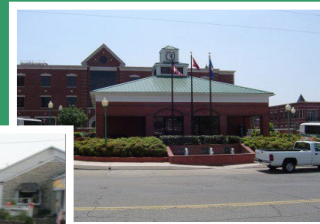


FY2026-FY2029 Transportation Improvement Program



Clarksville Urbanized Area Metropolitan Planning Organization Draft FY2026-FY2029 Transportation Improvement Program



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This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration; Federal Highway Administration; Kentucky Transportation Cabinet; Oak Grove, Kentucky; Christian County, Kentucky; City of Clarksville, Tennessee; Tennessee Department of Transportation; Montgomery County, Tennessee.

This financial assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Clarksville MPO, based upon project information submitted by sponsoring agencies.

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ACRONYMS

3(R)	RESURFACING, REHABILITATION OR RESTORATION
AC	ADVANCE CONSTRUCTION
ADA	AMERICANS WITH DISABILITIES ACT
BFP	BRIDGE FORMULA PROGRAM
BIL	BIPARTISAN INFRASTRUCTURE LAW
CAA	CLEAN AIR ACT
CDR	CONFORMITY DETERMINATION REPORT
CFR	CODE OF FEDERAL REGULATIONS
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM
CMP	CONGESTION MANAGEMENT PROCESSES
CONST	CONSTRUCTION
CRP	CARBON REDUCTION PROGRAM
CTS	CLARKSVILLE TRANSIT SYSTEM
EPA	ENVIRONMENTAL PROTECTION AGENCY
FAST ACT	FIXING AMERICA’S SURFACE TRANSPORTATION ACT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FLAP	FEDERAL LANDS ACCESS PROGRAM
FLTTP	FEDERAL LAND & TRIBAL TRANSPORTATION PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION
FY	FISCAL YEAR (OCTOBER 1-SEPTEMBER 30)
HIP	HIGHWAY INFRASTRUCTURE PROGRAM
HPP	HIGHWAY PRIORITY PROJECTS
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
HSIP-R	RAILWAY HIGHWAY CROSSING PROGRAM
IJA	INFRASTRUCTURE INVESTMENT AND JOBS ACT
IMPV	IMPROVE ACT (TN FUNDING FOR TRANSIT PROJECTS)
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
KY	KENTUCKY
KYD	KENTUCKY DISCRETIONARY PROGRAM
KYTC	KENTUCKY TRANSPORTATION CABINET
LEP	LIMITED ENGLISH PROFICIENT
MPA	METROPOLITAN PLANNING AREA
MPO	METROPOLITAN PLANNING ORGANIZATION
MTP	METROPOLITAN TRANSPORTATION PLAN
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARD
NEPA	NATIONAL ENVIRONMENTAL POLICY ACT
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM
NHPP	NATIONAL HIGHWAY PERFORMANCE PROGRAM
NHS	NATIONAL HIGHWAY SYSTEM
PE	PRELIMINARY ENGINEERING
PHSIP	PENALTY HIGHWAY SAFETY IMPROVEMENT PROGRAM
PL	METROPOLITAN PLANNING
PM	PERFORMANCE MEASURES
PP	PARTICIPATION PLAN
PROTECT	PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION FORMULA
ROW	PROGRAM RIGHT OF WAY
SAFETEA-LU	SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT A LEGACY FOR USERS
SPP	STATE CONSTRUCTION PROGRAM – KY
SPPR	STATE PRIMARY PAVEMENT REHABILITATION – KY
SPR	STATE PLANNING AND RESEARCH
SR	STATE ROUTE
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
STBG	SURFACE TRANSPORTATION BLOCK GRANT (L-LOCAL OR S-STATE)
STBG-TA	SURFACE TRANSPORTATION BLOCK GRANT FOR TRANSPORTATION ALTERNATIVES
SHSP	STRATEGIC HIGHWAY SAFETY PLAN
TAP	TRANSPORTATION ALTERNATIVES PROGRAM
TCC	TECHNICAL COORDINATING COMMITTEE
TDOT	TENNESSEE DEPARTMENT OF TRANSPORTATION
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TMA	TENNESSEE MODERNIZATION ACT
TN	TENNESSEE
TSM&O	TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS
UPWP	UNIFIED PLANNING WORK PROGRAM

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UROP	URBAN OPERATING ASSISTANCE PROGRAM
ULB	USEFUL LIFE BENCHMARK
USC	UNITED STATES CODE
VMT	VEHICLE MILES TRAVELED
VOC	VOLATILE ORGANIC COMPOUND

SECTION I: TIP INFORMATION

1.0 INTRODUCTION:

The Clarksville Urbanized Area Metropolitan Planning Organization (MPO) is federally mandated to carry out the planning and programming of federally funded and regionally significant transportation activities within the cities of Clarksville and Oak Grove, Montgomery County, portions of Christian County and portions of the City of Hopkinsville. The purpose of the TIP is to document how federal transportation funds will be expended within the MPO's Metropolitan Planning Area. Development and content of the TIP is governed by 23 U.S.C. 134(j) and 23 CFR 450.326. The TIP represents a four-year program of projects based on the Federal Fiscal Year (October 1, 2025 through September 30, 2029) Transportation Improvement Program (TIP) for the Clarksville area.

Under federal law, the TIP:

- Is developed by the MPO in cooperation with the States and public transit operators,
- Must be consistent on a project level with the approved Metropolitan Transportation Plan,
- Must include all regionally significant projects and those funded with federal transportation funds,
- Must include a financial plan demonstrating how the approved TIP can be implemented with existing and anticipated revenue,
- Must be incorporated directly, without change, into the Statewide Transportation Improvement Program (STIP), after approval by both the MPO and the Governor, and
- Must include performance measures and the anticipated effects of the TIP on achieving those targets.

The FY2026 - FY2029 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian and other surface transportation projects scheduled for implementation over the next four years that are regionally significant and/or that use federal transportation funds. This document identifies planned transportation projects and projected revenues during the time period of FY2026 to FY2029 and ensures coordination of transportation improvements by local, state, and federal agencies.

The TIP is a necessary link between the planning process and implementation of plans. The 2050 Metropolitan Transportation Plan (MTP) and the TIP are separate documents, but the TIP is the tool by which the plan is implemented. The 2050 MTP has a horizon of 26 years and the MTP was adopted on January 11, 2024. The TIP projects come from recommendations in the 2050 MTP. The 2050 MTP is a long-range plan that focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Executive Board. The proposed TIP will be in effect once it is adopted by the MPO Executive Board and approved by State and Federal agencies.

Each state is also required to develop a State-wide Transportation Improvement Program (STIP), which represents a four-year program of projects and reflects funding allocations and priorities at the state level. As such, the MPO's TIP is incorporated in the STIP by reference. The STIP is approved by the Federal Highway Administration and Federal Transit Administration.

The MPO adopted the 2050 MTP's associated Conformity Determination Report (CDR) at the same time with the adoption of the 2050 MTP on January 11, 2024. Both Christian and Montgomery

Counties have been designated in maintenance by the EPA for the 1997 ozone standard. The MPO has submitted the draft TIP projects to the IAC for their review and a draft conformity report for the TIP. The MPO is involved with the IAC through conference calls and emails in addressing any issues related to the TIP projects in helping determine their non-exempt/exempt status and regional significance to conformity for each project in the 2050 MTP and FY2026-FY2029 TIP.

1.1 Program Approval:

The TIP must be fully updated and approved at least every four years by the MPO, the Governor of Tennessee and the Governor of Kentucky. The approval signature from the MPO's Executive Board is the signed Resolution 2025-19 on the page 6.

The MPO and TDOT certifies, at least every four years, that the metropolitan planning process of the MPO is being carried out in accordance with all applicable requirements, per 23 CFR 450.218 and/or 23 CFR 450.326. On page 3 is the self-certification of the MPO and TDOT, and is signed by the MPO's Executive Board Chairman and for TDOT, the Director of Program Development and Administration Division. On page 4 is the KYTC certification and is signed by the Kentucky Transportation Secretary.

**METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION**

In accordance with 23 CFR 450.336, the Clarksville Urbanized Area Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Clarksville, TN-KY urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: _____

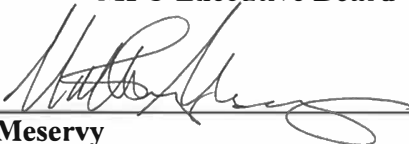


Date: _____

7/10/2025

Print Name: Mayor Wes Golden, Chairman

Title: MPO Executive Board



Matt Meservy

Director, TDOT Planning Division

Date: _____

7/18/25

FY2026-FY2029 Transportation Improvement Program

Transportation Planning Process Certification

In accordance with 23 CFR 450.336, Clarksville Metropolitan Planning Organization and the Kentucky Transportation Cabinet hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements:

(a) The State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this sub-part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST ACT (Pub. L. No. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
- (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Mayor Wes Golden, Chairman
MPO Executive Board

Date: 7/10/2025



Deneatra Henderson
Chief District Engineer

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1.2 Federal Legislation:

On November 15, 2021 President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into Law (23 USC Section 134, 23 CFR Part 450, 49 U.S.C. Section 5303, and 49 CFR Part 613 for metropolitan TIPs). It is the largest long-term investment in the U.S. infrastructure and competitiveness. The IIJA will repair and rebuild roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians; improve the safety of the transportation system; improve healthy, sustainable transportation options for millions of Americans; build a network of EV chargers to facilitate long-distance travel and provide convenient charging options; modernize and expand passenger rail and improve freight rail efficiency and safety; and improve our nation's airports.

The IIJA is to fund eight (8) highway apportioned programs:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- National Highway Freight Program (NHFP);
- Metropolitan Planning (PL);
- Carbon Reduction Program (CRP) - New; and
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program - New.

1.3 TIP Resolution:

RESOLUTION 2025-19

**APPROVING THE FINAL FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM
AND ASSOCIATED CONFORMITY DETERMINATION REPORT OF THE CLARKSVILLE
URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION(MPO)**

WHEREAS, the Transportation Improvement Program is prepared on a four-year basis, 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 for selection by the Executive Board to be advanced during the program period; and

WHEREAS, a proposed Final Transportation Improvement Program for FY2026-FY2029 and the associated Conformity Determination Report (CDR) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the general public, participating State and Federal Agencies, members of the Technical Coordinating Committee and Executive Board; and

WHEREAS, the locally developed Participation Plan has been followed in the development of the Transportation Improvement Program. This 14-day public review period began on September 24, 2025 and ended October 8, 2025. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2026-FY2029 TIP and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board recommends approval of the Final FY2026-FY2029 Transportation Improvement Program and the associated Conformity Determination Report of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 9, 2025

Mayor Wes Golden, Chairman
Clarksville Urbanized Area MPO

1.4 Assurance of Non-Discrimination:

It is the policy of the Clarksville Urbanized Area Metropolitan Planning Organization, the Clarksville/Montgomery County Regional Planning Commission, a recipient of federal funds through the Federal Highway Administration and the Federal Transit Administration, to comply with the Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). The MPO does not discriminate on the basis of age, race, sex, religion, color, national origin or disability in its hiring and employment practices, or in admission to, access to, or operation of its programs, services, and activities. For ADA (disability) inquiries contact Jill Hall or Michael Ziarnik by phone at (931) 645-7448. Please provide 48-hour notice for request for service.

1.5 National Goals:

The national goals of the Federal-aid highway program are prescribed in Section 150 of title 23, United States Code (23 U.S.C. Section 150), as follows:

- a. Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- b. Infrastructure Condition – to maintain the highway infrastructure asset system in a state of good repair.
- c. Congestion Reduction – to achieve a significant reduction in congestion on the National Highway System.
- d. System Reliability – to improve the efficiency of the surface transportation system.
- e. Freight Movement and Economic Vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- f. Environmental Sustainability – to enhance the performance of the transportation system while protecting and enhancing the natural environment.
- g. Reduced Project Delivery Delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- h. Integrated Economic Development – to improve road conditions in economically distressed urban communities and increase access to jobs, markets and economic opportunities for people who live in such communities.

The goal of the MPO is to strive to have a safe, reliable, well-maintained and sustainable, multimodal roadway system that provides access to freight and economic opportunities while protecting and enhancing the environment, and reducing emissions and congestion. This goal is achieved through performance-based planning and programming, studies, project prioritization, data collection, and travel demand model runs; along with upgrading traffic control features and ITS type projects.

1.6 Federal Planning Factors:

The Clarksville MPO's transportation planning process takes into consideration the Federal planning factors in 23 U.S.C. Section 134 and Section 135. The metropolitan transportation planning process is carried out through a 3-C (continuous, cooperative, and comprehensive) planning process and provide for consideration and implementation of projects, strategies and services. There are ten factors that must be considered as part of this planning process for all metropolitan areas. These factors are consulted throughout the development of projects that are included in the Clarksville MPO's TIP. The ten factors that are to be

considered in the metropolitan planning process, more specifically in the TIP development are:

1. Support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

1.7 Planning Horizon

The FY2026-FY2029 TIP is the MPO's short-term programming document that list four years of funded transportation projects. The TIP identifies and tracks federally funded and regionally significant transportation projects over a four-year period. The federal fiscal year is from October 1st through September 30th. The proposed TIP has a time frame from October 1, 2025 through September 30, 2029. The proposed TIP will go into effect once it is adopted by the MPO Executive Board and approved by State and Federal agencies.

The previous TIP had a four-year planning horizon from FY2023 through FY2026. It was adopted on October 19, 2022. The next TIP to be developed after the FY2026-FY2029 will have an anticipated planning horizon for four years from FY2029 through FY2032 and will have a development cycle beginning in FY2028 and be completed during the first quarter of FY2029.

The TIP is a necessary link between the planning process and implementation of plans. The 2050 Metropolitan Transportation Plan (MTP) and the TIP are separate documents, but the TIP is the tool by which the plan is implemented. The 2050 MTP has a horizon of 26 years and was adopted on January 11, 2024. The TIP projects come from recommendations in the 2050 MTP. The 2050 MTP is a long-range plan that focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Executive Board.

1.8 Planning Area

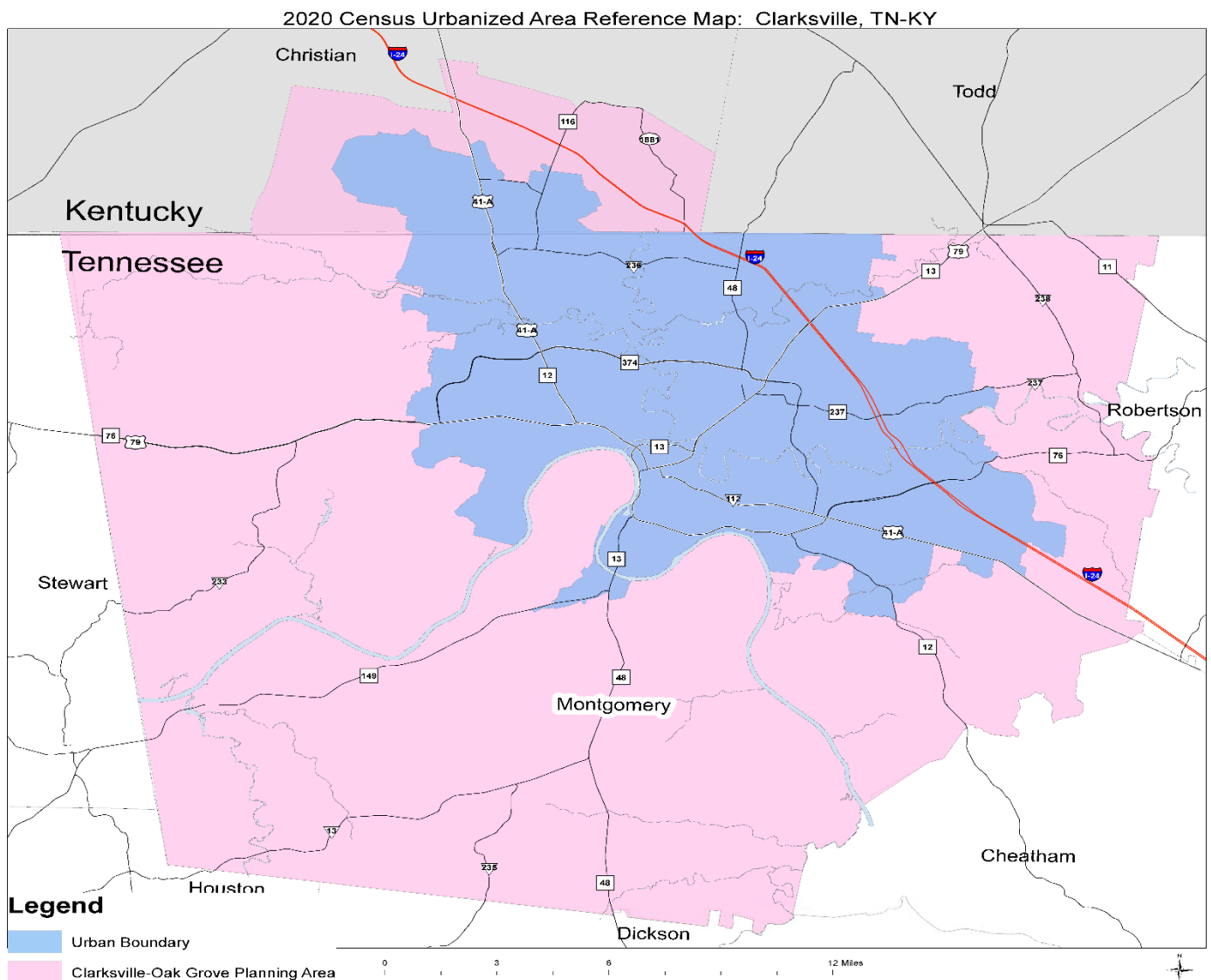
The planning area of the Clarksville MPO comprises a total of approximately 595.0 square miles incorporating the cities of Clarksville, Tennessee and Oak Grove, Kentucky, Montgomery County, portions of Christian County and a portion of the City of Hopkinsville, Kentucky (shown in Figure 1). The MPO is in maintenance for air quality; the MPO air quality boundaries are the same as the MPO boundaries. The MPO works with planner from Fort Campbell Military Installation and currently has a project through the federal FLAP program at an entry point to the installation. The MPO contacts the Federal Bureau of Land Management, National Park Service, U.S. Fish and Wildlife, and U.S. Forest Service for input/comments on the draft TIP and MTP as stakeholders per the Participation Plan (PP).

