



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

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

329 MAIN STREET  
CLARKSVILLE, TN 37040  
PHONE: (931)645-7448

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

January 30, 2009

Mrs. Nancy Sartor, Manager 2  
Local Program, TDOT  
J. K. Polk Bldg., Suite 600  
Nashville, TN 37243

RE: Clarksville Urbanized Area MPO TIP Amendment #6

Dear Mrs. Sartor:

The Clarksville Urbanized Area MPO Technical Coordinating Committee met on January 28, 2009 to recommend approval of an amendment to the FY2008-2011 Transportation Improvement Program. The Clarksville Urbanized Area MPO Executive Board met on January 28, 2009 and approved the recommended TIP amendment #6. The detailed TIP amendment #6 is attached, and was made available for public comment on January 9, 2009 and was subject to all required public participation requirements set forth in our Public Participation Plan.

The MPO has determined that the amendment #6, purchase of hybrid buses/paratransit vehicles project, will result in the TIP remaining fiscally constrained. TIP amendment #6 conforms with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation and other applicable Federal and State requirements.

The formal public participation process began with the publication of the MPO TCC meeting and the MPO Executive Board meeting on January 28, 2009 in three publications: The Kentucky New Era, The Clarksville Leaf Chronicle and The El Crucero. No public comments were received at the public meeting or during the public comment period.

The Interagency Consultation Committee agreed said projects were exempt, per the Federal regulations 40 CFR part 93.126. This action did not change the most recent conformity determination made on July 28, 2005. Therefore, a new air quality conformity determination is not required under the Transportation Conformity Rule (62 FR 43779, 8/15/1197).

The attached resolutions outline the findings of the Clarksville Urbanized Area MPO Executive Board in taking this action to amend the FY2008-2011 TIP. These findings demonstrate that the TIP is a subset of the 2030 LRTP. It is therefore the request by the Clarksville Urbanized Area MPO that the TIP amendment be forwarded to the appropriate federal agencies for approval and be amended into the State of Tennessee State wide Transportation Improvement Program (STIP).

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

Sincerely,

A handwritten signature in black ink, appearing to read "J. Stan Williams", with a long horizontal flourish extending to the right.

J. Stan Williams  
Transportation Planning Director

Attachment



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

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

329 MAIN STREET  
CLARKSVILLE, TN 37040  
PHONE: (931)645-7448

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

To: Nancy Sartor, Manager 2, TDOT Local Programs

From: Stan Williams, Transportation Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO FY2008-2011 Transportation Improvement Program (TIP) Amendment #6

Date: January 30, 2009

The Clarksville Urbanized Area MPO has determined that the requested TIP amendment #6 is complete. After the MPO Staff review, the following determinations were made:

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

**Inter-Agency Consultation:**

The TIP amendment is included in the 2030 LRTP and the IAC did concur that the amendment has an exempt status.

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

MPO Technical Coordinating Committee, 11:00 AM, Wednesday, January 28, 2009, Lower Level, 329 Main Street, Clarksville, TN 37040.

MPO Executive Board, 11:00 AM, Wednesday, January 28, 2009, Lower Level, 329 Main Street, Clarksville, TN 37040.

**Date for Publication of Public Notices:**

January 9, 2009

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

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

# Transportation Improvement Program

## Transportation Conformity Check List

The Transportation Improvement Program (TIP) and all amendments must include a conformity report. The conformity report must address each item below in order for the Federal Highway Administration (FHWA) to provide approval for inclusion of the TIP into the Statewide Transportation Improvement Program (STIP). Please submit a copy of this checklist and the conformity report with your request to add projects to the STIP.

1) Identify which of the following applies to this TIP/TIP amendment:

- a) The report states that the TIP/TIP amendment is a subset of the most recently approved, conforming Long Range Transportation Plan, and that the conformity determination made for the Transportation Plan also applies to the TIP (40 CFR 93.122) and a copy of the FHWA/FTA conformity finding is included.

