



AGENDA

What: Clarksville Urbanized Area Metropolitan Planning Organization Meeting

When: Thursday, March 19, 2026 at 11 a.m. Central Time

Where: 329 Main Street, Clarksville, Tennessee 37040

Note: Executive Board members or their alternate representatives must be present in-person to vote.

1. Welcome and introductions;
2. Vote to approve January 15, 2026, Meeting Minutes;
3. Vote to adopt Resolution 2026-04, to amend the FY2026-FY2027 UPWP to change the allocation for FY2027 for KYTC PL funds from \$74,000 total funds to \$79,000 total funds;
4. AQ Conformity Announcement;
5. TDOT STBG (Surface Transportation Block Grant) Program & Allocation;
6. President Trump rescinded Executive Order 12898 from 1994 requiring Environmental Justice language to be removed from Title VI Plans per the letter from Vickie Bourne, Executive Director, KYTC Office of Transportation Delivery;
7. TDOT Traffic Memorandum No. 2512 says by the May 8th, 2026 letting all projects shall conform to the requirements of the 11 Edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Memorandum is signed by Andy Barlow, Director of TDOT Traffic Design Division;
8. KYTC [Strategic Highway Investment Formula for Tomorrow \(SHIFT\)](#) update;

9. [Tennessee Department of Environment and Conservation \(TDEC\)](#) Air Quality update;
10. [FHWA Tennessee Division](#) update;
11. [FHWA Kentucky Division](#) update;
12. TDOT update by their representatives;
13. KYTC updated by their representatives;
14. CUAMPO Congestion Management Process (CMP) related presentation by the TMA Group and VanStar Commute Solutions.
15. Other MPO business;
16. Public Comment;
17. Adjournment.

Next meeting: Thursday, May 21, 2026 at 11 a.m. Central Time

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
January 15, 2026 @ 11:00 am

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

Members Present: (in-person)

Mayor Golden*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Brian Ahart*	Rep. City of Oak Grove
Heather Bing*	Rep. Tennessee Dept. of Transportation (TDOT)
Thomas Witt*	Rep. Kentucky Transportation Cabinet (KYTC)
Mike Ringgenberg*	CTS
Tom Britton*	Rep. City of Hopkinsville
Bill Chaudoin*	Rep. Christian County
Daniel McDonell*	GNRC
Nick Powell	Montgomery Co Engineer
Zach Madden	MPO Planner
Nick Hall	KYTC-D2
Lauren Winters	City of Clarksville
Patricia Nesbitt	CTS
Jessica Waddle	KYTC-D2
Ann Marie Anway	TDOT
Stacy Morrison	TDOT
Bradley Martin	TDOT
Lee Rogers	TDOT-Region 3
Shaun Armstrong	TDOT
Alex Morris	MCHD
Natalie Flores	Neel-Schaffer
Buck Dellinger	EDC
Janet Wilson	EDC
Daniel Morris	RPC
Mike Ziarnek	MPO
Jill Hall	MPO

*Voting members

Mayor Golden called the meeting to order. He began with Item #1 on the agenda to welcome and make any introductions. Heather Bing introduced herself as our new OCT representative from TDOT. She started working with TDOT in August 2025.

Item #2 on the agenda the review, discussion and adoption of the minutes from the October 9, 2025 meeting. Mayor Pitts made the motion to adopt the minutes and Mr. Ringgenberg seconded the motion. The minutes were adopted unanimously.

Item #3 on the agenda was the election of officers per the Clarksville MPO's Bylaws, Article IV. Mayor Golden made the motion to nominate Mayor Pitts as the Chairman of the MPO's Executive Board and Mayor Pitts made the motion to nominate Mayor Golden as the Vice Chairman of the MPO's Executive Board. Mr. Ringgenberg seconded both of the motion. Mayor Pitts and Mayor Golden were elected by the Executive Board unanimously to their new positions.

Item #4 on the agenda was to vote to approve the 2026 scheduled meeting dates of the executive Board as noted: January 15th, March 19th, May 21st, July 16th, September 17th, and November 19th. Mayor Pitts made the motion to approve the scheduled meeting dates and Mr. Ringgenberg seconded the motions. The dates were approved unanimously.

Item #5 on the agenda was the review, discussion and adoption of Resolution 2026-01 to support TDOT and KYTC Safety Performance Measure (PM1) Targets for FY2026. The targets were shown as Attachment A to the resolution. Mayor Pitts asked if there were any discussion. Hearing none he asked for a motion. Mr. Ringgenberg made the motion to adopt Resolution 2026-01 and Ms. Anway seconded the motion. Resolution 2026-01 was adopted unanimously.

Item #6 on the agenda was the review, discussion and adoption of Resolution 2026-02 to authorize the filing of an application with the U.S. Department of Transportation for a grant under the Infrastructure Investment and Jobs Act (IIJA) and committing the local share of funds necessary to secure a Section 5303 grant application through KYTC; Mayor Pitts asked if there were any discussion. Hearing none he asked for a motion. Mayor Golden made the motion to adopt Resolution 2026-02 and Mr. Ringgenberg seconded the motion. Resolution 2026-02 was adopted unanimously.

