



**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, March 21, 2024

**Time:** 10:00 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](http://www.CUAMPO.com) website

- 1) Review, discussion and adoption of the minutes from the February 8, 2024 meeting;
- 2) Review, Discussion and adoption of Resolution 2024-07 to amend the 2050 Metropolitan Transportation Plan (MTP) and associated conformity determination report. The amendment makes changes to the Revenue on Table 3, changes to the length, total stage (YOE) cost, and funding source on Table 7, and the program cost, revenue and balance on Table 9 in the 2050 MTP.
- 3) Review, Discussion and adoption of Resolution 2024-08 to amend the Transportation Improvement Program (TIP) Project #70 and its associated short conformity determination report. The amendment in the FY2023-FY2026 TIP is to add \$1,400,000 total funds (\$1,120,000 STBG-L + \$280,000 local match) to the construction project and correct the termini wording, project description, total project cost, and long-range plan ID#;
- 4) Review and discussion of the SS4A grant and the timeline for completion.
- 5) New Business – members of the public and/or MPO members;
- 6) Adjourn.

Clarksville Urbanized Area  
Metropolitan Planning Organization (MPO)'s  
Joint Technical Coordinating Committee and Executive Board Meeting  
February 8, 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
Jeff Bryant*	Montgomery County Hwy Dept (MCHD)
Tom Britton*	Rep. City of Hopkinsville, CDS
Daniel Capparella*	Greater Nashville Regional Council (GNRC)
Taylor Lee	GNRC
Jon Storey	TDOT, R3
Ann Marie Anway	TDOT
Nick Hall	KYTC, D2
Nick Powell	Montgomery County Engineer
Daniel Morris	RPC
Stan Williams	MPO
Jill Hall	MPO

\*Voting members

Mayor Pitts called the meeting to order and welcomed those viewing on-line. He started with the first item on the agenda: the review, discussion and adoption of the minutes from the January 11, 2023 meeting. Mayor Golden made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was pulled from the meeting. Montgomery County is in discussions with Eastern Federal Lands and TDOT on contract amendments and project length. This project, Lafayette Road widening, will be presented at the next meeting.

Item #3 on the agenda was the review, discussion and adoption of Resolution 2024-05 to amend the Transportation Improvement Program (TIP) for Clarksville Transit Systems budget revisions for TIP projects 25 and 72. Mr. Williams stated that as CTS received grant funding the TIP needed to be revised. This occurs annually for CTS. Mr. Williams reviewed each project changes shown below.

- TIP #25 Associated Capital Maintenance - In FY2024, change the 5307 total funds from \$150,000 to \$392,421 (313,936 fed; 39,242 state; 39,243 local).  
In FY2025 change the 5307 funds in the amount of \$150,000 total funds to \$510,000 total funds (408,000 fed; 51,000 state; 51,000 local).
- TIP #72 Transit Buses – In FY2024, add in 5339 total funds of \$538,648 (430,918 fed; 53,865 state; 53,865 local).

In FY2024, add in 5307 total funds of \$1,538,648 (430,918 fed; 853,865 state; 253,865 local).

In FY2025, change the 5339 total funds from \$2,500,000 to \$2,100,000 (1,680,000 fed; 315,000 state; 105,000 local).

In FY2025, change the 5307 total funds from \$1,000,000 to \$2,000,000 (0 fed; 1,600,000 state; 400,000 local).

Mayor Golden made the motion to adopt Resolution 2024-05 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion, and adoption of Resolution 2024-06 to authorize the filing of an application with the Dept. of Transportation for a grant under the Infrastructure Investment and Jobs Act (IIJA) and committing the local share of funds necessary to secure a Section 5303 grant application through KYTC. Mr. Williams stated this is done annually in order to apply for the Section 5303 grant funding for FY2025. There were no public comments. Mayor Golden made the motion to adopt Resolution 2024-06 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #5 on the agenda was new business from members of the public and/or MPO members. There was no new business from the public. Mr. Witt from KYTC said that Jared Jeffers had accepted the Bike/Pedestrian Coordinator position with KYTC and would not be the representative from KYTC to come to our meeting. Mr. Witt said he would again be our representative. He said the KYTC 6-year plan has been submitted to the legislature and should soon have its approval by the new fiscal year.