(OR)

- b) The report states that projects included in the TIP/TIP amendment are consistent with the conforming LRTP and identifies how they meet the requirements of 40 CFR 93.122 (i.e. the project is not regionally significant; does not impact the timing/funding of projects previously included in the conformity determination; project is exempt from conformity.) and a copy of the FHWA/FTA conformity finding is included.

(OR)

- c) The report states that the TIP/TIP amendment is subject to a new conformity finding and that the appropriate documentation to support the requirements of 40 CFR 93.109 is included in the document.

**<<<Note: For new conformity findings, use the Long Range Transportation Plan Conformity Checklist in addition to the Transportation Improvement Program Conformity Checklist.>>>**

- 2) The report documents that the TIP/TIP amendment conforms with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulations, and other applicable Federal and state requirements.
- 3) The report contains a copy of each of the following:
- Adopting Resolution for the TIP/TIP amendment;
  - Adopting Resolution for the applicable Conformity Determination.
- 4) The report provides cross-references for projects listed in the TIP/TIP amendment to those listed in the Transportation Plan. (cross-reference may be accomplished through numbering system, or consistent project naming).
- 5) The report documents the public participation process of the TIP/TIP amendment including any comments raised verbally or in writing and how the MPO addressed raised issues; or the report states that no comments were received.
- 6) The report identifies the interagency consultation process used in the development of the TIP/TIP amendment according to 40 CFR 93.105; and includes any comments raised and how the MPO addressed raised issues; or the report states that no comments were received.

## RESOLUTION 2008-05

APPROVING THE TRANSPORTATION CONFORMITY DETERMINATIONS  
FOR THE CLARKSVILLE AREA UPDATED SAFETEA-LU COMPLIANT 2005-  
2030 LONG RANGE TRANSPORTATION PLAN (LRTP) AND FY2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, In November 1991 the United States Congress adopted new and comprehensive Clean Air Act Amendments which placed an increased emphasis on the control of mobile source air pollution;

WHEREAS, Section 174 and Section 108(e) of the 1990 Clean Air Act amendments require that preparation of the State Implementation Plan (SIP) revisions and related transportation – air quality planning activities be accomplished through Intergovernmental Consultation and coordinated with the continuing cooperative and comprehensive transportation planning process;

WHEREAS, By virtue of its role as the designated primary planning group for comprehensive urban transportation planning in the Clarksville Urbanized Area, the Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) is responsible for coordinating transportation-air quality planning with all transportation planning and programming activities;

WHEREAS, In April 2004, the U. S. Environmental Protection Agency (U.S. EPA) designated both Christian County, Kentucky and Montgomery County, Tennessee, which includes the Clarksville Urbanized Area as a non-attainment area for ozone based on the new eight-hour ground level ozone standard;

WHEREAS, Both Christian County, Kentucky and Montgomery County, Tennessee, were redesignated to attainment areas (i.e., with maintenance plans) for the 8-hour ozone standard by U.S. EPA after the area achieved compliance with the 8-hour ozone standard;

WHEREAS, Motor Vehicles Emissions Budgets (MVEB) have been established in the SIPs for both the Christian County, Kentucky and Montgomery County, Tennessee portions of the Clarksville Urbanized Area as a part of each area's 8-hour ozone maintenance plan;

WHEREAS, The MVEBs are established at the state level with separate MVEB for Christian County, Kentucky and Montgomery County, Tennessee Maintenance Plans;

WHEREAS, the adoption of the updated SAFETEA-LU compliant 2005-2030 LRTP does not change any transportation projects and does not trigger a new conformity determination for this LRTP since it was previously found to conform and is still the valid LRTP;

WHEREAS, The FY2008-2011 TIP is a subset of the adopted and approved 2005-2030 LRTP and therefore complies with the regional emissions analysis for the 2005-2030 LRTP;