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The 2020 Census designated an urbanized area of 135.9 square miles within the MPO planning area. The Clarksville MPO Adjusted Urbanized Boundary has 161.1 square miles of urbanized area within the MPO planning area, as shown in Figure 1. The MPO Executive Board adopted the urbanized area adjustments in Tennessee and in Kentucky on November 16, 2023. FHWA-TN approved the adjustment on September 9, 2024, and FHWA-KY approved the adjustment on August 29, 2024. The MPA was changed in the Kentucky portion only and was adopted by the Executive Board on April 25, 2024 and received the Kentucky Governor's approval on May 20, 2024.

The 2020 Census population for the Clarksville urban area exceeded the 200,000-population threshold with a population of 200,947. The Clarksville MPO will go through the Clarksville Transportation Management Area (TMA) Federal Certification Review in 2027 and will be performed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Figure 1: Clarksville MPO Urban and Planning Boundaries – TN and KY



PROCESS FOR PROGRAM DEVELOPMENT

1.9 Planning Partners and Sub-Recipients:

The Clarksville MPO develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA pursuant to 23 CFR 450.306 and by FTA pursuant to 49 CFR 613.100. The FY2026-2029 TIP is developed through coordination and consultation between the Clarksville MPO, Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC), the Clarksville Transit System (CTS), local jurisdictions within the region, tribal representatives, and Federal Land Management Agencies. There is a Memorandum of Agreement (MOA) between the Kentucky Transportation Cabinet, the Tennessee Department of Transportation, the City of Clarksville for the Clarksville Transit System, and the Clarksville MPO that clearly identifies the responsibilities of each agency. This Memorandum was devised for bi-state MPOs to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process.

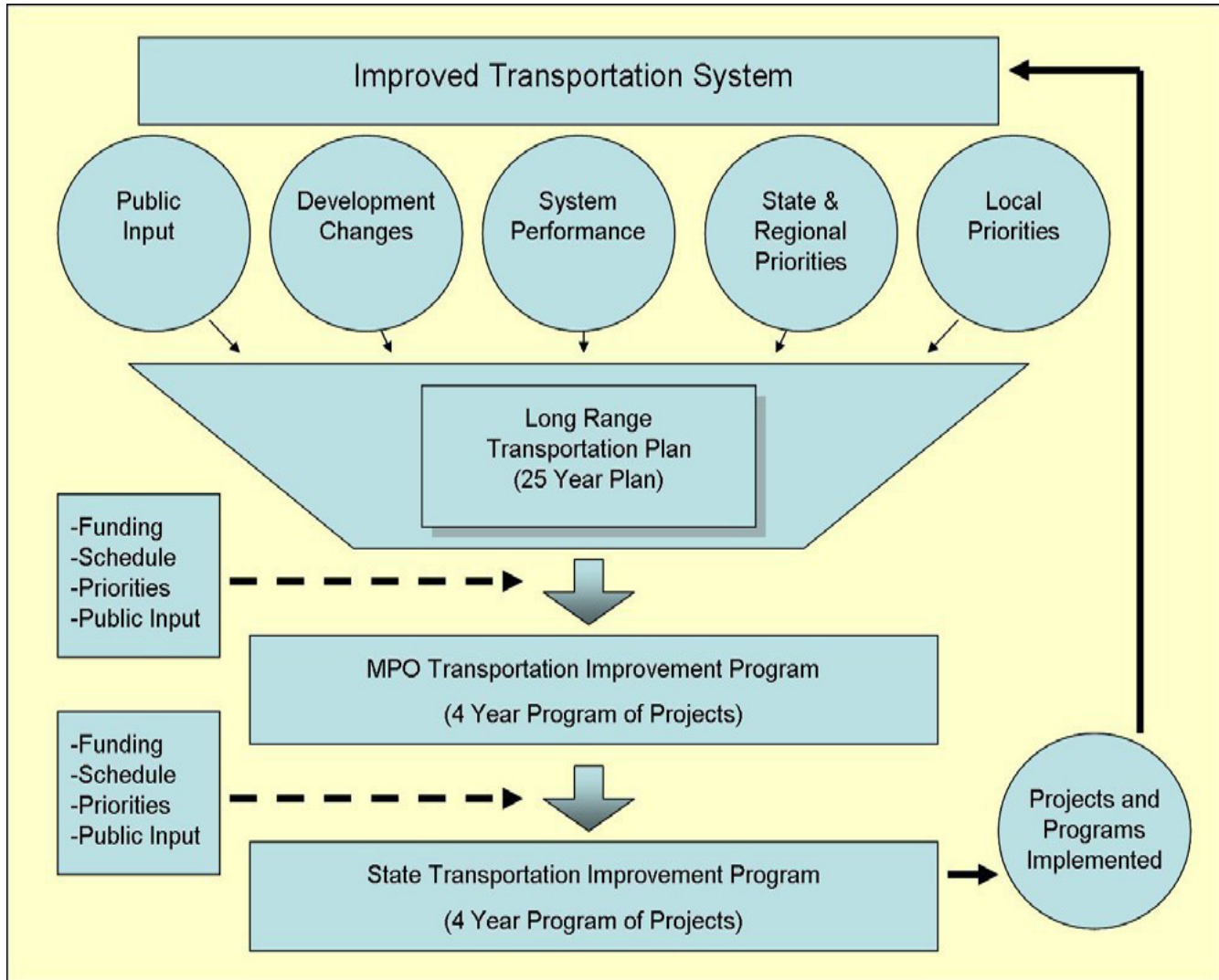
MAP-21 established the Federal Lands and Tribal Transportation Program (FLTTP). The FLTTP was continued under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The FLTTP is comprised of the Tribal Transportation Program (23 U.S. Code § 202), the Federal Lands Transportation Program (23 U.S. Code § 203), and the Federal Lands Access Program (23 U.S. Code § 204). The MPO had a Federal Lands Access Program (FLAP) project in the FY2023-FY2026 TIP for access into the Fort Campbell Military Installation.

The TIP is a fiscally constrained programming document that details a 4-year budget of transportation projects, which uses federal, state, and/or local funds. It is developed and adopted at least every four years by the MPO in response to the transportation needs for all modes of transportation (roadways, bikeways, pedestrian facilities and transit) within the Clarksville MPO area. All projects that are funded with federal funds, either under Federal Highway Administration Title 23 U.S.C. or the Federal Transit Act must be included in the TIP, as well as projects that do not use federal funds but are considered regionally significant.

MPO TIP and STIP Relationship:

Just as each MPO is required to develop a TIP, each state is required to compile a Statewide Transportation Improvement Plan (STIP) as a requirement of federal regulations. The STIP includes all federally funded transportation projects from throughout the state. In Tennessee and in Kentucky, the MPO TIPs are included in the STIP once adopted by the MPO Executive Board and approved by FHWA and FTA. The Kentucky Transportation Cabinet (KYTC) and Tennessee Department of Transportation (TDOT) STIPs are then submitted to the Federal Highway Administration and the Federal Transit Administration for official approval. Projects must be in the STIP before funding authorities, such as FHWA, FTA, TDOT and KYTC can obligate or commit monies to contracts. Figure 2 illustrates the relationship of the TIP to the overall planning process within the MPO area.

Figure 2: Transportation Improvement Program Development Process



Cooperative Funding Process for TIP by States, MPO and Transit:

The following financial requirements for the TIP are based upon the current federal planning regulations and the IIJA.

- The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).
- In developing the TIP, the MPO, TDOT, KYTC and CTS must cooperatively develop estimates of revenue funds that are reasonably expected to be available to support the TIP implementation. This includes the identification of carryover funds, expected allocations and inflation rates for future year estimates. All revenue and cost estimates use an inflation rate to reflect “year of expenditure dollars” based upon reasonable financial principles. The TIP will include a project or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

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To develop a financially constrained TIP, the MPO began with the projects committed in the previous TIP. After reviewing the estimates of available state and federal funds and ensuring that the previous committed projects are funded, the MPO will consider new projects for the remaining anticipated funding allocations. The MPO takes into account financial principles and inflation rates when forecasting future year revenue and cost estimates.

Project Programming Process for the TIP:

TDOT-managed capital and non-capital transportation projects are programmed into the TIP after coordination between the MPO and TDOT. Tennessee passed the landmark Transportation Modernization Act (TMA) in April 2023. The law allows TDOT to enter into public-private partnerships to ensure a safe and reliable transportation system to support economic growth and quality of life within the state. With the passage of the TMA, TDOT has developed a new project programming prioritization process. This consists of a 10 Year Project Plan. The new project evaluation process considers three important aspects for prioritizing investments: project performance, project delivery and project cost. This process takes a data-driven approach to promote objectivity in project selection and investment decisions. Each project in the 10-Year Plan is anticipated to go from planning to construction within five years. To support a financially constrained program, TDOT developed revenue projections over 10 years: 2024-2033. Revenue projections comprise of traditional federal and state funding used for highway investments. TDOT's 3 Year Plan is a subset of the 10 Year Plan and lists the projects that are to be funded in the current TIP. The MPO consults with the City and County officials in the review and selection of their prioritized projects, that are submitted through the Statewide Partnership Program (SPP) application. TDOT then makes the final selection from the prioritized projects applications for the 10 Year Plan and the subset 3 Year Plan. The projects awarded into the 3 Year Plan will then be added into the TIP.

KYTC-managed capital and non-capital transportation projects are programmed into the TIP after the Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT prioritization process is a data-driven, objective approach to compare capital improvement projects and prioritize limited transportation funds; which are administered through KYTC. The SHIFT model uses measurable data to assess the need for and benefits of planned projects and compare them to each other. Projects are scored based on seven key attributes: safety, economic growth, congestion, benefit/cost, asset management, resiliency, and non-motorized mobility. KYTC combines the statewide and local priorities to help develop the Governor's Recommended State Highway Plan, which is presented to the General Assembly. From the legislative session, the State Highway Plan is approved and includes two years of funded projects and spending priorities for the following four years. These funded projects are programmed into the TIP.

Locally-managed capital and non-capital transportation projects are programmed into the TIP after a lengthy process of review and consultation with local agencies and public participation. The MPO follows the Participation Plan (PP) for solicitation of new projects at public MPO meetings. Each proposed new project for consideration in the TIP is compared to the stated goals and objectives of the MPO's MTP. Additionally, each MPO member jurisdiction is given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments and on the projects contribution to the performance measure targets.

Evaluation of TIP Project's Consistency with the MTP and Statewide Plan:

Projects that are added to the TIP for funding and implementation must be consistent with the region's Metropolitan Transportation Plan (MTP). The metropolitan transportation planning process is consistent with the Strategic Highway Safety Plan as specified in 23 U.S.C. 148 and other transit safety and security planning and review process, and the regional intelligent transportation system (ITS) architecture as defined

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in 23 CFR part 940. The MTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO's MTP are divided into three stages: 1) short-term needs – proposed for completion by 2030, 2) mid-term needs – proposed for completion by 2040, 3) long-term needs - proposed for completion by 2050. In order for a project to be included in the TIP, it must be in the short-term or mid-term list of projects in the MTP.

The Statewide Transportation Improvement Program (STIP) is a statewide prioritized listing/program of transportation projects developed by the State in cooperation with the MPO for each designated metropolitan area. The STIP must be consistent with the State long-range transportation plan, MTPs, and TIPs. Each TIP must be included in the STIP after the TIP is approved. Federal regulations require a full update of the TIP and STIP at least every four years. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when FHWA/FTA approval of the STIP expires.

The MPO consults, as appropriate, with state, local and federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the MTP and the TIP. Each agency is contacted during the preliminary review by TDOT, FHWA and FTA. The agencies are asked to review the TIP at the MPO website and submit any comments. The TIP consultation involves comparison of the TIP with State conservation plans or maps; and/or comparison of transportation plans to inventories of natural or historic resources, if available.

The MPO has an established detailed set of project selection criteria for STBG and CMAQ, forging a greater linkage between the stated goals of the 2050 MTP and other local emphasis areas. The enhanced selection criteria allow for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects. (*Appendix A*).

After the projects are prioritized based on the selection criteria and performance measures, then the cost estimates must be calculated for the project. Since the TIP has to be financially constrained, the cost estimates of the project must be within the limits of the anticipated revenue for the length of the project for each phase to be selected.

For a Kentucky project to receive funding in the TIP, it must be either in the Kentucky Six Year Plan or have other identified funding. The MPO meets with Kentucky District 2 representatives, Oak Grove officials, Christian County Representatives to review and prioritize projects for consideration into the Kentucky Highway Plan through the SHIFT/CHAF program for the MPO area. Kentucky prioritized projects are submitted by KYTC Planning Department staff for the Six Year Plan consideration.

Regionally Significant Project:

The process for including all regionally significant projects into the TIP is the same as a locally-managed project. The funding source may be local, state and/or private. Again, the estimated required funding must be provided for the TIP to remain financially constrained. All regionally significant projects must follow all the federal and state guidelines throughout the planning, programming and implementation of the project. Currently, all of the regionally significant projects in the TIP are federally funded. While the MPO is responsible for the programming of transportation improvements, the implementation of projects (i.e., construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region.

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Funding Sources:

IIJA and FAST Act legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. MAP-21 made bicycle facilities and pedestrian walkways eligible expenses under the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program and the Congestion Mitigation Air Quality Improvement Program. These funding programs are listed in Figure 3 and described below.

National Highway Performance Program (NHPP) - provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

Surface Transportation Block Grant Program (STBG) - remains the federal-aid highway program with the broadest eligibility criteria. Funds are used on any federal-aid highway, on bridge projects on any public road, on transit capital projects on non-motorized paths, and on bridge and tunnel inspection and inspector training. The FAST Act eliminated MAP-21 Transportation Alternative Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant program funding for transportation alternatives (STBG-TA).

- a. Transportation Alternatives (TA) - provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways.

Highway Safety Improvement Program (HSIP) – supports projects that improve the safety of road infrastructure by correcting hazardous road locations or feature or address a highway safety problem. This includes: installation of vehicle to infrastructure communication equipment; pedestrian hybrid beacons; roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands and other physical infrastructure projects not specifically enumerated in the list of eligible projects.

- a. Penalty Highway Safety Improvement Program (PHSIP) - are funds that TDOT receives annually for Tennessee not having a conforming Open Container Law. These funds must be used for HSIP eligible activities. These funds are a percentage of NHPP and/or STBG funds that HSIP eligible activities and TN Hwy Safety Office activities related to alcohol-related projects. (23 U.S.C. 154 – open container requirements)

Railway-Highway Crossings Program – This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Title 23, Part 924 of the Code of Federal Regulations (23 U.S.C. 130)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. [23 U.S.C. 149(a)].

National Highway Freight Program (NHFP) – improves the efficient movement of freight on the National Highway Freight Network and support several goals.

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The Federal Lands Access Program (FLAP) - provides funds for projects on Federal Land's access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. [23 U.S.C. 201, 204]. FLAP funds are in the Eastern Federal Lands Highway Division (EFLHD). FLAP funds are sent to the State DOT and then incorporated into the TIP's appendix by modification if it contains projects within the MPO area.

Highway Infrastructure Program (HIP) – provide flexible funding to address State and Local transportation needs through the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.

Carbon Reduction Program (CRP) – The U.S. Department of Transportation (DOT) must establish a carbon reduction formula program for states to reduce transportation emissions. Eligible state funding activities include truck stop electrification, diesel engine retrofits, vehicle-to-infrastructure communications equipment, public transportation, port electrification, and deployment of alternative fuel vehicles, including charging or fueling infrastructure and the purchase or lease of zero-emission vehicles.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program - PROTECT grants will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Funding can be used for a wide variety of uses to enable an existing surface transportation infrastructure asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.

Federal Transit Administration Section 5307 (5307) - This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation- related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5339 (5339) - Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Federal Transit Administration Section 5310 (5310) - This program provides formula funding to States for the purpose of assisting private non-profit organizations, governmental authorities that certify to the chief executive officer of a State that no non-profit corporations or associations are readily available in an area to provide the service, and governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Urban Operating Assistance Program (UROP) - This State funded program is intended to supplement other available operating funds for urban transit agencies.

State Performance Plan (SPP) Funds – Kentucky's State funded projects.

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Tennessee Modernization Act (TMA) Funding – Tennessee’s State funded project through a competitive grant application process.

Federal High Priority Program (HPP) – This program contains earmarked funds. These projects are detailed in SAFETEA-LU or are specified by Congress. These projects have an HPP or DEMO project number associated with them on the TIP project pages and in the funding tables.