Item #7 on the agenda was review, discussion and adoption of Resolution 2026-03 to amend the FY2023-FY2026 TIP for Clarksville Transit System (CTS) Budget Revisions for Transportation Improvement Program (TIP) Projects CLK #53, Real Estate; CLK #61, Construction Transit; and CLK #74, Fare Collection. Mayor Pitts asked if there were any discussion. Hearing none he asked for a motion. Mayor Golden made the motion to adopt Resolution 2026-03 and Mr. Ringgenberg seconded the motion. Resolution 2026-03 was adopted unanimously.

Item #8 on the agenda is the Review and discussion of the Fiscal Year 2025 Obligation Report (Obligations for Clarksville MPO FY 2025) of federal funds spent within the MPO's Metropolitan Planning Area (MPA). Mr. Ziarnek referred to the Obligation Report and stated that at the top of the page was the total amount of federal funds that had been spent in the MPO area in the amount of \$107,030,913.01.

Item #9 on the agenda was the update on the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT). Mr. Witt said the KYTC Highway Plan will be posted sometime today. The Plan still needs to be approved by the legislature. There can be additional changes to the Highway Plan once it goes to the legislature.

Item #10 on the agenda was the updates on air quality by TDEC. Mr. Corrigan was unable to attend the meeting but sent an email that he had no updates at this time.

Item #11 on the agenda was the updates by FHWA-TN. There were no FHWA representatives at the meeting. Mayor Pitts moved on to the next item.

Item #12 on the agenda was the updates by FHWA-KY. There were no FHWA representatives at the meeting. Mayor Pitts moved on to the next item.

Item #13 on the agenda was the TDOT updates by their representatives. Ms. Bing said there was a funding opportunity with the BUILD Grant application. The application must be submitted by February 24, 2026. She congratulated Clarksville/CTS for receiving the Improve Act Grant for 2 new buses and 3 support vehicles. And received additional funding in the amount of \$4.4 million for the transfer center relocation and facility improvements for the Park and Ride at Exit 11 for bathrooms.

Mr. Armstrong with TDOT, gave an update on:

1. Trenton Road. He said it's in ROW and that appraisals are under way; next will be utility relocations.
2. Safety Project – SR-374 at Dover Road will get a signal coming off the ramps.
3. I-24 is on schedule with PE to begin in 2027 and Construction in 2034.
4. SR-374, from Dotsonville Road to Dover Road. He asked Mayor Golden if he had any question and the Mayor said they would talk after the meeting.

Mr. Rogers with TDOT spoke on the two resurfacing projects on the current list:

1. SR-11 and SR-12.
2. Tuesday, January 20th TDOT will install stop signs at Rollow Road/Rossvie Road intersection. It will now be a 3-way stop.
3. The work on the box at Gary Mathews on 41A bypass should be completed soon.
4. The sinkhole in front of Johnny's on College Street is not a sinkhole but was due to old clay pipes. TDOT is working with the City to plug it and repair the sidewalk.

Item #14, on the agenda was the KYTC updates by their representatives. Mr. Witt said KYTC is accepting TA applications but that it closes on January 19th, 2026. He said KYTC is starting to look at the PL funds for FY2027.

Item #15 was other MPO business from members of the public and /or MPO members. Mr. Ziarnek said the MPO's new website was up and running and encouraged everyone to visit it. Mr. Madden pulled up the new website and demonstrated how the current TIP projects could be accessed with a map and information on each of them.

He stated that Greater Nashville Regional Council (GNRC) had recently formed the Public Transportation Roundtable for transit professionals throughout the region to coordinate on

issues of common interest. Mr. McDonnell with GNRC said this was a new initiative headed by Mr. Tom Fox. The next meeting will be January 27, 2026.

Mr. Ziarnek said that Mr. Madden with the MPO would be reaching out via email to the Executive Board members to request their assistance in identifying their representative for the MPO's Technical Coordinating Committee (TCC). Mr. Ziarnek said the TCC would be reactivated in the coming year and that per the MPO Bylaws, Mr. Tyndall is the Chairman of the TCC. There had been discussions with Mr. Tyndall and the MPO staff on the development of a Freight Plan with a multimodal-freight traffic approach. More information will be provided at the March meeting.

Mr. Ziarnek stated that the USDOT announced the Notice of Funding Opportunity (NOFO) for the fiscal year 2026 BUILD grant program. The BUILD grant provides funding for surface transportation infrastructure projects with significant local and/or regional impact. The BUILD application deadline is February 24, 2026.

Mr. Ziarnek said the AARP Community Challenge will be awarding more than \$8 million in community improving grants. For more information visit the AARP Community Challenge website.