WHEREAS, Transportation planning – air quality evaluations have been performed and Interagency Consultations have taken place to ensure that the updated 2005-2030 LRTP and the FY2008-2011 TIP does comply with all applicable federal regulations and guidelines;

WHEREAS; opportunity for public review and comment as indicated in the Public Participation Plan was given for this document;

NOW, THEREFORE, BE IT RESOLVED, That the Technical Coordinating Committee did concur with the findings in the report and recommend for adoption to the Executive Board of the CUAMPO, for the updated SAFETEA-LU Compliant 2005-2030 LRTP, the FY2008-2011 TIP, and the transportation conformity determination for the FY2008-2011 TIP;

BE IT FURTHER RESOLVED that the Executive Board finds and approves the Transportation Conformity Determination for the updated SAFETEA-LU Compliant 2005-2030 LRTP and the FY2008-2011 TIP conform to the SIPs under the federal eight-hour ozone standard.

Resolution Approval Date:

January 9, 2008

Authorized Signature:

  
Mayor Carolyn Bowers  
Chairman



U.S. Department  
of Transportation

**Federal Highway Administration  
Tennessee Division Office  
640 Grassmere Park, Suite 112  
Nashville, TN 37211**

**Federal Transit Administration  
Region 4  
61 Forsyth Street, S.W., Suite 17T50  
Atlanta, GA 30303**

February 04, 2008

Mr. Gerald Nicely, Commissioner  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
Nashville, Tennessee 37243-0349

Honorable John E. Piper  
City of Clarksville  
One Public Square  
Clarksville, TN 37364

Dear Messers. Nicely, and Piper:

The Tennessee Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA) in coordination with Region 4 of the Environmental Protection Agency (EPA), have reviewed the amended Conformity Determination and the Fiscal Year (FY) 2008-2011 Transportation Improvement Program (TIP), and Long Range Transportation Plan amendment adopted on January 09, 2008. The Tennessee Department of Environment and Conservation, the Tennessee Department of Transportation, and the Metro Transit System, also had an opportunity to review and comment on the above-mentioned documents.

The Conformity Determination must be based on a Long Range Transportation Plan that meets the Federal Planning Regulations listed under 23 CFR 450.322. FHWA and FTA have reviewed the Clarksville Area MPO's 2030 LRTP for consistency with the Federal requirements, and have determined consistency.

FHWA and FTA found that the Conformity Document for the Clarksville Area MPO meets the five primary criteria of the Transportation Conformity Rule (69 FR 40004, July 1, 2004):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP); and
- provisions for timely implementation of transportation control measures in the SIP.

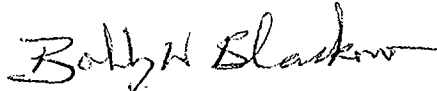
We also found that these documents met the criteria outlined in the Transportation Conformity Rule for the 8-hour ozone standard.



Therefore, the FHWA and the FTA approve the Conformity Determination for the 8-hour ozone standard for the adopted Clarksville Area 2030 Long Range Transportation Plan.

If you have any questions regarding this approval, please contact Tameka Macon at 615-781-5767 or Tony Dittmeier (FTA) at 440-865-5612.

Sincerely,



Bobby W. Blackmon  
Division Administrator  
Federal Highway Administration, Tennessee Division

cc: Ed Cole, TDOT - Planning  
Angie Midgett, TDOT - Planning  
Stan Williams, MPO  
Tony Dittmeier, FTA Region 4  
Tameka Macon, FHWA  
Bernadette Dupont, FHWA-KY  
Lynorae Benjamin, EPA Region 4



U.S. Department  
of Transportation

**Federal Highway Administration**  
**Tennessee Division Office**  
640 Grassmere Park, Suite 112  
Nashville, TN 37211

**Federal Transit Administration**  
**Region 4**  
61 Forsyth Street, S.W., Suite 17T50  
Atlanta, GA 30303

February 04, 2008

Mr. Jim M. Moore  
Director, Program Development and Project Management  
Tennessee Department of Transportation  
James K. Polk Building, Suite 600  
Nashville, TN 37243

Dear Mr. Moore:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have reviewed the Statewide Transportation Improvement Program (STIP) Amendment for Fiscal Years 2008-2011. The 23 CFR 450.220 requires FHWA and FTA approval of the STIP at least every four years. This amendment includes Transportation Improvement Programs without modification for the Clarksville Metropolitan Planning Organization.

