$13,848,931	\$6,500,716	\$3,244,107	\$4,104,108	\$0	\$0
5307	2026	\$14,157,424	\$14,157,424	\$8,259,939	\$1,893,742	\$4,003,743	\$0	\$0
5310	2023	\$316,476	\$316,476	\$263,158	\$26,659	\$26,659	\$0	\$0
5310	2024	\$187,214	\$187,214	\$187,214	\$0	\$0	\$0	\$0
5310	2025	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5310	2026	\$300,000	\$300,000	\$240,000	\$30,000	\$30,000	\$0	\$0
5339	2023	\$628,152	\$628,152	\$502,521	\$62,815	\$62,816	\$0	\$0
5339	2024	\$1,187,663	\$1,187,663	\$950,130	\$118,766	\$118,767	\$0	\$0
5339	2025	\$2,368,000	\$2,368,000	\$1,894,400	\$341,800	\$131,800	\$0	\$0
5339	2026	\$218,000	\$218,000	\$174,400	\$21,800	\$21,800	\$0	\$0
CMAQ	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	2024	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
CRP	2023	\$956,599	\$700,000	\$765,279	\$0	\$191,320	\$0	\$256,599
CRP	2024	\$848,830	\$848,830	\$679,064	\$0	\$169,766	\$205,279	\$0
FLAP	2023	\$2,080,000	\$2,080,000	\$1,664,000	\$0	\$416,000	\$0	\$0
HIP	2023	\$1,002,211	\$1,002,211	\$801,769	\$200,442	\$0	\$0	\$0
HPP	2023	\$2,400,000	\$2,400,000	\$1,920,000	\$480,000	\$0	\$0	\$0
HSIP	2023	\$480,000	\$480,000	\$432,000	\$48,000	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP	2025	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP	2026	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
IMPROVE ACT	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
KYTC CRP	2023	\$165,453	\$165,453	\$132,362	\$0	\$33,091	\$0	\$0
KYTC CRP	2024	\$85,215	\$85,215	\$68,172	\$0	\$17,043	\$0	\$0
LOCAL	2023	\$24,386,161	\$24,386,161	\$0	\$0	\$24,386,161	\$0	\$0

RESOLUTION 2024-16

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2023-2026 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 FY2023-FY2026 TIP for TIP #24, Red River Pedestrian Bridge project for additional TAP funds for FY2024. The total amount of TAP funds is \$5,119,544.00 (\$4,095,635 fed; \$0.00 state; \$1,023,909 local). The total project cost increased to \$7,002,705.00; and

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

WHEREAS, the Transportation Alternative Project for the pedestrian bridge is 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 FY2023-2026 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment TDOT #135, CLK #4 to be made part of the FY2023-2026 TIP.

Resolution Approval Date: July 18, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

eSTIP Project Report



Generated at 07/01/2024

Report Generated by : LIVE.COM#JILL.HALL@CITYOFCLARKSVILLE.COM

ID	PIN #	Length in Miles	Lead Agency
56	123122.03	0.20	Clarksville

County:
Montgomery

Route	Total Project
.	Cost \$7,002,705

Project Name:
Red River Pedestrian Bridge

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

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

Long Range Plan #	Conformity Status
pages 6-32, 8-26	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	TAP	\$5,119,544	\$4,095,635	\$0	\$1,023,909
2024	CONST	LOCAL	\$1,586,161	\$0	\$0	\$1,586,161
Total			\$3,858,952	\$4,095,635	\$0	\$2,610,070



Old Amend #135, CLK4
7/13/24

TIP Project Report
6/28/2024

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 56	123122.03	0.2	Clarksville
State	County		
TN	Montgomery		
State Route	Total Project Cost		
	\$4,155,952		