Mr. Ziarnek introduced the next speaker Mr. Dellinger, President/CEO of the Clarksville/Montgomery County Economic Development Council (EDC) with concerns about the I-24 improvements for the widening project from the KY state line to Exit 11. Mr. Dellinger had a power point presentation (YouTube link: <https://www.youtube.com/watch?v=ZZDEDalewUA>) about the needed improvements to I-24 on the Tennessee side. He said he had a meeting with TDOT about six weeks ago to discuss the design and improvements for I-24. He stated that the I-24 was now classified as an urban interstate from the KY state line to Exit 11. There had been tremendous growth at Exit 1, Exit 4 and Exit 8. He said that at Exit 4 the Vanderbilt hospital has 270 beds and was planning to build a trauma center; there was 210 acres planned to have new retail development along with a new convention center and hotel planned next to the Vanderbilt hospital. He stated that at Exit 8 the Hankook Company is planning to build their phase 2 and phase 3 which will hire 1,400 more employees and add three times the number of trucks at the exit; TRAD Corporation is coming to the industrial park area and will bring 920 new jobs to the area in a couple of years; along with the new Kirkwood school complex on Rossvie Road.

Mr. Dellinger showed a slide with the traffic counts at Exit 4 and Exit 8 in comparison to the exit north of Mt. Juliet Road with exits A, B, C off I-40. Exit 4, Wilma Rudolph Blvd traffic counts west of I-24 is 25,463 daily drivers. Exit 4 traffic counts west of St. Bethlehem (toward downtown) is 38,158. This is in comparison to Mount Juliet Road Exits A, B, and C off I-40 with a traffic county of 24,605 daily drivers.

Mr. Dellinger said from a feasibility standpoint he asked Gresham Smith consultants to develop an I-24 design showing an Exit 4A (current exit) and Exit 4B connecting to Spring Creek Pkwy; and Exit 8A (current exit) and Exit 8B turn into the Hankook plant area in the industrial park. The schematic design of I-24 Exits 4A and 4B and Exit 8A and 8B was shown on a slide in the power point.

Mr. Dellinger referred back to his TDOT meeting and said TDOT said to move forward with a study to justify an additional project or an expansion of the project an gave reference to an FHWA study, IAR study and SOR study. He said he discussed this with Gresham

Smith to develop a scope study for the off and on ramps for Exit 4A and 4B and Exit 8A and 8B. To complete the study will cost \$137,000 dollars. The study would use up to-date traffic counts and a traffic study showing the growth over the next five to ten years. He said once the study is complete, he would then go back to TDOT with the study in order to move to the next step. He was asked by Mr. Chaudoin if these were right in right out exits. Mr. Dellinger said yes, they were.

Item #16 Mayor Golden Made the motion to dismissed the meeting and Mayor Pitts adjourned the meeting.

Dated: January 15, 2026

Signed: March 19, 2026

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2026-04

**APPROVING AMENDMENT #1 TO THE
FY2026-FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)
OF THE CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

WHEREAS, the FY2026-FY2027 UPWP needs to be amended to add additional FY2027 KYTC PL funds to Work Task I. Program Administration. The amendment increases funding to the KYTC-PL 80%/10%/10% allocation by \$5,000 total funds (\$4,000 federal, \$500 state, \$500 local) from \$74,000 in FY2026 total funds to \$79,000 total funds in FY2027. The Work Task I Funding Table page 21, the Financial Summary page 37, and Funding Tables 1 and 2 (pages 38-39) in the UPWP have been amended to reflect the above funding changes; and

WHEREAS, members of the Metropolitan Planning Organization's Technical Coordinating Committee agree that this action is appropriate with the FY2026-FY2027 UPWP and will effectively advance the transportation planning program;

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the amendment to the FY2026-FY2027 UPWP.

NOW THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this Amendment #1 to the FY 2026-FY2027 UPWP that was adopted on July 10, 2025.

RESOLUTION APPROVED: March 19, 2026

Authorized Signature:

Mayor Joe Pitts, Chairman
MPO Executive Board

New
Amd 1
3/19/26

Updates to City's and County's Websites and Facebook Pages	Quarterly-Jan, April, July, October or as needed	September 2027
Update and Maintenance to MPO Website	Throughout FY	Continuous
Expenditure and Performance Annual Report	October 2025, October 2026	January 2026, January 2027

RESPONSIBLE AGENCY(S): The MPO, TDOT's Planning Division, and the KYTC's Div. of Planning.
 (*TCC and Executive Board meetings are quarterly and scheduled for the second Thursday of the following months: January 2026/2027, April 2026/2027, July 2026/2027, and October 2025/2026, but subject to change based on need.)