The Tennessee Department of Transportation has provided appropriate public involvement for the STIP amendment, and has documented appropriate fiscal constraint.

The FHWA and FTA approve the FY 2008-2011 STIP, as amended, based on the requirements of the 23 CFR 450. If you have any questions regarding this approval, please contact, me at 615-781-5767, or Tony Dittmeier of FTA at 404-865-5612

Sincerely,

Tameka A. Macon  
Planning and Air Quality Specialist  
Federal Highway Administration

cc: Tony Dittmeier, FTA  
David Whitworth, FHWA-KY  
Bernadette Dupont, FHWA-KY  
Angie Midgett, TDOT  
Stan Williams, MPO

MOVING THE  
**AMERICAN**  
**ECONOMY**



U.S. Department  
of Transportation

**Federal Highway Administration  
Tennessee Division Office  
640 Grassmere Park, Suite 112  
Nashville, TN 37211**

**Federal Highway Administration  
Kentucky Division Office  
330 W. Broadway  
Frankfort, KY 40601**

**Federal Transit Administration  
Region 4  
61 Forsyth Street, S.W., Suite 17T50  
Atlanta, GA 30303**

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July 28, 2005

Mr. Gerald Nicely, Commissioner  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
Nashville, Tennessee 37243-0349

Mr. William Nighbert, Acting Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, Kentucky 40622

Honorable Donald W. Trotter  
Mayor of Clarksville  
#1 Public Square  
Clarksville, TN 37040

**Subject: 8-hr Conformity Determination for Clarksville 2030 Long Range Transportation Plan**

Dear Messrs. Nicely, Nighbert, and Trotter:

The Tennessee Division and the Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA) in coordination with Region 4 of the Environmental Protection Agency (EPA) have reviewed the Clarksville Area Metropolitan Planning Organization's (MPO) 2030 Long Range Transportation Plan, adopted on July 28, 2005. The Tennessee Department of Environment and Conservation, the Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Tennessee Department of Transportation, the Kentucky Transportation Cabinet's Division of Planning, and the Clarksville Transit System, also had an opportunity to review and comment on the above-mentioned documents.

The Conformity Determination must be based on a Long Range Transportation Plan that meets the Federal Planning Regulations listed under 23 CFR 450.322. FHWA and FTA have reviewed the Clarksville Area MPO's 2030 LRTP for consistency with the Federal requirements, and have determined consistency. However, we have identified required improvements in the following areas:

- 1) Transit Analysis: The next plan update must include appropriate regional analysis and consideration of transit needs in relation to the entire transportation system.
- 2) Freight Analysis: The next plan update must include appropriate regional analysis and

consideration of freight needs in relation to the entire transportation system.

Resolution of these regulatory issues must be completed on or before the next Conformity Determination, scheduled for July 28, 2008.

Therefore, FHWA and FTA found that the Conformity Document for the Clarksville Area MPO meets the five primary criteria of the Transportation Conformity Rule (62 FR 43779, August 15, 1997)

- use of the latest planning assumptions,
- use of the latest emissions model,
- use of appropriate consultation procedures,
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and
- provisions for timely implementation of transportation control measures in the SIP.

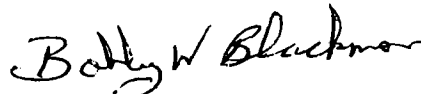
We also found that these documents met the criteria outlined in the Transportation Conformity Rule Revision for the 8-hour Ozone Standard (69FR 40004, July 1, 2004).