Mr. Capparella from GNRC, said the kick off meeting for the steering committee for the Coordinated Public Transit Human Services Transportation Plan will be February 27<sup>th</sup> at 11:00 at the GNRC offices. The Plan should be completed by the end of July 2024 or the beginning of August 2024.

Item #6 Mayor Pitts made the motion to adjourn the meeting and Mayor Golden seconded the motion. The meeting was adjourned.

Dated: February 8, 2024

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Mayor Joe Pitts, Chairman  
MPO Executive Board

**RESOLUTION 2024-07**  
**APPROVING AN AMENDMENT TO THE 2050 METROPOLITAN TRANSPORTATION**  
**PLAN (MTP) WITH THE ASSOCIATED CONFORMITY DETERMINATION REPORT**  
**(CDR) FOR THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING**  
**ORGANIZATION (MPO)**

**WHEREAS**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Clarksville Urbanized Area; and

**WHEREAS**, on January 11, 2024 the MPO adopted the 2050 Metropolitan Transportation Plan (MTP) as a blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

**WHEREAS**, the MPO has worked cooperatively with TDOT to amend the Revenue on Table 3, page 30; the Length, Total Stage (YOE) Cost, and Funding Source in the 2050 MTP on Table 7 on page 36; and the Program Cost, Revenue, and Balance on Table 9 on page 42.

Project ID #101, Lafayette Road information changes as follows:

Table 3 – Roadway Capital Revenue by Source, page 30:

Added additional STBG-L from additional increase in the FY2024 allocation:

The FY2024 Apportionment = \$3,941,434.00

Estimated FY2024 allocation in TIP = \$2,300,000.00

The added difference to the FY2024 TIP allocation = \$1,641,434.00

Table 7 – Fiscally Constrained Projects, page 36:

- a. Length increased from 0.37 miles to 0.44 miles (due to a technical error, the plans have not changed);
- b. Total stage (YOE) cost changed due to the addition of STBG-L funding amount being added to Table 7.
- c. Funding source added the FLAP funding type; (This funding source was left off by mistake, but the FLAP funding is in the original Total Stage (YOE) Cost column in Table 7.

Table 9 - Financial Summary, page 42:

The addition of the STBG-L to the project is shown in the Program Cost; the additional increase in the FY2024 allocation is shown in the Revenue; and the difference is shown in the Balance.

**WHEREAS**, members of the Interagency Consultation agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the 2050 MTP to meet the federal transportation conformity requirements in 40 CFR Part 93.

**WHEREAS**, the locally developed Participation Plan has been followed. The 14 - day public review period began on March 6, 2024 and ended March 20, 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 1 and the associated CDR to the Executive Board;

**NOW, THEREFORE, BE IT RESOLVED**, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does adopt Amendment 1 of the 2050 MTP and the associated CDR of the Clarksville Urbanized Area.

**Resolution Approved:** March 21, 2024

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Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area

New  
Amd 1  
3-21-24

**TABLE 3: ROADWAY CAPITAL REVENUE BY SOURCE**

	2023-2026	2027-2030	2031-2040	2041-2050	2027-2050 Total
FLAP	\$1,664,000	\$2,493,119	\$8,246,148	\$12,206,314	\$24,609,581
HIP	\$801,769	\$1,149,898	\$3,803,359	\$5,629,901	\$11,384,926
NHPP	\$17,000,000	\$10,645,992	\$35,212,289	\$52,122,789	\$114,981,070
STBG - S	\$22,252,000	\$62,667,348	\$207,276,202	\$306,819,414	\$599,014,964
STBG - TA	\$32,922,590	\$13,248,968	\$43,821,795	\$64,866,962	\$154,860,315
STBG - TA	\$1,818,233	\$2,882,789	\$9,535,006	\$14,114,138	\$28,350,166
CMAQ	\$955,440	\$1,766,529	\$5,842,906	\$8,648,928	\$17,213,803
HSIP	\$540,000	\$2,610,800	\$8,635,387	\$12,782,482	\$24,568,669
HSIP - R	\$90,000	\$129,078	\$426,934	\$631,966	\$1,277,978
HPP (Earmark)	\$2,400,000	\$2,296,488	\$7,595,778	\$11,243,607	\$23,535,872
State Match - TN	\$10,563,442	\$19,359,639	\$64,033,225	\$94,784,815	\$188,741,120
State Match - KY	\$1,600,000	\$2,195,255	\$6,401,779	\$7,958,105	\$18,155,138
Local Match - TN	\$8,591,766	\$26,472,297	\$87,558,791	\$129,608,400	\$252,231,254
Local	\$32,886,161	\$47,165,357	\$156,002,389	\$230,921,645	\$466,975,551
KY STBG-S	\$6,400,000	\$11,868,095	\$34,609,618	\$43,023,503	\$95,901,217
KY SPP- State Construction	\$7,390,000	\$10,139,332	\$29,568,217	\$36,756,496	\$83,854,045
Totals	\$147,875,401	\$217,090,984	\$708,569,823	\$1,032,119,462	\$2,105,655,670