FY2026-FY2027 FUNDING SOURCES:

MPO	TN	MPO	KY	TOTAL
PL112-FEDERAL	\$241,188	PL112-FEDERAL	\$37,400	\$ 278,588
STATE	\$ 15,074	STATE	\$ 4,675	\$ 19,749
LOCAL	\$ 45,223	LOCAL	\$ 4,675	\$ 49,898
TOTAL	\$301,485	TOTAL	\$ 46,750	\$ 348,235

(WORK TASK I: PROGRAM ADMINISTRATION)

Old
Amend 1
3/19/26

Updates to City's and County's Websites and Facebook Pages	Quarterly-Jan, April, July, October or as needed	September 2027
Update and Maintenance to MPO Website	Throughout FY	Continuous
Expenditure and Performance Annual Report	October 2025, October 2026	January 2026, January 2027

RESPONSIBLE AGENCY(S): The MPO, TDOT's Planning Division, and the KYTC's Div. of Planning.
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FY2026-FY2027 FUNDING SOURCES:

MPO	TN	MPO	KY	TOTAL
PL112-FEDERAL	\$241,188	PL112-FEDERAL	\$33,400	\$ 74,589
STATE	\$ 15,074	STATE	\$ 4,175	\$ 19,249
LOCAL	\$ 45,223	LOCAL	\$ 4,175	\$ 49,398
TOTAL	\$301,485	TOTAL	\$ 41,750	\$343,235

(WORK TASK I: PROGRAM ADMINISTRATION)

New
Amdt
3/19/26

3. FINANCIAL SUMMARY

TN PL (80%/ 5%/ 15%) Funds

Estimated Carryover funds:	\$ 1,750,000.00
FY2026 Allocation:	\$ 395,594.00
FY2027 Allocation:	\$ 395,594.00
Total PL Funds	<u>\$ 2,541,188.00</u>

KY PL Funds (80%/ 10%/ 10%)

FY2026 Allocation:	\$ 59,200.00
FY2027 Allocation:	\$ 63,200.00
Total PL Funds	<u>\$ 122,400.00</u>

TN SPR-MPO Funds (80%/ 20%)

FY2026 Allocation:	\$ 0.00
FY2027 Allocation:	\$ 0.00
Total SPR-MPO Funds	<u>\$ 0.00</u>

TN PL/5303 (80%/5%/15%)

Estimated Carryover funds:	\$ 228,595.19
FY2025 Allocation:	\$ 112,464.42
FY2026 Allocation:	\$ 112,464.42
Total PL/5303 (80%/5%/15%) Funds	<u>\$ 453,524.03</u>

FTA-5303 KY (80%/ 20%)

FY2026 Allocation:	\$ 22,250.00
FY2027 Allocation:	\$ 22,250.00
Total FTA-5303 TN Funds	<u>\$ 44,500.00</u>

3. FINANCIAL SUMMARY

TN PL (80%/ 5%/ 15%) Funds

Estimated Carryover funds:	\$ 1,750,000.00
FY2026 Allocation:	\$ 395,594.00
FY2027 Allocation:	<u>\$ 395,594.00</u>
Total PL Funds	\$ 2,541,188.00

KY PL Funds (80%/ 10%/ 10%)

FY2026 Allocation:	\$ 59,200.00
FY2027 Allocation:	<u>\$ 59,200.00</u>
Total PL Funds	\$118,400.00

TN SPR-MPO Funds (80%/ 20%)

FY2026 Allocation:	\$ 0.00
FY2027 Allocation:	<u>\$ 0.00</u>
Total SPR-MPO Funds	\$ 0.00

TN PL/5303 (80%/5%/15%)

Estimated Carryover funds:	\$ 228,595.19
FY2025 Allocation:	\$ 112,464.42
FY2026 Allocation:	<u>\$ 112,464.42</u>
Total PL/5303 (80%/5%/15%) Funds	\$ 453,524.03

FTA-5303 KY (80%/ 20%)

FY2026 Allocation:	\$ 22,250.00
FY2027 Allocation:	<u>\$ 22,250.00</u>
Total FTA-5303 TN Funds	\$ 44,500.00

4. BUDGET TABLES

**TABLE 1
TRANSPORTATION PLANNING FUNDS AUTHORIZED
FOR THE CLARKSVILLE URBANIZED AREA FY2026-FY2027**

BUDGETED REVENUES FOR FY2026-FY2027				
FUNDING/AGENCY	FEDERAL	STATE	LOCAL	TOTAL
*FHWA - PL TN	791,188	49,449	148,348	988,985
*FHWA - PL TN Remaining funds estimated through 9/30/25	1,750,000	109,375	328,125	2,187,500
*FHWA (flexed from FTA) PL/5303 TN	224,929	14,058	42,174	281,161
*FHWA (flexed from FTA) PL/5303 TN Carryover estimated through 9/30/25	228,595	14,287	42,862	285,744
*FHWA – PL KY	122,400	15,300	15,300	\$ 153,000
**FTA - 5303 KY	44,500	0	11,126	\$ 55,626
**FHWA SPR TN	0	0	0	0
TOTALS	3,161,612	202,469	587,935	3,952,016
Note: Budgeted revenues are funds to be programmed and available for FY2026 and FY2027 expenditures and reflect available funds, as indicated by TDOT and KYTC.				
Note: Federal funds shown are from SAFETEA-LU, MAP-21, FAST Act and BIL. Local funds are shown for illustration purposes only. Local funds have not been fully obligated at this time.				
*	FHWA PL/ FHWA PL (5303) -TDOT: 80% Federal/5% State Match/15% Local Match. KYTC: 80% Federal/ 10% State/ 10% Local Match (PL includes air quality)			
**	FTA-5303 KY and SPR TN – 80% Federal/20% Local Match			