Therefore, with the conditions for resolution of the above listed requirements, the FHWA and the FTA approve the Conformity Determination for the 8-hour ozone standard for the adopted Clarksville Area 2030 Long Range Transportation Plan.

The Clarksville non-attainment area has experienced a difficult time resolving the public involvement issues that resulted in a conformity lapse. However, the implementation of the Public Involvement Plan adopted by the MPO is a key element for ensuring the public is part of the MPO's planning processes. Our hope is that in the future, the MPO will work cooperatively with State and Federal agencies to ensure planning processes are appropriately implemented.

If you have any questions regarding this approval, please contact Theresa Hutchins (FHWA) at 615-781-5767 or Doug Frate (FTA) at 440-562-3514.

Sincerely,



Bobby W. Blackmon  
Division Administrator  
FHWA, Tennessee Division

Cc: Ed Cole, TDOT - Planning  
Angie Midgett, TDOT - Planning  
Annette Coffey, KYTC - Planning



## RESOLUTION 2009-01

### APPROVING AN AMENDMENT TO THE FISCAL YEAR 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the FY2008-2011 Transportation Improvement Program (TIP) is prepared every 4 years, per SAFETEA-LU guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of recommended by the Technical Coordinating Committee for selection by the Executive Board to be advanced during the program period; and

**WHEREAS**, the FY2008-2011 TIP needs to be amended to add a new CMAQ project: TIP project #58 – Hybrid Buses and/or Hybrid Paratransit Vehicle Purchases. The CMAQ funding is at 100% federal funds in the amount of \$500,000.00. The funds will be requested to be flexed to FTA for the Clarksville Transit System (CTS). This project is to finance the purchase of a hybrid transit vehicles for the Clarksville/Montgomery County area; and

**WHEREAS**, Members of the Interagency Consultation concurred that this amendment is exempt from air quality conformity per Federal regulations 40 CFR part 93.126 and is consistent with the air quality goals of the State Implementation Plans for Tennessee; and

**WHEREAS**, the Technical Coordinating Committee members do acknowledge that the TIP must be a fiscally constraint document and agree that said actions are appropriate and consistent with the FY2008-2011 TIP.

**WHEREAS**, the locally developed Public Participation Plan has been followed in the development of the amendment to the TIP through advertisement on January 9, 2009 to start the 14 day review period.

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #6 to be made part of the FY2008-2011 TIP that was adopted on January 9, 2008.

Resolution Approval Date: January 28, 2009

Authorized Signature:

  
Carolyn Bowers, Chairman  
MPO Executive Board

# CUAMPO

TIP #	58	TDOT PIN #		Priority	A	Lead Agency	Clarksville
County	Montgomery	Length	0.0 mi	L RTP#	see Table 7-11	Conformity Status	Exempt
Route/Project Name	Hybrid Bus and/or Hybrid Paratransit Vehicles					Total Project Cost	\$500,000
Termini or Intersection	System wide as needed						
Project Description	Purchase of hybrid buses and/or hybrid paratransit vehicles						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2009	ACQUIRE	CMAQ	500,000	500,000	0	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks	Amendment Number	6	Adjustment Number	0
CMAQ funds to be flexed to FTA				



Table 2  
 FY2008-FY2011 TIP  
 Summary of L-CMAQ Funds  
 (As of 1-28-09)  
 Federal Share Only