Federally Funded Kentucky Discretionary Program (KYD) – Program represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

Figure 3: Transportation Improvement Program Funding Sources:

Highway System Funding Programs	Project Initiation	Funding Source	Match Ratio
National Highway Performance Program (NHPP)	State DOT/ Cabinet	Federal State	80% 20%
Surface Transportation Block Grant Program (STBG) (State or Local Allocation)	State DOT/ Cabinet or Local Government	Federal State/Local	80% 20%
Surface Transportation Block Grant for Transportation Alternatives (STBG-TA)	Local Government	Federal Local	80% 20%
Highway Safety Improvement Project (HSIP)	State DOT/Cabinet or Local Government	Federal Local/State	90% 10%
Railway-Highway Crossing Program (set-aside from HSIP-R)	State DOT/ Cabinet	Federal State	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
National Highway Freight Program (NHFP)	State DOT/ Cabinet	Federal State	80% 20%
Federal Land Access Program (FLAP)	State DOT/ Cabinet	Federal State	80% 20%
Highway Infrastructure Program (HIP)	State DOT/Local	Federal State/Local	80% 20%
Carbon Reduction Program (CRP)	State DOT/Local	Federal State/Local	80% 20%
PROTECT Formula Grant	State DOT/Local	Federal State/Local	80% 20%
High Priority Project (HPP)	State DOT/ Cabinet	Federal State	80% 20%
State Funds	State DOT/ Cabinet	State	100%
Tennessee Modernization Act (TMA)	State DOT/Local	State Local	80% 20%
Kentucky Discretionary (KYD)	State DOT/ Cabinet	Federal State	80% 20%
Public Transportation Funding Programs	Project Initiation	Funding Source	Match Ratio
Section 5307 Capital, Operations and Planning Assistance Grant Program - The use of 5307 funds for Operating Assistance requires at Least a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%

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Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non- Profit Entities	Federal State Local	80% 10% 10%
UROP – Urban Operating Assistance Program	Local Government	TDOT Local TDOT Local	80%<\$400,000 20%<\$400,000 50%>\$400,000 50%>\$400,000

ADA and Title VI Inclusion in TIP Development:

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular $\frac{3}{4}$ mile access zone surrounding fixed route services.

The Clarksville MPO assures that no person shall on the grounds of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal assistance. The Clarksville MPO planning process includes compliance with the Americans with Disabilities Act (ADA) of 1990 which mandates equal opportunity for, and prohibits discrimination against, individuals with disabilities. The CUAMPO office is an Americans with Disabilities Act (ADA) of 1990 compliant building and on a transit route which is also ADA compliant. The MPO does provide accommodations to those with disabilities. The Clarksville MPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether these programs or activities are federally funded or not. The Clarksville MPO will include Title VI nondiscrimination language in all written agreements and will monitor for compliance any governmental entity or contractor with which the MPO contracts and/or to which federal assistance funds are distributed.

Maintenance and Operations:

The Clarksville MPO and its member jurisdictions must assure the maintenance and efficient operation of existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as pavement resurfacing and markings, street lighting, sidewalk repair, sinkhole repair, bridge repair, guardrail and sign replacement, and traffic signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. While these annual activities are not scheduled or funded in the TIP, they are included in Figure 4 to demonstrate that jurisdictions have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP for FY2026. These numbers are based on expected continual economic growth. Actual numbers may change.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds from TN and KY for operating assistance, and through TDOT and local funds contributed by the City of Clarksville. These

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funds are spent on daily operations activities, and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation infrastructure.

Montgomery County, Tennessee expends approximately \$18.2 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately \$17.4 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately \$260,764 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Hopkinsville, Kentucky expends approximately \$850,000 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for the City of Hopkinsville's operations and maintenance expenditures.

Christian County, Kentucky expends approximately \$225,033 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

KYTC expends approximately \$900,133 annually to operate and maintain the existing state routes and interstate in Christian County, KY.

TDOT expends approximately \$28,893,000 annually to operate and maintain the existing state routes and interstate in Montgomery County, TN MPO planning area.

For future years, an estimate of a four (4) percent increase in the budget is used as shown in Figure 5; except for KYTC. KYTC has a growth rate of 0% through FY2028 per KYTC's FY2025-FY2028 STIP. In the event federal transportation funds are made available for maintenance and operations projects, it will be identified in the TIP.

Figure 4. Highway Operations and Maintenance Budgets – FY2026

Maintenance and Operations	Estimated Annual Revenues	Estimated Annual Cost
City of Clarksville, TN	\$17,390,085.00	\$ 17,390,085.00
Montgomery County, TN	\$18,220,000.00	\$18,220,000.00
City of Oak Grove, KY	\$ 260,764.00	\$ 260,764.00
City of Hopkinsville, KY	\$ 850,000.00	\$ 850,000.00
Christian County, KY*	\$ 225,033.00	\$ 225,033.00
KYTC-Christian County, KY	\$ 900,133.00	\$ 900,133.00
TDOT-Montgomery County/Clarksville, TN	\$ 28,893,000.00	\$ 24,893,000.00

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Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	\$ 5,690,658.00	\$ 5,690,658.00
Total Maintenance and Operations	\$ 72,429,673.00	\$ 72,429,673.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$900,133.00 in Transportation maintenance funds for Christian County.

Figure 5. Future Operations and Maintenance Budgets FY2027-FY2029

Maintenance and Operations	FY2027	FY2028	FY2029
City of Clarksville, TN	\$18,085,688	\$ 18,809,116	\$ 19,561,481
Montgomery County, TN	\$ 18,948,800	\$ 19,706,752	\$ 20,495,022
City of Oak Grove, KY	\$ 271,195	\$ 282,042	\$ 293,324
City of Hopkinsville, KY	\$ 884,000	\$ 919,360	\$ 956,134
Christian County, KY	\$ 225,033	\$ 225,033	\$ 225,033
KYTC-Christian County, KY	\$ 900,133	\$ 900,133	\$ 900,133
TDOT-Montgomery County/Clarksville, TN	\$ 30,048,720	\$ 31,250,669	\$ 32,500,696
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local	\$ 5,918,284	\$6,155,016	\$ 6,401,216
Total Maintenance and Operations	\$ 75,281,853	\$ 78,248,121	\$ 81,333,039

Process For Public Participation:

The TIP public participation process follows the process outlined in the adopted Participation Plan (PP). After receiving public input on the TIP, it must be submitted to TDOT and KYTC for inclusion in the respective State Transportation Improvement Plan (STIP).

Public input is a critical element in the development of plans and programs by the MPO. The TIP is a significant document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years. The public participation process for the TIP is based on the policies and procedures outlined in the MPO's Participation Plan (PP).

The Draft FY2026-FY2029 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP, the MPO and Clarksville Transit System staff met and reviewed projects and budget concerns. CTS staff submitted their projects to the MPO for inclusion into the TIP. The Draft TIP Project List was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hardcopy.

The MPO staff met with city and county personnel including the Mayors, Engineers, and Superintendents/Directors of Highway/Street Departments about their surface transportation needs and concerns for the city, county and regional projects. The City and County continue to work jointly on projects for the betterment of the residents in the city, county and region. The MPO held a meeting on December 4, 2024, this was the first discussion of the development of the new TIP. During the development of the TIP there was discussion at the Regional Planning Commission, City Council and County Commission meetings on road conditions, congestion and regional priorities and needs. Each of the Councilmen and Commissioners received a "Call for Projects" letter in an email from the MPO on February 24, 2025 asking

for any new projects to be submitted. The MPO received 4 projects to be reviewed. The MPO also explained in the letter the amount of STBG-L in question until the project selection of the TDOT 3-Year Plan is announced. The MPO had three public meetings February 12th, April 10th, and July 10th, in 2025 discussing the draft TIP development; and adopted the TIP on October 9th, 2025. Due to funding constraints, there was one new project added to the TIP using the STBG-L funds. The City of Clarksville removed the STBG-L funds from the Spring Creek Blvd project and moved them to the new project: Hazelwood Road widening from Needmore Rd to 1,400 feet East of Man O War Blvd. The Spring Creek Blvd project is now being funded solely by the City of Clarksville. The STBG-L funds and future allocations through FY2029 are needed to complete the existing projects. The MPO staff contacted representatives from Ft. Campbell Planning Department to review their concerns and road priorities for projects off the Post Installation in both Kentucky and Tennessee. The MPO staff also met and had discussions with the Oak Grove, Kentucky's City Planner about road project needs and priorities.

Prior to the MPO adopting the TIP, residents and citizens groups, interested parties, and local and regional agencies' consultation groups, stakeholders, and federal and state environmental consulting agency stakeholders were given a 14-day public comment period to review the Draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects. Public notices were placed in the local newspapers (*the Leaf-Chronicle*, *The Eagle Post* and *the Kentucky New Era*) as well as the *Azul615*, a locally distributed Hispanic (written in Spanish) newspaper, notifying the public that the TIP was available for comment.

The TIP was made available in draft form prior to adoption by the MPO Executive Board. Residents and citizen groups were given a 14-day comment period prior to the MPO adopting the TIP. The MPO distributed a flyer throughout various churches, grocery stores, community centers, CTS buses stops in English and Spanish on where to view the draft TIP, either online or in hardcopy, and how to submit comments. The draft TIP was placed in the following locations to provide citizens' access to the TIP: Regional Planning Commission - 329 Main Street and on-line at the MPO's website (www.cuampo.com). In Kentucky the draft TIP was placed in Oak Grove's City Hall and Hopkinsville City Hall. Notification of the availability of the draft TIP was placed at the following locations, written in English and Spanish:

- Montgomery County Library
- Montgomery County Court House
- City of Clarksville City Hall
- Clarksville Chamber of Commerce
- City of Oak Grove City Hall
- City of Hopkinsville City Hall
- Hopkinsville Chamber of Commerce
- Christian County Court House
- Ft. Campbell Military Installation Library
- Regional Planning Commission/MPO Office
- Clarksville Department of Electricity
- CTS buses and station
- City of Clarksville Housing Authority
- City of Clarksville Human Services
- City of Clarksville Community Centers
- Montgomery County Community Centers

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All public comments are considered/addressed by the Executive Board members prior to the final adoption by the MPO Executive Board. A final 14-day public review was from September 24, 2025 to October 8, 2025 prior to the Executive Board adoption at the MPO meeting on October 9, 2025. There were **XX comments** (Appendix B) received during this period. The State and Federal Approval Processes allow for TDOT/KYTC and FHWA/FTA to review the final documents and provide the MPO with comments before the final document is approved. If the CUAMPO staff determines that significant changes were made to the document as a result of the Review Process, then an additional 14-day Public Review Period is required per the Participation Plan. The State and Federal Approval Periods can run concurrently.

Performance Measures:

The statewide and metropolitan planning process incorporates a more comprehensive performance - based approach to decision-making to support the national goals. Utilizing performance targets assists states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets. The MPO incorporates performance measures in their planning as they are set by TDOT and KYTC. The MPO uses and reviews data on crashes with serious injuries and fatalities, vehicle miles travelled and travel times as performance measures for safety and congestion. The MPO has requested assistance from TDOT to perform roadway safety audits based on these performance measures.

In accordance with 23 CFR 450.326, the MPO, in cooperation with State(s) and affected public transit operators, shall develop a Transportation Improvement Program (TIP) for the metropolitan transportation area. A TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Metropolitan Transportation Plan, linking investment priorities to those performance measures. Five Transportation Performance Management final rules have been released by the Federal Highway Administration and the Federal Transit Administration and are in effect. Each final rule lists the required measures, data sources, and calculation procedures. The final rules include:

- Highway Safety Improvement Program, known as PM1 (81 FR 13881, 23 CFR 490) establishes safety performance measure requirements for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and to assess fatalities and serious injuries on all public roads.
- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2 (82 FR 5886, 23 CFR 490)
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ), known as PM3 (82 FR 5970, 82 FR 22879, 23 CFR 490)
- Transit Asset Management (81 FR 48889, 49 CFR 625, 49 CFR 630)
- Public Transportation Agency Safety Plan (PTASP) Rule (49 CFR Part 673)

Performance measures played an integral role in project selection and prioritization in the development of the 2050 MTP. Federal regulations mandate that projects and programs in the FY2026-FY2029 TIP must be in the 2050 MTP. The performance measures presented in this section are discussed throughout the 2050 MTP. This demonstrates how the performance measures apply to and are integrated into the planning processes and project selection efforts, and the MPO's commitment to a performance-based transportation planning process. The MPO chooses to support the performance targets set by TDOT and KYTC.

Figure 6: Performance Measures/Vision



Safety (PM1)

The Safety performance measure final rule includes five measures related to the safety of the transportation system. The measures are all five-year rolling averages:

1. The number of fatalities
2. The rate of fatalities per 100 million vehicle miles traveled
3. The number of serious injuries
4. The rate of serious injuries per 100 million vehicle miles traveled
5. The number of non-motorized fatalities and non-motorized serious injuries

The MPO agrees that even one death on the transportation system is unacceptable. Subsequently, the MPO staff plan to work with regional and State partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. That being said, the MPO recognizes the need to set realistic targets needed to work toward the ultimate goal of zero fatalities. To this end, the MPO plans to work closely with the TDOT and KYTC to support annual targets for each of these measures. The MPO prioritizes projects and makes financial investments for projects based on its planning, modeling and analysis of data in the MPO area, and monitoring the planning efforts, in both the procedures and policies, in order to support the performance measure targets.

Performance-based planning not only improves project selection and prioritization, it also establishes the importance of the work performed and the information and data provided in the 2050 MTP. All projects utilizing federal funding in the TIP are sourced from the 2050 MTP. These projects were subject to a project selection criterion ranking system, through utilization of a variety of quantitative measures, modeling, evaluation of state performance targets, as well as staff analysis. Safety and Security is a primary evaluation category for projects evaluated by the MPO and included in both the MTP and TIP. Additionally, the safety criterion is intended to measure the potential improvements to public safety that the proposed project will

provide. Information required for scoring projects under this criterion includes crash rates, crash severity, safety design, pedestrians and bicycle safety, and other general safety problems in accordance with TDOT and KYTC policies and procedures. The greater the potential improvement to overall transportation safety is, the higher the score for the potential project. Based on this, the program of projects and investment priorities included in the TIP prioritize a reduction in serious and fatal crashes in the MPO planning area. When the data shows a safety concern along a roadway or intersection, the MPO request a roadway safety audit from TDOT to be performed. Through cooperation between TDOT, local agencies and the MPO safety projects receive funding.

Figure 7: PM1 Safety Performance Measure Targets: 2025

Safety Performance Measures	KYTC Baseline 2019-2023	KYTC 2025 Targets	TDOT Baseline 2019-2023	TDOT 2025 Targets
Number of Fatalities	775.2	745.0	1,263.2	1,321.2
Number of Serious Injuries	2821.6	2,542.0	5,812.6	6,069.2
Fatality Rate	1.607	1.54	1.541	1.579
Serious Injury Rate	5.843	5.84	7.090	7.251
Number of Non-motorized Fatalities and Serious Injuries	312.2	311.0	602.2	670.9

Bridge and Pavement (PM2)

Existing federal statutes and regulations now require that each state Department of Transportation (DOT) and each MPO establish performance targets to assess and monitor the condition of pavements and bridges on the National Highway System including the Interstate System. The MPO has chosen to support TDOT's and KYTC's performance targets for PM2. The bridge and pavement targets place greater emphasis on transportation system preservation and asset management. Asset management can generally be defined as a strategic process to maintain and replace assets in a desired state of good repair over their lifecycles at a minimum practicable cost. The City and County work to maintain and preserve the roadways through paving and preventive maintenance of the roadway and bridges. TDOT's state routes in the MPO area are on a rotational scheduling for paving. Each of these efforts strives to reach the performance measure targets, as shown in Figure 8 below.

Figure 8: PM2 Bridge and PM2 Pavement Performance Measures Targets: FY2025

Pavement Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
% Good Interstate	70.8%	58.0%	58.0%	66.2%	55.0%	60.0%
% Poor Interstate	0.2%	1.0%	1.0%	0.9%	4.0%	3.0%
% Good Non-	40.3%	36.0%	36.0%	58.6%	35.0%	40.0%

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Interstate NHS						
% Poor Non-Interstate NHS	4.1%	6.0%	6.0%	1.3%	6.0%	5.0%
NHS Bridge Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
% Good Condition by Deck Area	32.5%	32.0%	32.0%	28.6%	31.0%	27.0%
% Poor Condition by Deck Area	5.0%	6.0%	6.0%	3.8%	3.7%	3.6%

The national performance measures for pavement established in the final rule are the percentage of pavements of the Interstate System and the Non-Interstate NHS in “good” or “poor” condition as defined in the regulations. Pavement conditions will be assessed based on the International Roughness Index, cracking, rutting, and faulting using established Highway Performance Management System methodologies. The regulations have also established a minimum level that stipulates that the percentage of lane miles on the Interstate System in “poor” condition cannot exceed 5 percent.

The national performance measures for bridges (including ramps and culverts) established in the final rule are the percentage of NHS bridges classified in “good” or “poor” condition as defined in the regulations. Bridge conditions will be classified using established National Bridge Inventory ratings for the bridge deck (also referred to as the road bed, but may also include walkway and rail crossings) and the bridge support system (also referred to as the bridge superstructure and substructure). Federal regulations have also established a “minimum level” that stipulate that not more than 10 percent of the total deck area of the NHS bridges in a state can be classified as structurally deficient (i.e., poor or worse condition).