Old
Amend 1
3/19/26

4. BUDGET TABLES

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*FHWA (flexed from FTA) PL/5303 TN	224,929	14,058	42,174	281,161
*FHWA (flexed from FTA) PL/5303 TN Carryover estimated through 9/30/25	228,595	14,287	42,862	285,744
*FHWA – PL KY	118,400	14,800	14,800	\$ 148,000
**FTA - 5303 KY	44,500	0	11,126	\$ 55,626
**FHWA SPR TN	0	0	0	0
TOTALS	3,157,612	201,969	587,435	3,947,016
Note: Budgeted revenues are funds to be programmed and available for FY2026 and FY2027 expenditures and reflect available funds, as indicated by TDOT and KYTC.				
Note: Federal funds shown are from SAFETEA-LU, MAP-21, FAST Act and BIL. Local funds are shown for illustration purposes only. Local funds have not been fully obligated at this time.				
*	FHWA PL/ FHWA PL (5303) -TDOT: 80% Federal/5% State Match/15% Local Match. KYTC: 80% Federal/ 10% State/ 10% Local Match (PL includes air quality)			
**	FTA-5303 KY and SPR TN – 80% Federal/20% Local Match			

New
Amd 1
3/19/26

TABLE 2.

FY2026-FY2027 FUNDING SOURCE IN DOLLARS (\$) BY TASK

WORK TASKS	TN PL 112 (80%)	TDOT MATCH (5%)	MPO MATCH (15%)	KY PL 112 (80%)	KYTC MATCH (10%)	MPO MATCH (10%)	*TN PL (5303) (80%)	TDOT MATCH (5%)	MPO MATCH (15%)	KY FTA 5303 (80%)	MPO MATCH (20%)	TOTALS
I. Program Admin.	241,188	15,074	45,223	37,400	4675	4675	0	0	0	0	0	348,235
II. Data Collection, Maintenance and Analysis	50,000	3,125	9,375	10,000	1,250	1,250	0	0	0	0	0	75,000
III. Short Range Planning	100,000	6,250	18,750	25,000	3125	3125	0	0	0	0	0	156,250
IV. Long Range Planning	350,000	21,875	65,625	50,000	6250	6250	0	0	0	0	0	500,000
V. Multimodal Planning*	0	0	0	0	0	0	453,524	28,345	85,036	44,500	11,126	622,531
VI. Special Studies	50,000	3,125	9,375	0	0	0	0	0	0	0	0	62,500
TASK TOTALS	791,188	49,449	148,348	122,400	15,300	15,300	453,524	28,345	85,036	44,500	11,126	1,764,516
Carry-over Funds	1,750,000	109,375	328,125									2,187,500
TOTALS:	2,541,188	158,824	476,473	122,400	15,300	15,300	453,524	28,345	85,036	44,500	11,126	3,952,016

*TN PL (5303) funds shows the carryover funds from the Financial Summary on page 38 plus the FY2026 and FY2027 Allocation: (228,595+112,464+112,465= 453,524)

Old
Amend 1
3/19/26

TABLE 2.

FY2026-FY2027 FUNDING SOURCE IN DOLLARS (\$) BY TASK

WORK TASKS	TN PL 112 (80%)	TDOT MATCH (5%)	MPO MATCH (15%)	KY PL 112 (80%)	KYTC MATCH (10%)	MPO MATCH (10%)	*TN PL (5303) (80%)	TDOT MATCH (5%)	MPO MATCH (15%)	KY FTA 5303 (80%)	MPO MATCH (20%)	TOTALS
I. Program Adm'n.	241,188	15,074	45,223	33,400	4175	4175	0	0	0	0	0	343,235
II. Data Collection, Maintenance and Analysis	50,000	3,125	9,375	10,000	1,250	1,250	0	0	0	0	0	75,000
III. Short Range Planning	100,000	6,250	18,750	25,000	3125	3125	0	0	0	0	0	156,250
IV. Long Range Planning	350,000	21,875	65,625	50,000	6250	6250	0	0	0	0	0	500,000
V. Multimodal Planning*	0	0	0	0	0	0	453,524	28,345	85,036	44,500	11,126	622,531
VI. Special Studies	50,000	3,125	9,375	0	0	0	0	0	0	0	0	62,500
TASK TOTALS	791,188	49,449	148,348	118,400	14,800	14,800	453,524	28,345	85,036	44,500	11,126	1,759,516
Carry-over Funds	1,750,000	109,375	328,125									2,187,500
TOTALS:	2,541,188	158,824	476,473	118,400	14,800	14,800	453,524	28,345	85,036	44,500	11,126	3,947,016