New  
Amendment  
3-21-24

TABLE 7: FISCALLY CONSTRAINED PROJECTS

MTP ID	Roadway	Limits	Project Description	Length	State	Total Stage (YOE) Cost	Funding Source
Stage 1 (2023 – 2026, TIP)							
6	SR-374 PROP	SR-76 to South of Dotsonville Rd	Right-of-Way	2.90	TN	\$3,200,000	HPP/STBG – S
50	Wilma Rudolph Blvd	Industrial Park Access Rd to SR-374	Adaptive Signal System	2.47	TN	\$955,440	CMAQ
91	Spring Creek Pkwy	Trenton Rd to Spring Creek	New 4/5 Lane Roadway	1.44	TN	\$13,000,000	Local
92	Spring Creek Pkwy	Spring Creek to Wilma Rudolph Blvd	New 4/5 Lane Roadway with Bridge	0.88	TN	\$13,000,000	STBG – L/Local
94	SR-48/Trenton Rd	SR-374 to I-24	Widen to 5 lanes	3.70	TN	\$23,000,000	STBG - S
95	SR-237/Rossview Rd	east of International Blvd. to east of Kirkwood Rd	Widen to 5 lanes	3.12	TN	\$9,002,211	STBG - L
96	I-24	KY/TN State line to SR-76	Widening 4 to 6 lanes – Design Only	11.63	TN	\$2,000,000	NHPP
97	I-24	I-24 @ KY-115 Interchange	Interchange Reconstruction Design and Study	--	KY	\$700,000	KY SPP- State Construction
101*	Lafayette Rd	Near Walnut Grove Rd west into Ft Campbell Military Reservation	Widen from 2 to 5 Lanes	0.44	TN	\$4,088,000	FLAP/STBG - L
1001	Enhancement - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$4,212,134	Varies
1002	Safety - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$21,061,226	Varies
1003	Bridge - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$57,918,301	Varies
1004	Overlay - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$42,122,451	Varies
1005	Maintenance - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$6,318,340	Varies
1006	Reconstruction - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$78,979,527	Varies
1011	Enhancement - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$121,579	Varies
1012	Safety - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$607,910	Varies
1013	Bridge - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$1,671,750	Varies
1014	Overlay - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$1,215,819	Varies
1015	Maintenance - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$182,372	Varies
1016	Reconstruction - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$2,279,659	Varies
Stage 2 (2027 – 2030)							
55	SR-12/Ashland City Rd	@ Excell Rd, Hickory Point Rd, and East Old Ashland City Rd	Intersection Improvements	--	TN	\$4,068,771	STBG - L
609	Varies	Varies	Signal Retiming Project in City of Clarksville	--	TN	\$93,074	CMAQ
608	Passenger Rail Study	Clarksville to Nashville	Study for Passenger Rail Feasibility	--	TN	\$93,074	CMAQ
602	US 79/Wilma Rudolph Boulevard	Kraft St to I-24	Access Management and Safety Study	--	TN	\$93,074	HSIP