**CMAQ Funding Table (TDOT)**

<b>FY2008 Allocation</b>	+	<b>\$379,620</b>
<b>Available to Spend</b>	=	<b>\$1,828,240</b>
<b>Projects Programmed</b>	-	<b>\$1,387,345</b>
<b>Remaining 2008</b>	=	<b>\$440,895</b>
<b>2009</b>		
<b>FY2009 Allocation</b>	+	<b>\$379,620</b>
<b>Available to Spend</b>	=	<b>\$820,515</b>
<b>Projects Programmed</b>	-	<b>\$735,000</b>
<b>Remaining 2009</b>	=	<b>\$85,515</b>
<b>2010</b>		
<b>FY2010 Allocation</b>	+	<b>\$379,620</b>
<b>Available to Spend</b>	=	<b>\$465,135</b>
<b>Projects Programmed</b>	-	<b>\$110,000</b>
<b>Remaining 2010</b>	=	<b>\$355,135</b>
<b>2011</b>		
<b>FY2011 Allocation</b>	+	<b>\$379,620</b>
<b>Available to Spend</b>	=	<b>\$734,755</b>
<b>Projects Programmed</b>	-	<b>\$110,000</b>
<b>Remaining 2011</b>	=	<b>\$624,755</b>

**CMAQ Funding Table (KTC)**

<b>FY2008 Award *</b>	+	<b>\$0</b>
<b>Available to Spend</b>	=	<b>\$500,000</b>
<b>Projects Programmed</b>	-	<b>\$500,000</b>
<b>Remaining 2006</b>	=	<b>\$0</b>
<b>2009</b>		
<b>FY2009 Award</b>	+	<b>\$0</b>
<b>Available to Spend</b>	=	<b>\$0</b>
<b>Projects Programmed</b>	-	<b>\$0</b>
<b>Remaining 2009</b>	=	<b>\$0</b>
<b>2010</b>		
<b>FY2010 Award</b>	+	<b>\$0</b>
<b>Available to Spend</b>	=	<b>\$0</b>
<b>Projects Programmed</b>	-	<b>\$0</b>
<b>Remaining 2010</b>	=	<b>\$0</b>
<b>2011</b>		
<b>FY2011 Allocation</b>	+	<b>\$0</b>
<b>Available to Spend</b>	=	<b>\$0</b>
<b>Projects Programmed</b>	-	<b>\$0</b>
<b>Remaining 2011</b>	=	<b>\$0</b>

\* KTC CMAQ funds are awarded annually on a statewide competitive basis.

Table 2  
 FY2008-FY2011 TIP  
 Summary of L-CMAQ Funds  
 (As of 10-22-08)  
 Federal Share Only

**CMAQ Funding Table (TDOT)**

<b>FY2008 Allocation</b>	+	<b>\$379,620</b>
<b>Available to Spend</b>	=	<b>\$1,828,240</b>
<b>Projects Programmed</b>	-	<b>\$1,387,345</b>
<b>Remaining 2008</b>	=	<b>\$440,895</b>
<b>2009</b>		
FY2009 Allocation	+	\$379,620
Available to Spend	=	\$820,515
Projects Programmed	-	\$235,000
<b>Remaining 2009</b>	=	<b>\$585,515</b>
<b>2010</b>		
FY2010 Allocation	+	\$379,620
Available to Spend	=	\$965,135
Projects Programmed	-	\$110,000
<b>Remaining 2010</b>	=	<b>\$855,135</b>
<b>2011</b>		
FY2011 Allocation	+	\$379,620
Available to Spend	=	\$1,234,755
Projects Programmed	-	\$110,000
<b>Remaining 2011</b>	=	<b>\$1,124,755</b>

**CMAQ Funding Table (KTC)**

<b>FY2008 Award *</b>	+	<b>\$0</b>
<b>Available to Spend</b>	=	<b>\$500,000</b>
<b>Projects Programmed</b>	-	<b>\$500,000</b>
<b>Remaining 2006</b>	=	<b>\$0</b>
<b>2009</b>		
FY2009 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
<b>Remaining 2009</b>	=	<b>\$0</b>
<b>2010</b>		
FY2010 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
<b>Remaining 2010</b>	=	<b>\$0</b>
<b>2011</b>		
FY2011 Allocation	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
<b>Remaining 2011</b>	=	<b>\$0</b>

\* KTC CMAQ funds are awarded annually on a statewide competitive basis.