*TN PL (5303) funds shows the carryover funds from the Financial Summary on page 38 plus the FY2026 and FY2027 Allocation: (228,595+112,464+112,465= 453,524)



REGION 4

ATLANTA, GA 30303

February 11, 2026

Mr. Jeff Tyndall
Director
Clarksville Montgomery County
Regional Planning Commission
329 Main Street
Clarksville, Tennessee 37040

Dear Mr. Tyndall and Interagency Consultation Group:

The United States Environmental Protection Agency is providing this letter in its consultative role to document that the transportation conformity requirements, under the Clean Air Act (CAA) section 176(c), for the Kentucky portion of the Clarksville-Hopkinsville, TN-KY 1997 8-hour ozone limited maintenance area end on February 24, 2026. This date marks 20 years from the effective date of the redesignation of this area to attainment for the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) (see 71 FR 4047, January 25, 2006). The Tennessee portion of the area ended the 20-year maintenance period on November 21, 2025 (see 70 FR 55559).

Under 40 Code of Federal Regulations (CFR) 93.102(b)(4) of the EPA's regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period until a standard is revoked or unless the maintenance plan specifies that the conformity requirements apply for a longer period. Pursuant to CAA section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to transportation-related pollutants and their precursors for which an area is designated nonattainment or is subject to a maintenance plan approved under CAA section 175A for areas redesignated to attainment. The section 175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a longer maintenance period, (see 58 FR 62188, 62206, November 24, 1993). The EPA further clarified this conformity provision in its January 24, 2008, final rule (73 FR 4434-5).

This letter documents that, because Kentucky's first 10-year maintenance plan for the Clarksville-Hopkinsville maintenance area was effective on February 24, 2006 (71 FR 4047) for the Kentucky portion, and November 21, 2005 (70 FR 55559) for the Tennessee portion, and neither state extended the maintenance period beyond 20 years from the effective date of redesignation, transportation conformity requirements for ozone cease to apply after February 24, 2026. As a result, the Clarksville Urbanized Area Metropolitan Planning Organization may reference this letter to indicate that the conformity requirements of 40 CFR Part 93 no longer apply for the 1997 8-hour ozone NAAQS in the

Clarksville-Hopkinsville, TN-KY area. In addition, project sponsors can reference this letter to indicate that as of February 24, 2026, transportation conformity requirements also no longer apply for the 1997 8-hour ozone NAAQS for Federal Highway Administration/Federal Transit Administration projects as defined in 40 CFR 93.101.

If you have any questions about the transportation conformity requirements in the Clarksville-Hopkinsville, TN-KY area, please contact Simone Jarvis of my staff at (404) 562-8393.

Sincerely,

**DENISSE
DIAZ**

Digitally signed by
DENISSE DIAZ
Date: 2026.02.11
11:06:36 -05'00'

Denisse D. Diaz
Director
Air and Radiation Division



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING
WILLIAM R. SNODGRASS TENNESSEE TOWER - 24TH FLOOR
312 ROSA PARKS AVENUE
NASHVILLE, TENNESSEE 37243
(615) 741-2848

WILL REID, P.E.
COMMISSIONER

BILL LEE

MEMORANDUM

TO: MPO/TPO Coordinators
RPO Coordinators

FROM: Preston Elliott, AICP, Deputy Commissioner/Bureau of Planning *P/E*

DATE: February 2, 2026

SUBJECT: Surface Transportation Block Grant Program (STBG) Allocation Process & FY2026 STBG Allocation

As you are aware on November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law providing federal transportation funding for fiscal years 2022 through 2026. With the passage of IIJA, the allocation of Surface Transportation Block Grant Program (STBG) funding under 23 U.S.C. 133(d) established five categories: 1) for urbanized areas of the State with an urbanized area population of 200,000 or greater; 2) for urbanized areas not less than 50,000 and not more than 200,000; 3) for areas with a population greater than 5,000 but not more than 49,999; 4) in other areas of the state less than 5,000; and 5) other areas of the state. This memorandum restates TDOT's allocation process, that was shared May 22, 2024, and provides updated information for the Fiscal Year (FY) 2026 allocation of STBG funds.

Table 1 reflects areas of Tennessee that will receive an allocation of STBG funding annually under IIJA, based on 2020 US Census definition of Urban. The allocation of STBG funds is determined by the corresponding urban area category and distributed based on the percentage of their population from the 2020 US Census defined as Urban. No special census or certified population count will be used to modify future allocations (only 2020 US Census decennial data). Specifics of this allocation process are as follows:

Category 1 – Urbanized Area Population of 200,000 or Greater

- For urban areas with a population greater than 200,000, STBG allocations will be allocated to the Metropolitan Planning Organization (MPO) as stated in federal legislation and administered according to the MPO's approved policies and procedures.