New  
Amd I  
3-21-24

**TABLE 9: FINANCIAL SUMMARY**

	Stage 1 (2023 – 2026 TIP)			Stage 2 (2027 – 2030)			Stage 3 (2031-2040)		
	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance
FLAP	\$1,664,000	\$1,664,000	\$0	\$0	\$2,493,119	\$2,493,119	\$0	\$8,246,148	\$8,246,148
HIP	\$0	\$801,769	\$801,769	\$0	\$1,149,898	\$1,149,898	\$0	\$3,803,359	\$3,803,359
NHPP	\$1,600,000	\$17,000,000	\$15,400,000	\$7,538,990	\$10,645,992	\$3,107,002	\$29,765,369	\$35,212,289	\$5,446,920
STBG - S	\$17,600,000	\$22,252,000	\$4,652,000	\$56,907,281	\$62,667,348	\$5,760,068	\$94,637,120	\$207,276,202	\$112,639,082
STBG - L	\$26,121,789	\$32,922,590	\$6,800,801	\$10,216,173	\$13,248,968	\$3,032,795	\$34,458,374	\$43,821,795	\$9,363,421
STBG - TA	\$0	\$1,818,233	\$1,818,233	\$0	\$2,882,789	\$2,882,789	\$0	\$9,535,006	\$9,535,006
CMAQ	\$0	\$955,440	\$955,440	\$148,918	\$1,766,529	\$1,617,611	\$0	\$5,842,906	\$5,842,906
HSIP	\$0	\$540,000	\$540,000	\$83,767	\$2,610,800	\$2,527,034	\$0	\$8,635,387	\$8,635,387
HSIP - R	\$0	\$90,000	\$90,000	\$0	\$129,078	\$129,078	\$0	\$426,934	\$426,934
HPP (Earmark)	\$1,920,000	\$2,400,000	\$480,000	\$0	\$2,296,488	\$2,296,488	\$0	\$7,595,778	\$7,595,778
State Match - TN	\$5,480,422	\$10,563,442	\$5,083,020	\$15,111,023	\$19,359,639	\$4,248,616	\$33,659,534	\$64,033,225	\$30,373,691
State Match - KY	\$0	\$1,600,000	\$1,600,000	\$1,655,192	\$2,195,255	\$540,062	\$4,643,996	\$6,401,779	\$1,757,783
Local Match - TN	\$8,546,000	\$8,591,766	\$45,766	\$2,554,043	\$26,472,297	\$23,918,254	\$2,857,043	\$87,558,791	\$84,701,748
Local - TN	\$26,000,000	\$32,886,161	\$6,886,161	\$46,668,237	\$47,165,357	\$497,120	\$152,232,203	\$156,002,389	\$3,770,186
KY STBG-S	\$0	\$6,400,000	\$6,400,000	\$6,620,769	\$11,868,095	\$5,247,327	\$18,575,984	\$34,609,618	\$16,033,634
KY SPP- State Construction	\$0	\$7,390,000	\$7,390,000	\$4,943,773	\$10,139,332	\$5,195,560	\$21,911,761	\$29,568,217	\$7,656,456
Total Capital Improvements	\$88,932,211	\$147,875,401	\$58,943,190	\$152,448,165	\$217,090,984	\$64,642,819	\$392,741,384	\$708,569,823	\$315,828,439
Total Tennessee O&M	\$210,611,978	\$210,611,978	\$0	\$519,929,816	\$519,929,816	\$0	\$1,719,700,619	\$1,719,700,619	\$0
Total Kentucky O&M	\$6,079,089	\$6,079,089	\$0	\$18,063,104	\$18,063,104	\$0	\$55,601,900	\$55,601,900	\$0
Transit Capital	\$0	\$25,734,518	\$25,734,518	\$0	\$15,697,519	\$15,697,519	\$0	\$51,920,533	\$51,920,533
Transit O&M	\$22,308,128	\$22,308,128	\$0	\$17,341,653	\$17,341,653	\$0	\$57,358,608	\$57,358,608	\$0
Total Transit	\$22,308,128	\$48,042,646	\$25,734,518	\$17,341,653	\$33,039,172	\$15,697,519	\$57,358,608	\$109,279,141	\$51,920,533
Total MTP	\$327,931,406	\$412,609,114	\$84,677,708	\$707,782,737	\$788,123,075	\$80,340,338	\$2,225,402,511	\$2,593,151,483	\$367,748,972