System Performance (PM3)

Observing the current performance of the roadway system is an important component of assessing the system’s needs and planning for its future. Despite efforts to reduce roadway congestion, the region’s rapid growth and increasing population and limited transportation funding may make congestion worse despite the improvements being recommended in the 2050 MTP and the projects listed in the 2026-2029 TIP as well as future TIPs. While all congestion has social, economic, and environmental impacts, congestion that is inconsistent and difficult to predict has greater impacts than congestion that can be readily anticipated. With this in mind, federal performance final rules related to congestion have tended to focus on the reliability and predictability of travel as opposed to absolute measures of congestion. Reliability is a measure of the variability of travel times. When a system is reliable, it means people and goods get to their destinations on-time, nearly every time and are addressed by the following required measures:

1. Percent of person miles traveled on the Interstate System that are reliable
2. Percent of person miles traveled on the Non-Interstate National Highway System that are reliable

The PM3 rulemaking also directly addresses freight movement with a required Truck Travel Time Reliability Index measure in the System Performance (PM3) rulemaking. As with the Interstate/Non-Interstate Reliability measures, this measure is primarily calculated using the NPMRDS. Three of the performance measures required by the PM3 performance measure final rule evaluate the effectiveness of the Congestion Mitigation and Air Quality Improvement Program, including:

1. Annual Hours of Peak Hour Excessive Delay Per Capita
2. Percent of Non-Single Occupant Vehicle (SOV) Travel
3. Total Emissions Reductions

Peak Hour Excessive Delay measure recognizes that excessive congestion can have a detrimental impact on air quality. As with the travel time reliability and freight measures, this measure is primarily calculated using travel time data from the NPMRDS. As defined in the final rule, excessive delay is extra time spent in congested conditions where speed thresholds are lower than a normally expected delay threshold. The MPO chose to support TDOT's and KYTC System Performance (PM3) targets. The PM3 targets are listed in Figure 9 below:

Figure 9. PM3 System Performance Measures Targets: 2025

Measure:	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target		KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
Interstate Travel Time Reliability	92.1%	88.2%	88.2%		97.6%	95.0%	93.0%
Non-Interstate NHS Travel Time Reliability	93.4%	89.4%	89.4%		93.7%	91.0%	91.0%
Freight Travel Time Reliability Index	1.32%	1.35%	1.35%		1.26	1.30	1.35
Peak Hours Excessive Delay (PHED) Per Capita	N/A	N/A	N/A		N/A	N/A	N/A
% Non-SOV Travel	N/A	N/A	N/A		N/A	N/A	N/A
Total Emissions Reduction	VOC=54.772 NOx=226.196 PM2.5=10.480	VOC=33.968 NOx=32.670 PM2.5=.040	VOC=42.072 NOx=50.671 PM2.5=.080		VOC=43.995 NOx=101.983	VOC= 100 NOx= 100	VOC= 200.0 NOx= 200.0

Clarksville MPO agrees to support TDOT's and KYTC's PM2 and PM3 targets by the following:

- Plan and program projects so that they contribute towards the accomplishment of each State's PM2 and PM3 targets.
- Work with each State to address areas of concern on the infrastructure/roadway system within the metropolitan planning area.
- Coordinate with the State and include the PM2 and PM3 targets in the MTP.
- Integrate into the metropolitan transportation planning process, the goals, objectives, performance measures and targets PM2 and PM3.
- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM2 and PM3 targets in the MTP, linking investment priorities in the TIP to those PM2 and PM3 targets (Shown in Section 4 for all performance measures).

Transit Asset Management

Public transportation provides thousands of people in the Clarksville MPO's planning area with daily access to life-essential resources and opportunities. It is critical to have well maintained, reliable transit assets to help ensure safe, dependable, and accessible transit services. Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports a series of practices to achieve a transit state of good repair including, but not limited to:

- Regular maintenance
- Inspections
- Tracking asset condition over time
- Planning for maintenance and replacement costs

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- Replacing each asset at the appropriate time

CTS submitted agency-level targets to the MPO staff. Their targets reflect the agency's most recent data available on the number, age and condition of their assets, and their expectations and capital investment plans for improving these assets. The MPO staff used the CTS TAM targets as their targets, and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets.

Broader coordination efforts will be undertaken between the MPO staff and CTS to inventory and monitor the condition of their transit assets and to evaluate progress made during FY2026 with respect to performance targets. The MPO staff worked with CTS, TDOT and KYTC to establish methods and identify data needed for the MPO to examine transit funds that are proposed for programming in the TIP in the context of TAM targets. The goal of these processes is to generate information to support the MPO's TIP. The Clarksville MPO anticipates meeting the identified TAM targets with a variety of transit projects included in the FY2026-FY2029 TIP.

Figure 10: CTS TAM Performance Measure Targets: 2025

NTD Condition Assessment & Performance Targets						
Date of Last Day in NTD Reporting Year (MM/DD/YYYY):					6/30/2024	
Rolling Stock State of Good Repair						
NTD REPORTING YEAR FY- 2024				PERFORMANCE TARGET YEAR FY- 2025		
Asset Class	Number of Assets in State of Good Repair (Current Year)	Number of Assets in SGR Backlog	Current State of Good Repair Backlog (% in Backlog)	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
BU Bus	22	0	0.00%	22	0	0.00%
CU Cutaway	7	0	0.00%	7	0	0.00%
MV Minivan	0	0	0.00%	0	0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
VN Van	12	0	0.00%	8	4	33.33%
Equipment State of Good Repair (Support Vehicles Only)						
NTD REPORTING YEAR FY- 2024				PERFORMANCE TARGET YEAR FY- 2025		
Asset Class	Number of Assets in State of Good Repair	Number of Assets in State of Good Repair Backlog	Current State of Good Repair Backlog (% in Backlog)	Number of Assets in State of Good Repair (Target Year)	Number of Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
AO Automobile	0	0	0.00%	0	0	0.00%
Other rubber-tired vehicle	19	5	20.83%	16	8	33.33%
Facilities State of Good Repair						
Facility Type	Asset Description		Current FY Facility Asset (TERM Rating)	CURRENT % < 0.00%	NEXT FY Performance Target (TERM Rating)	TARGET % < TERM 3 0.00%
Administrative Facility	Building A		3		4	
Maintenance Facility	Building B		4		4	
Administrative Facility	Building C		3		4	
Maintenance Facility	Vehicle Sheds		4		4	
Passenger Facility	Transit Center		3		4	
Future Years Projection - Rolling Stock						
Asset Class	FY- 2026			FY- 2027		
	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
BU Bus	22	0	0.00%	22	0	0.00%
CU Cutaway	6	1	14.29%	3	4	57.14%
MV Minivan	0	0	0.00%	0	0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
VN Van	8	4	33.33%	8	4	33.33%
Future Years Projection - Equipment						
Asset Class	FY- 2026			FY- 2027		
	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
Administration Equipment	0	0	0.00%	0	0	0.00%
AO Automobile	0	0	0.00%	0	0	0.00%
Other rubber-tired vehicle	12	12	50.00%	9	15	62.50%

Public Transportation Agency Safety Plan (PTASP)

Requires operators of public transportation to develop and implement of safety plans that include strategies for minimizing the exposure of the riding public, and transit personnel and property to unsafe conditions. The rule making also requires transit agencies to establish safety performance targets based on the safety performance measures defined under the National Public Transportation Safety Program. The National Safety Plan identifies the following safety performance measures:

Transit Safety Performance Measures

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System Reliability (mean distance between major mechanical failures by mode).

Figure 11: CTS Safety Performance Targets

FY2024 Annual Vehicle Revenue Miles: 1,501,544

Mode of Transit Service	Number of Fatalities	Rate of Fatalities per 100k VRM	Number of Injuries	Rate of Injuries per 100k VRM	Number of Safety Events	Rate of Safety Events per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures
Fixed Route	0	0	13	0.87	1	0.067	22	46,705.77
Demand Responds	0	0	2	0.13	1	0.067	20	23,700.85

The MPO recognizes the continued population growth and the financial constraints of funding resources that are needed to sustain the growth. By continuing to evaluate and monitor the region's transportation system using a performance-based planning process, the MPO can ensure that the most beneficial and effective projects and programs are implemented.

1.10 Project Phases:

The following project phases have been identified and are provided with funding allocations for the aforementioned highway funding programs:

- **CONST** (Construction) - Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
- **ITS** (Intelligent Transportation Systems) - Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.
- **OPERATIONS** (OP) - Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.
- **PE-N** (Preliminary Engineering – NEPA) - Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.
- **PE-D** (Preliminary Engineering – Design) - Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.
- **PURCHASE/ACQUIRE** - Procuring equipment, software, or vehicles.

- **ROW** (Right-of-Way) - Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.
- **TRAINING** – Training activities.
- **UTILITIES** – Work pertaining to the relocation of the utilities within the ROW. (This is only for KYTC projects. TDOT projects will use ROW for utility relocation).
- **Advance Construction** (AC) - a technique which allows a state to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds; allowed under 23 USC Section 115. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular federal-aid funding provided federal funds are made available for the project.

The state funded projects are selected in cooperation with the MPO through prioritization of projects based on performance measures, regional significance and need to improve the transportation system in the MPO's area. The locally funded projects are selected through a prioritization of projects based on the CMAQ and STBG criteria, performance measures, regional significance and need in order to sustain and/or improve the transportation system.

1.11 Project Grouping:

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: located in metropolitan areas, not considered to be of appropriate scale for individual identification in a given program year, non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented are using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area, may be grouped within the MPO TIP or listed individually in the MPO TIP, but may not be included in the Rural STIP. All projects, whether included in a grouping or not, that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the STIP only for the portion outside the MPO boundary.

1.11a TDOT Grouping: (in Appendix C)

There are four groupings programmed by TDOT into the FY2026-FY2029 TIP. Each grouping has its own project sheet that summarizes the range of project activities that take place. The Penalty Highway Safety Improvement Program (PHSIP) is part of the Highway Safety Improvement Program (HSIP) Grouping. The PHSIP and HSIP funding is for any strategy, activity or project on a public road that is consistent with the Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The SHSP process depends upon collaboration among engineers, law enforcement, emergency responders and other safety stakeholders to work together to set collective goals, agree on key priority emphasis areas, implement safety investments through current plans and programs and consistently monitor the results of these investments over time. The National Highway System Preservation and Operation with (NHPP) funding is for projects for the preservation and improvement of

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the conditions and performance of the National Highway System (NHS). The Surface Transportation System Preservation and Operation with (STBG) funding is for projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads. Both of these groupings are based more on traffic operations and/or maintenance functions. Appendix C provides additional details on the allowable types of projects under each funding program.

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 12. 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 12. Clarksville MPO Kentucky Grouped Projects List

Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects for FY2026, FY2027:(ID# 2-20061; 2-20063; 2-22014)	\$14,000,00000
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	\$50,000.00
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

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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
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	\$50,000.00
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	\$100,000.00
Electric Vehicle (EV) Charging Station Installation	\$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.

1.12 Air Quality Conformity:

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 PM_{2.5} air quality monitoring data for the 2006 24-hour PM_{2.5} 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 requires the MPO to demonstrate transportation conformity for the 1997 Ozone NAAQS. The MPO adopted the associated Conformity Determination Report (CDR) at the same time with the adoption of the 2050 MTP on January 11, 2024 and is in attainment for the 1997 8-hour ozone standard. The MPO submitted the draft TIP projects to the IAC for their review and a Conformity Determination Report for the TIP. The MPO is involved with the IAC through conference calls in addressing any issues related to the TIP projects in helping determine their non-exempt/exempt status and regional significance to conformity for each project in the 2050 MTP and FY2026-FY2029 TIP. When EPA made designations, they found the MPO in attainment for the 2008 and the 2015 ozone standards. Both the 2008 and 2015 ozone standard were more restrictive than the 1997 ozone standard. The MPO is in attainment for both.

1.13 Connections to Other Documents and Programs:

Just as the TIP is a short-term implementation vehicle for the 2050 Metropolitan Transportation Plan (MTP), it is connected to other documents through the state and metropolitan planning process and development. TDOT has a 25-Year Long-Range Transportation Policy Plan, which provides guidance in planning for multimodal transportation and prioritizes transportation investments with local community priorities. TDOT works with the community and the MPO to fund TIP projects that are the priorities of the community to achieve increased efficiency and mobility choices, and enhance economic development and growth. KYTC has a Long-Range Transportation Plan which is a policy-based plan that identifies a vision and goals developed through outreach and consultation, transportation need, available resources and the transportation strategies which will be utilized to most efficiently serve the mobility, safety and economic needs of the people.

- Through the findings and reviews of corridor studies, sub-area plans and model plans, new projects are recommended for the TIP. These studies and plans show the most desired transportation projects addressing the anticipated future growth within the area.
- The ADA transition plan identifies the transportation system's accessibility improvement needs and integrates them into the planning process. These identified needs are integrated into the TIP. The MPO tries to incorporate accessibility improvements into the transportation program.
- Corridor studies, subarea plans, or modal plans (freight, bicycle and pedestrian, transit, etc.) are important planning strategies/tools that should be considered and when possible incorporated into the projects in the TIP.
- The MPO's safety goals address regional safety issues. The results of the MPO safety planning process should, as appropriate, be consistent with and reflect the goals and objectives of the State's Strategic Highway Safety Plans process. The MPO continues to develop strategies to incorporate safety in the transportation planning process and TIP development.
- The Clarksville Regional ITS Architecture allows stakeholders to plan how they would like their system to operate in the future and then breaks the system into smaller projects that can be implemented over

time as funding permits. As projects are submitted for inclusion in the TIP, each project should be evaluated to determine if the project includes any ITS elements. If the project contains any ITS elements, then the project needs to be reviewed to determine if the ITS elements are in conformance with the Regional ITS Architecture.

- The Coordinated Public Transit-Human Services Transportation Plan is a unified comprehensive strategy for public transportation service delivery that identifies the transportation needs to individuals with disabilities, older adults, and individuals with limited incomes; lays out strategies for meeting those needs; and prioritizes services. Projects identified in the coordinated planning process and selected for FTA funding are incorporated in to the TIP.
- The Congestion Management Processes (CMP) is an objectives-driven, performance-based approach to planning for congestion management. CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor- level, and site-specific basis. By providing information on system performance and the effectiveness of potential solutions and implemented strategies, alternatives to major capital investments can be identified and considered along with the need for infrastructure improvement. This comparison between alternatives and major capital investments is a more effective allocation process of limited funds when reviewing projects for the TIP.
- Transportation Systems Management and Operations (TSM&O) Plans provide input to the overall plan in terms of operations goals, objectives, performance measures, strategies, and projects or programs. The Plan defines a common vision for transportation system operations in the region, develop operations objectives to guide the selection of M&O strategies, and identify performance measures that will enable them to track progress toward their objectives. Strategies and potential projects or programs are developed to reach those objectives. These identified projects with funding sources can be selected for inclusion into the TIP.
- TDOT's Three Year Comprehensive Multimodal Program of Projects is for infrastructure investments for individual project phases across the state of Tennessee. The program emphasizes the repair and replacement of bridges, and continues to build on the IMPROVE Act's progress. For projects to be included in the TIP they must be shown in TDOT's Three Year Program.
- The Unified Planning Work Programs (UPWPs) provides planning and administrative support to the metropolitan transportation planning process of the MPO. Many of the tasks are required by state or federal law such as the preparation of the TIP.
- State Planning and Research (SPR) Work Programs provides technical assistance through socioeconomic data and traffic count collection that aids in project development and selection for the TIP.
- Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

1.14 Advance Construction (AC):

Advanced Construction is a technique which allows a state to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds; allowed under 23 USC Section 115. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular federal-aid funding provided federal funds are made available for the project.

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1.15 Previously Authorized Projects:

STATUS OF AUTHORIZED PROJECTS FROM THE FY2023-FY2026 TIP:

STATUS OF FY2023-FY2026 TIP PROJECTS (E+C on page 4-10, Table 4-3; T projects on page 4-23, Table 4-8 and Table 4-9)						
TIP ID#	2050 MTP	Project Title	Project Description (State Projects)	Sponsor Agency	Length	Action Taken
1	301 Table 11.3	I-24, From west of SR-48(Exit 1) near KY state line to near SR-76	Widening interstate from 4 lane to 6 lane	TDOT	11.63	PE in progress
3	E+C 14	SR-112 at SR-76	Intersection improvements	TDOT	0.0 miles	Construction Completed
5	T-43 T-42	SR-149/SR-374; SR-149 from SR-374 to River Rd; SR-374 from SR-149 to Dotsonville Rd	Construct new 4 and 4/5-lane roadway	TDOT	5.3 miles	SR-149 Construction Completed SR- 374 PE/Design completed
6	E+C 19	SR-374 from Dotsonville Rd to SR-76	Construct new 2-lane roadway	TDOT	2.9 miles	PE/Design completed
12	T-05A	SR-48, from near SR374 to near I-24	Widen from 2 lanes to 5 lanes along existing alignment	TDOT	3.70 miles	PE/Design in progress
13	E+C 21	KY-911 from US41A to KY- 115	Widening from 2 to 5 lanes	KYTC	1.8 miles	Const completed in phase 1. Phase 2 in Construction
15	Table 11.3 pg 11/6	KY115, from 1-24 to Anderson Rd	To improve and widen KY115 (MPO area goes only to KY1453/Elmo Rd.)	KYTC	3.97 miles	ROW and Utilities in progress
TIP ID#	2050 MTP ID#	Project Title	Project Description (Local-STP Projects, Local Regional Projects)	Sponsor Agency	Length	Action Taken
55	Page 10-18	SR-12/Ashland City Road, intersection with Excell Rd; Hickory	Intersection Improvements-install signal at Excell Rd; Closure of E. Old Ashland City Rd; Dedicated turn lanes.	Montgomery County	0.20 miles	PE/N in progress

FY2026-FY2029 Transportation Improvement Program

66	E+C 34	Dunbar Cave Rd/ Rossview Rd	Rossvie Rd widen to 5 lanes from I-24, 3 lanes from Cardinal Lane, transition to 2 after Keysburg Rd; realign Dunbar Cave Rd.	Clarksville	1.5 miles	Dunbar Cave Rd- Construction in progress; Rossview Rd Completed
70	T-29	Lafayette Rd	Reconstruction and widening of approximately 1,940 ft. of Lafayette Rd. Widening will consist of four 12' lanes with	Montgomery County	0.4 miles	Const completed
71	517, Table 11.4, pg 11/7	SR-237/ Rossview Rd, from east of International Blvd to east of Kirkwood	Widen from 2 lanes to 4/5 lanes then transition back to 2 lanes east of Kirkwood Rd. Sidewalks will be provided	Montgomery County	3.12 miles	ROW in progress
75	T-16	Northeast Connector, (Spring Creek Pkwy) from Ted Crozier to Trenton	Construct a new 4/5-lane roadway	Clarksville	3.6 miles	Construction in progress. Funded 100% local.
TIP ID#	2050 MTP	Project Title	Project Description (HPP, Enhancement, TAP Projects)	Sponsor Agency	Length	Action Taken
56	Fig. 4-21 Page 4-50,51	Red River Pedestrian Bridge	Construct a multi-modal greenway connector and pedestrian bridge from a trailhead on southside of red river to an existing greenway on	Clarksville	0.2 miles	Construction in progress
TIP ID#	2050 MTP	Project Title	Project Description (CMAQ Projects)	Sponsor Agency	Length	Action Taken
50	Table 5-1, 5-11	Wilma Rudolph Blvd Adaptive Signal System (ITS)	Implement adaptive signal system for 10 signals along Wilma Rudolph Corridor; detour flush plans for I24 with DSRC equip, 2 CCTB cameras, 8	Clarksville	2.46	Construction completed
TIP ID#	2050 MTP	Project Title	Project Description (TDOT Grouping Projects)	Sponsor Agency	Length	Action Taken
37	Table 5-14, page 5-16	National Highway Performance Program (NHPP)	Projects for the preservation and improvement of the conditions and performance of the	TDOT		Completed

FY2026-FY2029 Transportation Improvement Program

38	Table 5-14, page 5-16	Highway Safety Improvement Program (HSIP) Grouping	Any strategy, activity or project on a public road that is consistent with the data driven State Strategic Hwy Safety Plan and corrects or improves a hazardous	TDOT		Completed
39	Table 5-14, page 5-16	Surface Transportation Program (STP) Grouping	Projects for the preservation and improvement of the conditions and performance of Federal-	TDOT		Completed
40	Table 5-14, page 5-16	PM 2.5 Emission Reductions Strategies	Projects to reduce PM2.5 emissions from on-road heavy-duty diesel engines and non-	TDOT		Completed
All Transit Projects were completed in FY2023-FY2026 TIP.						