Category 2 – Urbanized Area Populations Not Less Than 50,000 and Not More Than 200,000

- For urban areas with a population not less than 50,000 and not more than 200,000, STBG allocations will be allocated to the Metropolitan Planning Organization (MPO) and administered according to the MPO's approved policies and procedures. While these funds can be used within the Metropolitan Planning Area (MPA) of the MPO, these funds shall not be utilized within Urbanized Area Population areas defined under Category 1, 3, or 4 if the MPO has such areas within their MPA.

Category 3 – Urbanized Area Populations Greater Than 5,000 But Not More Than 49,999

- For urban areas with an incorporated city with a population greater than 5,000 but not more than 49,999 within a Metropolitan Planning Organization (MPO) area, STBG allocations will be allocated to the MPO and administered according to the MPO's approved policies and procedures. While these funds can be used within

the Metropolitan Planning Area (MPA) of the MPO, these funds shall not be utilized within Urbanized Area Population areas defined under Category 1, 2, or 4 if the MPO has such areas within their MPA.

- For urban areas without an incorporated city (e.g., Seymour and Tellico Village) with a population greater than 5,000 but not more than 49,999 within a Metropolitan Planning Organization (MPO) area, the representing MPO working with their member jurisdictions can determine the use of these funds so long as they are allocated and expended within such designated areas within their MPO. The MPO can determine the appropriate contracting authority (county or TDOT) once use of funds are determined. These STBG funds shall not be allocated or used in any other area of the MPA that does not meet Category 3 population parameters.
- For urban areas with an incorporated city with a population greater than 5,000 but not more than 49,999 outside a Metropolitan Planning Organization (MPO) area, STBG allocations will be allocated to the city of that urban area. For urban areas of this category that include multiple cities, the allocation of STBG funds will be allocated to each city of that urban area based on the percentage of their population from the [2020 US Census Annual Estimates of the Resident Population for Incorporated Places in Tennessee Released May 2023](#) specific to that urban area population. No special census or certified population count will be used to modify future allocations (only 2020 US Census decennial data).
- For urban areas without an incorporated city with a population greater than 5,000 but not more than 49,999 outside a Metropolitan Planning Organization (MPO) area, no annual allocation of STBG funds will be made to these areas.

Category 4 - Other Areas of the State Less Than 5,000 and Category 5 - Other Areas of the State

- No annual allocation of STBG funds will be made to these areas.

Note: On December 29, 2022, the US Census Bureau published qualifying urban areas based on the 2020 US Census. With this, the US Census Bureau changed the methodology for calculating and classifying urban areas, combining the definitions of “urbanized areas” and “urban clusters” to “urban areas” for places with 5,000 persons or more and defining “rural” as not an urban area. For cities that previously received an annual STBG allocation that were once classified as urban (from 2010 US Census or the Tennessee Department of Economic and Community Development (TDECD) Certified populations of 5,000 or greater), but no longer meet the population threshold “greater than 5,000 but not more than 49,999” (based on the US 2020 Census), these areas are no longer eligible for receiving an annual allocation of STBG funding since they do not meet the population threshold established in IJJA.

Thank you for your partnership and efforts to provide needed investments within your regions.