Old  
Amendment  
3-21-24

TABLE 3: ROADWAY CAPITAL REVENUE BY SOURCE

	2023-2026	2027-2030	2031-2040	2041-2050	2027-2050 Total
FLAP	\$1,664,000	\$2,493,119	\$8,246,148	\$12,206,314	\$24,609,581
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NHPP	\$17,000,000	\$10,645,992	\$35,212,289	\$52,122,789	\$114,981,070
STBG - S	\$22,252,000	\$62,667,348	\$207,276,202	\$306,819,414	\$599,014,964
STBG - L	\$31,281,156	\$13,248,968	\$43,821,795	\$64,866,962	\$153,218,881
STBG - TA	\$1,818,233	\$2,882,789	\$9,535,006	\$14,114,138	\$28,350,166
CMAQ	\$955,440	\$1,766,529	\$5,842,906	\$8,648,928	\$17,213,803
HSIP	\$540,000	\$2,610,800	\$8,635,387	\$12,782,482	\$24,568,669
HSIP - R	\$90,000	\$129,078	\$426,934	\$631,966	\$1,277,978
HPP (Earmark)	\$2,400,000	\$2,296,488	\$7,595,778	\$11,243,607	\$23,535,872
State Match - TN	\$10,563,442	\$19,359,639	\$64,033,225	\$94,784,815	\$188,741,120
State Match - KY	\$1,600,000	\$2,195,255	\$6,401,779	\$7,958,105	\$18,155,138
Local Match - TN	\$8,311,766	\$26,472,297	\$87,558,791	\$129,608,400	\$251,951,254
Local	\$32,886,161	\$47,165,357	\$156,002,389	\$230,921,645	\$466,975,551
KY STBG-S	\$6,400,000	\$11,868,095	\$34,609,618	\$43,023,503	\$95,901,217
KY SPP- State Construction	\$7,390,000	\$10,139,332	\$29,568,217	\$36,756,496	\$83,854,045
Totals	\$145,953,967	\$217,090,984	\$708,569,823	\$1,032,119,462	\$2,103,734,236

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3-21-24

TABLE 7: FISCALLY CONSTRAINED PROJECTS

MTP ID	Roadway	Limits	Project Description	Length	State	Total Stage (VOE) Cost	Funding Source
Stage 1 (2023 – 2026, TIP)							
6	SR-374 PROP	SR-76 to South of Dotsonville Rd	Right-of-Way	2.90	TN	\$3,200,000	HPP/STBG – S
50	Wilma Rudolph Blvd	Industrial Park Access Rd to SR-374	Adaptive Signal System	2.47	TN	\$955,440	CMAQ
91	Spring Creek Pkwy	Trenton Rd to Spring Creek	New 4/5 Lane Roadway	1.44	TN	\$13,000,000	Local
92	Spring Creek Pkwy	Spring Creek to Wilma Rudolph Blvd	New 4/5 Lane Roadway with Bridge	0.88	TN	\$13,000,000	STBG – L/Local
94	SR-48/Trenton Rd	SR-374 to I-24	Widen to 5 lanes	3.70	TN	\$23,000,000	STBG - S
95	SR-237/Rossvie Rd	east of International Blvd. to east of Kirkwood Rd	Widen to 5 lanes	3.12	TN	\$9,002,211	STBG - L
96	I-24	KY/TN State line to SR-76	Widening 4 to 6 lanes – Design Only	11.63	TN	\$2,000,000	NHPP
97	I-24	I-24 @ KY-115 Interchange	Interchange Reconstruction Design and Study	--	KY	\$700,000	KY SPP- State Construction
101*	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	0.37	TN	\$2,330,000	STBG - L
1001	Enhancement - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$4,212,134	Varies
1002	Safety - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$21,061,226	Varies
1003	Bridge - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$57,918,301	Varies
1004	Overlay - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$42,122,451	Varies
1005	Maintenance - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$6,318,340	Varies
1006	Reconstruction - TN	Varies	Line-Item Operation and Maintenance Funding	--	TN	\$78,979,527	Varies
1011	Enhancement - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$121,579	Varies
1012	Safety - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$607,910	Varies
1013	Bridge - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$1,671,750	Varies
1014	Overlay - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$1,215,819	Varies
1015	Maintenance - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$182,372	Varies
1016	Reconstruction - KY	Varies	Line-Item Operation and Maintenance Funding	--	KY	\$2,279,659	Varies
Stage 2 (2027 – 2030)							
55	SR-12/Ashland City Rd	@ Excell Rd, Hickory Point Rd, and East Old Ashland City Rd	Intersection Improvements	--	TN	\$4,068,771	STBG - L
609	Varies	Varies	Signal Retiming Project in City of Clarksville	--	TN	\$93,074	CMAQ
608	Passenger Rail Study	Clarksville to Nashville	Study for Passenger Rail Feasibility	--	TN	\$93,074	CMAQ
602	US 79/Wilma Rudolph Boulevard	Kraft St to I-24	Access Management and Safety Study	--	TN	\$93,074	HSIP