1.16 Annual Listing of Obligated Projects:

The Obligation Report is the annual listing of obligated projects is compiled by the Clarksville MPO through the assistance and review of TDOT, KYTC and CTS. The obligated project list shows the funding amounts that were obligated by FHWA or FTA for each project in the TIP for the completed fiscal year. The Obligation Report's website link is advertised with the December MPO meeting. The TCC and Executive Board review and discuss the Obligation Report at the MPO meeting. The Obligation Report is posted on the MPO website.

1.17 Amendments and Administrative Modifications:

TIP Amendment

An amendment is a revision to the TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings); or
- Adding a new project or deleting a project from the TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping);

The TIP may be amended at any time, but amendments require federal approval and re-determination of TIP fiscal constraint and air quality conformity, where applicable. The MPO is required to show conformity for each project being amended. If the project was modeled in the 2050 MTP then the MPO works with the IAC and submits a short conformity report with the amendment. If the project is a new project, it must first be amended into the 2050 MTP with the review and assistance of the IAC, before being amended into the TIP.

Before submitting the TIP amendment for federal and state review, the MPO has a fourteen (14) day public review period prior to the adoption of the amendment at the MPO Executive Board meeting. At the

beginning of the public review the TIP amendment and the MPO meeting is advertised in four newspapers, placed on the MPO website, advertised in the CTS buses and facilities and made available at the MPO office. Any public comments received are addressed and sent with the amendment for the federal and state review. TDOT or KYTC will review each amendment and submit the amendment to the appropriate federal agency. The federal agencies will review and respond to a formal written request for amendment approval from TDOT or KYTC within 10 business days of receipt. For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

TIP Administrative Modification

A TIP administrative modification is a minor change from the approved TIP. Administrative modification must be consistent with 23 CFR 450.104, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas. TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Project Cost Change Thresholds, below)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds, and
 - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, on page 13) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Administrative modifications in revenue to match actual revenue receipts.

Administrative modifications do not require federal approval. Administrative modification made to TDOT or KYTC sponsored projects in the TIP will be made by TDOT or KYTC with notification to the MPO upon submission of the administrative modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets/information will be submitted by pdf and/or available in the electronic STIP for review by Federal agencies and TDOT for oversight. KYTC and KY Federal agencies will receive the information by pdf through email for review.

For changes to the cost of projects (excluding groupings), a sliding scale is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved TIP or TIP amendment/administrative modification to account for incremental changes.

Figure 13. Project Cost Change Thresholds

Total Project Cost of All Phases Shown Within the Approved TIP	Amendment	Administrative Modification
Up to \$2 million	≥75%	< 75%
\$2 million to \$15 million	≥50%	< 50%
\$15 million to \$75 million	≥40%	<40%
\$75 million and above	≥30%	<30%

1.18 ADA and Transition Plans:

As part of FHWA’s regulatory responsibility under Title II of the ADA of 1990 and Section 504 of the Rehabilitation Act of 1973, the FHWA ensures that recipients of Federal aid and State and local entities that are responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program activity, service, or benefit they provide to the general public; and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way system.

Figure 13 below describes the status of the ADA Transition Plans that are required for cities and counties with 50 or more employees.

Figure 14: Status of ADA Transition Plans

Jurisdictions	ADA Coordinator Identified	ADA Procedures Developed & Published	Grievance Developed	Self-Evaluation Completed	ADA Transition Plan Completed
Clarksville, TN	X	X		X	X
Montgomery County, TN	X	X		X	X
Oak Grove, KY	x	The City of Oak Grove, KY has fewer than 50 employees, therefore is not required to develop an ADA Transition Plan at this time.			
Hopkinsville, KY	X	In Progress		In Progress	Completion estimate Fall 2026
Christian County, KY	X	In Progress		In Progress	Completion estimate Fall 2026

SECTION 2. FINANCIAL PLAN

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, the KYTC, local jurisdictions and transit operators and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Detailed financial breakdowns are included in Table 2.1, Table 2.2 and Table 2.3 below in this section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP are funded in accordance with current and proposed revenue sources. All revenue and cost estimates use an inflation rate to reflect "year of expenditure dollars" based upon reasonable financial principles. The inflation rate for TDOT projects are: FY26: 5.5%, FY27: 4.5%, FY28: 3.5%, FY29: 3.5%; and KYTC projects have an inflation rate of 4.0% for design, utilities, construction and 5% for ROW. These rates were used to project expenditure dollars for each future year in the TIP. Any new or current federal/state funded projects in the TIP are those projects awarded through TDOT's 3 Year Plan or the KYTC's SHIFT process. Each project listed in the TIP has an estimated cost assigned to it. These cost estimates were derived through consultation with TDOT, KYTC, consultants, local governments, the MPO staff and CTS. The estimated cost for each project is in line with the estimates in the 2050 MTP for that project. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated STBG-L annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and CTS staff.

STBG-L 2026	
Carryover Balance	\$22,649,105
Transfers:	\$0
Allocation :	\$4,050,000
Total FundsAvailable :	\$26,699,105
Projects :	\$770,000
Remaining 2026 :	\$25,929,105

STBG-L 2027	
Carryover Balance	\$25,929,105
Transfers:	\$0
Allocation :	\$4,100,000
Total FundsAvailable :	\$30,029,105
Projects :	\$2,960,000
Remaining 2027 :	\$27,069,105

STBG-L 2028	
Carryover Balance	\$27,069,105
Transfers:	\$0
Allocation :	\$4,150,000
Total FundsAvailable :	\$31,219,105
Projects :	\$5,800,000
Remaining 2028 :	\$25,419,105

STBG-L 2029	
Carryover Balance	\$25,419,105
Transfers:	\$0
Allocation :	\$4,200,000
Total FundsAvailable :	\$29,619,105
Projects :	\$13,200,000
Remaining 2029 :	\$16,419,105

KYTC STBG-L 2026	
Carryover Balance	\$1,093,925
Transfers:	\$0
Allocation :	\$563,000
Total FundsAvailable :	\$1,656,925
Projects :	\$0
Remaining 2026 :	\$1,656,925

KYTC STBG-L 2027	
Carryover Balance	\$1,656,925
Transfers:	\$0
Allocation :	\$574,000
Total FundsAvailable :	\$2,230,925
Projects :	\$0
Remaining 2027 :	\$2,230,925

FY2026-FY2029 Transportation Improvement Program

22 KYTC: FISCALLY CONSTRAINT PROGRAMMED REVENUE AND COSTS:

Kentucky Funding Table 2

As of 10/1/2025 (By Year of Expenditure)

Funding Source	FY2026	FY2027	FY2028	FY2029
	Available	Available	Available	Available
Federal National Highway System (NH)	\$ 2,800,000	\$ 12,000,000	\$ 0	\$ 0
State Surface Transportation Block Grant(STBG)	\$ 0	\$ 0	\$ 0	\$ 0
Local Surface Transportation Block Grant (STBG-L)	\$ 1,656,925	\$ 2,230,925	\$ 2,805,925	\$ 3,381,925
Transportation Alternatives (TAP)	\$ 0	\$ 0	\$ 0	\$ 0
Local Transportation Alternatives (TAP-L)	\$ 171,271	\$ 230,271	\$ 290,271	\$ 351,271
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ 0	\$ 0	\$ 0	\$ 0
Highway Safety Improvement Project (HSIP)	\$ 0	\$ 0	\$ 0	\$ 0
KYD (Kentucky Discretionary)	\$ 0	\$ 0	\$ 0	\$ 0
Bridge Formula Program (BFP)	\$ 5,600,000	\$ 0	\$ 0	\$ 0
Carbon Reduction Program (CRP)	\$ 129,727	\$ 129,727	\$ 129,727	\$ 129,727
Local Match	\$ 0	\$ 0	\$ 0	\$ 0
SPB	\$ 0	\$ 0	\$ 0	\$ 0
SPP (State Construction - KY)	\$ 2,000,000	\$ 6,140,000	\$ 9,720,000	\$ 0
State Match	\$ 2,100,000	\$ 3,000,000	\$ 2,600,000	\$ 0
Total	\$ 14,457,923	\$ 23,730,923	\$ 15,545,923	\$ 3,862,923
Amount Programmed to be Spent				
Federal National Highway System (NH)	\$ 2,800,000	\$ 12,000,000	\$ 0	\$ 0
State Surface Transportation Block Grant (STBG)	\$ 0	\$ 0	\$ 0	\$ 0
Local Surface Transportation Block Grant (STBG-L)	\$ 0	\$ 0	\$ 0	\$ 0
Transportation Alternatives (TAP)	\$ 0	\$ 0	\$ 0	\$ 0
Local Transportation Alternatives (TAP-L)	\$ 0	\$ 0	\$ 0	\$ 0
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ 0	\$ 0	\$ 0	\$ 0
Highway Safety Improvement Project (HSIP)	\$ 0	\$ 0	\$ 0	\$ 0
KYD (Kentucky Discretionary)	\$ 0	\$ 0	\$ 0	\$ 0
Bridge Formula Program (BFP)	\$ 5,600,000	\$ 0	\$ 0	\$ 0
Carbon Reduction Program (CRP)	\$ 0	\$ 0	\$ 0	\$ 0
Local Match	\$ 0	\$ 0	\$ 0	\$ 0
SPB	\$ 0	\$ 0	\$ 0	\$ 0
SPP (State Construction - KY)	\$ 2,000,000	\$ 6,140,000	\$ 9,720,000	\$ 0
State Match	\$ 2,100,000	\$ 3,000,000	\$ 2,600,000	\$ 0
Total Programmed	\$ 12,500,000	\$ 21,140,000	\$ 12,320,000	\$ 0
Amount Remaining				
Federal National Highway System (NH)	\$ 0	\$ 0	\$ 0	\$ 0
State Surface Transportation Block Grant(STBG)	\$ 0	\$ 0	\$ 0	\$ 0
Local Surface Transportation Block Grant(STBG-L)	\$ 1,656,925	\$ 2,230,925	\$ 2,805,925	\$ 3,381,925
Transportation Alternatives (TAP)	\$ 0	\$ 0	\$ 0	\$ 0
Local Transportation Alternatives (TAP-L)	\$ 171,271	\$ 230,271	\$ 290,271	\$ 351,271

FY2026-FY2029 Transportation Improvement Program

Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ 0	\$ 0	\$ 0	\$ 0
Highway Safety Improvement Project (HSIP)	\$ 0	\$ 0	\$ 0	\$ 0
KYD (Kentucky Discretionary)	\$ 0	\$ 0	\$ 0	\$ 0
Bridge Formula Program (BFP)	\$ 0	\$ 0	\$ 0	\$ 0
Carbon Reduction Program (CRP)	\$ 129,727	\$ 129,727	\$ 129,727	\$ 129,727
Local Match	\$ 0	\$ 0	\$ 0	\$ 0
SPB	\$ 0	\$ 0	\$ 0	\$ 0
SPP (State Construction - KY)	\$ 0	\$ 0	\$ 0	\$ 0
State Match	\$ 0	\$ 0	\$ 0	\$ 0
Total Remaining	\$ 1,957,923	\$ 2,590,923	\$ 3,225,923	\$ 3,862,923



eSTIP Fiscal Constraints Report for STIP Period 2026
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5307	2026	\$5,690,658	\$5,690,658	\$4,757,261	\$317,723	\$615,674	\$0	\$0
5307	2027	\$1,642,241	\$1,642,241	\$1,313,793	\$164,223	\$164,225	\$0	\$0
5307	2028	\$1,227,061	\$1,227,061	\$981,613	\$122,723	\$122,725	\$0	\$0
5307	2029	\$2,397,241	\$2,397,241	\$1,917,793	\$239,723	\$239,725	\$0	\$0
5310	2026	\$1,163,300	\$1,163,300	\$930,640	\$116,330	\$116,330	\$0	\$0
5310	2027	\$400,000	\$400,000	\$320,000	\$40,000	\$40,000	\$0	\$0
5310	2028	\$260,000	\$260,000	\$208,000	\$26,000	\$26,000	\$0	\$0
5310	2029	\$200,000	\$200,000	\$160,000	\$20,000	\$20,000	\$0	\$0
5339	2026	\$2,005,000	\$2,005,000	\$1,604,000	\$200,500	\$200,500	\$0	\$0
5339	2027	\$2,910,000	\$2,910,000	\$2,328,000	\$291,000	\$291,000	\$0	\$0
5339	2028	\$1,010,000	\$1,010,000	\$808,000	\$101,000	\$101,000	\$0	\$0
5339	2029	\$2,550,000	\$2,550,000	\$2,040,000	\$255,000	\$255,000	\$0	\$0
CRP-L	2026	\$151,000	\$151,000	\$120,800	\$0	\$30,200	\$0	\$0
CRP-L	2027	\$453,076	\$453,076	\$362,461	\$0	\$90,615	\$0	\$0
HPP	2026	\$5,875,000	\$0	\$4,700,000	\$0	\$1,175,000	\$0	\$5,875,000
HSIP	2026	\$911,300	\$911,300	\$820,170	\$91,130	\$0	\$0	\$0
HSIP	2027	\$771,100	\$771,100	\$693,990	\$77,110	\$0	\$0	\$0
HSIP	2028	\$560,800	\$560,800	\$504,720	\$56,080	\$0	\$0	\$0
HSIP	2029	\$560,800	\$560,800	\$504,720	\$56,080	\$0	\$0	\$0
IMPV	2026	\$6,200,000	\$6,200,000	\$160,000	\$5,220,000	\$820,000	\$0	\$0
IMPV	2027	\$6,500,000	\$6,500,000	\$0	\$5,800,000	\$700,000	\$0	\$0
IMPV	2028	\$7,000,000	\$7,000,000	\$0	\$6,100,000	\$900,000	\$0	\$0
IMPV	2029	\$0	\$0	\$0	\$0	\$0	\$0	\$0
KYTC BFP	2026	\$7,000,000	\$7,000,000	\$5,600,000	\$1,400,000	\$0	\$0	\$0
KYTC CRP	2026	\$162,158	\$0	\$129,727	\$0	\$32,431	\$0	\$162,158
KYTC STBG-L	2026	\$1,797,675	\$0	\$1,656,925	\$0	\$140,750	\$1,093,925	\$1,797,675
KYTC STBG-L	2027	\$2,788,656	\$0	\$2,230,925	\$0	\$557,731	\$1,656,925	\$2,788,656
KYTC TAP-L	2026	\$214,089	\$0	\$171,271	\$0	\$42,818	\$0	\$214,089
LOCAL	2026	\$16,500,000	\$16,500,000	\$0	\$0	\$16,500,000	\$0	\$0
NH	2026	\$3,500,000	\$3,500,000	\$2,800,000	\$700,000	\$0	\$0	\$0
NH	2027	\$15,000,000	\$15,000,000	\$12,000,000	\$3,000,000	\$0	\$0	\$0
NH	2028	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NH	2029	\$0	\$0	\$0	\$0	\$0	\$0	\$0



eSTIP Fiscal Constraints Report for STIP Period 2026
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
NHPP	2026	\$662,400	\$662,400	\$529,920	\$132,480	\$0	\$0	\$0
NHPP	2027	\$13,362,400	\$13,362,400	\$10,689,920	\$2,672,480	\$0	\$0	\$0
NHPP	2028	\$552,000	\$552,000	\$441,600	\$110,400	\$0	\$0	\$0
NHPP	2029	\$441,600	\$441,600	\$353,280	\$88,320	\$0	\$0	\$0
SPP	2026	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0
SPP	2027	\$6,140,000	\$6,140,000	\$0	\$6,140,000	\$0	\$0	\$0
SPP	2028	\$9,720,000	\$9,720,000	\$0	\$9,720,000	\$0	\$0	\$0
SPP	2029	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-L	2026	\$27,711,605	\$962,500	\$26,699,105	\$0	\$1,012,500	\$22,649,105	\$26,749,105
STBG-L	2027	\$31,054,105	\$3,700,000	\$30,029,105	\$0	\$1,025,000	\$25,929,105	\$27,354,105
STBG-L	2028	\$32,256,605	\$7,250,000	\$31,219,105	\$0	\$1,037,500	\$27,069,105	\$25,006,605
STBG-L	2029	\$30,669,105	\$16,500,000	\$29,619,105	\$0	\$1,050,000	\$25,419,105	\$14,169,105
STBG-S	2026	\$4,086,400	\$4,086,400	\$3,269,120	\$817,280	\$0	\$0	\$0
STBG-S	2027	\$3,575,600	\$3,575,600	\$2,860,480	\$715,120	\$0	\$0	\$0
STBG-S	2028	\$57,043,200	\$57,043,200	\$45,634,560	\$11,408,640	\$0	\$0	\$0
STBG-S	2029	\$188,275,190	\$188,275,190	\$150,620,152	\$37,655,038	\$0	\$0	\$0
TAP-L	2026	\$1,046,172	\$450,000	\$956,172	\$0	\$90,000	\$956,172	\$596,172
TAP-L	2027	\$1,224,922	\$626,064	\$1,099,172	\$0	\$125,750	\$596,172	\$598,858

SECTION 3. PROJECT PAGES

The project sheets that follow show specific details and information for each project in the TIP.