Table 1 - Tennessee STBG FY2026 Funding Allocation

Name	US Census 2020 Urban Population	2020 Incorporated Places Population	Total Places Population for Urban Area	Percentage	Percentage of Allocation Category	(Category 1) Areas > 200,000	(Category 2) Areas >= 50,000 but < 200,000	(Category 3) Areas >= 5,000 but < 49,999	FY2026 STBG Allocation
Chattanooga*	320,409				10.238%	X			\$7,257,262
Clarksville*	181,045				5.785%	X			\$4,100,669
Knoxville	597,257				19.085%	X			\$13,527,868
Memphis*	872,149				27.869%	X			\$19,754,171
Nashville	1,158,642				37.023%	X			\$26,243,236
(Category 1) >200K – Total	3,129,502				100.000%				\$70,883,206
Bristol*	36,969				5.175%		X		\$558,260
Cleveland	73,918				10.347%		X		\$1,116,217
Jackson	72,809				10.191%		X		\$1,099,471
Johnson City	128,519				17.989%		X		\$1,940,734
Kingsport*	98,046				13.724%		X		\$1,480,568
Lakeway (Morristown)	66,539				9.314%		X		\$1,004,789
Murfreesboro	177,313				24.819%		X		\$2,677,560
Spring Hill	60,309				8.442%		X		\$910,711
(Category 2) >=50K but <200K – Total	714,422				100.000%				\$10,788,310
Arlington	14,230				2.011%			X	\$218,536
Athens	15,724				2.222%			X	\$241,479
Bolivar	5,281				0.746%			X	\$81,102
Brownsville	9,621				1.360%			X	\$147,753
Cookeville	49,089				6.938%			X	\$753,879
Covington	7,320				1.035%			X	\$112,416
Crossville	19,949				2.819%			X	\$306,364
Dayton	9,688				1.369%			X	\$148,782
Dickson	16,543				2.338%			X	\$254,057
Dyersburg	16,790				2.373%			X	\$257,850
Erwin	8,678				1.226%			X	\$133,271
Fayetteville	10,120				1.430%			X	\$155,417
Greeneville	22,919				3.239%			X	\$351,976
Henderson	5,906				0.835%			X	\$90,701
Humboldt	7,160				1.012%			X	\$109,959
La Follette	20,114				2.843%			X	\$308,898
Lafayette	6,174				0.873%			X	\$94,816
Lawrenceburg	11,679				1.651%			X	\$179,359
Lebanon	36,678				5.184%			X	\$563,278
Lewisburg	11,934				1.687%			X	\$183,275
Lexington	6,357				0.898%			X	\$97,627
Madisonville	6,070				0.858%			X	\$93,219
Manchester	12,953				1.831%			X	\$198,924
Martin	10,518				1.486%			X	\$161,529
McKenzie	5,360				0.758%			X	\$82,316
McMinnville	15,711				2.220%			X	\$241,280
Milan	7,578				1.071%			X	\$116,378
Newport	11,576				1.636%			X	\$177,777
Oakland	9,389				1.327%			X	\$144,190
Paris	10,303				1.456%			X	\$158,227
Portland	12,244				1.730%			X	\$188,036
Pulaski	8,158				1.153%			X	\$125,286
Ripley	6,922				0.978%			X	\$106,304
Savannah	8,828				1.248%			X	\$135,575
Shelbyville	22,552				3.187%			X	\$346,340
Sparta	5,691				0.804%			X	\$87,399
Springfield	18,430				2.605%			X	\$283,037
Sweetwater	6,468				0.914%			X	\$99,332
Tullahoma	19,297				2.727%			X	\$296,351
Union City	10,605				1.499%			X	\$162,865
Winchester	12,702				1.795%			X	\$195,069
Atoka**	13,056	10,058	16,376	61%	1.845%			X	\$122,309
Murfreesboro**		6,318	16,376	39%				X	\$78,197
Harriman**	22,348	5,953	17,361	34%	3.158%			X	\$116,690
Kingston**		5,960	17,361	34%				X	\$116,690
Rockwood**		5,448	17,361	32%				X	\$109,826
Pigeon Forge**	34,032	6,401	24,560	26%	4.810%			X	\$135,887
Sevierville**		18,159	24,560	74%				X	\$386,755
New Tazewell (new)**	5,374	2,773	5,120	54%	0.759%			X	\$44,567
Tazewell (new)**		2,347	5,120	46%				X	\$37,964
Columbia**	42,423	42,081	46,883	90%	5.996%			X	\$586,356
Mt Pleasant**		4,802	46,883	10%				X	\$65,151
Seymour (unincorporated place)	15,219				2.151%			X	\$233,724
Tellico Village (unincorporated place)	7,156				1.011%			X	\$109,897
Millington (new)	12,918				1.826%			X	\$198,387
Rogersville (new)	6,154				0.870%			X	\$94,509
White House (new)	15,587				2.203%			X	\$239,376
(Category 3) >= 5K but < 49,999 - Total	707,576				100.000%				\$10,866,514

* Bi-State (TN Portion) | ** Color coded rows reflect shared urban area populations



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

February 2, 2026

**SUBJECT: Requirement to Remove Environmental Justice Language from Title VI Plans
Executive Order 12898**

Dear USDOT/FTA Subrecipients:

We were informed by the Federal Transit Administration (FTA) today that, per Executive Order 12898 signed by President Donald J. Trump, all Environmental Justice language must be removed from Title VI Plans. Therefore, it is necessary to send a revised or amended Title VI Plan to incorporate these changes for review.

If you have any questions, please contact your Project Manager or Regional Program Manager, Tabitha Martin, at (502) 564-7433.

Sincerely,

A handwritten signature in blue ink, appearing to read "Vickie S. Bourne".

Vickie S. Bourne
Executive Director
Office of Transportation Delivery

VB:tm



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN DIVISION**

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(615) 741-3909

WILL REID P.E.
COMMISSIONER

BILL LEE
GOVERNOR

TRAFFIC MEMORANDUM NO. 2512

MUTCD Compliance

By the 5/8/2026 Letting (2/25/2026 Turn-in), all projects shall conform to the requirements of the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD). This is in accordance with the formal adoption of the MUTCD.

Standard drawings have been updated via specific Traffic Memorandums with other guidance documents pending. The MUTCD will be the governing document should there be any inconsistencies while the remaining manuals and specifications are updated.

For any questions or clarifications please contact Mary.D.McFarlin@tn.gov P: (615) 741-9315


Andy Barlow (Dec 23, 2025 11:08:16 CST)

Andy Barlow, PE
Director
Traffic Design Division

AB:mm
12/23/2025