Old  
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3-21-24

TABLE 9: FINANCIAL SUMMARY

	Stage 1 (2023 – 2026 TIP)			Stage 2 (2027 – 2030)			Stage 3 (2031-2040)		
	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance
FLAP	\$1,664,000	\$1,664,000	\$0	\$0	\$2,493,119	\$2,493,119	\$0	\$8,246,148	\$8,246,148
HIP	\$0	\$801,769	\$801,769	\$0	\$1,149,898	\$1,149,898	\$0	\$3,803,359	\$3,803,359
NHPP	\$1,600,000	\$17,000,000	\$15,400,000	\$7,538,990	\$10,645,992	\$3,107,002	\$29,765,369	\$35,212,289	\$5,446,920
STBG - S	\$17,600,000	\$22,252,000	\$4,652,000	\$56,907,281	\$62,667,348	\$5,760,068	\$94,637,120	\$207,276,202	\$112,639,082
STBG - L	\$25,001,789	\$31,281,156	\$6,279,367	\$10,216,173	\$13,248,968	\$3,032,795	\$34,458,374	\$43,821,795	\$9,363,421
STBG - TA	\$0	\$1,818,233	\$1,818,233	\$0	\$2,882,789	\$2,882,789	\$0	\$9,535,006	\$9,535,006
CMAQ	\$0	\$955,440	\$955,440	\$148,918	\$1,766,529	\$1,617,611	\$0	\$5,842,906	\$5,842,906
HSIP	\$0	\$540,000	\$540,000	\$83,767	\$2,610,800	\$2,527,034	\$0	\$8,635,387	\$8,635,387
HSIP - R	\$0	\$90,000	\$90,000	\$0	\$129,078	\$129,078	\$0	\$426,934	\$426,934
HPP (Earmark)	\$1,920,000	\$2,400,000	\$480,000	\$0	\$2,296,488	\$2,296,488	\$0	\$7,595,778	\$7,595,778
State Match - TN	\$5,480,422	\$10,563,442	\$5,083,020	\$15,111,023	\$19,359,639	\$4,248,616	\$33,659,534	\$64,033,225	\$30,373,691
State Match - KY	\$0	\$1,600,000	\$1,600,000	\$1,655,192	\$2,195,255	\$540,062	\$4,643,996	\$6,401,779	\$1,757,783
Local Match - TN	\$8,266,000	\$8,311,766	\$45,766	\$2,554,043	\$26,472,297	\$23,918,254	\$2,857,043	\$87,558,791	\$84,701,748
Local - TN	\$26,000,000	\$32,886,161	\$6,886,161	\$46,668,237	\$47,165,357	\$497,120	\$152,232,203	\$156,002,389	\$3,770,186
KY STBG-S	\$0	\$6,400,000	\$6,400,000	\$6,620,769	\$11,868,095	\$5,247,327	\$18,575,984	\$34,609,618	\$16,033,634
KY SPP- State Construction	\$0	\$7,390,000	\$7,390,000	\$4,943,773	\$10,139,332	\$5,195,560	\$21,911,761	\$29,568,217	\$7,656,456
Total Capital Improvements	\$87,532,211	\$145,953,967	\$58,421,756	\$152,448,165	\$217,090,984	\$64,642,819	\$392,741,384	\$708,569,823	\$315,828,439
Total Tennessee O&M	\$210,611,978	\$210,611,978	\$0	\$519,929,816	\$519,929,816	\$0	\$1,719,700,619	\$1,719,700,619	\$0
Total Kentucky O&M	\$6,079,089	\$6,079,089	\$0	\$18,063,104	\$18,063,104	\$0	\$55,601,900	\$55,601,900	\$0
Transit Capital	\$0	\$25,734,518	\$25,734,518	\$0	\$15,697,519	\$15,697,519	\$0	\$51,920,533	\$51,920,533
Transit O&M	\$22,308,128	\$22,308,128	\$0	\$17,341,653	\$17,341,653	\$0	\$57,358,608	\$57,358,608	\$0
Total Transit	\$22,308,128	\$48,042,646	\$25,734,518	\$17,341,653	\$33,039,172	\$15,697,519	\$57,358,608	\$109,279,141	\$51,920,533
Total MTP	\$326,531,406	\$410,687,680	\$84,156,274	\$707,782,737	\$788,123,075	\$80,340,338	\$2,225,402,511	\$2,593,151,483	\$367,748,972

## **RESOLUTION 2024-08**

### **APPROVING AMENDMENT TDOT #104 (CLK TN #3) TO THE FY2023-FY2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ASSOCIATED CONFORMITY DETERMINATION REPORT (CDR) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO)**

**WHEREAS**, the Transportation Improvement Program (TIP) is prepared on a four-year basis, 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 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 TIP# 70, Lafayette Road; to change the termini, project description, construction funding amounts, total project cost and Long-Range Plan#.