The top portion of the project sheets gives the following information:

1. ID -TIP # of the project assigned by the MPO;
2. TDOT PIN# is a unique identification number for the project;
3. Length is the total length in miles for each project;
4. Lead agency responsible for implementation of the project;
5. County in which the project is located;
6. Estimated total cost for all phases of the project, which may extend beyond the four years of the TIP;
7. Project Title is a distinct and descriptive title for the project;
8. Termini is the description of the location of the project, including beginning and end points;
9. Project Description is the type of improvement to be made, or services to be operated;
10. Long Range Plan# is the reference to the project number assigned in the 2050 Metropolitan Transportation Plan (MTP) and the page number in the 2050 MTP;
11. Conformity status shows if the project has exempt or non-exempt status under 40 CFR 93.126.

The middle portion displays:

1. The cost per phase (type of work being done) per federal fiscal year by funding source;
2. The funding is shown as total funds and broken down into each agency's responsibility (federal, state, local) to be obligated in each fiscal year.

The lower portion displays:

1. A Map of the project's location or a picture of a transit project is provided;
2. Project Notes is for additional information for the project;
3. Amendments and Administrative Modifications is shown in order to track the number of amendments and administrative modifications processed.

eSTIP Project Report



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

County:

Montgomery

Route

I-24

Total Project Cost

\$240,500,000.00

Project Name:

I-24 Widening

Termini

From west of SR-48 (Exit 1) near Kentucky State Line to near SR-76 (Exit 11) (IA)(TMA)

Project Description

Widen interstate from 4 lanes to 6 lanes

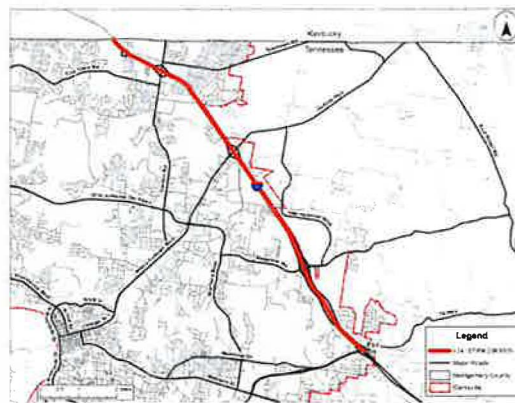
Long Range Plan #

Table 7, pg 36/MTP ID #96

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2027	PE-D	NHPP	\$12,700,000	\$10,160,000	\$2,540,000	\$0
Total			\$12,700,000	\$10,160,000	\$2,540,000	\$0



eSTIP Project Report



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

County:

Montgomery

Route

SR-48

Total Project Cost

\$293,700,000.00

Project Name:

SR-48/ Trenton Road

Termini

Trenton Road, from near SR-374 to near I-24 (IA)

Project Description

Widen from 2 lanes to 5 lanes along existing alignment

Long Range Plan #

Table 7; pg 36; 2050 MTP

Conformity Status

Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2029	CONST	STBG-S	\$187,764,390	\$61,962,249	\$125,802,141	\$0
Total			\$187,764,390	\$61,962,249	\$125,802,141	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
71	130293.00	3.12	TDOT

County:

Montgomery

Route

SR-237

Total Project Cost

\$68,000,000.00

Project Name:

Rossvie Road/SR-237 Widening

Termini

Rossvie Road, from east of International Blvd to east of Kirkwood Road

Project Description

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

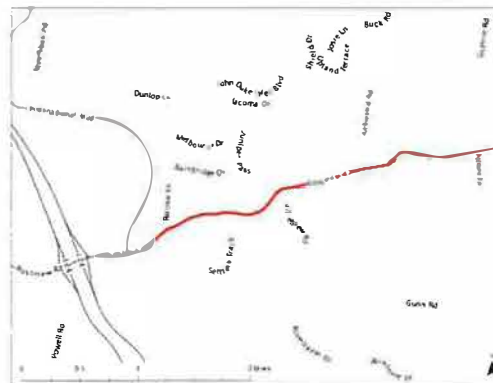
Long Range Plan #

Table 7 pg 36; ID#95

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	ROW	LOCAL	\$8,000,000	\$0	\$0	\$8,000,000
2026	UTILITIES	LOCAL	\$8,500,000	\$0	\$0	\$8,500,000
2028	CONST	STBG-S	\$55,000,000	\$44,000,000	\$11,000,000	\$0
Total			\$71,500,000	\$44,000,000	\$11,000,000	\$16,500,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$2,318,400.00

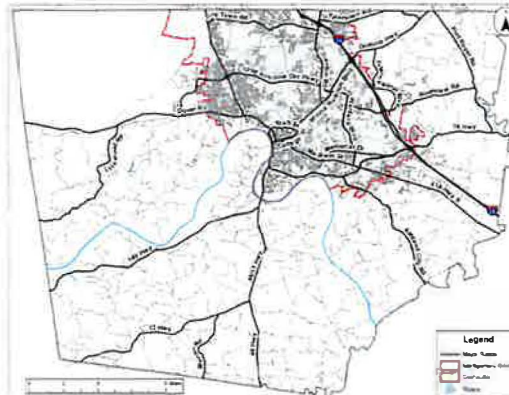
Project Name:
National Highway System Preservation and Operation Grouping - TDOT

Termini
Clarksville MPO - Grouping

Project Description
Support the good condition and performance of the National Highway System, construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disaster. Such projects include preservation and maintenance, operational improvements, bridge and tunnel projects, bicycle transportation and pedestrian infrastructure, highway and transit safety infrastructure improvements, infrastructure-based intelligent transportation systems capital and cybersecurity improvements, environmental mitigation efforts, and other activities necessary to the preservation and operation of the NHS. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 119, all projects will be located on the NHS.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 7 page 36; 2050MTP	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	CONST	NHPP	\$662,400	\$529,920	\$132,480	\$0
2027	CONST	NHPP	\$662,400	\$529,920	\$132,480	\$0
2028	CONST	NHPP	\$552,000	\$441,600	\$110,400	\$0
2029	CONST	NHPP	\$441,600	\$353,280	\$88,320	\$0
Total			\$2,318,400	\$1,854,720	\$463,680	\$0



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$2,804,000.00

Project Name:
Safety Grouping - TDOT

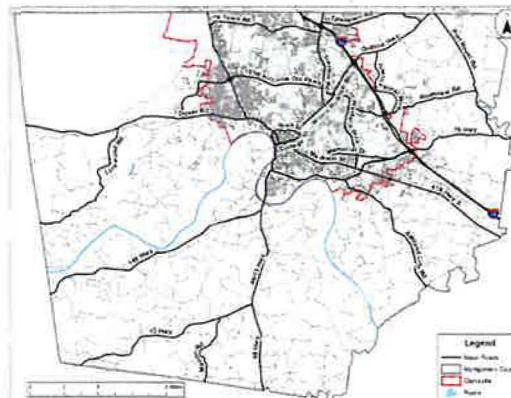
Termini
Clarksville MPO - Grouping

Project Description

Achieve the State's strategic or performance-based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railway-highway grade crossings upgrades, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 7 page 36; 2050 MTP	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	CONST	HSIP	\$911,300	\$820,170	\$91,130	\$0
2027	CONST	HSIP	\$771,100	\$693,990	\$77,110	\$0
2028	CONST	HSIP	\$560,800	\$504,720	\$56,080	\$0
2029	CONST	HSIP	\$560,800	\$504,720	\$56,080	\$0
Total			\$2,804,000	\$2,523,600	\$280,400	\$0



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$10,216,000.00

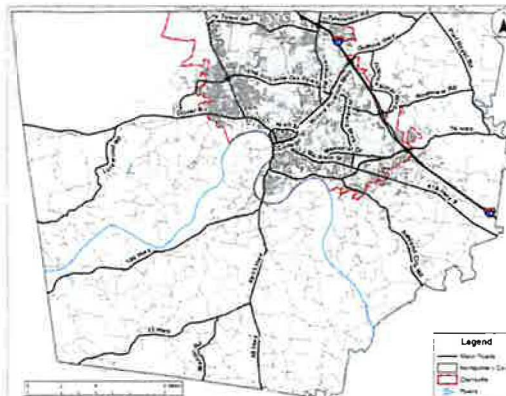
Project Name:
Surface Transportation System Preservation and Operation Grouping- TDOT

Termini
Clarksville MPO - Grouping

Project Description
Preserve and improve the conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of Tennessee's Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as rural minor collectors or higher.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 7 pg 36; 2050 MTP	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	CONST	STBG-S	\$4,086,400	\$3,269,120	\$817,280	\$0
2027	CONST	STBG-S	\$3,575,600	\$2,860,480	\$715,120	\$0
2028	CONST	STBG-S	\$2,043,200	\$1,634,560	\$408,640	\$0
2029	CONST	STBG-S	\$510,800	\$408,640	\$102,160	\$0
Total			\$10,216,000	\$8,172,800	\$2,043,200	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
55	133030.00	0.13	Montgomery County Highway Department

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
SR-12	\$4,712,500.00

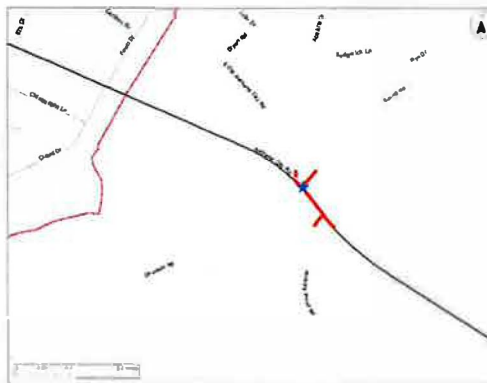
Project Name:
SR-12/ Ashland City Road

Termini
Intersection with Excell Road; Hickory Point Road; and East old Ashland City Road

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

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 7 pg 37; ID#55	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PE-N	STBG-L	\$87,500	\$70,000	\$0	\$17,500
2026	PE-D	STBG-L	\$375,000	\$300,000	\$0	\$75,000
2027	ROW	STBG-L	\$500,000	\$400,000	\$0	\$100,000
2028	CONST	STBG-L	\$3,750,000	\$3,000,000	\$0	\$750,000
Total			\$4,712,500	\$3,770,000	\$0	\$942,500



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
56-2026		0.06	Montgomery County Highway Dept

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$2,279,140.00

Project Name:
Montgomery County Trail Boardwalk

Termini

Along an abandoned railroad corridor that runs parallel to the Cumberland River. Begin Longitude (36°24.2186259'N) Latitude (87°16.0717876'W) to Longitude (36°24.1643541'N) Latitude (87°16.0467198'W)

Project Description

Transform an abandoned railroad corridor into a multi-use trail system. The Boardwalk bridge section of the trail is along the bluff approximately 40-50 feet above the river. The boardwalk bridge will extend outward along the bluff line to preserve the surrounding environment. Sections of the bridge potentially suspended slightly over the river itself. This is to avoid heavy excavation or rerouting, thereby minimizing ecological disruption. The section is designed to accommodate pedestrians and cyclists on an ADA-compliant crossing. This section will serve a critical link in the broader trail network envisioned for the region.

Long Range Plan #

Pg 37, 2050 MTP ID #2001

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PE-N	TAP-L	\$250,000	\$200,000	\$0	\$50,000
2026	PE-D	TAP-L	\$200,000	\$160,000	\$0	\$40,000
2027	CONST	STBG-L	\$1,700,000	\$1,360,000	\$0	\$340,000
2027	CONST	TAP-L	\$129,140	\$103,312	\$0	\$25,828
Total			\$2,279,140	\$1,823,312	\$0	\$455,828



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
73	134595.00	0.57	City of Clarksville

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,101,000.00

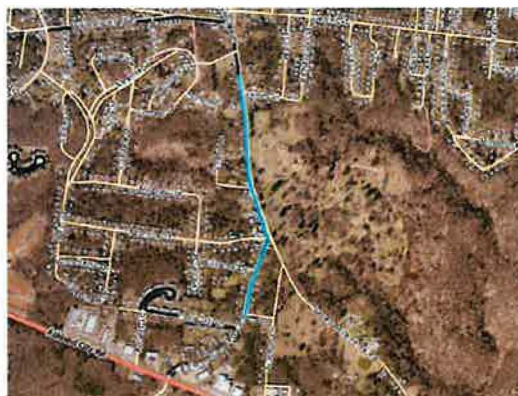
Project Name:
Greenwood Avenue/ Edmondson Ferry Road sidewalks

Termini
Greenwood Avenue, from Kleeman Drive and continue to Edmondson Ferry Road, from Greenwood Ave to Church St.

Project Description
To install 5' sidewalk along Edmondson Ferry Rd and Greenwood Ave. Both of these roads are classified as collector roadways. Greenwood Ave sidewalk begins at Kleeman Drive and continues to Edmondson Ferry Rd. Sidewalk will then continue along Edmondson Ferry Road from Greenwood Ave to Church St.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 7 pg 36/MTP ID#1001	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PE-N	CRP-L	\$50,000	\$40,000	\$0	\$10,000
2026	PE-D	CRP-L	\$66,000	\$52,800	\$0	\$13,200
2026	ROW	CRP-L	\$35,000	\$28,000	\$0	\$7,000
2027	CONST	CRP-L	\$453,076	\$362,461	\$0	\$90,615
2027	CONST	TAP-L	\$496,924	\$397,539	\$0	\$99,385
Total			\$1,101,000	\$880,800	\$0	\$220,200



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
76-2026		0.34	City of Clarksville

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$22,000,000.00

Project Name:
Hazelwood Road Widening

Termini
Hazelwood Road, from Needmore Road to 1,400 feet East of Man O War Blvd.

Project Description
Widen to a three lane section with sidewalks on both sides of the road.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 7 pg 37/MTP ID#312	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PE-N	STBG-L	\$500,000	\$400,000	\$0	\$100,000
2027	PE-D	STBG-L	\$1,500,000	\$1,200,000	\$0	\$300,000
2028	ROW	STBG-L	\$3,500,000	\$2,800,000	\$0	\$700,000
2029	CONST	STBG-L	\$16,500,000	\$13,200,000	\$0	\$3,300,000
Total			\$22,000,000	\$17,600,000	\$0	\$4,400,000



eSTIP Project Report



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

County:

Christian

Route

SR-911

Total Project Cost

\$14,975,453.00

Project Name:

02-180.20/ KY-911 Christian County

Termini

KY-911, BMP: 0.448 to OMP: 1.844

Project Description

Widen KY-911 to a 3 lane from the Department of Defense Railroad to KY-115. (Section2) (D, R, U under 20180) (2018BOP)

Long Range Plan #

Table 7 page 34/MTP ID#4

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	CONST	SPP	\$2,000,000	\$0	\$2,000,000	\$0
2027	CONST	SPP	\$4,000,000	\$0	\$4,000,000	\$0
Total			\$6,000,000	\$0	\$6,000,000	\$0



eSTIP Project Report



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

County:

Christian

Route

SR-115

Total Project Cost

\$15,810,000.00

Project Name:

2-8954.00/ KY-115 Christian County

Termini

From I-24 (MP 2.901) to Anderson Rd (MP 6.87). (16CCN) *MPO area goes only to KY1453/Elmo Rd. The additional length to Anderson Rd is under KYTC.