Project Name
Red River Pedestrian Bridge

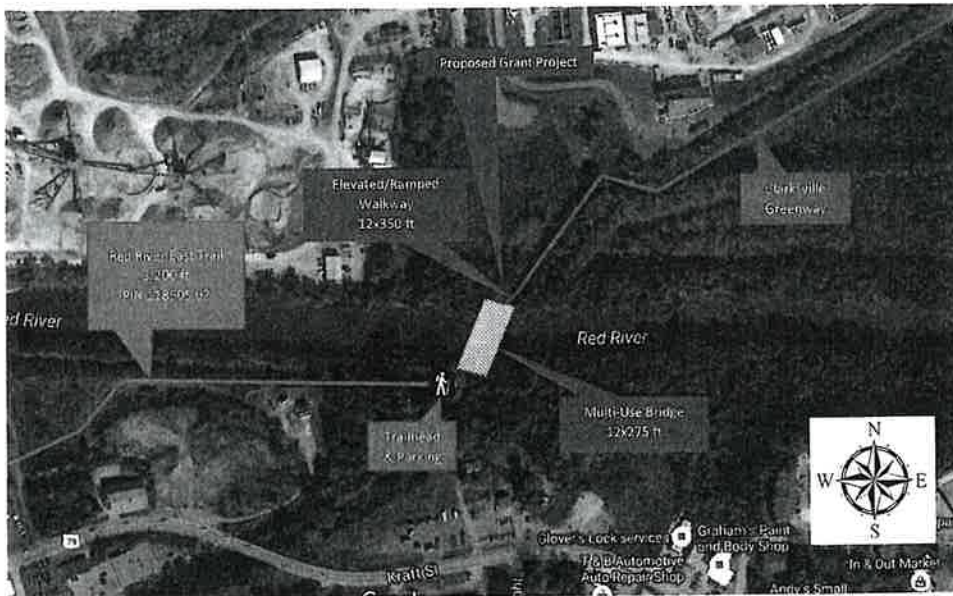
Termini
Near SR-13/US-79 (Kraft Street) in Clarksville

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

Long Range Plan #	Conformity Status
pages 6-32, 8-26	Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CONST	LOCAL	\$1,586,161	\$0	\$0	\$1,586,161
2023	CONST	STBG-TA	\$2,272,791	\$1,818,233	\$0	\$454,558
Total			\$3,858,952	\$1,818,233	\$0	\$2,040,719

Red River Pedestrian Bridge Project
Clarksville, TN



New
Amend #135
CLK #4
7/18/24



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
LOCAL	2024	\$8,651,000	\$8,651,000	\$0	\$0	\$8,651,000	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2024	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,660,000	\$2,060,000	\$0	\$2,660,000	\$0	\$0	\$600,000
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,927,728	\$28,541,760	\$23,270,105	\$0	\$5,657,623	\$21,070,105	\$385,968
STBG-L	2024	\$5,472,664	\$4,186,900	\$4,378,131	\$0	\$1,094,533	\$436,697	\$1,285,764
STBG-L	2025	\$4,180,502	\$3,000,000	\$3,428,611	\$0	\$751,891	\$1,028,611	\$1,180,502
STBG-L	2026	\$4,330,502	\$0	\$3,528,611	\$0	\$801,891	\$1,028,611	\$4,330,502
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$31,535,250	\$31,535,250	\$25,228,200	\$6,307,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP	2024	\$5,968,544	\$5,968,544	\$4,774,835	\$0	\$1,193,709	\$0	\$0

Old
Amendment 135
7/18/24



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
LOCAL	2024	\$8,651,000	\$8,651,000	\$0	\$0	\$8,651,000	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2024	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,660,000	\$2,060,000	\$0	\$2,660,000	\$0	\$0	\$600,000
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,927,728	\$28,541,760	\$23,270,105	\$0	\$5,657,623	\$21,070,105	\$385,968
STBG-L	2024	\$5,472,664	\$4,186,900	\$4,378,131	\$0	\$1,094,533	\$436,697	\$1,285,764
STBG-L	2025	\$4,180,502	\$3,000,000	\$3,428,611	\$0	\$751,891	\$1,028,611	\$1,180,502
STBG-L	2026	\$4,330,502	\$0	\$3,528,611	\$0	\$801,891	\$1,028,611	\$4,330,502
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$31,535,250	\$31,535,250	\$25,228,200	\$6,307,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$2,272,791	\$1,818,233	\$0	\$454,558	\$0	\$0
TAP	2024	\$849,000	\$849,000	\$679,200	\$0	\$169,800	\$0	\$0

Marc Corrigan, TDEC Update:

Clean Heavy-Duty Vehicles Grant Program

The Inflation Reduction Act invests \$1 billion to replace existing non-zero-emission heavy-duty vehicles with zero-emission vehicles, support zero-emission vehicle infrastructure, and to train and develop workers. The EPA will offer funding to eligible recipients to replace existing non-zero-emission Class 6 and 7 heavy-duty vehicles with eligible Class 6 and 7 zero-emission vehicles. To support zero-emission vehicle adoption and deployment, funding may also be used for:

- zero-emission vehicle refueling infrastructure
- workforce development and training
- project implementation costs

The application **deadline is 11:59PM (ET) on July 25, 2024**. For more information visit EPA's [website](#).