- a. Termini – change from “from Walnut Grove Road 1,940 feet to/thru Ft. Campbell Gate” to “from near Walnut Grove Road, approximately 0.44 miles west into Ft. Campbell Military Reservation”;
- b. Project Description – changed from “Reconstruction and widening of approximately 1,940 feet of Lafayette Rd. The widening will consist of four 12’ lanes with paved shoulders that transition from 10’ wide to a 2.5’ curb and gutter on both sides of the roadway. The center lane will be tapered from 5 lanes into a 4-lane section for entry into the gate” to “Reconstruction and widening of approximately 0.44 miles of Lafayette Road. The final roadway cross section will widen the existing cross section to one consisting of four (4) 12-foot lanes with 10-foot paved shoulders on both sides of the roadway for portions of the route and (4) 12-foot lanes with no shoulders in other segments. The center lane of the existing roadway will be tapered from 5 lanes into a 4-lane section.”
- c. Construction funding – added \$1,400,000 total funds to FY2024 construction phase. This is divided out as \$1,120,000 federal STBG-L funds and \$280,000 local match.
- d. Total project cost -increased from \$2,688,000 to \$4,088,000;
- e. Long Range Plan # - changed from project’s location in the 2045 MTP to the 2050 MTP adopted on January 11, 2024;

**WHEREAS**, members of the Interagency Consultation (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the FY2023-FY2026 TIP to meet 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 March 6, 2024 and ended March 20, 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 TDOT #104 (CLK TN #3) and the associated CDR to the Executive Board;

**NOW, THEREFORE, BE IT RESOLVED**, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does adopt Amendment TDOT #104 (CLK TN #3) of the FY2023-FY2026 TIP and the associated CDR of the Clarksville Urbanized Area.

**Resolution Approved:** March 21, 2024

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Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO

# eSTIP Project Report

New  
Amd 104  
CLK Amd # 3  
3-21-24



<b>ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
CLK 70	121387.00	0.440	Montgomery County

**County:**  
Montgomery

<b>Route</b>	<b>Total Project Cost</b>
O-	\$4,088,000.00

**Project Name:**  
LaFayette Road

**Termini**  
From near Walnut Grove Road, approximately 0.44 miles west into Ft. Campbell Military Reservation

**Project Description**  
Reconstruction and widening of approximately 0.44 miles of LaFayette Rd. The final roadway cross section will widen the existing cross section to one consisting widening will consist of four (4) 12' lanes with 10-foot paved shoulders on both sides of the roadway for portions of the route and (4) 12-foot lanes with no shoulders in other segments. The center lane of the existing roadway will be tapered from 5 lanes into a 4 lane section. \*EFL Project Mgmt phase, FLAP funding \$38,000.00\*

<b>Long Range Plan #</b>	<b>Conformity Status</b>
#101; Table 7; pg 36	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	FLAP	\$2,080,000	\$1,664,000	\$0	\$416,000
2023	CONST	STBG-L	\$250,000	\$200,000	\$0	\$50,000
2024	CONST	STBG-L	\$1,400,000	\$1,120,000	\$0	\$280,000
<b>Total</b>			<b>\$3,730,000</b>	<b>\$2,984,000</b>	<b>\$0</b>	<b>\$746,000</b>