Project Description

Improve and widen KY-115 from I-24 (< 2.901) to Anderson Rd (MP 6.87). (16CCN) (2022CCR)

Long Range Plan #

Table 7 pg 37/ MTP ID#104

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2027	UTILITIES	SPP	\$2,140,000	\$0	\$2,140,000	\$0
2028	CONST	SPP	\$9,720,000	\$0	\$9,720,000	\$0
Total			\$11,860,000	\$0	\$11,860,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
16-2022		1.30	KYTC

County:

Christian

Route

I-24

Total Project Cost

\$25,500,000.00

Project Name:

2-10.00/ 2-10.10; I-24/KY-115 Interchange (Exit 89)

Termini

I-24/KY-115 interchange (Exit 89); BMP: 88.10 to EMP: 89.40

Project Description

Improve capacity and mobility of the I-24/KY-115 interchange, reconstruct ramps, add center turn lane on KY-115 interchange portion in Christian County, KY (2022BOP)

Long Range Plan #

Table 7;pg36/ID#93

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	ROW	NH	\$1,500,000	\$1,200,000	\$300,000	\$0
2026	CONST	KYTC BFP	\$7,000,000	\$5,600,000	\$1,400,000	\$0
2026	UTILITIES	NH	\$2,000,000	\$1,600,000	\$400,000	\$0
2027	CONST	NH	\$15,000,000	\$12,000,000	\$3,000,000	\$0
Total			\$25,500,000	\$20,400,000	\$5,100,000	\$0



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$340,000.00

Project Name:
Shelters

Termini
System wide as needed

Project Description
Install passenger shelters at major stops

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5, pg 31/2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2027	PURCHASE/REBUILD	5307	\$85,000	\$68,000	\$8,500	\$8,500
2028	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2029	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
Total			\$340,000	\$272,000	\$34,000	\$34,000



eSTIP Project Report



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

County:
Montgomery

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

Project Name:
Benches

Termini
System wide as needed

Project Description
Install benches at major stops

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5339	\$10,000	\$8,000	\$1,000	\$1,000
2027	PURCHASE	5307	\$10,000	\$8,000	\$1,000	\$1,000
2028	PURCHASE	5339	\$10,000	\$8,000	\$1,000	\$1,000
2029	PURCHASE	5339	\$10,000	\$8,000	\$1,000	\$1,000
Total			\$40,000	\$32,000	\$4,000	\$4,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
	\$250,000.00

Project Name:
Support Facilities & Equipment

Termini
Administration Building and Transit Centers

Project Description
Support equipment, electronic farebox system and vehicle locator equipment and miscellaneous support equipment/ components and parts

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 pg 31/ 2050 MTP	Exempt

FV	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5339	\$120,000	\$96,000	\$12,000	\$12,000
2027	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
2028	PURCHASE	5339	\$15,000	\$12,000	\$1,500	\$1,500
2029	PURCHASE	5339	\$15,000	\$12,000	\$1,500	\$1,500
Total			\$250,000	\$200,000	\$25,000	\$25,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
	\$600,000.00

Project Name:
Associated Capital Maintenance

Termini
Maintenance Building

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

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5307	\$150,000	\$120,000	\$15,000	\$15,000
2027	PURCHASE	5339	\$150,000	\$120,000	\$15,000	\$15,000
2028	PURCHASE	5307	\$150,000	\$120,000	\$15,000	\$15,000
2029	PURCHASE	5307	\$150,000	\$120,000	\$15,000	\$15,000
Total			\$600,000	\$480,000	\$60,000	\$60,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$580,000.00

Project Name:
Support Vehicles

Termini
System wide

Project Description
Purchase replacement support vehicles

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5339	\$120,000	\$96,000	\$12,000	\$12,000
2026	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
2027	PURCHASE	5307	\$120,000	\$96,000	\$12,000	\$12,000
2028	PURCHASE	5339	\$120,000	\$96,000	\$12,000	\$12,000
2029	PURCHASE	5339	\$120,000	\$96,000	\$12,000	\$12,000
Total			\$580,000	\$464,000	\$58,000	\$58,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
27		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$400,000.00

Project Name:
Shop Equipment

Termini
Maintenance Building

Project Description
Purchase shop equipment- wireless lift, bus wash size increase to fit new buses

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	IMPV	\$200,000	\$160,000	\$20,000	\$20,000
2027	PURCHASE	5339	\$100,000	\$80,000	\$10,000	\$10,000
2028	PURCHASE	5307	\$50,000	\$40,000	\$5,000	\$5,000
2029	PURCHASE	5307	\$50,000	\$40,000	\$5,000	\$5,000
Total			\$400,000	\$320,000	\$40,000	\$40,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,650,000.00

Project Name:
Facility Renovation & Rehabilitation & New Facilities

Termini
Administration - Maintenance building area/ New Facilities

Project Description
Renovations, Rehab and new construction. Transit tarmac, building repairs/renovations, asphalt repair.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE/REBUILD	5307	\$750,000	\$600,000	\$75,000	\$75,000
2026	PURCHASE/REBUILD	5339	\$450,000	\$360,000	\$45,000	\$45,000
2027	PURCHASE/REBUILD	5307	\$150,000	\$120,000	\$15,000	\$15,000
2028	PURCHASE/REBUILD	5339	\$150,000	\$120,000	\$15,000	\$15,000
2029	PURCHASE/REBUILD	5339	\$150,000	\$120,000	\$15,000	\$15,000
Total			\$1,650,000	\$1,320,000	\$165,000	\$165,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
30		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$640,000.00

Project Name:
Surveillance/ Security

Termini
System Wide as needed

Project Description
Purchase surveillance and security equipment such as vehicle cameras and system.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5339	\$500,000	\$400,000	\$50,000	\$50,000
2027	PURCHASE	5310	\$100,000	\$80,000	\$10,000	\$10,000
2028	PURCHASE	5339	\$20,000	\$16,000	\$2,000	\$2,000
2029	PURCHASE	5307	\$20,000	\$16,000	\$2,000	\$2,000
Total			\$640,000	\$512,000	\$64,000	\$64,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
31		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$750,000.00

Project Name:
Communication Equipment

Termini
Administration/Maintenance & Transit Center

Project Description
Purchase communication equipment such as hand held radios, replacement radios for fleet vehicles

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5339	\$500,000	\$400,000	\$50,000	\$50,000
2027	PURCHASE	5307	\$50,000	\$40,000	\$5,000	\$5,000
2028	PURCHASE	5339	\$100,000	\$80,000	\$10,000	\$10,000
2029	PURCHASE	5339	\$100,000	\$80,000	\$10,000	\$10,000
Total			\$750,000	\$600,000	\$75,000	\$75,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$316,300.00

Project Name:
Computer Hardware

Termini
Administration/ Maintenance & Transit Center

Project Description
Purchase computer hardware such as demand response vehicle tablets, server replacement

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5310	\$66,300	\$53,040	\$6,630	\$6,630
2026	PURCHASE	5307	\$50,000	\$40,000	\$5,000	\$5,000
2026	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2027	PURCHASE	5307	\$50,000	\$40,000	\$5,000	\$5,000
2028	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2029	PURCHASE	5307	\$50,000	\$40,000	\$5,000	\$5,000
Total			\$316,300	\$253,040	\$31,630	\$31,630



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$820,000.00

Project Name:
Computer Software

Termini
Administration/Maintenance & Transit Center

Project Description
Purchase computer software such as demand response scheduling software, main bus tracking software, safety reporting and incident tracking software.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5310	\$200,000	\$160,000	\$20,000	\$20,000
2027	PURCHASE	5310	\$100,000	\$80,000	\$10,000	\$10,000
2027	PURCHASE	5339	\$500,000	\$400,000	\$50,000	\$50,000
2028	PURCHASE	5339	\$10,000	\$8,000	\$1,000	\$1,000
2029	PURCHASE	5339	\$10,000	\$8,000	\$1,000	\$1,000
Total			\$820,000	\$656,000	\$82,000	\$82,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,917,520.00

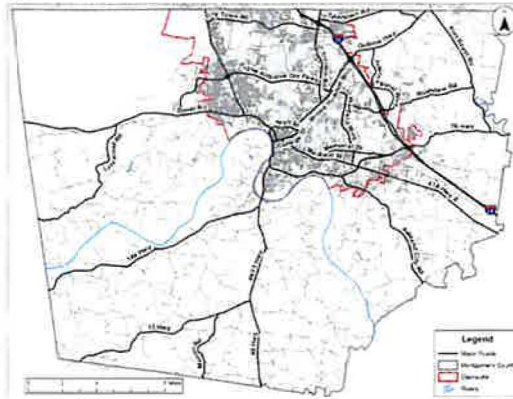
Project Name:
Operating Assistance TN

Termini
System wide as needed

Project Description
Operation Assistance in TN

<u>Long Range Plan #</u>	<u>Conformity Status</u>
No Data	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	OPERATIONS	5307	\$1,917,520	\$1,917,520	\$0	\$0
Total			\$1,917,520	\$1,917,520	\$0	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
36		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$595,897.00

Project Name:
Operating Assistance KY

Termini
System Wide as needed

Project Description
Operation Assistance in KY

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	OPERATIONS	5307	\$595,897	\$297,948	\$0	\$297,949
Total			\$595,897	\$297,948	\$0	\$297,949



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
53		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,369,652.00

Project Name:
Real Estate

Termini

Project Description

Purchase land for the new transfer facility

Long Range Plan

Table 5 page 31/ 2050 MTP

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	IMPV	\$3,000,000	\$0	\$2,700,000	\$300,000
2027	PURCHASE	IMPV	\$1,000,000	\$0	\$900,000	\$100,000
Total			\$4,000,000	\$0	\$3,600,000	\$400,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,369,652.00

Project Name:
Non Fixed Route ADA Paratransit Service

Termini
System wide as needed

Project Description
Paratransit Services available system wide.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	OPERATIONS	5307	\$342,413	\$273,930	\$34,241	\$34,242
2027	OPERATIONS	5307	\$342,413	\$273,930	\$34,241	\$34,242
2028	OPERATIONS	5307	\$342,413	\$273,930	\$34,241	\$34,242
2029	OPERATIONS	5307	\$342,413	\$273,930	\$34,241	\$34,242
Total			\$1,369,652	\$1,095,720	\$136,964	\$136,968



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,550,000.00

Project Name:
Architecture/Engineering and Design (Transit)

Termini
System wide as needed

Project Description
Engineering and Design work as needed

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PE-D	5307	\$500,000	\$400,000	\$50,000	\$50,000
2027	PE-D	5307	\$50,000	\$40,000	\$5,000	\$5,000
2027	PE-D	IMPV	\$500,000	\$0	\$400,000	\$100,000
2028	PE-D	5339	\$400,000	\$320,000	\$40,000	\$40,000
2029	PE-D	5307	\$100,000	\$80,000	\$10,000	\$10,000
Total			\$1,550,000	\$840,000	\$505,000	\$205,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$12,050,000.00

Project Name:
Construction (Transit)

Termini
System wide as needed

Project Description
Construction of new transfer center and other necessary construction

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	CONST	IMPV	\$1,000,000	\$0	\$900,000	\$100,000
2027	CONST	IMPV	\$5,000,000	\$0	\$4,500,000	\$500,000
2028	CONST	5339	\$50,000	\$40,000	\$5,000	\$5,000
2028	CONST	IMPV	\$5,000,000	\$0	\$4,500,000	\$500,000
2029	CONST	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
Total			\$12,050,000	\$840,000	\$10,005,000	\$1,205,000



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$2,739,312.00

Project Name:
Preventive Maintenance

Termini
System wide as needed

Project Description
Preventive Maintenance work

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	OPERATIONS	5307	\$684,828	\$547,863	\$68,482	\$68,483
2027	OPERATIONS	5307	\$684,828	\$547,863	\$68,482	\$68,483
2028	OPERATIONS	5307	\$684,648	\$547,683	\$68,482	\$68,483
2029	OPERATIONS	5307	\$684,828	\$547,863	\$68,482	\$68,483
Total			\$2,739,132	\$2,191,272	\$273,928	\$273,932



eSTIP Project Report



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

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$1,497,000.00

Project Name:
Paratransit Vehicles

Termini
system wide as needed

Project Description
Purchase replacement and Expansion ADA paratransit vehicles (Diesel and Hybrid)

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5310	\$897,000	\$717,600	\$89,700	\$89,700
2027	PURCHASE	5310	\$200,000	\$160,000	\$20,000	\$20,000
2028	PURCHASE	5310	\$200,000	\$160,000	\$20,000	\$20,000
2029	PURCHASE	5310	\$200,000	\$160,000	\$20,000	\$20,000
Total			\$1,497,000	\$1,197,600	\$149,700	\$149,700



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
72		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
	\$8,100,000.00

Project Name:
Transit Buses

Termini
System wide as needed

Project Description
Purchase replacement and fixed route buses (hybrid or diesel)

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5 page 31/ 2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	IMPV	\$2,000,000	\$0	\$1,600,000	\$400,000
2027	PURCHASE	5339	\$2,100,000	\$1,680,000	\$210,000	\$210,000
2028	PURCHASE	IMPV	\$2,000,000	\$0	\$1,600,000	\$400,000
2029	PURCHASE	5339	\$2,000,000	\$1,600,000	\$200,000	\$200,000
Total			\$8,100,000	\$3,280,000	\$3,610,000	\$1,210,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
74		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$950,000.00

Project Name:
Fare Collection

Termini
System-wide

Project Description
Purchase Fare Collection Equipment

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Table 5;pg 31/2050 MTP	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	PURCHASE	5307	\$600,000	\$480,000	\$60,000	\$60,000
2026	PURCHASE	5339	\$170,000	\$136,000	\$17,000	\$17,000
2027	PURCHASE	5339	\$60,000	\$48,000	\$6,000	\$6,000
2028	PURCHASE	5310	\$60,000	\$48,000	\$6,000	\$6,000
2029	PURCHASE	5339	\$60,000	\$48,000	\$6,000	\$6,000
Total			\$950,000	\$760,000	\$95,000	\$95,000



SECTION 4: MPO PUBLIC WEBSITE

4.0 Section 4: The MPO Public Website:

The MPO website is <http://www.cuampo.com/>

4.1 TIP Documents and Technical Information on Website:

The "STIP/TIP" section is located on the MPO home page or found at: <http://www.cuampo.com/stip-tip-reports/>. Under this section the draft and final documents for the FY2026-FY2029 TIP are fully searchable and available; along with the past FY2023-FY2026 TIP and FY2020-FY2023. The corresponding amendments and administrative modifications for the FY2026-FY2029 TIP are posted on this page also.

4.2 Historic Archive of Technical Information on Website:

The "Plans & Reports" section is located on the MPO home page or found at: <http://www.cuampo.com/plans-reports/>. The annual listings of obligated projects can be found there, along with the current UPWP, and other important documents and reports.

APPENDIX A: PROJECT SELECTION CRITERIA

Local STBG and CMAQ projects will be submitted to the MPO for project consideration. Projects using STBG -L funds will then be selected using the adopted criteria and performance measures and will be made part of the TIP. CMAQ projects will be applied for through TDOT and KYTC competitive grant application process. The Selection Criteria Review for L-STBG and CMAQ projects is below.

Local Surface Transportation Block Grant (L-STBG) Criteria for TIP Evaluation:

Criteria	Points	Standards
Safety	0-2	The safety criterion is intended to measure the potential improvements to public safety that the proposed project will provide. Information required for scoring projects under this criterion includes crash rates, crash severity, safety design, pedestrians and bicycle safety, and other general safety problems in accordance with TDOT and KYTC policies and procedures. The greater the potential improvement to overall transportation safety is, the higher the score for the potential project.
Congestion and Air Quality	0-2	The congestion criterion quantifies the predicted improvements in the level of service and access. Other factors that contribute to improvements to congestion include quality of life and the economic costs of congestion. Air Quality evaluates the need to improved air quality in the region. In most cases, as congestion is decreased the air quality score will increase. A high score should be given to projects that give the better congestion relief compared to current conditions.
Land Use Impact	0-2	The land use impact evaluation takes into consideration issues such as the promotion of higher quality of life in neighborhoods, commercial areas and employment centers. It also seeks to determine whether or not other infrastructure elements exist where the project is planned within the allotted construction time frame. Projects that serve existing development should score higher than those that may be considered premature for the development pattern.
Network Continuity	0-2	The network continuity criterion considers the need for overall system efficiency for each evaluated project. Higher scores should be given to projects that increase the efficiency for the overall transportation system.

FY2026-FY2029 Transportation Improvement Program

Environmental/Quality of Life	0-2	Environmental/quality of life evaluates the impact of a project and the mitigation of impacts on the physical environment (such as wetlands and cultural resources) and the human environment/displacement (such as sustainability and livability); If a project will benefit either of these environments, a higher score should be assigned and if the project will damage the environment, a lower score should be assigned.
Complete Street/ Multimodal Modes of Transportation	0-2	Incorporation of Complete Street approaches to encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. This may include, but not limited to; sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments.
Security	0-2	The security criterion is intended to measure the potential improvements to public security that a proposed project will provide. It applies to both motorized and non-motorized users of the transportation system. Examples of security considerations are improved lighting, presence of cameras, improved evacuation routes, improved emergency services access, threat warning devices, etc.

FY2026-FY2029 Transportation Improvement Program

Congestion Mitigation and Air Quality (CMAQ) Criteria for TIP Evaluation

Criteria	Points	Standards
QUANTIFIABLE REDUCTION OF AIR POLLUTANTS PER DOLLAR REQUESTED	0-4	<u>Knowledge of current emissions from activity or location to be impacted</u> – The more current knowledge available, the higher the potential score. Knowledge of current conditions allows the TCC to better evaluate program or project effectiveness, increasing the likelihood a project can be used in the State Implementation Plan (SIP) to demonstrate emission reductions. It also allows better understanding of the need for a project that is proposed. <u>Method of quantifying reductions</u> - More points should be awarded projects with well-defined and defensible methods for quantifying reductions as this can increase their SIP impact. <u>Does measure provide efficient use of CMAQ funds on a dollar per ton reduced?</u> – Due to limited funds and the need to maximize project return, some evaluation of the cost per ton of emissions reduced is a useful measure to prioritize projects. Consideration should also be given to which pollutants are being reduced with priority given first to pollutants affecting a maintenance &/or non-attainment area (NOx and VOC's for ozone).
SCOPE	0-2	<u>Does Project have area-wide or local impact?</u> – The TCC finds that projects with the potential to address air pollution on a regional level should receive preference over those that only addressed a smaller area. But this element can also be used to give higher rankings for projects that address both pollution and congestion in one of the identified corridors of congestion. <u>Does it enhance or augment CMAQ projects in surrounding areas?</u> - In its evaluation of a project, the MPO should prioritize projects that augment projects in surrounding jurisdictions. Such augmentation allows for effective public outreach and better coordination in the regional management of air pollution. It also can enhance the effectiveness of existing control programs or projects. This will become an increasingly important element if additional areas within the planning area are designated maintenance &/or non-attainment.