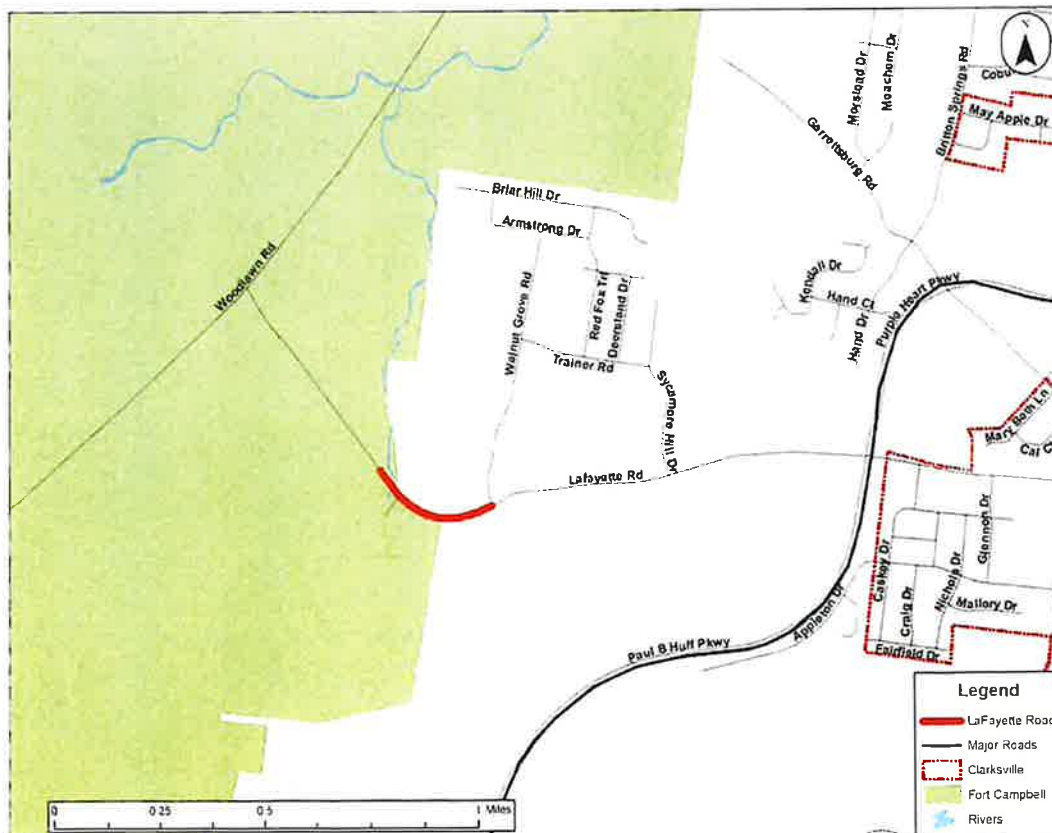
Old  
Amd 104  
CLK Amd #3  
3-21-24

## TIP Project Report

12/18/2023

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
CLK 70	121387.00	0.44	Montgomery County
<b>State</b>	<b>County</b>		
TN	Montgomery		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$2,688,000		
<b>Project Name</b>			
LaFayette Road			
<b>Termini</b>			
From Walnut Grove Road 1,940 feet to/thru Ft. Campbell Gate			
<b>Project Description</b>			
Reconstruction and widening of approximately 1,940 feet of LaFayette Rd. The widening will consist of four 12' lanes with paved shoulders that transition from 10' wide to a 2.5' curb and gutter on both sides of the roadway. The center lane will be tapered from 5 lanes into a 4 lane section for entry into the gate. *EFL Project Mgmt phase, FLAP funding \$38,000.00*			
<b>Long Range Plan #</b>		<b>Conformity Status</b>	
#106; Table 11.3; pg 11-5		Non-Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CONST	STBG-L	\$250,000	\$200,000	\$0	\$50,000
2023	CONST	FLAP	\$2,080,000	\$1,664,000	\$0	\$416,000
<b>Total</b>			<b>\$2,330,000</b>	<b>\$1,864,000</b>	<b>\$0</b>	<b>\$466,000</b>





**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
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	\$12,505,951	\$12,505,951	\$7,752,784	\$2,428,825	\$2,324,342	\$0	\$0
5307	2025	\$11,555,283	\$11,555,283	\$4,665,798	\$3,014,742	\$3,874,743	\$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
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
LOCAL	2024	\$8,651,000	\$8,651,000	\$0	\$0	\$8,651,000	\$0	\$0





**eSTIP Fiscal Constraints Report for STIP Period 2023**  
**Clarksville MPO**

<b>Fund Code</b>	<b>Fiscal Year</b>	<b>Budget Total</b>	<b>Programmed Funds</b>	<b>Federal Funding</b>	<b>State Funding</b>	<b>Local Funding</b>	<b>Federal Carryover</b>	<b>Remaining Balance</b>
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	\$0	\$0	\$0	\$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	\$31,035,250	\$31,035,250	\$24,828,200	\$6,207,050	\$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