FY2026-FY2029 Transportation Improvement Program

MANDATED PROJECT	0- 5	<u>Is the project contained in an approved State Implementation Plan or EPA Rule?</u> – Preference should be given for measures mandated by the SIP. A Transportation Control Measure contained in an approved SIP or EPA rule may be mandated to have priority over other CMAQ projects. No preference exists for projects already meeting their SIP required reductions. <u>Does the Project enhance or augment a federally mandated transportation emissions reduction effort?</u> – Where a local project could tie into or enhance a federally mandated control measure, some preference should be given. This could be in the area of cleaner fuels, anti-idling, or transit fleet alternative fuel conversion to name a few potentials. The MPO is determined to support such programs at the local level by allowing more points for a local program that would further the use or scope of such a federally mandated requirement. <u>Is the project one of the transportation control measures (TCM) recommended for evaluation and which has been found to be appropriate for the local transportation system?</u> – Goals of the LRTP can help recommend TCM's contained in the Clean Air Act for potential benefit in our local planning area. The MPO finds that in order to implement the plan's programs and federal guidance, a TCM measure found appropriate in the plan should receive a higher point total in this category. <u>Does project have outside financial support or partnership to increase reduction per public dollar expended?</u> – In an effort to leverage public funding and encourage broad community involvement in these programs, projects that received funding or significant support from non-federal agencies should receive additional points for their potential promotion.
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FY2026-FY2029 Transportation Improvement Program

DURATION/TIMING OF REDUCTIONS	0-2	<u>Are reductions permanent or seasonal and if seasonal, do they occur when needed?</u> – The ability to credit reduction in the SIP depends, to some extent, on their timing and enforceability. This part of the element was intended to address both the timing of the reductions from a project as well as their permanence. A higher ranking is given to projects that produced appropriate pollutant reductions during the period most likely to need them and permanent reductions are favored over seasonal or temporary reduction efforts. <u>When will the reductions be credited against transportation emissions budget in SIP?</u> – Not all projects would produce emission reductions in time to be of benefit to attainment deadlines. The often-lengthy approval and construction time for major projects could result in obtaining pollution reductions only after certain attainment dates are set. Under this element, priority was given to projects that produced reductions sooner in the planning cycle.
CONGESTION REDUCTION	0-3	<u>Will project help to achieve goal(s) of the MTP as a high priority congestion corridor or location?</u> CMAQ is more than just air quality (AQ) improvements. Projects that have significant congestion relief outcomes and goals are therefore appropriately evaluated for funding prioritization. Projects that fulfill goals in the MTP receive higher rankings in this element than those outside the goals of the LRTP or relate only to air quality issues. <u>What is the level of congestion reduction achieved by the project?</u> – Much in the same way the initial criteria looked at the tons of reduction, this element hopes to better quantify the congestion reduction achievable by a project or program. It reinforces some of the air quality goals as is appropriate, but allows projects which are more localized to also be recognized for their unique problems. <u>Does the project provide trip reduction improvement or only improved function of the congested area?</u> – This element looks at the potential for the project to solve the congestion throughout the network by reducing trips rather than by simply speeding the trips along a particular corridor or in a particular intersection.
Project Grouping	0-1	<u>Is the project part of a package of several projects?</u> – This element shows that projects combined show greater improvement than each part of the project alone when comparing to other proposed projects.
Continuation	0-1	<u>Has a similar project been done in the State or MPO?</u> – This element reflects on past results and experiences. Was the project viewed as successful or disastrous?

APPENDIX B: PUBLIC COMMENTS

**APPENDIX C: TDOT GROUPINGS - PROJECT
DESCRIPTIONS**

Statewide Grouping Descriptions

Activities delivered from TDOT's statewide groupings are limited to work types that are:

1. Located in non-metropolitan or rural areas – any located in a metropolitan area must be programmed in the MPO's TIP,
2. Not considered to be of appropriate scale for individual identification in a given program year,
3. Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d),
4. Non-regionally significant, in non-attainment and maintenance areas, and
5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non-attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

URBAN GROUPINGS

AIR QUALITY IMPROVEMENT - URBAN GROUPING

Funding from this grouping is used to reduce transportation emissions and improve air quality. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.

ELECTRIC VEHICLE INFRASTRUCTURE - URBAN GROUPING

Funding from this grouping is used to deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Such projects include acquisition, installation, or operation of publicly accessible EV charging infrastructure; acquisition or installation of traffic control devices to support access to EV charging infrastructure; analysis activities to evaluate demand for EV charging infrastructure; and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas.

NATIONAL HIGHWAY SYSTEM AND PRESERVATION AND OPERATION – URBAN GROUPING

Funding from this grouping is used to support the good condition and performance of the National Highway System (NHS), construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters. Such projects include preservation and maintenance, operational improvements, bridge and tunnel projects, bicycle transportation and pedestrian infrastructure, highway and transit safety infrastructure improvements, infrastructure-based intelligent transportation systems capital and cybersecurity improvements, environmental mitigation efforts, and other activities necessary to the preservation and operation of the NHS. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 119, all projects will be located on the NHS.

RESILIENCY - URBAN GROUPING

Funding from this grouping is used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Such projects include resiliency planning activities, resilience improvements to improve the ability of an existing surface transportation asset to withstand elements of a weather event or natural disaster, community resilience and evacuation route

activities, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas.

SAFETY – URBAN GROUPING

Funding from this grouping is used to achieve the State’s strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railway-highway grade crossings upgrades, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION GROUPING – URBAN GROUPING

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of Tennessee’s Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as rural minor collectors or higher.

TRANSPORTATION ALTERNATIVES – URBAN GROUPING

Funding from this grouping is used for smaller-scale multimodal transportation projects to achieve safe, connected, and equitable on-and off-road networks. Such projects include pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and other activities that accomplish these objectives (Title 23 U.S.C. Section 133(h)(3); Title 23 U.S.C. 206). Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas.

APPENDIX D: BI-STATE MOA

**MEMORANDUM OF AGREEMENT BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION
AND
THE CLARKSVILLE METROPOLITAN PLANNING ORGANIZATION**

**REGARDING THE DEFINITION AND NEED FOR AMENDMENTS /
ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN
THE STATE OF TENNESSEE**

INTRODUCTION:

The purpose of this Memorandum of Agreement is to establish two categories of actions to meet Federal requirements and streamline the maintenance of the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP). One category of action is a "STIP/TIP Amendment" and the other is a "STIP/TIP Administrative Modification."

DEFINING THE STIP/TIP:

As detailed in Title 23 Code of Federal Regulations (CFR) Part 450, the STIP is defined in Federal regulations as "a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53." All projects and groupings in the STIP and TIPs must list the eligible funding source(s) (e.g., FTA Section program, Surface Transportation Block Grant, etc.). Approval authority over the STIP and all STIP amendments lies with FHWA and FTA.

Per 23 CFR 450.218, the State of Tennessee STIP shall include each metropolitan TIP for each MPO in Tennessee, as approved by the associated MPO and TDOT (as delegated authority from the Governor of the State of Tennessee). Per Federal regulations, TDOT can elect to include the metropolitan TIPs in the STIP directly or by reference, with specific expectations for each option:

- Direct inclusion of the metropolitan TIP – in this situation, TDOT's STIP, as published and approved by FHWA and FTA, will include all projects listed in the approved metropolitan TIP, regardless of project sponsor or funding source. Accordingly, FHWA and FTA will match authorization requests for all projects across the State of Tennessee to the latest approved/amended STIP.
- Inclusion of the metropolitan TIP by reference – in this situation, TDOT's STIP, as published and approved by FHWA and FTA, will make narrative reference to the metropolitan TIPs, as approved by the MPO and TDOT. Accordingly, FHWA and FTA will match all authorization requests for projects in metropolitan areas to the latest approved/amended metropolitan TIP, and all authorization requests for projects in non-metropolitan areas will be matched to the latest approved/amended STIP.

More information on the amendment/administrative modification processes and authorization requests is available below.

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STIP/TIP AMENDMENT:

An amendment is a revision to the STIP/TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR §450.216 and §450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings) (see discussion on project cost change thresholds with Table A); or
- Adding a new project or deleting a project from the STIP/TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities (i.e. greenways, sidewalks, bike lanes, transfer stations, etc.), changing mode (e.g., rolling stock or facility type for transit, such as light rail cars instead of trolleys, vans instead of buses, etc.), changing capital category (i.e., transit funding added to a CMAQ funded project or CMAQ funding substituted for transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding (including a grouping); or
- Moving funds between a Metropolitan Planning Organization (MPO) TIP and STIP unless a written agreement exists between the MPO and the Tennessee Department of Transportation (TDOT) that such an action may be a processed as an administrative modification; or
- Moving funds between an MPO's TIP and another MPO's TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative modification.

AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

The STIP/TIP may be amended at any time, but amendments require Federal approval and redetermination of STIP/TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each TIP amendment, approve its inclusion in the STIP, and submit the amendment to the appropriate Federal Agency. The Federal Agencies will independently review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;
- A copy of the original and amended TIP pages;
- Documentation supporting:

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- o Fiscal constraint,
- o Interested parties' participation (i.e., public involvement, stakeholder involvement, and consultation),
- o Air quality conformity (in non-attainment and/or maintenance areas only), and
- o Required MPO certifications, including the MPO Self-Certification with a current date; and
- o The resolution adopting the amendment.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

Regardless of whether the metropolitan TIP is included directly or by reference into the STIP, both the MPO and TDOT (through authority delegated by the Governor of Tennessee) must approve any TIP amendment including State managed projects before transmittal to FHWA/FTA for inclusion in the STIP. FHWA and FTA still retain authority over the inclusion of any amendments into the STIP, whether the TIP is included directly or by reference. In both cases, TDOT shall send the above-described documentation to FHWA/FTA for review and approval of the TIP amendment, along with a current Self-Certification for the STIP.

When FHWA or FTA approves an amendment, the appropriate approving agency will send to TDOT and the MPO:

- The original amendment review request,
- The original supporting amendment documentation, and
- Letter documenting FHWA's or FTA's approval.
- For transit projects, the Multimodal office should work with the Program Development and Scheduling office to ensure that any amendments are included in the updated STIP.

Amendment documentation will conform to the correspondence standards outlined in Appendix A.

STIP/TIP ADMINISTRATIVE MODIFICATIONS:

A STIP/TIP administrative modification is a minor change from the approved STIP/TIP. Administrative modifications must be consistent with 23 CFR Part 450, but they do not require public review and comment, or a conformity determination in non-attainment or maintenance areas. STIP/TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Table A)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes or to correct minor clerical errors or discrepancies; or
- Shifting funds between projects or groupings within the STIP/TIP (i.e., funding sources and projects already identified in the STIP/TIP) if the change does not result in a cost

increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved STIP/TIP; or

- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
 - The change does not result in a cost increase greater than the amendment threshold (project cost change thresholds listed in Table A) for the total project cost of all phases shown within the approved STIP/TIP; or
- Moving project phases or funding from year to year within an approved STIP/TIP, except those that cross air quality horizon years of the project; or
- Adding any phase (if total project cost includes all phases), such as environmental or location study, preliminary engineering, right-of-way, or construction to a project in the STIP/TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved/amended STIP/TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change, or adding or removing a project(s) to or from an already established grouping; or
- Adjustments in revenue to match actual revenue receipts; or
- Adding a project with 100% state or non-federal funding for all phases that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- Adding or changing a funding source, as long as the change does not result in a cost increase greater than the amendment threshold (see Table A);

ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

Administrative modifications do not require Federal approval. Accordingly, no interested parties' participation or air quality conformity is required. TDOT and the MPOs will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with Federal regulations or with this MOA. Administrative modifications made to TDOT-sponsored projects in the TIP will be requested by TDOT through notification to the MPO upon submission of the administrative modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

The MPO will send the following documentation to TDOT for locally-sponsored projects:

- Electronic correspondence describing the action taken;

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- A copy of the original and modified TIP pages.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved. Administrative modification documentation will conform to the correspondence standards outlined in Appendix A.

AUTHORIZATION:

FHWA and FTA match project authorization requests to the STIP/TIP prior to approving a request for project authorization. Therefore, all administrative modifications and amendments must be processed to completion prior to TDOT requesting federal authorization approvals. For projects in MPO areas TDOT must ensure FHWA and FTA receipt of documented notification that the respective MPO has accounted for the administrative modification unless TDOT has a formal agreement with the respective MPO stating otherwise.

In the FMIS authorization request, TDOT shall provide the most recent amendment and administrative modification numbers affecting the project in the "STIP Reference" field or in the "State Remarks" if additional space is required.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings and reductions of any amount provided project length, termini, and description remain the same), a sliding scale (see Table A) is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved STIP or STIP amendment/administrative modification to account for incremental changes.

TABLE A

Total programmed funding within the approved STIP/TIP	Amendment	Administrative Modification
Up to \$2 million	≥75%	< 75%
\$2 million to \$15 million	≥50%	< 50%
\$15 million to \$75 million	≥40%	< 40%
\$75 million and above	≥30%	< 30%

PROJECT PHASE OVERRUNS AND UNDERRUNS:

Project overruns and underruns for previously authorized phases of projects in a previous TIP will not be programmed in the current TIP. If the phase of the project is in the current TIP then the rules of this document will apply; however, if the phase of the project was authorized in a previous TIP no action will be necessary within the current TIP. If a project programmed in a grouping incurs an overrun or underrun from a previously authorized phase, no TIP action will be needed. Any request for authorization of a new phase will need to follow the rules within this document.

- If a project is being closed out but incurs an overrun, it will not require an amendment or administrative modification.

PROJECT GROUPINGS:

The use of project groupings is permitted under 23 CFR §450.218(j) for projects located in the non-metropolitan portion of the STIP and 23 CFR §450.326(h) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR §771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity. As appropriate, in instances where it is uncertain if specific project(s) meet those conditions in air quality nonattainment or maintenance areas, the sponsoring agency, in coordination with the MPO, must consult with the appropriate Interagency Consultation group (IAC) to determine whether the specific project(s) proposed to be included with the grouping are subject to the requirements of 40 CFR 93.

The STIP/TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. The MPO will develop the grouping categories and eligible activities included within the STIP/TIP in consultation with TDOT. All TDOT-sponsored projects located within an MPO area must be included in the MPO's TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area may be grouped within the MPO's TIP or listed individually in the MPO's TIP, but may not be included in the STIP.

PROJECTS IN RURAL/URBAN AREAS AND PROJECTS IN TWO (2) OR MORE MPOs

All projects that cross the MPO boundary and include an area outside of the MPO boundary will be programmed in the TIP only.

In instances where a project is in two (2) or more MPO planning areas, the affected MPOs will consult and coordinate as to which MPO is most impacted by the project, taking into consideration project limits, air quality conformity requirements, regional significance, etc. The MPO most impacted will program the project in its TIP and include it in the demonstration of fiscal constraint. The other MPO(s) will reference the project in its TIP for informational purposes. In instances where the MPOs are unable to reach an agreement, TDOT will facilitate a consultation process with the affected MPOs, TDOT, and FHWA/FTA.

CONSULTATION PROCESS:

The MPO will consult with TDOT and the appropriate approving agency (i.e., FTA for transit projects and FHWA for highway projects) on the suitable category of action when the proposed change to the STIP/TIP does not clearly fall into the category of a "STIP/TIP Amendment" or a "STIP/TIP Administrative Modification" or the proposed change involves extenuating

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circumstances. Consultations will suspend the formal 10 business day review period for "STIP/TIP Amendments" until a resolution is established. The MPO also will consult with the appropriate approving agency prior to adding new non-formula or specialized federal funds (such as BUILD program funds) to a project to determine if the addition of the funds would warrant an amendment.

PROCESS REVIEW:

The MPO and TDOT will review this agreement in conjunction with each Statewide Planning Finding or when STIP/TIP management procedures are substantively changed (e.g., implementation of an electronic STIP/TIP). The focus of the review is to verify the appropriate use of the agreed-to amendment and administrative modification processes and consistency with Federal regulations.

We, the undersigned, approve this Memorandum of Agreement. This Agreement will become effective upon approval of signature by all parties, and will remain in effect as long as each agency agrees to and abides by the conditions set forth in this document. This Agreement may be amended at any time, but revisions will require signature by all parties. Any signatory to this Agreement may propose amendment to the agreement at any time.

All prior agreements and correspondence related to the definition and need for amendments or administrative modifications to STIP/TIPs are voided with the execution of this agreement.

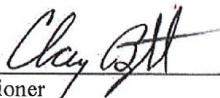
SIGNATURES:



Mayor Joe Pitts, Chairman
MPO Executive Board

01/15/2020

Date



Commissioner
Tennessee Department of Transportation

1/27/2020

Date

APPENDIX A: CORRESPONDENCE STANDARDS

All amendment and administrative modification correspondence will be submitted to TDOT's Program Development and Scheduling Office. The MPO will submit the correspondence and documentation to STIP.Requests@tn.gov and the Program Monitor in the Program Development and Scheduling Office responsible for the TDOT Region in which the MPO is located.

Amendment Documentation:

Amendment documentation will be grouped in a single electronic document with the naming convention, "Amendment [X] ([Project#])", where [X] identifies the amendment's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being amended.

Email correspondence will use the naming convention, "Amendment [X], [Organization]" in the subject line where [X] identifies the amendment's sequential identifier and [Organization] represents name of the organization (MPO) submitting the amendment. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: amendment number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

Where multiple TIP amendments impact a financial table and must be submitted within the appropriate documentation for review (i.e., exempt and non-exempt packets), the MPO will submit the financial table, as approved, within the appropriate packet and for clarity purposes, will state the amendments impacting the financial table that are not included as part of that packet, in the correspondence.

Modification Documentation:

Modification documentation will be grouped in a single electronic file and use the naming convention, "Modification [X] ([Project#])", where [X] identifies the administrative modification's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being modified.

Email correspondence will use the naming convention, "Modification [X], [Organization]" in the subject line where [X] identifies the administrative modification's sequential identifier and [Organization] represents name of the organization (MPO) submitting the administrative modification. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: modification number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

